

City of Poulsbo

Planning & Economic Development



2019 CITY INITIATED COMPREHENSIVE PLAN AMENDMENTS STAFF REPORT AND RECOMMENDATION

TO: Poulsbo Planning Commission
FROM: Nikole Coleman, Associate Planner
SUBJECT: 2019 City Initiated Comprehensive Plan Amendments
DATE: March 19, 2019

Staff respectfully recommends **approval** of all the proposed amendments to the Comprehensive Plan.

RECOMMENDED ACTION:

MOVE to recommend (approval) (approval with modifications) (denial) to the City Council -

- **Application No. P-11-13-18-03** is a request to re-designate and rezone 2.56 acres of recently acquired parks property from Residential Low to Park. If the site-specific amendment is approved, map amendments to Figure LU-1 will be required (along with an update to the City's Zoning Map).
- **Application No. P-11-13-18-01** is a text amendment to Chapter 12, the Capital Facilities Plan, to *incorporate* Appendix B-6 to reflect the updated 2018 Urban Paths of Poulsbo.
- **Application No. P-11-13-18-02** is a text amendment to Chapter 12, the Capital Facilities Plan, to incorporate changes recommended by the Parks staff, Parks and Recreation Commission, and citizens.
- **Application No. P-11-13-18-04** is a text amendment to Chapter 12, the Capital Facilities Plan, to update Table CFP-4 (the City of Poulsbo 6-Year Capital Improvement Projects) to reflect the proposed projects listed in the 2019-2024 Capital Improvement Projects.
- **Application No. P-11-26-18-01** is a text amendment to Appendix B-4; Chapter 7; Chapter 12, Capital Facilities Plan for adjustments to funding sources estimated in the Comprehensive Plan, which will result in an increase to Traffic Impact Fees.

AND direct the Planning and Economic Development Director to prepare findings of fact in support of this decision for the Planning Commission Chairman's signature.

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STAFF REPORT

2019 City Initiated Comprehensive Plan Amendments

I. GENERAL INFORMATION

A. **Applicant:** City of Poulsbo | 200 NE Moe Street, Poulsbo, WA 98370

B. **Description of Proposal:**

- ***Application No. P-11-13-18-03*** is a request to re-designate and rezone 2.56 acres of recently acquired parks property from Residential Low to Park. If the site-specific amendment is approved, map amendments to Figure LU-1 will be required (along with an update to the City's Zoning Map).
- ***Application No. P-11-13-18-01*** is a text amendment to Chapter 12, the Capital Facilities Plan, to incorporate Appendix B-6 to reflect the updated 2018 Urban Paths of Poulsbo.
- ***Application No. P-11-13-18-02*** is a text amendment to Chapter 12, the Capital Facilities Plan, to incorporate changes recommended by the Parks staff, Parks and Recreation Commission, and citizens.
- ***Application No. P-11-13-18-04*** is a text amendment to Chapter 12, the Capital Facilities Plan, to update Table CFP-4 (the City of Poulsbo 6-Year Capital Improvement Projects) to reflect the proposed projects listed in the 2019-2024 Capital Improvement Projects.
- ***Application No. P-11-26-18-01*** is a text amendment to Appendix B-4; Chapter 7; Chapter 12, Capital Facilities Plan for adjustments to funding sources estimated in the Comprehensive Plan, which will result in an increase to Traffic Impact Fees.

C. **Type of Amendment:**

- ***P-11-13-18-03:*** Comprehensive Plan and Zoning Map amendments from RL to Park.
- ***P-11-13-18-01:*** Text amendments to Chapter 12, Capital Facilities Plan.
- ***P-11-13-18-02:*** Text amendments to Chapter 12, Capital Facilities Plan.
- ***P-11-13-18-04:*** Text amendments to Chapter 12, Capital Facilities Plan Table CFP-4.
- ***P-11-26-18-01:*** Text amendments to Appendix B-4; Chapter 7; Chapter 12, Capital Facilities Plan.

D. **Planning Commission Hearing:** March 26, 2019 at 7pm

E. **Staff Contact:** Planning and Economic Development Department
200 NE Moe Street, Poulsbo, WA 98370
Phone: (360) 394-9882 | E-mail: plan&econ@cityofpoulsbo.com

II. CRITERIA FOR APPROVAL

Per PMC [18.210.020 \(B\)](#), in order to grant a comprehensive plan text or map amendment, one of the following must apply:

1. The amendment is warranted due to an error in the initial adoption of the Comprehensive Plan.
2. The amendment is based on a change of conditions or circumstances from the initial adoption of the Comprehensive Plan.
3. The amendment is based on new information which was not available at the time of the initial adoption of the Comprehensive Plan.
4. The amendment is based on a change in the population allocation assigned to the City by Kitsap Co.

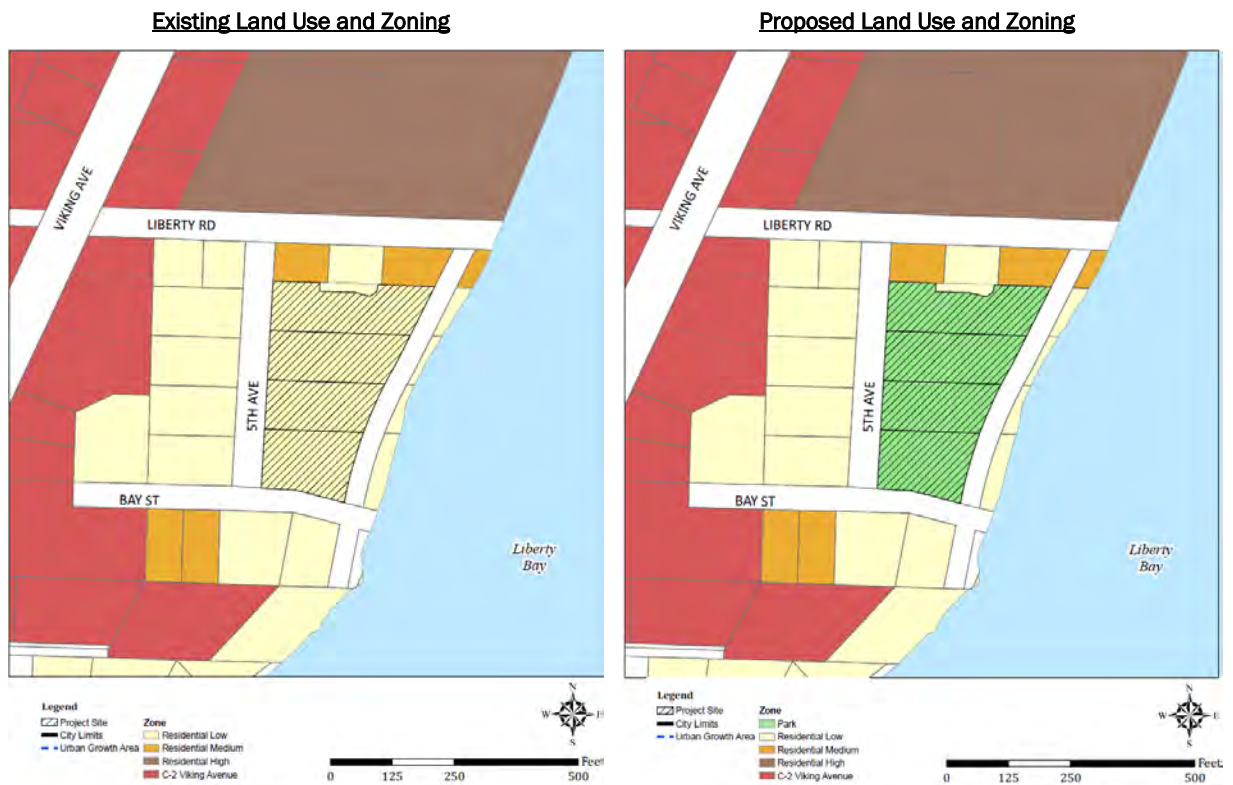
Each of the proposed amendments is reviewed below with the applicable criteria identified.

III. PROPOSED AMENDMENTS

- A. **P-11-13-18-03** is a request to re-designate and rezone 2.56 acres of recently acquired parks property from Residential Low to Park. If the site-specific amendment is approved, map amendments to Figure LU-1 will be required (along with an update to the City's Zoning Map).

Application is provided in Exhibit A-1.

- **Applicable Criteria:** The amendment is based on a change of conditions or circumstances from the initial adoption of the city comprehensive plan;
- **Staff Analysis:** Policy LU-5.1 in the Comprehensive Plan requires city-owned parks to be designated Park on the Land Use Map and the Zoning map. To maintain consistency with this policy, the property acquired in 2018 is proposed for re-designation from Residential Low to Park.
- **Recommendation:** Staff recommends approval of the proposed site-specific map amendment to re-designate 2.56 acres from Residential Low to Park.



- B. **P-11-13-18-01** is a text amendment to Chapter 12, the Capital Facilities Plan, to incorporate Appendix B-6 to reflect the updated 2018 Urban Paths of Poulsbo

Application and proposed text amendments are provided in Exhibit A-2.

- **Applicable Criteria:** The amendment is based on a change of conditions or circumstances from the initial adoption of the city comprehensive plan.
- **Staff Analysis:** In 2018, the Poulsbo Parks and Recreation Commission worked with city staff and residents to update the *Urban Paths of Poulsbo* (UPP) with the goal of improving access to non-motorized facilities for all residents. The 2018 UPP updates the comprehensive framework for future investment in facilities that support all forms of non-motorized transportation and recreation in the City. The plan identifies specific projects and programs that can be considered by as opportunities become available.

Formal adoption of the UPP is through its inclusion as a functional plan within the City's Comprehensive Plan. The text amendments include updates to the narrative, as well as deletions of projects completed or changed, and adding new projects. The 2018 UPP will be included in its entirety as Appendix B-6.

- *Recommendation:* Staff recommends approval of the proposed amendments to Chapter 12, Capital Facilities Plan.

- C. **P-11-13-18-02** is a text amendment to Chapter 12, the Capital Facilities Plan, to incorporate changes recommended by the Parks staff, Parks and Recreation Commission, and citizens.

Application and proposed Table CFP-4 is provided in Exhibit A-3.

- *Applicable Criteria:* The amendment is based on a change of conditions or circumstances from the initial adoption of the city comprehensive plan and new information which was not available at the time of the initial adoption of the city comprehensive plan.
- *Staff Analysis:* The Capital Facilities Plan (Section 2) identifies park projects to address needs over the 20-year term of this Plan. This amendment is due to a change of conditions or circumstances due to acquisition of new park properties, and changes to park development priorities.
- *Recommendation:* Staff recommends approval of the proposed amendments to Chapter 12, the Capital Facilities Plan.

- D. **P-11-13-18-04** is a text amendment to Chapter 12, the Capital Facilities Plan, to update Table CFP-4 (the City of Poulsbo 6-Year Capital Improvement Projects) to reflect the proposed projects listed in the 2019-2024 Capital Improvement Projects.

Application and proposed text amendments are provided in Exhibit A-4.

- *Applicable Criteria:* The amendment is based on a change of conditions or circumstances from the initial adoption of the city comprehensive plan and new information which was not available at the time of the initial adoption of the city comprehensive plan.
- *Staff Analysis:* The City's 6-year Capital Improvement Projects (CIP) is updated during the annual budget process and is subsequently included as an amendment to the Comprehensive Plan. This amendment is due to a change in conditions – as a new budget and a revised CIP has been approved by the Poulsbo City Council. This annual update of the City's CIP is set forth in Policy CF-3.2 as well as the Capital Facilities Plan (Chapter 12). This amendment is consistent with Capital Facilities Policies CF-4.1 and 4.2.
- *Recommendation:* Staff recommends approval of the proposed amendments to Table CFP-4 with the 2019-2024 Capital Improvement Program.

- E. **P-11-26-18-01** is a text amendment to Appendix B-4; Chapter 7; Chapter 12, Capital Facilities Plan for adjustments to funding sources estimated in the Comprehensive Plan, which will result in an increase to Traffic Impact Fees

Application and proposed text amendments are provided in Exhibit A-5.

- *Applicable Criteria:* The amendment is based on a change of conditions or circumstances from the initial adoption of the city comprehensive plan and new information which was not available at the time of the initial adoption of the city comprehensive plan.
- *Staff Analysis:* In order to fund the Capital Improvement Program (CIP), funding sources are identified and estimated of available funding are made. In the 2016 Comprehensive Plan, assumptions for funding source ratios were made. However, in 2019 Engineering Department reviewed these assumptions and determined that they needed to be revised in order to provide a realistic and reasonable assurance of achieving funding as outlined. See Engineering Department Memo in Exhibit B.
- *Recommendation:* Staff recommends approval of the proposed amendments Appendix B-4; Chapter 7; Chapter 12, Capital Facilities Plan.

IV. ATTORNEY GENERAL'S UNCONSTITUTIONAL TAKINGS MEMO

Pursuant to Comprehensive Plan, City staff members are familiar with Washington State Attorney General's "warning signals" for unconstitutional takings of private property. Staff has reviewed the Attorney General's Advisory Memorandum: Avoiding Unconstitutional Takings in the context of the 2019 Comprehensive Plan Amendments and has consulted with the City Attorney regarding the warning signals. Staff and the City Attorney are comfortable that the amendment does not result in any unconstitutional taking.

V. STATE ENVIRONMENTAL POLICY ACT (SEPA)

A SEPA/environmental checklist was prepared for the comprehensive plan amendments. The amendments were reviewed for probable adverse environmental impacts through an optional DNS process, as authorized by WAC 197-11-355 and [PMC 16.04.115](#). A combined Notice of Application with Optional DNS was issued on January 25, 2019, with the comment period for environmental comments ending February 8, 2019. No comments were received regarding City of Poulsbo initiated applications. The SEPA Determination of Non-Significance was issued on February 11, 2019 (Exhibit D).

VI. STAFF CONCLUSION AND RECOMMENDATION

Staff has concluded that the site-specific amendment applications to the Comprehensive Plan and Zoning Map and the text amendments to the Comprehensive Plan are either based upon new information or a change in circumstances since the initial adoption of the Comprehensive Plan; are internally consistent with the Comprehensive Plan; and are not detrimental to the public health, safety or welfare of the city. Therefore, staff respectfully recommends approval of all the proposed Comprehensive Plan Amendments as set forth in this staff report.

VII. PLANNING COMMISSION PUBLIC HEARING MARCH 26, 2019

A public hearing has been scheduled for 7:00 pm on March 26, 2019 for the Planning Commission to receive public comments on the 2019 Comprehensive Plan Amendments.

Proposed Motion:

MOVE to recommend (approval) (approval with modifications) to the Poulsbo City Council the 2019 City Initiated Comprehensive Plan Amendments as identified in Exhibit A to the Planning Commission Public Hearing Staff Report; and direct the Planning and Economic Development Director to prepare findings of fact in support of this decision for the Planning Commission Chair's signature.

VIII. EXHIBITS

- A. Amendment Applications
 - 1. P-11-13-18-03
 - 2. P-11-13-18-01
 - 3. P-11-13-18-02
 - 4. P-11-13-18-04
 - 5. P-11-26-18-01
- B. Engineering Dept Memo for Application No. P-11-26-18-01
- C. Notice of Application and Optional DNS, including affidavits of mailing
- D. SEPA Threshold Determination DNS with commented checklist
- E. Notice of Planning Commission Public Hearing, including affidavits of mailing

EXHIBIT A.1

Application P-11-13-18-03
City of Poulsbo Parks Department
SITE-SPECIFIC



COMPREHENSIVE PLAN AMENDMENT

RECEIVED

NOV 09 2018

PED Department

Site-Specific Application Form

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

Due by 4:00 pm. on November 15, 2018

Instructions: please complete a separate request form for each proposed site-specific amendment. If you are applying for a text/map amendment, please use the Text/Map Amendment Form.

The City of Poulsbo considers amendments to its Comprehensive Plan once each year. The deadline to submit applications for the 2019 Comprehensive Plan Update is **November 15, 2018 by 4 p.m.** A minor pre-application fee of \$512 shall be submitted with this application. After November 15th, the City will hold pre-application conferences for site-specific amendment requests. Then, the City will prepare a docket for City Council consideration (per PMC 19.40.050). If the City Council includes your request in the docket of annual amendments, the applicant will be required to submit a SEPA Checklist and application fees according to the adopted Fee Schedule. Docketing is not a guarantee of your amendment request being approved.

PROJECT/PROPERTY INFORMATION:

Site Address: 19638 5th Avenue NW

Tax Parcel Number: 152601-4-088-2005 4-089-2004 4-090-2001

Current Comp Plan Designation: Residential Low

Zoning Designation: Residential Low

Proposed Zoning Designation: Park

Current Use of Property: Undeveloped; vacant

Proposed Use of Property: Future City park

APPLICANT/PROJECT CONTACT:

Name: Mary McCluskey

Phone: 360-394-9772

Address: 200 NE Moe St. Poulsbo, WA 98370

Email: mmclluskey@cityofpoulsbo.com

PROPERTY OWNER (IF DIFFERENT):

Name: City of Poulsbo

Phone:

Address:

Email:

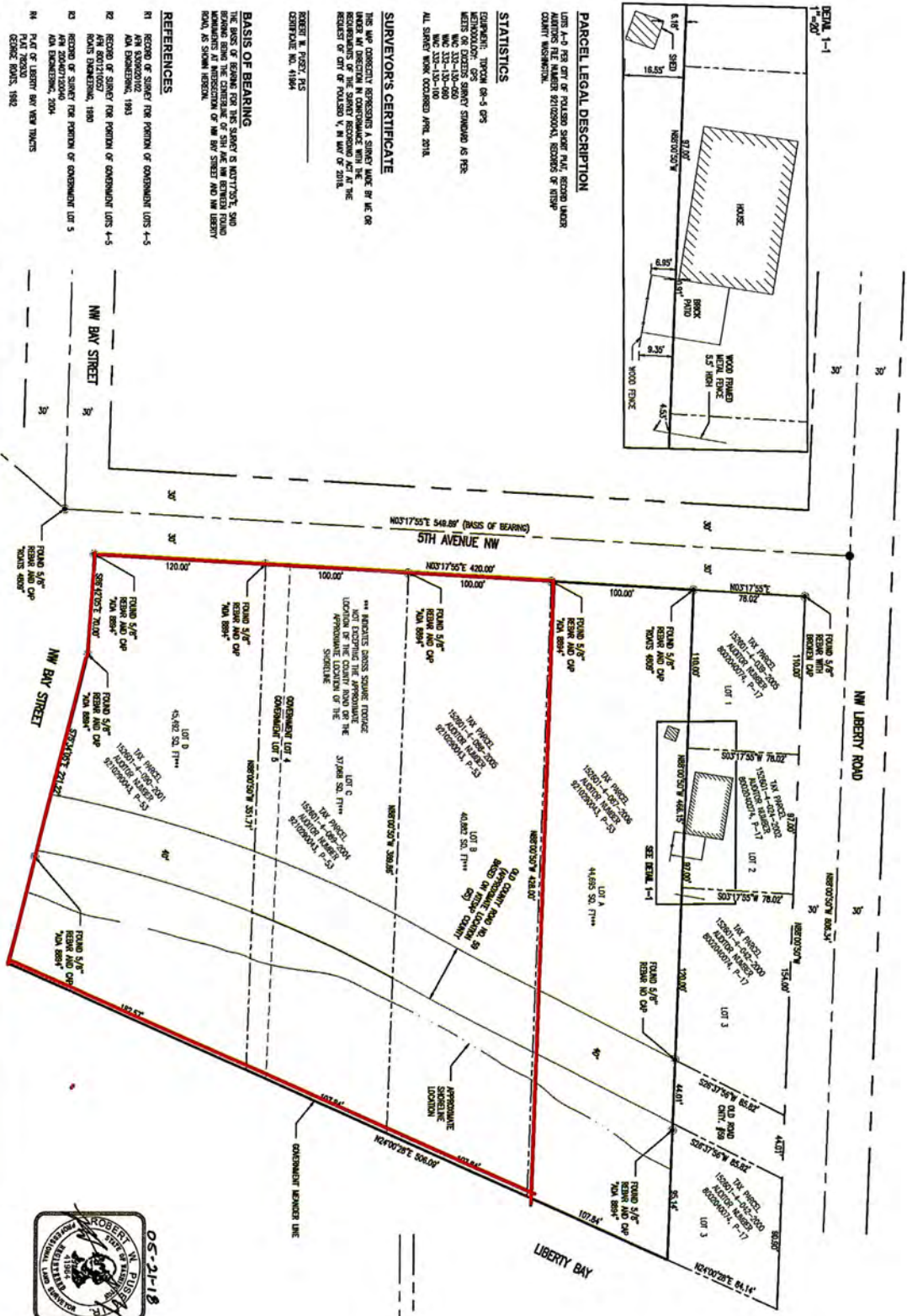
To grant a site-specific amendment, at least one of the following conditions must be applicable. These conditions are found in the Poulsbo Municipal Code 18.210.020. The following questions will help the City evaluate the proposed amendment. **Please answer the following questions, use separate sheets if necessary:**

1. Is the amendment warranted due to an error in the initial adoption of the Comprehensive Plan? Please explain.

No

RECORD OF SURVEY

BEING A PORTION OF
GOV'T LOT 4 AND 5, NW 1/4 AND SW 1/4 OF THE SE 1/4, SECTION 15, T 26 N, R 1 E, W.M.
CITY OF POULSBORO, KITSAP COUNTY, WASHINGTON



LEGEND
● ROAD 5/8\"/>

PARCEL LEGAL DESCRIPTION
LOTS 4-5 NW 1/4 OF POULSBORO PLAT, RECORD 14000, KITSAP COUNTY, WASHINGTON.

STATISTICS
EQUIPMENT: TOPCON GP-4 GPS
METHODS: GPS
WETTS OR EXCESS SURVEY STANDARD AS PER:
WAC 22A-130-000
WAC 22A-130-000
ALL SURVEY WORK OCCURRED APRIL 2018.

SURVEYOR'S CERTIFICATE
I, THE UNDERSIGNED, BEING A SURVEYOR IN THE STATE OF WASHINGTON, DO HEREBY CERTIFY THAT THE FOREGOING IS A TRUE AND CORRECT COPY OF THE SURVEY RECORDS AS THE SAME ARE KEPT IN MY OFFICE AT POULSBORO, WASHINGTON, IN MAY OF 2018.

ROBERT W. PUGH, R.S.
KITSAP COUNTY, WA 98360

BASIS OF BEARING
THE BASIS OF BEARING FOR THE SURVEY IS MAGNETIC, AND THE BEARING OF THE SURVEY IS NORTH 77° 55' 12\"/>

REFERENCES
R1 RECORD OF SURVEY FOR PORTION OF GOVERNMENT LOTS 4-5
AS A 2009/02/02
AS A 2009/02/02
R2 RECORD OF SURVEY FOR PORTION OF GOVERNMENT LOTS 4-5
AS A 2009/02/02
R3 RECORD OF SURVEY FOR PORTION OF GOVERNMENT LOTS 4-5
AS A 2009/02/02
R4 RECORD OF SURVEY FOR PORTION OF GOVERNMENT LOTS 4-5
AS A 2009/02/02
R5 RECORD OF SURVEY FOR PORTION OF GOVERNMENT LOTS 4-5
AS A 2009/02/02

By	Date	Scale	1"=50'
Surveyed	04/18	DATE	MAY 2018
Drawn	05/18	DRAWING NUMBER	
Checked	05/18		
Approved			

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WWW.PARAMETRIX.COM 242-2237-108

CITY OF POULSBORO
200 NE MOE STREET
POULSBORO, WA 98370

RECORD OF SURVEY
GOVERNMENT LOT 4 AND 5
NW 1/4 AND SW 1/4 OF THE SE 1/4 OF SECTION 15
T26N, R1E, W.M.
KITSAP COUNTY, WASHINGTON

AUDITOR'S CERTIFICATE
I, THE UNDERSIGNED, BEING A SURVEYOR IN THE STATE OF WASHINGTON, DO HEREBY CERTIFY THAT THE FOREGOING IS A TRUE AND CORRECT COPY OF THE SURVEY RECORDS AS THE SAME ARE KEPT IN MY OFFICE AT POULSBORO, WASHINGTON, IN MAY OF 2018.

AUDITOR'S FILE NO. _____

EXHIBIT A.2

Application P-11-13-18-02
City of Poulsbo Parks Department
TEXT AMENDMENT



COMPREHENSIVE PLAN AMENDMENT

RECEIVED

NOV 09 2018

PED Department

Text/Map Application Form

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

Due by 4:00 pm. on November 15, 2018

Instructions: Please complete a separate request form for each proposed amendment. If you are applying for a site specific re-designation/rezone request, please use the Site-Specific Application Form.

APPLICANT/AMENDMENT INFORMATION:

Name of Applicant/Department: Poulsbo Parks and Recreation

Contact Person: Mary McCluskey

Address: 200 NE Moe St. Poulsbo, WA 98370

Email: mmcccluskey@cityofpoulsbo.com

Phone Number: 360.394.9772

Summary of proposed amendment:

City functional plans are reviewed every 6 years. The original Urban Paths of Poulsbo Trails Plan was approved by the City Council during the Comprehensive Plan amendment process in May 2012, so this is the first update to the original UPP Trails Plan. The 2018 update was led by the Poulsbo Parks and Recreation Commission. They reviewed questions from five previous city surveys that discussed trails, reviewed and updated existing inventory, discussed maps and trail typology, updated Trails Priorities (projects), and held a community open house in June 2018.

Chapter, page number, and location (goal/policy #, section, map figure) of proposed amendment:

Total replacement of the Urban Paths of Poulsbo (Appendix B-6)

Proposed amendment in ~~strike through~~ or underline format (attach a separate sheet if necessary):

Attached.

Please answer the following questions, use separate sheets if necessary:

1. Briefly describe why you are applying for a Comprehensive Plan amendment.

City functional plans are reviewed every 6 years. The original Urban Paths of Poulsbo Trails Plan was approved by the City Council during the Comprehensive Plan amendment process in May 2012, so this is the first update to the original UPP Trails Plan. The 2018 update was led by the Poulsbo Parks and Recreation Commission.

2. Is the amendment warranted due to an error in the initial adoption of the Comprehensive Plan?
Please explain.

No

3. Is the amendment based on a change of conditions or circumstances from the initial adoption of the Comprehensive Plan? Please explain.

Yes - the plan has been updated after 6 years.

4. Is the amendment based on new information or facts which were not available at the time of the initial adoption of the Comprehensive Plan? If so, what are they?

The plan has been reviewed and updated.

5. Is the amendment based on a change in the population allocation assigned to the city by Kitsap County?

No



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.

Mary McCluskey
Signature of Applicant/Agent

Mary McCluskey
Print Name of Applicant/Agent

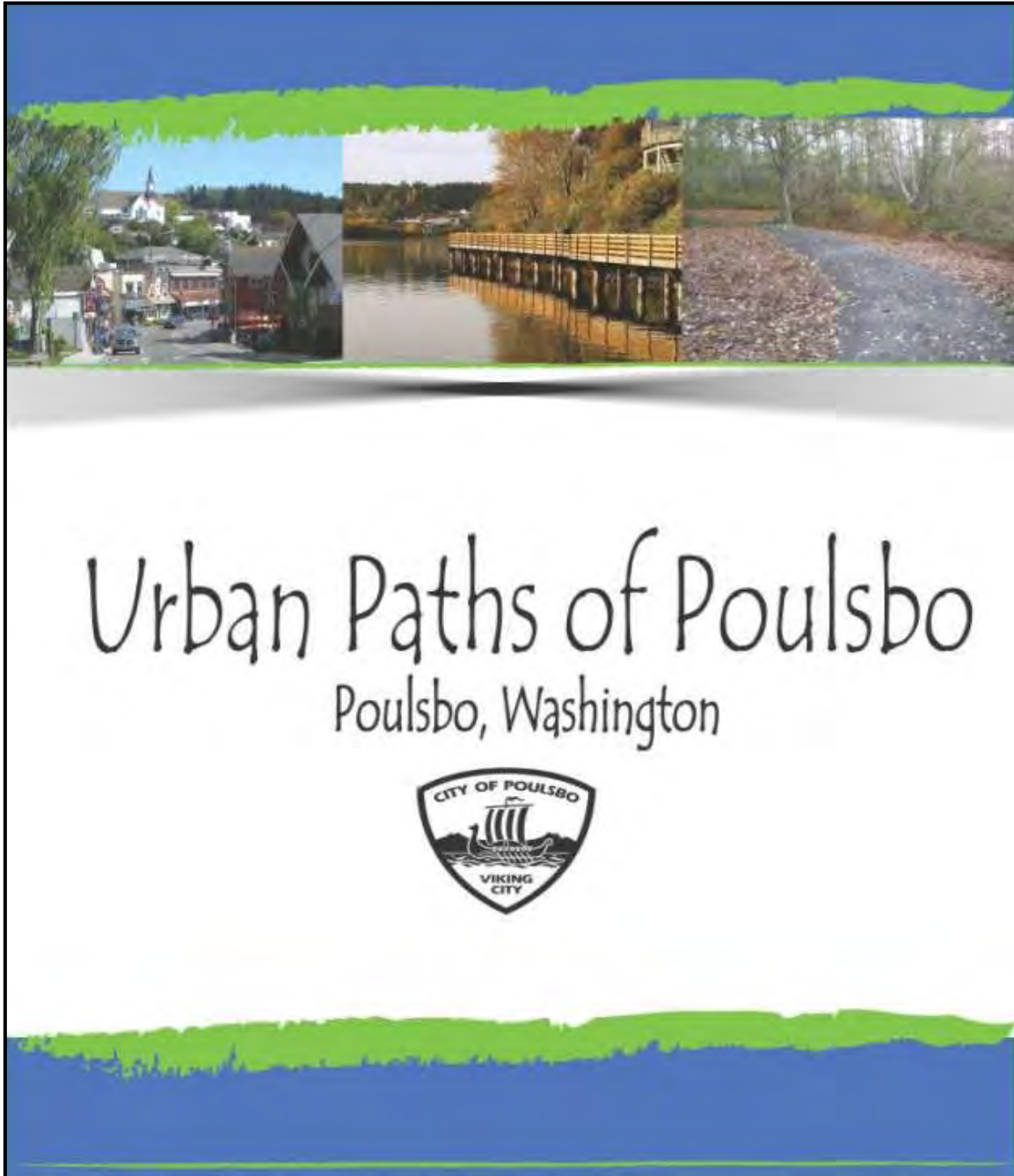
STATE OF WASHINGTON)) SS
COUNTY OF KITSAP)

On this 9th day of Nov, 2018 before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Mary McCluskey 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 9th day of November, 2018.



Cheryln Haley
NOTARY PUBLIC in and for the
State of Washington Residing at
Poulsbo
Commission Expires 3.13.19



Planning a System of Trails for Walking, Biking, and Paddling in Poulsbo

2018 Update

Acknowledgements

Mayor

Rebecca Erickson

City Council

Kenneth Thomas

Connie Lord

Gary Nystul

Jeff McGinty

Ed Stern

David Musgrove

Abby Garland



Parks and Recreation Commission

Steve Calhoun, Chair

Mary Carter

Mari Gregg

Edie Lau

Kelly Michaels

Judy Morgan

Justin Johnson

City Staff

Parks and Recreation Department

Mary McCluskey, Director

Pat Hightower, Administrative Assistant

Joe Schiel, Recreation Programmer

Kris Goodfellow, Recreation Programmer

Andrea Austin, Preschool Coordinator

Planning and Economic Development Department

Karla Boughton, Director

Nikole Coleman, Associate Planner

Helen Wytko, Planning Technician/GIS

Engineering Department

Charlie Roberts, Engineer I

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Executive Summary

Vision

The Poulsbo trail system embodies the community spirit that distinguishes our city, linking the places we live, learn, work, play, and find inspiration. Trails reconnect us to ourselves, and lead people of all ages and abilities to greater health and self-sufficiency. Our trails, like branches, support Poulsbo and reach out to connect neighbor to neighbor; land to water; people to nature; homes to businesses; city to countryside' and Poulsbo's history to our future.

The people of Poulsbo want a walkable community. A 2007 survey ~~of the community was completed in 2007 during the Comprehensive Plan update process. The survey indicated a strong demand for trails. The most responses from citizens indicated an interest in an investment in a citywide trail system.~~ The city heard this, and ~~made it a priority. To begin~~ began the process of developing a 20-year trails plan, the City of Poulsbo applied for and ~~successfully competed for a National Park Service (NPS) grant in 2008 through the Rivers, Trails and Conservation Assistance Program (RTCA). Over the course of two years, That grant led to the formation of the Poulsbo Trails Committee, and over the course of two years, the trails committee has worked with NPS staff, city staff, organizations, residents and users to~~ worked to create a vision and develop the 2012 Urban Paths of Poulsbo (UPP).



~~This document has been developed in coordination with other planning efforts undertaken by the city.~~

~~Some of these planning efforts include the Comprehensive Plan (adopted in December 2009); the Parks, Recreation, and Open Space Plan (adopted June 2006); and the transportation element of the Comprehensive Plan (2009).~~

From the start, Urban Paths of PoulsboUPP was conceived as a trails plan to connect neighborhoods, parks, shopping and schools, and then link to regional trail systems leading from the city and into Kitsap County and beyond. The Urban Paths of PoulsboUPP highlights the need for ~~non motorized~~non-motorized options with the community. ~~The timing for creating the plan was good, as the 2008 2009 recession relieved some of the fast moving development pressures that Poulsbo experienced in recent years.~~

There is a diversity of trail users who will benefit from attractive walking and bicycling routes – area students, commuters, visitors, recreational users, people with no other means of transportation, and more. Poulsbo is a community with the benefit of having a vibrant downtown and commercial districts, surrounded by residential neighborhoods dotted with parks, schools, and services. The UPP plays an important role in guiding the decision making that will connect the residents of Poulsbo to the convenient places they frequent regularly, and the recreational opportunities that provide them with an enhanced quality of life.

The Trails Committee goals were to:

- ~~• Provide a blueprint for connectivity within the city.~~
- ~~• Emphasize protection of natural resources and the environment. Highlight the need for non motorized transportation options.~~
- ~~• Draw attention to community partnerships for planning, development and management. Identify methods of funding for capital development and maintenance of trails.~~
- ~~• Promote official adoption of the Trails Plan and tie into other official City plans, including the Comprehensive Plan, so that it will be implemented on both public property and as private property is developed.~~

~~This plan is the culmination of almost two years of diligent work by the Poulsbo Trails Committee. It has been created, massaged, expanded, reviewed and now presented with the community in mind. It includes components that should touch everyone who lives or visits Poulsbo. The Urban Paths of Poulsbo includes pedestrian facilities, water trails, and a bicycle network. Its implementation connects public centers and supports non-motorized alternatives. It re-emphasizes protecting our environment while enjoying the natural beauty of the area. Finally, it also recognizes that the plan won't be completed overnight, and that priorities and~~

partnerships are needed to move forward. The committee often referred to the vision that they created over the last two years, and it will be carried forward as the present and future vision for Poulsbo trails: a more walkable, bikeable, paddleable Poulsbo.

In 2018, the Poulsbo Parks and Recreation Commission worked with city staff and residents to update the Urban Paths of Poulsbo (UPP) with the goal of improving access to non-motorized facilities for all residents. The 2018 UPP updates the comprehensive framework for future investment in facilities that support all forms of non-motorized transportation and recreation in the City. The plan identifies specific projects and programs that can be considered by as opportunities become available.

Introduction and Background

The city of Poulsbo (~~2010 population 8920~~ 2018 population 10,850) is located in Kitsap County, west of Seattle.



Originally settled by Norwegian immigrants in the late 1800's on Liberty Bay, a fjord of Puget Sound, Poulsbo continues to maintain its Scandinavian atmosphere through its architecturebuilding design features, celebrations, and hospitality. Holding to its Scandinavian heritage has earned the city the nickname "Little Norway" and visits from two Norwegian Kings.

Liberty Bay and the Liberty Bay estuary are the two major bodies of water in Poulsbo. Relatively narrow and shallow, the bay serves as the receiving waters for Dogfish Creek, as well as ~~a number of several~~ other streams at the edges of the city limits. Dogfish Creek is the largest stream system in Poulsbo and extends extensively outside of the city limits. The South Fork of Dogfish Creek is completely within the city limits, on the east side of Poulsbo, generally along the SR 305 corridor. The history of these waters shows that the local Native American tribes used the area for fishing and water travel. Those connections and partnerships are still important ~~in 2014~~ today.

Centrally located in North Kitsap County, Poulsbo is served by three state highways: State Routes 3, 307 and 305. Highways and bodies of water present opportunities and challenges when creating a trail plan. Poulsbo's natural setting has highly recognizable features that define the city as a unique and special place. Encompassing 4.5 square miles, Poulsbo has numerous hills and valleys, streams, and frontage on the waters of Liberty Bay. Elevations range from sea level to 440 feet, with two ridges running along each side of Liberty Bay, which gradually rise in elevation and merge to the north. The western leg of the ridge slopes gradually towards Liberty Bay, while the eastern leg slopes in a broken pattern of knolls, valleys and benches to the eastern shore of the bay. ~~All of these~~ These characteristics provide an appealing setting and lend themselves nicely to a functional pedestrian-bicycle network with varying distances, destinations and views.

Establishing a 2009-2011 Trails Committee

Recruitment Purpose

Leadership for the urban trails project was delegated to the Parks & Recreation Department, with support from other city departments. In 2009, it organized a subcommittee of the Parks & Recreation Commission to create a trails plan for the City of Poulsbo. ~~This has been a community process.~~ The committee ~~is~~ was not simply an advisory group, but participated "hands on" in project work, making public presentations, drafting a survey and plan, manning tables at associated events and providing leadership in early action projects with city staff.



Broad community representation was sought for the ~~new~~ subcommittee, including local youth, residents and trail users. ~~Recruitment of volunteers was made with public announcements, email lists and personal contacts, starting with the press release announcing the grant from the National Park Service, and continuing with notices in the Recreation Guide and on the city utility bill.~~ Initial meetings included representatives from the city council,

city departments, the Planning Commission, the Tree Board and the Parks and Recreation Commission. Other members represented property and business owners, regional transportation organizations, land trusts and cultural entities. ~~The meetings were open to the public and over two years others came to observe and join the committee.~~

Roles & Responsibilities

The role of the committee was to collaborate with city staff and to represent the community's interests in the process of planning a system of multi-use, non-motorized trails. Its work served four primary purposes:

- ~~Planning and decision~~ Decision making Making – participated in meetings to review and direct progress, discussed ideas and issues, and made decisions on a variety of topics.
- ~~Research and writing~~ Writing – involvement in field work and research to gather information and prepare written documents (e.g. inventoried existing trails, edited press releases, wrote outreach materials and chapters of the final plan).
- ~~Outreach and advocacy~~ Advocacy – collaborate on preparation and presentations to boards, councils, other organizations and to the public.
- ~~Early action~~ Action projects Projects – support the planning, organizing and implementation of easily accomplished projects to provide early success ~~and increase awareness of the planning phase underway (e.g. installed signage, improved safety at a crossing, conducted a walking group on National Trails Day).~~



Mission and Vision

The subcommittee was given the task, or mission, to develop a plan for a network of trails that encourage walking, bicycling and paddling around Poulsbo. Building on the project goals, a vision was created to inspire and guide the effort now and for the next 20 years.

The Poulsbo trail system embodies the community spirit that distinguishes our city, linking the places we live, work, play and find inspiration. Trails reconnect us to ourselves and lead people of all ages and abilities to greater health and self-sufficiency. Our trails, like branches, support Poulsbo and reach out to connect neighbor to neighbor, land to water, people to nature, homes to businesses, city to countryside, and Poulsbo's history to our future.

Goals, Objectives, and Benefits

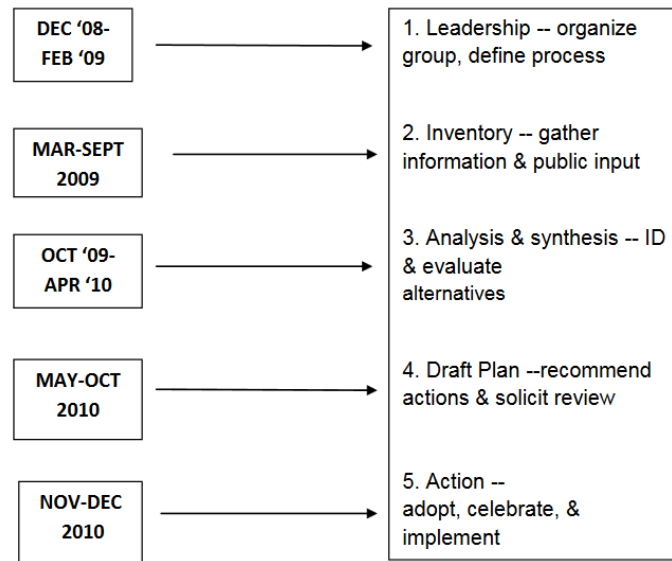
Early in the ~~project~~ 2012 trails committee process, six major goals were set for the trails project:

1. Provide a blueprint for connectivity within the city; Destinations to be connected Include parks, schools, neighborhoods, shopping services, and other trails outside of the city limits.
2. Emphasize protection of the natural resources and environment. Enhance and protect the shoreline, critical areas, and city parks and open spaces.
3. Highlight the need for non-motorized transportation options. Non-motorized transportation can improve health and wellness, reduce pollution, reduce traffic congestion, enhance safety, and encourage a sense of community. The result will be a greener, safer environment.
4. Draw attention to community partnerships for planning, development and management. Successful implementation of a trails plan will require the participation of committee members, organizations and city staff to plan and guide development of the city trails system.
5. Begin to identify methods of funding for capital development and maintenance of trails: Supplement public funds and resources for trails with private funds along with local, state and federal grants for development; and private sources and volunteer match for maintenance and stewardship activities.

6. Facilitate the adoption of the Trails-trails Plan-plan and tie into other official City plans, including the Comprehensive Plan, Transportation Improvement Plan and Capital Improvement Plan.

Timeline and milestones

~~An ambitious timeline was set, framed around a working committee meeting monthly and aiming to have a trails plan completed in one year. It was adjusted several times when the work plan was detailed with specific plans for public outreach and a community survey, and as the complexity of inventorying and analyzing the city for walking, biking, and paddling became apparent.~~



Significant milestones in the trail planning process were:

- 1 Mapped existing conditions (including planned trail facilities in city's Transportation Improvement Program and Parks Capital Improvement Program)
- 2 Conducted an online Community Trail Survey to assess the public's needs and concerns
- 3 Repainted several crosswalks to address safety concerns raised by the public
- 4 Capitalized on established community events and gathering locations for public outreach (public library, local farmers market, Central Market, Poulsbo Parks Day, etc.)
- 5 Conducted field evaluation of existing conditions to determine where connections exist and are needed. Created a map of recommended new connections
- 6 Assessed bikeability and created a map of recommended bike routes



Public Involvement

~~The city and the trails committee widely sought to inform, encourage and involve the public throughout the planning process. A work group developed a Public Outreach & Participation Strategy, building on an initial list the committee made when asking "who will be affected by the project". The project was highlighted in 4 biannual issues of the Park and Recreation Activity Guide (24,000 distributed); displays were set up at a variety of public venues; and news about the committee's progress was posted regularly on the city's website. The committee's ongoing outreach was the most direct and active engagement pieces.~~

Partners in Planning

~~When Poulsbo determined that a citywide trails plan was needed, it committed staff and funding, and sought support — partnerships — with other government agencies, local organizations, and citizens that have goals in~~

common with community trails. The first partner to commit was the National Park Service with a grant of technical assistance from the Rivers, Trail and Conservation Assistance Program. Individuals and organizations volunteering to serve on the trails committee invariably leveraged their various affiliations to further engage material support for the City of Poulsbo's trails effort. Other agencies and organizations who have been involved in the process include the Kitsap Health District, the Great Peninsula Conservancy, the Cultural Arts Foundation of the Northwest, North Kitsap Trails Association, West Sound Cycling Club, and Kitsap Volkssporters.

Community Health Benefits of a Walkable Community

A walkable environment directly contributes to health, economic, environmental, and cultural benefits that impact all residents. When more people walk as part of their daily activities, communities reap the following benefits:

- Higher levels of individual health and wellness
- Better air quality and lower levels of carbon and noxious emissions
- Higher quality of life
- Reduced traffic congestion and exposure to crashes
- Healthy business districts with increased dollars staying in the local economy
- Lower costs for roadway maintenance
- More equitable access to community resources for all



The following section summarizes the benefits of creating a walkable Poulsbo for all residents.

Health and Physical Activity

A growing number of studies show that the design of our communities—including neighborhoods, towns, transportation systems, parks, trails, and other public recreational facilities—affects people's ability to reach the recommended daily 30 minutes of moderately intense physical activity (60 minutes for youth). According to the Centers for Disease Control and Prevention (CDC), "physical inactivity causes numerous physical and mental health problems, is responsible for an estimated 200,000 deaths per year, and contributes to the obesity epidemic." The increased rate of disease associated with inactivity reduces quality of life for individuals and increases medical costs for families, companies, and local governments. Walking offers a way to integrate physical activity into busy schedules and has been demonstrated to improve chronic health conditions as well as to contribute to emotional well-being.

Community and Quality of Life

The prevalence of walking in a community has been described as a barometer of how well that community is advancing its citizens' quality of life. Areas that are busy with people walking are environments that work at a human scale and foster a heightened sense of community. These benefits are difficult to quantify, but when community residents are asked to identify civic places that they are most proud of, they tend to name places where walking is safe, easy, and common such as a popular greenway, neighborhood or downtown.



More trips on foot mean fewer trips by car. In turn, this means less traffic congestion in the community. There are also more opportunities to speak to neighbors and more "eyes on the street" to discourage crime and violence. It is no accident that communities with low crime rates and high levels of walking and bicycling are generally attractive and friendly places to live.

Economic Sustainability

Cities are increasingly recognizing that the pedestrian environment is a key element of economic vitality and vibrancy. Walkable neighborhoods typically have active streets that promote commercial exchange, while providing safe and efficient ways for residents to travel on foot. It is generally the case that economically vibrant areas are more pleasant and more popular places to walk. The walking environment's contribution to quality of

life or livability has a profound impact on attracting businesses and workers as well as tourism. In addition to increased property values, improved walking environments have been correlated to increased retail sales and economic development opportunities.

Environment

When people choose to get out of their cars and walk, bike, or take transit, they make a positive environmental impact and improve air quality. People choosing to walk rather than drive are typically replacing short automobile trips, which contribute disproportionately high amounts of pollutant emissions. These emission reductions benefit all residents, whether they choose a walking trip or not. They reduce their vehicle miles traveled, reducing traffic, congestion, and the volume of pollutants in the air. Other environmental impacts can be a reduction in overall neighborhood noise levels and improvements in local water quality. By taking short trips on foot, rather than in a car, citizens can have a substantial impact on local traffic and congestion. A complete pedestrian network that connects homes, schools, parks, downtown, and recreation and cultural destinations can encourage walking.

Equity

Accessibility and economics are inherently tied to equitable transportation solutions. While some residents choose not to own a motor vehicle, others cannot afford one. For those who cannot use other modes of transportation, the ability to walk safely is essential. For young people, walking affords a sense of independence, and for seniors, walking is an effective means to stay active both physically and socially. In addition, people living with disabilities are more likely to be pedestrians, as some physical limitations make driving difficult. Equitable services and investments provide the same opportunities for all people.



Kitsap County Health District reports that less than half of local adults get adequate physical activity. 47.8% report getting the Center for Disease Control (CDC) recommended 30 minutes of moderate level physical activity five days a week, and only a third meet the higher level of 20 minutes of vigorous physical activity three days a week. At the same time, too few youths are physically active enough to achieve the target of 60 minutes five days/week. Playing outdoors, doing yard work and just being active would count towards these CDC goals. Of special concern are the many 8th and 10th graders in the area who report not participating in any PE in an average week, further reducing the likelihood they have the health and academic benefits provided by physical activity.

As society faces increasing burdens from inactivity and disease the importance of the built environment becomes evident. Data shows that communities with the highest levels of walking and bicycling have the lowest rates of obesity, diabetes, and high blood pressure. (Bicycling and Walking in the United States: The 2010 Benchmarking Report). Enhancing the walkability and bikeability of Poulsbo would make physically active choices easy and enjoyable for residents and visitors. As non motorized access to parks, schools, shopping and services become available to people of all ages, abilities and incomes, the quality of life in our community increases. Active communities are truly healthy communities. Accessibility too, is important on trails. As existing trails are improved, and new trails created, consideration must be made to accommodate diverse groups.

Surveys

Surveys conducted since 2007 have all confirmed that citizens consider trails/paths and sidewalks as a top priority for park development and traffic improvements. Provided below are summaries of each survey conducted as it relates to nonmotorized transportation:

- In support of the 2007 Comprehensive Plan Update, a survey was conducted to solicit the ideas and preferences of Poulsbo residents. Sidewalks emerged as the top traffic investment priority, with 88.2%. Street improvements/pavement restoration was second top priority at 80.1%. The other selections chosen include, bike paths (64%), neighborhood connectivity (63.9%), improved wait times at traffic signals (63.5%), and a citywide trail system (62.3%).

- In 2009, the trails committee conducted an online survey for the creation of the UPP. Of the 273 respondents, 80% said that they expect to use the trails weekly, the top desired destinations were downtown Poulsbo and parks, and safety was a major concern.
- The 2015 Parks and Recreation community survey in support of the 2016 Parks Recreation and Open Space Plan reaffirmed that opportunities for walking and hiking continued to be very important to residents. Of the 219 respondents, 43.38% chose walking/jogging trails as an amenity they would like to see offered in parks. Shoreline access followed with 34.25%, bike paths with 33.33%, and safe road bicycling with 32.42%.
- A 2015 survey conducted for the 2016 Comprehensive Plan and Development Regulations Update identified a citywide trail system as a highly desired amenity. In addition, sidewalks emerged as the most important traffic improvement (77.55%), followed by bike paths (52.24%), pavement restoration (52.65%), and a citywide trail system (51.84%). The top priority for the most critical transportation improvements were more sidewalks and pedestrian paths where they don't currently exist (33.62%). In a distant second was increased bus frequency (14.4%) and more bicycle opportunities (10.21%).
- A 2017 survey conducted in connection with a proposed skate park, found that walking paths were a desirable amenity or feature of a new park with 51.62% of the respondents.

Making Connections

Poulsbo currently has 3.75 miles of existing trails in unconnected segments. The goal is to safely connect those existing trails and add many more. The trails survey has indicated that the top choices for connections were to historic downtown, and the waterfront, parks, shopping, schools, and destinations outside the city.

The committee examined the entire city for potential trails and bike routes and how they would connect. (See map sections). In already developed areas of the city, connections are often made utilizing city sidewalks. A challenge is to do that safely. Several well-designed existing short paths offer examples of how to accommodate foot and bicycle traffic, connecting residential neighborhoods and the schools. While some may be private, examples of successful paths include:

- Path from the north end of Deer Run off NE Gustaf Street leading to Poulsbo middle and elementary school campuses.
- Path west of NKHS auditorium and swimming pool parking lot that connects to NE Vaughn Milton Loop, which provides good pedestrian access to Raab Park and Meredith Heights.
- Path connecting 20th Avenue NE to Schooner Court NE, leading to the north side of NKHS.

These connections serve as excellent examples of small design features that can greatly enhance the walkability of neighborhoods and the community as a whole.

Goals, Objectives, and Benefits

Early in the project, six major goals were set for the trails project:

1. Provide a blueprint for connectivity within the city; Destinations to be connected include parks, schools, neighborhoods, shopping services, and other trails outside of the city limits.
2. Emphasize protection of the natural resources and environment. Enhance and protect the approximately 4 miles of shoreline, critical areas and 14 city parks and open spaces.
3. Highlight the need for non-motorized transportation options. Non-motorized transportation can improve health and wellness, reduce pollution, reduce traffic congestion, enhance safety, and encourage a sense of community. The result will be a greener, safer environment.

~~4. Draw attention to community partnerships for planning, development and management. Successful implementation of a trails plan will require the participation of committee members, organizations and city staff to plan and guide development of the city trails system.~~

~~5. Begin to identify methods of funding for capital development and maintenance of trails: Supplement public funds and resources for trails with private funds along with local, state and federal grants for development; and private sources and volunteer match for maintenance and stewardship activities.~~

~~6. Facilitate the adoption of the Trails Plan and tie into other official City plans, including the Comprehensive Plan, Transportation Improvement Plan and Capital Improvement Plan.~~

Trail Categories – A Hybrid System

The trail system in Poulsbo ~~will be~~ is a hybrid trail system ~~of sidewalks, dirt or gravel paths and pavement, some separated from vehicular traffic and some not.~~ The City's goal is to create continuous and complete using existing trails and infrastructure. Though there are extensive sidewalks within Poulsbo and many parks include trails, the goal is to develop connectivity between these and complete, link and improve key pedestrian and bike routes with a hybrid system of routes building upon, by extending and adding to what we already have exists. The goal is to develop continuous and complete routes, regardless of what they look like, so that that the result is that a bicyclist may sometimes be in a bike lane, sometimes ~~be~~ integrated with cars (indicated by with a sharrow on a low speed road), and other times be with pedestrians on a shared use path. SimilarlySimilarly, pedestrians may follow routes that comprise have a mix of sidewalks, trails, boardwalks and shared use paths.

Numerous resources exist for trail design standards that provide comprehensive information on trail types by user, support facilities, trailhead standards, user experience, trail sustainability, and best management practice for development and maintenance. This document does not attempt to compile the available standards, but instead, defines some basic terms used in the "Priority Projects" section.

Pedestrian: Wilderness, Recreational, Infrastructure

- Wilderness/Hiking Trails. Wilderness trails are narrow, low impact, ~~hand-built~~hand-built dirt paths that generally follow the natural grade, don't disturb significant natural vegetation and are not typically handicapped accessible. (Similar to Wilderness Park trails). Construction of these trails mainly consists of providing positive drainage for the trail tread and should not involve extensive removal of existing vegetation. These trails vary in width from 3 feet to 6 feet.
- Recreational Multi-Use Trails. Recreational trails are generally 6 feet wide packed gravel, and gravel and are often volunteer-built trails that will generally meet recreational standards for access when topography allows. These unpaved multi-use paths are intended to accommodate a variety of users, including walkers, joggers, bicyclists, and others. Careful consideration should be given to the amount of traffic the specific trail will generate, as these surfaces tend to deteriorate with excessive use
- Shared Use Path. A shared use path is a path or trail for pedestrians, cyclists and other non-motorized travelers, designed to accommodate two-way travel and typically separated from motor vehicle traffic by vegetated open space, barrier or curb. A shared-use path is typically located on exclusive right of way, with no fixed objects in the pathway and minimal cross flow by motor vehicles. Users typically include bicyclists, in-line skaters, wheelchair users (both non-motorized and motorized) and pedestrians.



including walkers, runners, and people with baby strollers or dogs with people. Minimum width should be 10'.

~~Minimum width should be 10'. Infrastructure may be sidewalks, shared use paths, paved trails, boardwalks, or wide shoulders.~~

- Boardwalk Trails. Boardwalks, or wood surface trails, are typically required when crossing wetlands or poorly drained areas (Similar to Fish Park trails).
- Sidewalks. Sidewalks are typically made of concrete and generally range in width from 3'-8'. The primary users are pedestrians and wheelchair users. Sidewalks differ from shared use paths in that bicycle or motorized use of sidewalks is often prohibited by local ordinance. Sidewalks provide local access to homes, commerce centers, businesses, and points of attraction. Sidewalks are generally separated from roadways by curbs or planting strips/buffer zone. Sidewalks typically contain sign posts, hydrants, benches, trees and other fixed objects. For safety reasons, sidewalks should be considered for implementation on all urban arterials and collectors, especially locations that connect pedestrian origins and destinations (for instance, connecting neighborhoods with schools and shopping areas) and for streets with higher speeds and volumes.

Bicycle: Routes, Sharrows and Shared Use Paths

~~Bike routes may be comprised of bike lanes, a sharrow symbol on low speed roads, shoulders or shared use paths. Mountain bikes may be accommodated on some select trails in the future.~~

- Bike Lane. Bike lanes are the most common type of bike-specific infrastructure in most cities. They are lanes painted onto a street that are designated for use by bicycles, but which are not physically protected from lanes used by cars. Most bike lanes are located on the extreme right of the through part of the street, but to the left of the parking lane or right-turn lane (if they are present). The most common type of bike lane is designated with white paint as shown in the picture to the right.
- 
- Sharrows. Sharrows streets are mixed traffic roads on which graphics have been applied to the roadway indicating that cars and bikes should share the full lane as equals. Sharrows notify cars that they should expect bicycles on a street and indicate to bicyclists that it is safe to ride in the center of the street rather than on the sidewalk or in the door zone. They are the minimum bike-specific infrastructure for streets.
 - Paved Shoulder. A paved shoulder that is continuous and on the same level as the regular travel lanes available for use bicycles and pedestrians. The width of paved shoulders for use by bicyclists should be based on the context and conditions of adjacent lanes on the roadway. Paved shoulders for bicycle usage typically range from 4 feet for uncurbed cross sections with no vertical obstructions immediately adjacent to the roadway to 5 or more feet for roadways with guardrail, curbs, or other roadside barriers.
- 



Water Trails

Water trails (for non-motorized craft) require access to the water and signage that can be read from both on land and from the water. The Kitsap Peninsula Water Trails is part of the National Water Trails System and includes 371 miles of coastline.

Surveys and Outreach

~~The committee solicited the ideas and preferences of Poulsbo residents at eight outreach events. National Trails Day was celebrated in June of 2009 and 2010 with booths at the Poulsbo Farmers Market and Liberty Bay Park. Poulsbo Parks Day in 2009 and 2010 also offered opportunities for outreach in addition to other days at the Farmers Market. Armed with maps and questionnaires, committee members received valuable feedback.~~

The very best feedback came from an online survey hosted on the City of Poulsbo website and conducted from April through June 2009. This tool provided valuable citizen feedback and was critical in planning from April through June of 2009. The information provided invaluable direction to the committee.

What was learned from the survey

Of the 273 respondents, 54% live in the city and 81% live in the 98370 zip code. Eighty-five percent of respondents were adults aged 30-64, 8% were over 65. Eighty percent expect to use the trails for exercise or pleasure, but many want to use trails for errands (19%) or commuting (16%).

Eighty percent of the respondents indicated they would use trails at least weekly. Twenty-eight percent expected to use them daily. The top three activities were walking, bicycling and nature observation. Other activities were going shopping or to public places and walking pets.

The number one impediment to using trails was safety; 77% of respondents don't feel safe walking and biking around Poulsbo. So it is probably no surprise that the number one design element that people wanted was paved, shared-use paths.

Non-Motorized Transportation

Increased options for non-motorized transportation were important to survey respondents. The trails survey revealed that people would like to safely and enjoyably walk to the grocery store or to historic Poulsbo. 84.8% said that they would use trails for bicycling; 44.2% said that they would use trails for commuting to/from school or work or mass transit if it was available. They'd like to have a pleasant walk to and from the bus.

Connections

The most requested routes needing improvement were:

- Liberty Bay Waterfront Trail to Fish Park
- Loops from Wilderness Park, along Caldart to Raab Park
- West Poulsbo to College Marketplace (Olhava)
- Trails located outside the city limits including Big Valley and Pt. Gamble

Other desired improved connections include safe routes to schools, historic downtown Poulsbo and connections to trails outside of the city.

Safety

As the committee looked at resources and challenges it became evident that safety was a critical issue. The trails survey indicated an overwhelming number of community members responding 77% have concerns for public safety. The committee recognized that on most roads and streets traffic is too close with inadequate shoulders and sidewalks for bike and pedestrian security. Without safe walking and bicycling, children are restricted to cars and buses to get to school. In 2001, 16% of 6-12 year old children walked to school, compared with 42% in 1969 (www.walktoschool.org; WTS Talking Points). Less than one-third of kids who live within a mile of school get there on foot. Additional traffic and pollution result from parents driving their children to school. Consequently, the area around schools becomes less pedestrian and bike friendly. This congestion in turn impacts commuters who might otherwise travel by foot or bike. A typical comment from a surveyed bicyclist was, "There is no safe place to ride a bicycle in Poulsbo!"

Education

One of the most viable ways to get the information out about trails is through public outreach. The city should work with local schools, public agencies, organizations and city departments to get the word out about pedestrian and bicycle trails, and how to use them. Public events and informational kiosks also provide opportunities for people to ask questions and learn. Signage is another necessary form of education, and using effective signage is positive for pedestrians, bike riders and drivers.

Accessibility

The pedestrian network should incorporate users with mobility challenges. Major routes must consider appropriate accommodations for those in wheelchairs and pushing strollers. Additionally, trailhead areas should plan for ADA parking and connections to main trails.

Existing Inventory and Maps

Poulsbo's present non-motorized system encompasses a wide range of trail types suitable for many kinds of users. From them, you can walk the dog, race in marathons, paddleboard, watch wildlife, skate with friends or even commute to work. Trails can be found downtown, within suburban neighborhoods, or in or in parks that take you away from busy roads. Poulsbo's current inventory is shown in UPP Map 1 at the end of this document.

One of the principal activities of the committee was to inventory trails and determine how to connect them. In an urban setting, trails take on a variety of forms. Sidewalks will make up a majority of the trails in Poulsbo. The group divided up areas of the city and walked their area to identify informal trails and potential routes. The result is the pedestrian and the bicycle maps showing existing, planned and proposed routes and connections. Those routes fall into several categories:

<i>Pedestrian Network*</i>	
Existing Sidewalks	123,985 feet
Existing Trails	23,510 feet
Total Existing	147,495 linear ft. ~ 27.93 miles
Planned Connections on Transportation Improvement Program:	24,701 feet
Shared Use Path (Planned):	11,155 feet
Conceptual Future Roads as Development Occurs:	36,736 feet
Planned Trails:	14,792 feet
Total Planned Road Connections:	87,384 linear ft. ~16.55 miles
Proposed On-Street Links:	18,509 feet
Proposed Off-Street Trail:	34,955 feet
Proposed Shared Use Path:	22,287 feet
Total Proposed Connections:	75,751 linear ft. ~14.35 miles
<i>* Includes planned trails in Olhava Master Plan, NK Schools and City parks.</i>	
<i>Bicycle Network*</i>	
Existing Bike Lanes:	25,500 feet
Existing Road Shoulders:	19,500 feet
Existing Shared Use Path:	1,200 feet
Planned Bike Facilities (overlaps somewhat between planned bike facilities and proposed shared use path/bike routes):	21,500 feet
Proposed Shared Use Path:	30,000 feet
Proposed Bike Routes (On-Street):	102,500 feet
<i>*Based on GIS mapping and subject to change as final alignments are determined; updated 5/2012</i>	

Natural Features and Challenges Within The City

Several significant challenges present themselves in creating a safe and enjoyable walking and biking experience in Poulsbo.

For example, the American Association of State Highway and Transportation Officials (AASHTO) recommends that bicycle lanes be between four and six feet wide. In Poulsbo that can be a problem because much of the older part of the city doesn't have streets that allow that space. When space is available, bike lanes provide

good protection on high volume streets. The striped bicycle markings and sharrows are recognizable and generally respected. Unmarked paved shoulders are another choice for safer bike routes. ~~With the assistance from the West Sound Cycling Club, the committee identified routes within the city that provide a degree of assurance for cyclists to navigate on north-south and east-west corridors. Bike route signs would help riders through our city's streets.~~

There are ~~a number of~~several locations where safety is a concern:

1. *Highways and High-Volume Streets.* In 2007, bicycle facilities were constructed on Highway 305 from Hostmark Street to Lincoln Road. To continue to encourage increased modal options along the corridor bicycle lanes or a similar facility from Lincoln Road to the intersection of Bond Road and SR 307 are warranted. The provision of this lane will also clarify the ~~mixed-use~~mixed-use nature of the facility and thereby increase driver awareness of bicyclists on SR 305 and SR 307. Providing a bicycle facility would increase driver awareness of bicyclists on SR 305 and SR 307 and create a new north-south route for bicyclists, thereby lowering conflicts between road users and potentially reducing the number of crashes. Poulsbo has many locations where bike lanes simply disappear, this is particularly a problem in high traffic areas or steep hills, ~~in particular~~such as Lindvig, Finn Hill and Hostmark near downtown. Crossing Hostmark Street, Lincoln Road and Bond Road can be dangerous for pedestrians. The only route from West Poulsbo to the College Marketplace area is via Finn Hill Road overpass which has a narrow shoulder.
2. *Topography.* Steep slopes and water features that require creativity and costly solutions.
3. *Lack of Sidewalks and Trails* ~~in some areas~~. There are still areas in the city which do not have sidewalks, so connections might not be possible in some places. Sidewalks provide distinct separation between pedestrians and vehicles, and provide an area reserved for pedestrian use only. They are generally viewed as a cost effective, safe pedestrian facility. Because they can be built adjacent to any street, a sidewalk system can provide the same accessibility that roads provide and are fully accessible to people of all abilities.
4. *Inadequate Road Shoulders for Bicyclists.* Because of existing development and infrastructure, there is little room for adding shoulder areas.
5. *Accessibility.* The minimum requirements found in the Notice of Proposed Rulemaking (NPRM) for Accessibility Guidelines for Outdoor Developed Areas (NPRM) are based on several principles developed through the regulatory negotiating process. These principles must be used in the planning process, and in part, they include:
 - Protect resource and environment
 - Preserve the experience
 - Provide for equality of opportunity
 - Maximize accessibility
 - Be reasonable
 - Address safety
 - Be clear, simple, and understandable
6. *Connectivity Across Private Property.* Poulsbo is already substantially developed in many areas of the city. It also doesn't have opportunities for trails that many cities with abandoned rail lines have to create connections. In some instances, the proposed trail network shows connections across private land. These are shown on the maps with a pink "conceptual" line. Where conceptual connections are shown across private property they are intended to indicate general desirable areas to be linked, and future negotiations with the interested and willing property owners might take place. Bikeways and/or walkways will not be developed across private land without the owner's consent or a preexisting easement. Locating trails on private property will be voluntary on the part of the private property owner.

Keys to Success

1. *Agreement on Priorities:* The plan presents priorities for implementation. To successfully progress, those priorities must be agreed on and supported by city officials and department staff.
2. *Incorporating the Trails Plan into Future Development:* Departments will revise policies and ordinances to encourage builders to include trails within new commercial and residential developments, and to connect to the city's trails system.
3. *Inter-Jurisdictional Coordination:* One of the priorities of the plan is to connect with trail systems outside the city limits. That means working with Kitsap County, the Clear Creek Trails organization, the North Kitsap Trails Association and their "String of Pearls". The control of trails may stop at the city limits, but influence does not.
4. *Connectivity Across Private Property:* Ideal connections for existing and future trails occasionally may be through private property. Making such connections may entail working with property owners to obtain easements. Where easements are not granted, longer, less direct routes may be identified. The City should also work with the community to educate on the value of trail easement connections in hopes to reduce individual concerns some property owners may have regarding public trails on their land.
5. *Funding:* Although funding for infrastructure improvements is always a challenge, trails consistently should be regarded as a priority in the city's budget process. They make a direct contribution to quality of life. Seeking opportunities for funding sources outside the city budget should be an ongoing effort.
6. *Trails Maintenance:* With every new amenity there is an associated expense to keep it clean and safe. The Public Works Department does an excellent job of maintaining parks, and volunteers/friends groups will be important partners.



Implementation Partners and Next Steps

The City of Poulsbo promotes collaborative partnerships in trail planning, implementation, management and maintenance. ~~As part of the planning process, the~~ The City is continuing to developing trail partnerships with federal, state, and local jurisdictions, businesses, public and private schools and citizens. ~~The trails committee itself is an excellent example of this partnership in action with members from the various stakeholder groups including the Parks and Recreation, Engineering and Planning Departments, the Tree Board, the Kitsap Health District, the National Park Service, the West Sound Cycling Association, Kitsap Volkssporters, and various community members.~~

One of the primary goals is that the *UPP* connects with and functions with the trail systems in other jurisdictions, including the proposed North Kitsap "String of Pearls" project, the proposed Suquamish trail system, the US Bicycle Route System, and the existing Clear Creek Trail. The City should continue coordinating with adjacent jurisdictions to connect the trail systems and participate in regional and statewide efforts to create a statewide trail, where connection through Poulsbo provides a vital link to the Sound to Olympics Peninsula Trail.

These trails and trail connections should continue to be included in the City's Park Capital Facility Plan's long-range capital improvement project list. The list should be reviewed annually.

Priorities

To begin shaping Poulsbo into a city that is as safe and welcoming for walkers and cyclists as it is for drivers, the ~~trails committee~~ following priorities were identified ~~the following priorities~~. Separate discussions are offered for pedestrians, cyclists and paddlers, as well as for connections to trail systems outside the city. The priorities are defined as long term or short term based upon the ease and expense of accomplishing each.

The *UPP* is intended to be a “living document” in that it includes considerations for future actions that may not be clearly defined at the time of adoption. This format is intentional and creates flexibility to be responsive to new opportunities and evolving priorities. Broadly, any new proposal or deviation from the plan priorities should always be evaluated against the policies in the Parks Recreation and Open Space Plan and the Comprehensive Plan.

TRAILS PRIORITIES – PEDESTRIAN IMPROVEMENTS			
Project Title	Short/Long	Project Description	Project Purpose and Need
Waterfront/Shoreline Areas			
Liberty Bay Waterfront Trail	Long term	<u>Extend the waterfront trail to run from the boardwalk in American Legion Park to Poulsbo’s Fish Park and the connection to Nelson Park. Extend waterfront trail to run entire length of city limits along Liberty Bay. This project is outlined in 3 phases: North of waterfront park to the head of the bay. South of waterfront park down Fjord Drive to the south city limits. West side of the city from the head of the bay to the south city limits</u>	Far and away the top priority named by the public — expressed through the trails survey and during multiple outreach events — is a continuous trail along the shore of Liberty Bay, especially the east side of the bay. <u>The final design was completed in 2015. Permitting in 2016-2018.</u> This project requires joint planning with the engineering department
American Legion Park	Short term	Repair existing pathways within park.	Paths are significantly deteriorated.
American Legion Park to Fish Park	Short term	Install signs to point pedestrians to crossings under Lindvig Road to Fish Park.	The routes by Liberty Bay Auto and Thai Restaurant under Lindvig are not well known yet provide an excellent safe route across to Fish Park. Low cost, high impact improvement.
Fish Park to Nelson Park	Short term	Build clearly delineated path and install signs to direct people to and from each park.	A public easement exists behind the thai restaurant building; but no development has taken place. The property owner has been consulted regarding the project (2009).
Waterfront Park Access	Short term	Crosswalks and/or signs warning motorists of foot traffic would enhance pedestrian safety through Anderson Parkway and sub parking lot by boat ramp.	This section has sidewalks along the way but reaching sidewalks on Front and Hostmark Streets from the waterfront requires navigating through a parking lot. Work with engineering dept for parking lot issues.
West Side Park	Long Term	<u>The City purchased 3.1 acres in 2018. These 4 parcels include County Rd 59, an easement or trail along the shoreline. This trail will need enhancements and innovative connections to the new park.</u>	<u>Additional trails and connections on the west side of the city.</u>
Eastside - School Area			
General improvements	Short term	Safety improvements such as bike lanes, crosswalks and sharrows should be installed on roads bounding the schools to encourage walking and non-motorized transportation (bicycles, scooters,	North Kitsap High School, Poulsbo Middle School and Poulsbo Elementary Schools are clustered on the east side of the city amid a number of residential neighborhoods within easy walking and bicycling distance.

		skateboards, rollerskates, strollers, wheelchairs and the like).	Unfortunately, the roadways are designed to accommodate motor traffic and not people walking or using non-motorized conveyances. No bicycle lanes exist on the perimeter streets of any of the school campuses, and sidewalks appear only intermittently. Work with the engineering dept on crosswalk placement.
General improvements	Short term	Install crosswalks at Mesford Road, Lagaunet Lane and Noll Road.	<u>A new city park at the corner of Noll/Mesford will include the crosswalk and a piece of the Noll Road shared use path. Construction timeline is 2019-2020.</u> This crossroads is along the school route and popular with runners, walkers and bicyclists. Although the intersection already is a 4-way stop, motorists, have been observed failing to yield the right-of-way to pedestrians. Work with the engineering dept on crosswalk placement.
Poulsbo Elementary School	Short term	Sidewalk or shared-use path	Foot traffic has created an informal dirt path paralleling Noll Road. The path is rutted with tree roots and strewn with pine cones, which may make it uncomfortable for pedestrians.
Poulsbo Elementary School	Long term	3-way stop at Hostmark and Noll.	This would greatly minimize the risk of Noll Road traffic turning onto Hostmark when pedestrians or bicyclists are in the crosswalk. Near-misses occur frequently during school start and release times. Will probably be installed as development occurs in that corridor.
Strawberry Field Complex	Short term	Build running/walking paths around the Strawberry Field complex and leading to trails extending from that complex.	Work in partnership with the Kitsap Public Facilities District, Kitsap County, and the NK School District on a partnership project. Use volunteers to build trails.
Other Eastside Improvements			
12 th Avenue	Short term	Install signs to direct pedestrians and bicyclists through Caldart Heights across from mobile home park.	This attractive shortcut is less steep than the top of Forest Rock Lane.
Wilderness Park	Short term	Install sign identifying trailhead on Hostmark	<u>Wilderness Park is a jewel in the middle of the city that is little known. A prominent sign marks the trailhead on the east, but no signs identify trailheads on the west, which are tucked behind parking lots of the NE corner of Highway 305/Hostmark and Olympic Place office complex.</u>

Wilderness Park	Long Term	On street connection between 10 th Avenue and the base of Wilderness Park.	Would connect a large residential development with the park, which eventually ends up at the schools.
Deer Run	Short term	Install crosswalk on Gustaf Road leading to pathway that connects Deer Run to Poulsbo Middle School.	Enhances safety for students crossing Gustaf to and from the connector path. Gustaf is a popular route for motor vehicle traffic moving between Noll Road and Caldart Avenue. Work with the engineering dept on crosswalk placement.
10th Avenue	Short term	Add one or two crosswalks across 10 th Avenue near Hattaland Park and Stella's.	Pedestrians using the sidewalk on the west side of 10 th Avenue must continue to Forest Rock Lane to find a crosswalk onto the Central Market side of the street. Most people, rather than travel that extra distance, will cross by the driveway leading into Stella's. A crosswalk would alert motorists to watch for pedestrians. Work with the engineering dept on crosswalk placement.
Lincoln Road	Long term	Add crosswalk with signs and/or flashing lights to indicate pedestrian crossing.	Near 10 th Avenue and/or 12 th Avenue, pedestrians currently dash across Lincoln at random points.
Central Market and other 10th Avenue businesses; and the Forest Rock Hills development	Long term	Trail from Caldart Avenue on the east to 10 th Avenue and/or from office parks off 12 th Avenue.	Pedestrian access from the east to this well-traveled commercial district is limited to busy, noisy Lincoln Road and steep Forest Rock Lane. Pedestrians wishing to reach the 10 th Avenue business corridor from the south side of Lincoln dodge traffic to cross at random points.
Lincoln/Pugh/Kevos Pond	Short term	Install crosswalk across Lincoln Road between Pugh and Kevos Pond Roads.	This crossing is already used by pedestrians and cyclists making a dash across the road. Signs and crosswalk would communicate to motorists a need for caution. Work with the engineering dept on crosswalk placement.
Lincoln/Pugh/Kevos Pond	Long term	Complete a missing sidewalk piece across Lincoln Road between Pugh and Kevos Pond Roads.	By completing the sidewalk, the walking experience is safer, more connected and pedestrian friendly. Work with the engineering dept on sidewalk.
Lions Park to city limits	Long term	Improve shoulder to create a shared use path and a safer link between park and Lemolo trail. Add signs in both directions indicating distance to each.	Consider opportunities to extend Lemolo trail if Fjord Drive is converted to one-way street.
Raab Park	Short term	Improve entrance for pedestrian safety at Caldart and 11 th Streets.	Consider installing crosswalk at northern / downhill side of the Caldart Avenue main entrance to Raab Park. Pedestrians approaching from the north (downhill side) are unlikely to continue uphill to the existing crosswalk. However, the curve of the road may make it unsafe to add a crosswalk. In any

			case, the entrance to the park is not conducive to walking. No path exists on either side of the driveway. Completion of the missing sidewalk at the west entrance (from 11th) will also enhance safety. Work with the engineering dept on crosswalk placement.
Raab Park	Short term	Improved signage for the nature trail.	Additional signage directing people to the nature trail from within the park and from the 11th Avenue end.
Noll Road: Lincoln to Mesford	Long term	Shoulder enhancement/grading to increase safety for foot and bicycle traffic.	Popular with runners and cyclists. West side is city/east side is Kitsap County. Right now drivers who are being courteous cross over the center divider to give walkers/runners/bikes plenty of room. That is OK on the straightaway but dicey near the blind curve at Tallagson. May be improved as development occurs on Noll. Planned as a shared use path.
Poulsbo Village / 7th Ave	Long term	Trail connecting 4th and 7th avenues.	Informal trails on private property behind Poulsbo Athletic Club leading to 4th Avenue indicate the need for legitimate pedestrian access between residential neighborhoods such as Poulsbo Village and Torval Canyon.
Front Street/downtown	Short term	Paint crosswalks for a safer pedestrian route through parking lot near boat ramp.	Work with engineering department on the redesign of Anderson Parkway. Work with the engineering dept on crosswalk placement.
Highway 305	Short term-long term	Identify safe pedestrian routes on both sides of the highway and use signs and identified crosswalks to direct pedestrians.	People routinely walk along the shoulder of the highway, probably seeking the shortest distance to their destinations. One destination may be a Kitsap Regional Transit bus stop located north of Central Market on the highway shoulder. The medical offices at Bond and Hwy 305, College Marketplace, and Snider Park are other destinations with poor pedestrian access from the east.
West and Eastside: Conceptual Connections			
Conceptual connections: off street	Long term	Conceptual connections include the west side of the Liberty Bay Estuary, Johnson Creek , Bjorgen Creek, Nilsen Lane, College Marketplace, corner of Hwy 305 and Bond Road, across the WSDOT Mitigation site off 1 st Avenue NE, along the Liberty Bay shoreline, connecting 10 th and Caldart Avenue, Dogfish Creek, and connecting south of Raab Park to Highway 305.	Off street trail indicators are used on the pedestrian map (in pink) to indicate that a trail connection in the general area is important. There is no planned connection in these areas at this time. Actual alignment occurs after voluntary agreement with property owner.
Conceptual connections:	Long term	Conceptual connections include near Vinland Elementary, at the top	On street trail indicators are used on the pedestrian map (in green) to

on street		of Finn Hill Road over Highway 3, Cedar Lane, Viking Avenue north of Highway 3, Highway 305 to College Marketplace, Little Valley Road, near Wilderness Park, Pugh Road, and just off Noll Road south. Work with the engineering dept.	indicate that a trail connection in the general area is important. This could be a sidewalk or another type of connection.
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Easements

Use existing easements where feasible	Short term Long term	Caldart Heights to 10th Avenue (stormwater vault) Deer Run to Johnson Rd (sewer line) Baywatch to Viking Heights (waterline) Wilderness Park to/from Hostmark and Highway 305 (variety of possible easements) Nilsen Road (existing city right of way can be used) 4th Avenue to 7th Avenue (utility easement is further north and straight from cell tower) Viking to NW Bay Street – (a variety of easements may give us a walking loop) Noll Rd to PSE station (along Lincoln Rd)	Existing utility easements may need to be re-negotiated for dual purposes but may also provide a beginning or ending point for a trail. Updated utility easement maps should be consulted regularly.
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General Projects

Walking Loops– maps	Short term	Map out and measure a variety of walking loops.	Simple walking routes, indicating easy, medium and hard walking loops, should be created and posted on the city's website for residents and visitors to use.
Walking Ambassador or Walking Groups Program	Short term	Create a program so that volunteer walk leaders can start and lead groups of walkers.	Community volunteers interested in starting a walking group can access resources to do so. It could also be replicated for the schools (similar to the crossing guard programs).
Signage	Long term	Create a wayfinding signage program showing routes/loops and distance to popular destinations; the public library, shopping, schools, and other public places.	Partner with other organizations such as the Chamber of Commerce, Historic Downtown Poulsbo Association and businesses.
National Trails Day	Annual	Do public outreach by hosting an event or trail maintenance project each year.	Always held the 1st Saturday in June.

TRAIL PRIORITIES - BICYCLE IMPROVEMENTS

Project Title	Long vs Short	Project Description	Project Purpose and Need
General Improvements	Short term	Restripe portions of Noll, Hostmark, Fjord, Mesford, 6 th , 12 th and Bjorn to create bike lanes on existing asphalt.	Engineering Department.

General Improvements	Short term	Sharrows on Caldart, Fjord, Front and connection from Caldart through Deer Run.	Engineering Department. These roads are too narrow to accommodate bike lanes but should be recognized as bike routes because of their locations downtown and by schools.
Biking Loops - maps	Short term	Map out and measure a variety of biking loops.	Simple routes, indicating easy, medium and hard loops should be created and posted on the city's website for residents and visitors to use.
Biking Loops - maps	Short term	Sign bikes to encourage use of safer routes: through Stendahl Ridge instead of Finn Hill or via Highway 305.	Possibly on the down side of Finn Hill Road.
Westside			
Olympic College / Marketplace	Short term	Promote alternate route with signs and maps.	Pedestrians and cyclists use Finn Hill Road to travel to and from the west side of the city, but Finn Hill is hazardous due to narrow road width and heavy traffic. Although a sharrow recently was painted at the base of Finn Hill west of Viking Way to inform drivers that bicyclists should be accommodated, it would be safer to route pedestrian and especially bicycle traffic to the recently beautifully redesigned north end of Viking Way and west through the new Stendahl Ridge neighborhood, which comes out on Finn Hill where a bike lane exists. This route also connects to Fish Park, offering pedestrians a delightful path toward the city core.
Eastside			
North Kitsap High, Poulsbo Middle School	Long term	Grade eastbound Hostmark approaching Caldart to create a road shoulder that may serve as a bike lane. Add path and signs on Hostmark in front of Poulsbo Middle School to indicate where bicyclists may safely ride, or directing them to dismount and walk, when buses are present.	A road shoulder that serves as a bicycle lane on Hostmark east from Highway 305 disappears just before Caldart. It should continue to Noll Road to connect to the shared-use path. The shoulder of Hostmark in front of Poulsbo Middle School currently is striped to delineate bus parking area. Bicycles and walkers are left to fend for themselves.
City limits to downtown	Short terms	<u>Install signage to direct bicyclists to use 6th Ave to Hostmark.</u>	<u>6th Ave contains Sharrows and space for bicyclist.</u>
Lions Park to city limits	Long term	Improve shoulder to create a shared use path and a safer link between park and Lemolo trail. Add signs in both directions indicating distance to each.	Consider opportunities to extend Lemolo trail if Fjord Drive is converted to one-way street.
Front Street downtown	Short term	Install sharrows as determined by the engineering department	This will increase awareness by drivers that they are sharing the road with bicyclists.

Highway 305	Long term	Remove bulb-outs and install bike lanes and safe pedestrian route on Highway 305.	The widening of Highway 305 through Poulsbo presented some new challenges for cyclists and pedestrians. Bicycle lanes were added to a section of the highway on which construction was completed only two years ago; but bulb-outs at the intersections make cycling hazardous on this highway which sees heavy, fast-moving traffic.
Noll Road: Lincoln to Mesford	Long term	Shoulder enhancement/grading to increase safety for foot and bicycle traffic.	Popular with runners and cyclists. West side is city/east side is Kitsap County. Right now drivers who are being courteous cross over the center divider to give walkers/runners/bikes plenty of room. That is OK on the straightaway but dicey near the blind curve at Tallagson. May be improved as development occurs. Planned as a shared use path.
General Improvements	Long term	Create a wayfinding signage program showing routes/loops and distance to popular destinations; the public library, shopping, schools, and other public places.	Partner with other organizations such as the chamber of commerce, Historic Downtown Poulsbo Association and businesses. Work with the engineering department for on street improvements.
<u>E-bikes</u>	<u>Long Term</u>	<u>E-bikes are becoming increasingly popular because they can make biking easier or more comfortable, which potentially allows for a greater diversity of bicycle trips and riders.</u>	<u>Policies or laws may be needed to regulate e-bikes on streets, sidewalks and trails as usage increases.</u>

Trail Priorities – Water Trails

Project Title	Long vs Short	Project Description	Project Purpose and Need
General Improvement	Short term	Install benches at water access points / wayside rests	Providing for easy take in and take out points should be a priority in a city on a bay.
General Improvement	Short term	Signage	Provide wayfinding signage at the public access points in the city.
<u>West Side Park</u>	<u>Long Term</u>	<u>Shoreline park improvements should include a hand launch site, wayside rests and signage.</u>	<u>This will be a nice addition for public shoreline access on the west side of the city. Water trail signs will also be added once the park is developed.</u>

Other Trail Systems Which May Connect to Poulsbo

Clear Creek Trail	Identify possible connections.	Clear Creek Trail, south in Silverdale, is a popular destination for pedestrians and young cyclists learning to ride. Connecting with it should be a priority to the city.
Cross State Trail/Sound to Olympics Trails Connection <u>US Bicycle Route System</u>	Identify potential connections.	Kitsap County is a missing link in the regional Sound to Olympics trail. <u>Planning on the Sound to Olympics Trails is ongoing. Current recommendations (2018) include one connection through the city and one connection using the Noll Road Share Use path to Stottlemeyer to move bicyclists to the Hood Canal bridge. Two main options exist for completing the connection from Agate Pass Bridge to Hood Canal Bridge. Each is discussed below. Long term, ideally, both routes will be developed.</u>

		For the short term, a preference should be indicated by the City. Poulsbo is on or very close to several routes (e.g. Pacific Coast) being developed as part of the USBRS.
Option #1: Lemolo connection	Lemolo Shore / Downtown Route: From Bainbridge Island, Highway 305 to Lemolo Shore Drive, take Lemolo to Fjord to 4th Avenue across 305 over Little Valley (assuming improvements to this steep, narrow winding road) to Big Valley.	This route takes travelers through the city core but is more complicated.
Option #2: Noll Road connection	Noll Road Route: From Bainbridge Island, Highway 305 to Noll Road; north on Noll Road to Lincoln Road; and then north via Stottlemeyer to Bond Road and beyond.	This route is simpler and more direct but bypasses the economic center of the city. Portions of the improvements are already planned.
Big Valley Area	Identify possible connections.	Big Valley is a popular cycling destination. No good, safe routes exist to reach it from the city core without crossing Hwy 305 and Bond.
Port Gamble	Identify connections from east side.	Laced with miles of forested trail, Port Gamble and is an attractive and relatively close destination.

Coordination with ~~City of Poulsbo~~ Comprehensive Plan

COMPREHENSIVE PLAN



The Comprehensive Plan is a 20-year vision and roadmap for Poulsbo's future. The plan guides City decisions on where to build new jobs and houses, how to improve the transportation system, and where to make capital investments such as utilities and sidewalks. The Comprehensive Plan is the framework for most of Poulsbo's big-picture decisions on how to grow while preserving the heritage and character. The Parks, Recreation and Open Space element (chapter 8) addresses the present and future park, recreation and open space issues for Poulsbo. The 2015 Parks, Recreation and Open Space Plan (PROS Plan) supplements this chapter and is included in as Appendix B-5 to the Comprehensive Plan. The Urban Paths of Poulsbo Plan (Trails Plan) adopted by the City also supplements this chapter and is included as Appendix B-6. Upon approval of City Council, the trails plan will be a functional

~~plan or component of the Poulsbo Comprehensive Plan. The Park and Recreation Commission does a review every six years of the city's Parks, Recreation and Open Space Plan; the trail plan will be a part of that review. Any changes would be submitted through the city's Comprehensive Plan process.~~

~~The UPP plan will tie in and coordinate with major goals that were set in the 2009-2016 Comprehensive Plan update. One main goal of the Park and Recreation and Open Space chapter include:~~

- ~~▪ **Goal PRO-4** Create a hybrid system of on-street facilities, off-street links, and shared-use paths to create a continuous and complete network for pedestrians and bicyclists that connects neighborhoods, commercial areas, schools, transit facilities, parks and open spaces, and the waterfront). Make Poulsbo a walkable community through a network of pedestrian trails and sidewalks, to connect open spaces, recreational areas, educational viewpoints and the City's urban areas.~~

~~Highlights of pertinent Comprehensive Plan Chapter 8, Parks Recreation and Open Space includes the following policies in the Comprehensive Plan, are found in Chapter 8, Parks Recreation and Open Space, and include:~~

- ~~▪ **Policy PRO- 4.1** Use the Urban Paths of Poulsbo Plan and maps to identify and prioritize implementation strategies and key acquisition and development opportunities for connections supporting nonmotorized travel. Prioritize these connections in the City's 6-Year Capital Improvement Program, which is reviewed annually.~~
- ~~▪ **Policy PRO-4.2** Use a multi-faceted approach to implement the Urban Paths of Poulsbo Plan. As set forth in the UPP plan, the implementation strategies should include:~~
 - ~~– Reviewing the city's municipal code to incorporate standards for pedestrian and bicycle facilities, bicycle parking, and incentives for developers who provide connections for walking, cycling and other forms of non-motorized travel.~~
 - ~~– Coordinating with the Planning Department to look for opportunities for non-motorized linkages during the development review process.~~
 - ~~– Working with Homeowners' Associations to identify prospective paths in their subdivisions to connect the neighborhood to outside routes.~~
 - ~~– Seeking partnerships with other jurisdictions, private businesses, non-profit organizations, the development community, and citizens to realize the UPP vision.~~
 - ~~– Working with the City Engineering Department to consider and evaluate the UPP plan, maps, and implementation list in the planning, design, construction and maintenance of roadway projects.~~
 - ~~– Establishing maintenance and preservation standards and ensuring adequate funding is available for maintenance and preservation of trails in parks and on-street facilities.~~

– Reviewing existing policies for non-motorized users and coordinating with the Police Department to ensure adequate enforcement for public safety.

- **Policy PRO-4.3** A key priority for trails planning in Poulsbo is to link citizens with the shoreline. Therefore, the City should emphasize acquisition of land and/or conservation easements along the shoreline of Liberty Bay to connect, enhance, and lengthen the existing, but limited, shoreline pedestrian trail. All shoreline development is subject to the requirements of the City's Shoreline Master Program.
- **Policy PRO-4.4** Coordinate with neighboring jurisdictions to connect the city's trail system with theirs and participate in county, regional and statewide efforts to plan and implement a statewide trail, where connection through Poulsbo provides a vital link to the Olympic Peninsula.
- **Policy PRO-4.5** Use the trail standards identified in the Urban Paths of Poulsbo functional plan as a guide for trail construction, unless a specific standard is required by a funding agency. If modification to a trail standard is necessary due to topography, or is not physically or technically feasible, an alternative trail standard shall be as acceptable to the City Engineer and Parks and Recreation Director.
- **Policy PRO-4.6** Make trails accessible to people with disabilities as much as possible.
- **Policy PRO-4.7** Utility easements should be considered for possible trail easements. Working only with willing property owners, the City should work to encourage multi-purpose easements that allows for public access where it is identified or supported by the Urban Paths of Poulsbo Plan.
- **Policy PRO-4.8** The City intends to develop the Urban Paths of Poulsbo (UPP) Plan primarily through (1) continued construction of sidewalks, bicycle facilities, and shared-use paths in conjunction with new roadway projects; (2) through multi-purpose easements as described in Policy PRO-4.7; and (3) through the development of trails with willing and cooperative property owners going through the development review process, including but not limited to subdivisions, Planned Residential Developments, and commercial site plans. The City will engage only with willing property owners in the implementation of the UPP Plan.
- **Policy PRO-4.9** When a public trail is designed to be located within a regulated critical area, the City shall engage professional consultants or other experts to ensure appropriate mitigation of any potential conflicts between path construction and wildlife habitat. Trail development within critical areas is subject to the requirements of the City's Critical Areas Ordinance and Shoreline Master Program.
- **Policy PRO-4.10** Install way-finding and route signs and provide maps to guide users through the city's pedestrian and bicycle network. Coordinate with schools and agencies to promote bicycle and pedestrian safety through educational programs and events. Collaborate with neighboring jurisdictions to develop regional trail maps. Expand "adopt-a-park" programs to include an "adopt-a-trail" component.
- **Policy PRO-4.11** Proposed routes shown in the UPP Plan and Figure PRO- 3 are conceptual. Actual alignment may vary based on topography, property ownership and willingness of property owners, and other variables that may be identified at the time of pathway construction. The City will involve only willing property owners. If a connection is not feasible, an alternative alignment and/or connection that meet the intent of the UPP Plan and Figure PRO-3 will, when possible, be determined.
- ~~**Policy PRO 1.1** Lands that connect natural areas, or provide important linkages for trails, plant communities, or wildlife habitat;~~

Lands valuable for active recreation, such as playgrounds, athletic field and facilities, trails, fishing, swimming or picnic activities;

- ~~**Policy PRO 1.3** Seek additional opportunities to acquire park land and access easements to provide public access along the shoreline of Liberty Bay. Build upon existing road ends and public easements~~



~~with access to the shoreline. Whenever possible, include boating facilities, fishing piers, beach access and swimming, and boardwalks as water access amenities.~~

- ~~▪ **Policy PRO-1.8** Provide incentives within the City's zoning ordinance for private developers to dedicate land or easements for public access to the City for public park land, open space and/or pedestrian access. When a private developer is contemplating making a public benefit donation to the City, donations that help implement the Park's Capital Facility Plan or provide connectivity to other public park land, open space and/or pedestrian access should be encouraged.~~
- ~~▪ **Policy PRO-2.6** Incorporate into the City's Fish Park and Nelson Park, and along the planned Liberty Bay/Dogfish Creek shoreline trail, interpretative stations and viewing areas to support the Kitsap Audubon Society's designation of Liberty Bay and the Dogfish Creek estuary as the "Poulsbo Fjords Audubon Wildlife Viewing Area."~~

Additional supporting policies can be found in **Chapter 4, Transportation**, which highlights pedestrian and bicycle facilities:

~~"Pedestrian and bicycle facilities should be a vital part of Poulsbo's transportation system. An integrated, safe pedestrian and bicycle system will increase mobility choices, reduce reliance on motorized vehicles, and provide convenient access to schools, activity centers, transit stops, parks, and other recreation areas throughout the city.~~

~~Building and maintaining a network of sidewalks, bikeways and pedestrian trails require an interdepartmental effort. Planning, funding, building and maintaining a shared use pedestrian and bicycle system will require support from the Public Works, Parks and Recreation, and Planning departments.~~

~~Walking is an important and popular travel mode for Poulsbo residents. Well maintained sidewalks and other pedestrian facilities enhance the quality of life. Bicycle facilities along key north south and east west routes will improve safety and access across the city. A connected system provides access to bus stops and park and ride lots, increasing the attractiveness of transit, especially for commute trips."~~

And finally, Policy CC-4.1 in the Community Character chapter also discusses trails:

- ~~• **Design and create sidewalks, bikeways and paths to increase connectivity for people by providing safe and direct, or convenient links throughout the city.**~~

Trail standards identified in the City's latest adopted 2016 Parks, Recreation and Open Space functional Pplan (PROS) will be used as a guide for trail construction, unless a specific standard is required by a funding agency. If modification to a trail standard identified in the Parks functional PROS plan is necessary due to topography, or is not physically or technically feasible, an alternate standard shall be as acceptable to the City Engineer and Parks and Recreation Director.

Policy Recommendations and Implementation Strategies

These recommendations and strategies are very specific to Poulsbo and were developed ~~as a result of~~because of the work by the 2009-2011 trails committee, survey information and public input ~~gathered throughout the duration of the development of the plan~~. The following recommendations are not listed in any ~~particular order~~order of importance:

Education and Awareness

1. The City should work with the North Kitsap School District and private schools, the Kitsap Public Health District, Poulsbo Parks and Recreation, and the Poulsbo Police Department, to promote bicycle and pedestrian safety through educational programs.
2. City-wide events (e.g. Viking Fest, 3rd of July) should include exhibits on pedestrian and bicycle safety.
3. Promote bike-to-work day, helmet fitting, ~~walking events with Kitsap Volkssporters~~ and other pedestrian or bicycle events.
4. Expand “adopt-a-park” programs to “adopt-a-trail” programs.
5. After the development of a trail facility, provide uniform signage to identify pedestrian and bicycle routes throughout the community, and establish wayfinding markers and maps (e.g. “You Are Here”) to direct pedestrians and bicyclists to key community points of interest (e.g. parks, the waterfront, historic downtown Poulsbo, the library, schools and commercial areas). Work with the Chamber of Commerce and Historic Downtown Poulsbo Association to connect the shopping centers with trails.
6. The City should develop a walking/biking map of pedestrian and bicycle facilities in the community and key points of interest in the community for public distribution. ~~Use maps on the World Wide Web to highlight the trails.~~

Enforcement

1. The City should coordinate with the Poulsbo Police Department to enforce regulations regarding the usage of pedestrian, bicycle and trail facilities.
2. The City should clarify where bicycles are allowed or not allowed on sidewalks, pedestrian facilities, parks and trails.
3. After a new pedestrian or bicycle facility is developed and constructed, the City should work with the Poulsbo Police Department to increase patrols to alert the community to the new facility.
4. The City should ensure adequate pet control laws and should enforce those laws.
5. The City should review existing policy and expand or develop a policy or policies on the use of other forms of transportation (e.g. skateboards, in-line skating or motorized scooters) throughout the city. It should be noted that people using motorized wheelchairs or other aids for mobility are pedestrians and have all the rights granted as such.

Implementation and Funding

1. ~~After plan adoption and inclusion in the Comprehensive Plan, the next phase of the planning process should include the d~~The City should development of cost estimates for high priority projects for insertion into the City’s Capital Improvement Program.
2. The City should revisit the plan for update every five to ten years. The priorities list and capital improvement project list should be consulted annually during the City’s development of its six-year Capital Improvement Program.
3. The City should research grants and consider annual funding for pedestrian and bicycle improvements relating to safe school access and other community enhancement projects. This would include the Parks and Recreation and the Engineering Departments.
4. The City should ensure adequate, dedicated personnel time for implementation of pedestrian and bicycle programs and projects.

5. The City should continue trails plan coordination between city departments including parks and recreation, planning and economic development, public works, and finance.
6. The City should continue to coordinate with neighboring jurisdictions and the State of Washington for joint planning and funding efforts.
7. Utility easements should be considered for possible trail easements.
8. The City should continue to coordinate and partner with other trail systems and efforts near the city, including the Clear Creek Trail System, the North Kitsap Trails Association and the Mountains to Sound program.
9. The City's Development and Zoning Code should contain language relating to standards for secure, convenient, long-term bicycle parking at schools, parks, public facilities, large-scale commercial developments and transit centers.
10. The City should build relationships with various Home Owner's Associations in order to get private trails in subdivisions opened up to the public.
11. The City should continue to work with private developers to encourage trail connections between development, commercial areas and public centers. The city should highlight general construction guidelines for consistency. The City should review potential PMC code changes to provide incentives for developers to provide trail connections.
12. The City should enhance PMC references to encourage bicycle paths/trails in residential subdivisions, such as 17.2080.060-B.5: Bicycle paths/trails.
~~Regarding dedication of roadways to the public, the subdivider shall also dedicate additional land as may be necessary and feasible to provide bicycle paths for the use and safety of the residents of the subdivision. (Ord. 94 25 § 1 (part), 1994)~~
Pedestrian and bicycle connection to adjacent subdivisions or property shall be provided as feasible and as consistent with the intent of the city's comprehensive plan's identified sidewalk and path connections.
13. The City should adopt maintenance standards for trails in parks and on-street bikeways.
14. The City should ensure adequate funding for maintenance of identified park trails and pedestrian and bicycle facilities within the right-of-way.
15. The City should consult the Washington Department of Transportation's (WSDOT) *Pedestrian Facilities Guidebook* (1997) and the American Association of State Highway and Transportation Officials' (AASHTO) *Guide for the Development of Bicycle Facilities* for pedestrian and bicycle facility design guidance for a project.
16. During project selection, working only with willing property owners, keep in mind the following considerations: safety, especially for children and the elderly; existing conditions; topography; existing and planned routes; existing and planned traffic corridors; connections to downtown, parks and open space, schools, community facilities and other points of interest; location of commercial areas and multi-family areas (land use).
17. The City should inventory and explore grant sources and interjurisdictional funding partnerships to the greatest extent possible for program and project funding, including partnerships with private, health and education organizations.

Funding for Trails

Implementing the UPP depends on commitment, opportunity and funding availability. As competing demands escalate for increasingly limited City resources and dollars, creative solutions are needed to fund trails. ~~It is clear that c~~ompletion of the trail system will take time and will ~~need-require~~ a sound and realistic financial strategy.

Funding for trail development and maintenance must come from a variety of sources. City budget, park impact fees, federal and state grants, and in-kind donations of materials and labor are the most common sources. It is important to maximize every possible funding source for trail capital improvements. Funding sources available to the City include: City's annual budget – general fund and park reserves; impact fees, state and federal grants, conservation and recreation trail easements, donations, partnerships, in-kind donations of materials and labor, and voter approved bonds. The City should also ensure that individuals who wish to support the Urban Paths of Poulsbo through financial or property donations, conservation or trail easements, or bequests are able to do so by providing easily accessible information and promote giving opportunities.

Park projects that have been placed on the 6-year Capital Improvement Program (CIP) have received a funding commitment, usually through a combination of grant funding, city budget, impact fees and in-kind donations. The trails projects will be the same.

~~The Poulsbo Trails Committee should remain a subcommittee of the Parks and Recreation Commission. It should meet annually to review the progress of the trails plan, identify priorities and report to the commission.~~

Plans

The Parks and Recreation Capital Improvement Plan identifies park projects to address needs over the 20-year term of the plan. The short-term projects identified in the Six-Year Park Capital Improvement Program (CIP) define the most immediate needs providing the short-term budgetary prioritization. Trail projects will continue to be integrated into the 6 and 20 Year CIP.

The Dogfish Creek Restoration Plan (2010) also encompasses a variety of projects to aid in the health of the creek. Trails development is a part of that plan.

Partnerships

Partnerships with state and local government agencies, Poulsbo's active civic clubs and community groups, North Kitsap School District, friends' groups, and local land trusts, assist the City in the acquisition of park land and the development of those parks and trails. Continuing these relationships is a primary goal of the City.

Conclusion

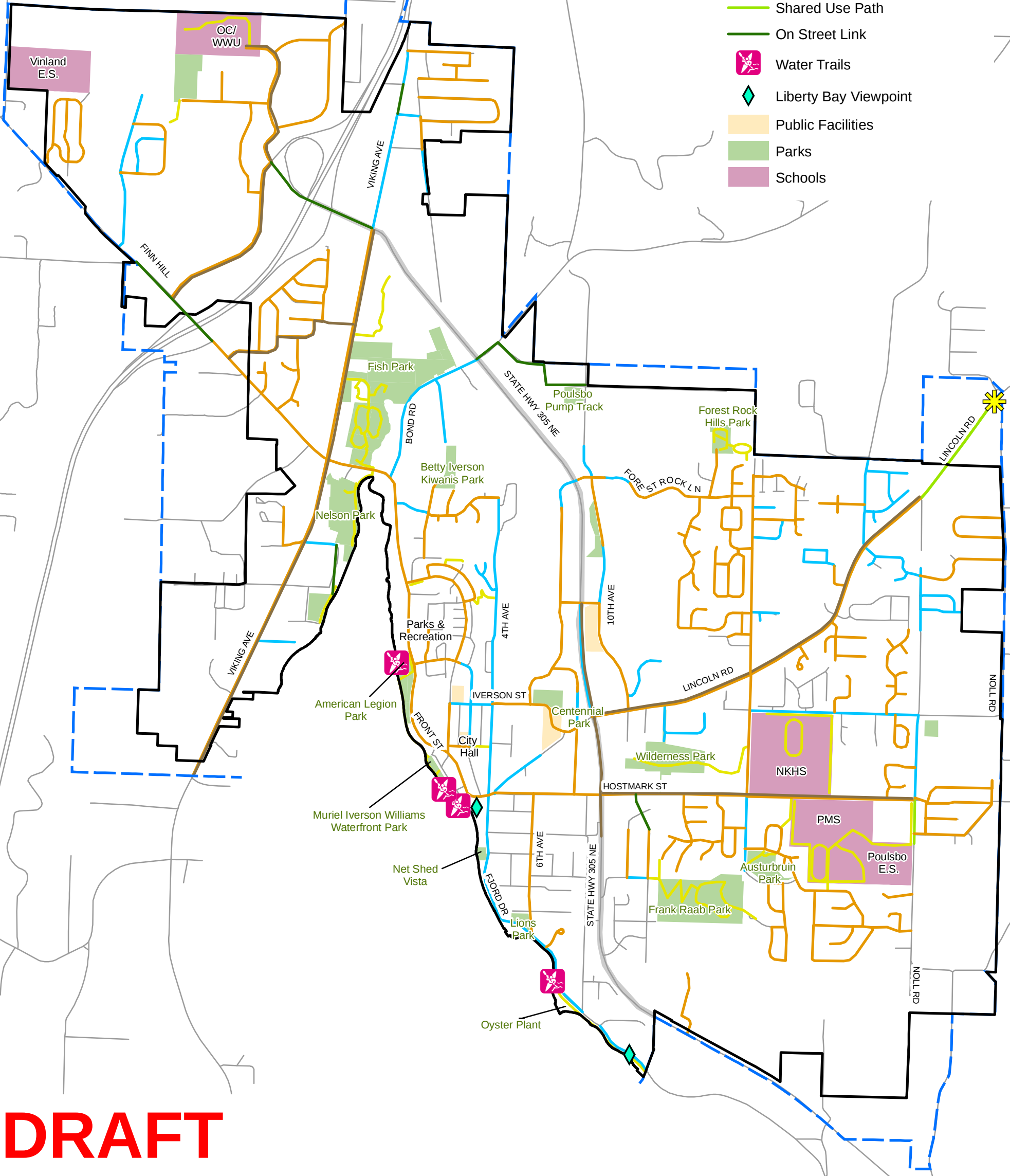
With the maps and recommendations in hand, the city has guidance in developing pedestrian and bike-friendly routes for the next twenty years. The Urban Paths of Poulsbo will serve a diversity of users and a variety of purposes—commuters, visitors, recreational users, non-motorized activities, local schools, and more will benefit from this plan.

DRAFT

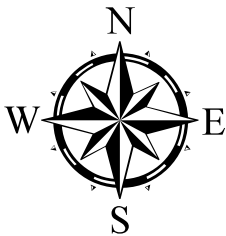
Existing Non-Motorized Facilities

Legend

- City Limits
- Urban Growth Area
- Existing Trails
- Dedicated Striped Bicycle Lanes
- Existing Sidewalks One Side
- Existing Sidewalks Both Sides
- Shared Use Path
- On Street Link
- Water Trails
- Liberty Bay Viewpoint
- Public Facilities
- Parks
- Schools



DRAFT



DRAFT MAP
Created by
City of Poulso GIS
August 2018

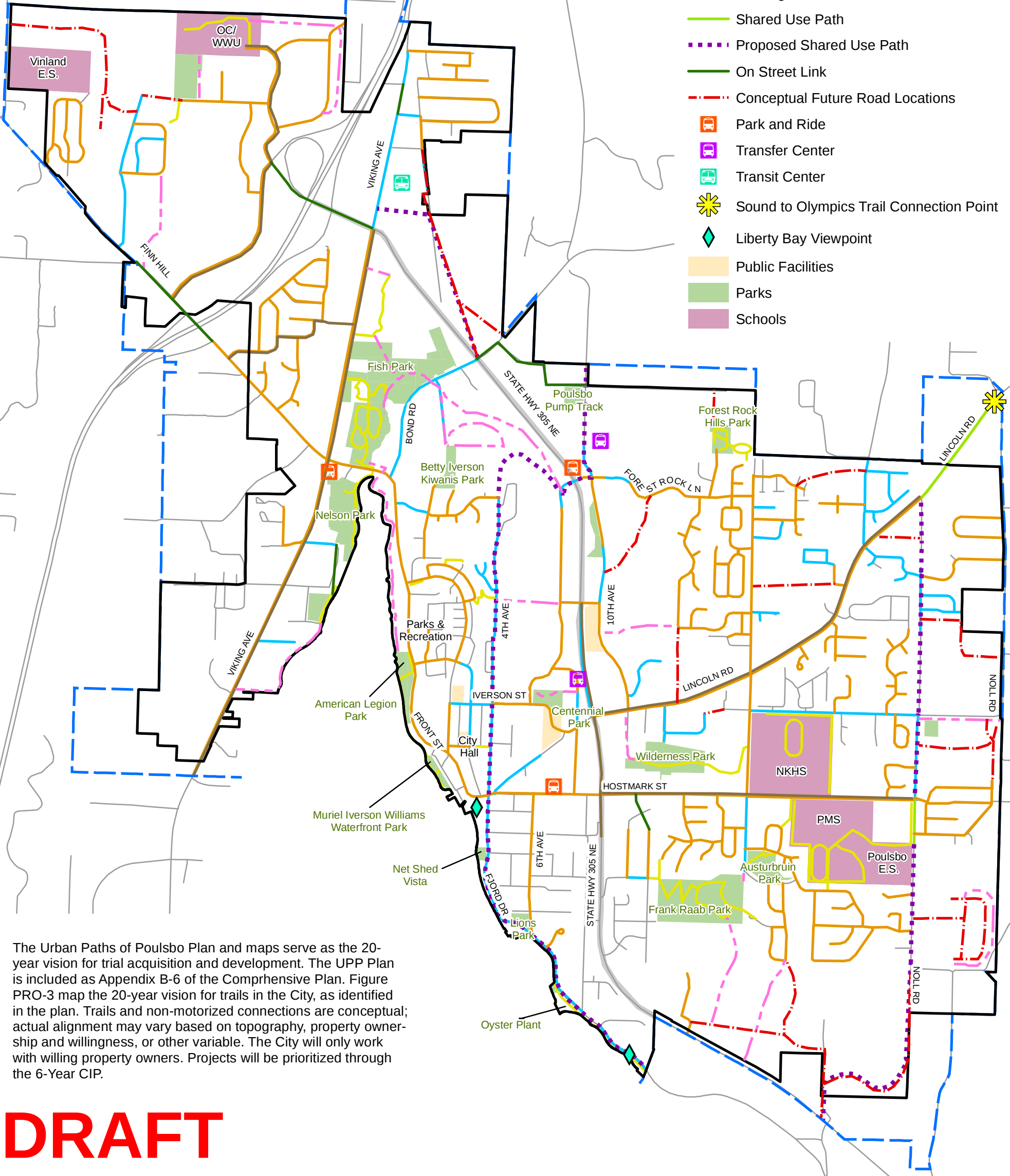
This map is intended for general purposes. Maps are schematic representations of physical features, infrastructure, and land ownership boundaries. The information was derived from available public records and existing sources, not from surveys.

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Urban Paths of Poulsbo Proposed Priorities

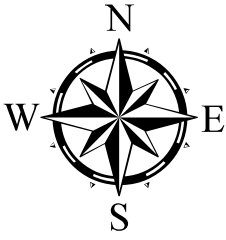
Legend

- City Limits
- Urban Growth Area
- Existing Trails
- Proposed Trails
- Dedicated Striped Bicycle Lanes
- Existing Sidewalks One Side
- Existing Sidewalks Both Sides
- Shared Use Path
- Proposed Shared Use Path
- On Street Link
- Conceptual Future Road Locations
- Park and Ride
- Transfer Center
- Transit Center
- Sound to Olympics Trail Connection Point
- Liberty Bay Viewpoint
- Public Facilities
- Parks
- Schools



The Urban Paths of Poulsbo Plan and maps serve as the 20-year vision for trail acquisition and development. The UPP Plan is included as Appendix B-6 of the Comprehensive Plan. Figure PRO-3 map the 20-year vision for trails in the City, as identified in the plan. Trails and non-motorized connections are conceptual; actual alignment may vary based on topography, property ownership and willingness, or other variable. The City will only work with willing property owners. Projects will be prioritized through the 6-Year CIP.

DRAFT



DRAFT MAP
Created by
City of Poulsbo GIS
August 2018

This map is intended for general purposes. Maps are schematic representations of physical features, infrastructure, and land ownership boundaries. The information was derived from available public records and existing sources, not from surveys.

EXHIBIT A.3

Application P-11-13-18-01
City of Poulsbo Parks Department
TEXT AMENDMENT



P-11-13-18-02

COMPREHENSIVE PLAN AMENDMENT

Text/Map Application Form

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

RECEIVED
RECEIVED
NOV 09 2018
NOV 15 2018
PED Department
Department

Due by 4:00 pm. on November 15, 2018

Instructions: Please complete a separate request form for each proposed amendment. If you are applying for a site specific re-designation/rezone request, please use the Site-Specific Application Form.

APPLICANT/AMENDMENT INFORMATION:

Name of Applicant/Department: Poulsbo Parks and Recreation

Contact Person: Mary McCluskey

Address: 200 NE Moe St. Poulsbo, WA 98370

Email: mmccluskey@cityofpoulsbo.com

Phone Number: 360.394.9772

Summary of proposed amendment:

The Poulsbo Parks and Recreation Commission and staff have some recommended changes to the Parks Capital Facilities Program.

Chapter, page number, and location (goal/policy #, section, map figure) of proposed amendment:

CFP list for parks (page 210); CFP Park Descriptions (page 260-260); PROS-1 map; PRO-2 map; replace PRO-3 map with new UPP Maps.

Proposed amendment in ~~strike through~~ or underline format (attach a separate sheet if necessary):

Attached.

Please answer the following questions, use separate sheets if necessary:

1. Briefly describe why you are applying for a Comprehensive Plan amendment.

Changes need to be made to the City's Capital Facilities Plan for parks due to recommended changes by staff, citizens and Parks and Recreation Commission members.

2. Is the amendment warranted due to an error in the initial adoption of the Comprehensive Plan?
Please explain.

No

3. Is the amendment based on a change of conditions or circumstances from the initial adoption of the Comprehensive Plan? Please explain.

Yes - some project changes have occurred due to property acquisition and new project recommendations.

4. Is the amendment based on new information or facts which were not available at the time of the initial adoption of the Comprehensive Plan? If so, what are they?

No

5. Is the amendment based on a change in the population allocation assigned to the city by Kitsap County?

No



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.

Mary McCluskey
Signature of Applicant/Agent

Mary McCluskey

Print Name of Applicant/Agent

STATE OF WASHINGTON)

) SS

COUNTY OF KITSAP)

On this 9th day of Nov, 2018 before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Mary McCluskey 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 9th day of November, 2018.



Cheryln J. Haley
NOTARY PUBLIC in and for the
State of Washington Residing at
Poulsbo

Commission Expires 3-13-19

Transportation/ Streets	Signal and Channelization: Viking Way at Stendahl Court extension Signal, Channelization: Lincoln at Pugh Channelization: Vetter Extension at SR 305 Intersection Control/Turn Lanes: Hostmark at 8th Avenue Channelization: Hostmark at Caldart Mini-Roundabout: Noll Road at Mesford Signal, Channelization: Noll Road at Hostmark <u>TDM Strategies/Measures</u> <u>Roadway Segments</u> Front Street, from Bond Road to Sunset Torval Canyon from Front Street to 4th Avenue Viking Way from south city limits to Bovela Lane Lindvig Way from Viking Way to Bond Road <u>Intersections</u> Front Street at Torval Canyon, Jensen Way and Fjord/Hostmark Lindvig Way at Viking Way and Finn Hill Road <u>Transit Improvements</u> Park and Ride lot: Noll Road vicinity
Parks	<u>Park Land Acquisition</u> Acquire parcels near County Road 59 Acquire properties adjacent to Centennial Park Acquire land adjacent to Fish Park Acquire land East Poulsbo for new neighborhood park Acquire land West Poulsbo for new neighborhood park Acquire Hamilton Field Acquire East Liberty Bay Shoreline Property Acquire Johnson Creek Wildlife Corridor parcels Shoreline Property north Front Street Acquire land for Vista Park at College Market Place <u>Park Land Development</u> Poulsbo Fish Park development College Marketplace Athletic Fields Centennial Park development Nelson Park Phase 2 development Morrow Manor park development Vista Park development Indian Hills Recreation Area development Net Shed Park development Hattaland Park development <u>Trail Acquisition and Development</u> The Urban Paths of Poulsbo Plan and maps serve as the 2036 vision for trail acquisition and development. The UPP Plan is included as Appendix B-6 of the Comprehensive Plan. Figure PRO-3 maps the 2036 vision for trails in the City, as identified in the plan. Trail development and acquisition projects will be prioritized through the 6-year Capital Improvement Program process. • West Poulsbo Waterfront Park development • Betty Jensen Kiwanis Park Upgrades • Accessible playground Improvements • Dog Park

Table CFP-9 Transportation Projects Public Funding Sources

Funding Sources	Approximate Funding Available
State/Federal Grants	\$29,000,000
Traffic Impact Fees	\$16,200,000
General Obligation Bonds	\$4,100,000
Fund 311	\$5,500,000
TOTAL	\$54,800,000

Source: City of Poulsbo Engineering and Finance Departments

Funding for transportation improvements will come also from private funding through improvements paid for by developers. Frontage improvements on City streets will be required for all new development, and therefore are not identified in the facility improvement tables. Projects identified in Table CFP-6 “2036 Required New Roadway Segments”, are necessary due to new residential development in the underdeveloped areas of the City, and therefore will be improved by private developers at the time of project construction. However, the City has obligated itself to fund and construct New Road X – Noll Road Extension, and this has been included in the identified \$54 million of publicly funded transportation projects.

Summary

The City of Poulsbo must provide public funding for anticipated road improvements. Funding from the City Budget must be included in the variety of funding sources already identified. The City allocates 26% of annual property taxes collected into its street fund and 2.15% for street capital projects. In addition, the City has issued general obligation bonds in the past to support transportation capital projects, and it plans to do so again in the future. It is vital that the process is established to review, prioritize and fund the City’s capital projects through the 6-year TIP, and that the City Council continue to review annually the revenue identified for transportation capital improvements. If funding shortfall occurs, the options identified in Policy TR-7.3 in the Comprehensive Plan’s Section 1 Policy Document must be evaluated. It is therefore in the City’s best interest to be vigilant in its review and application of all available transportation facilities funding sources.

12.10 Parks System

The City of Poulsbo Parks Program provides quality recreation opportunities, programs, facilities, parks and open space to the greater Poulsbo citizens. The City has a 2016 Parks, Recreation and Open Space Plan adopted to provide policy, acquisition and program guidance for the City’s Parks Program. This Plan is included in Appendix B-5, and is adopted in whole. The Urban Paths of Poulsbo Plan (UPP) includes goals, policies, implementation and financing strategies for non-motorized connections throughout the city. The UPP Plan is included in Appendix B-6 and is adopted in whole.

The City of Poulsbo owns 20 parks ranging in size from .24 of an acre to over 36-acres. The types of parks have been defined into four categories, in part by their size, but also by its intended service area. Collectively, these parks contain a variety of outdoor recreation facilities, including playgrounds, picnic areas, basketball courts, a recreation center, shoreline access, boat launch, restrooms, off-leash dog runs, ball fields and natural open spaces with walking paths and trails.

- Neighborhood Parks are the parks that serve as the recreational and social focus of a neighborhood within the city. They are designed to serve a radius of less than ½ mile, and the parks themselves are small, averaging 2 acres in size. Neighborhood Parks are usually home to a combination of playground equipment, picnicking and outdoor activity areas. Poulsbo has ~~nine~~ ¹⁰ neighborhood parks totaling ~~19.33~~ ^{21.18} acres.
- Community Parks are larger in size and serve a broader purpose and population than neighborhood parks. They are developed for both passive and active recreation. These parks may typically include athletic fields, sports courts, trails, playgrounds, open space and picnicking facilities. The service radius is larger – usually ½ to 3 miles. Poulsbo has two community parks totaling 27.07 acres.
- Regional Parks are the largest park designation because people will come from many miles to enjoy the park. These parks are often along waterways, and may be in the center of the economic or tourist areas in a city. Poulsbo has four such parks totaling 12 acres.
- Natural/Open Space parks are natural lands set aside for preservation of significant natural resources, open space and areas for aesthetics and buffering. These parks are often characterized by sensitive areas, and may include wetlands, slopes, significant natural vegetation or shorelines. Poulsbo has six parks with the natural/open space designation totaling 74.60 acres.
- Trails are provided in parks, along roads or in old road right-of-ways. Most of Poulsbo's trails do not connect, but by adding sidewalks and other right-of-ways, a walker can get from one place to another. Connectivity of Poulsbo parks is a priority and a major goal of the City. Poulsbo has 11 trails totaling 5.59 miles.

Table CFP-10 Poulsbo Park, Recreation and Open Space Inventory

Name of Park	Location	Acres	Park Classification	Existing Amenities
Austurbruin Park	Curt Rudolph Road	4.51	Neighborhood	Picnic area, playground, trails, wildlife habitat, open space
Betty Iverson Kiwanis Park	20255 1 st Avenue	2.76	Neighborhood	Picnic area, playground, shelter/gazebo, grills
Forest Rock Hills Park	North end of 12 th Avenue	3.11	Neighborhood	Picnic area, playground, trails, grills, plants/wildlife viewing, open space
Lions Park	585 Matson Street	1.2	Neighborhood	Picnic area, playground, restrooms
Poulsbo Pump Track	20523 Little Valley Road	1.82	Neighborhood	undeveloped
Morrow Manor	SE corner of Noll/Mesford	1	Neighborhood	undeveloped
Nelson Park	20296 3 rd Avenue	4	Neighborhood	Picnic area, playgrounds, shelter/gazebo, grills, restrooms, trails, plants/wildlife viewing, open space
Net Shed Vista	18500 Fjord Drive	.69	Neighborhood	Picnic area
Oyster Plant Park	17881 Fjord Drive	.24	Neighborhood	Shoreline, small boats launch, picnic area, trails, wildlife viewing
Add West Poulsbo WF Park 5th Ave. NW 1.85 Neighborhood Vacant Total Neighborhood Parks 19.33 acres 21.18				
College MarketPlace	Reliance Street	6.07	Community	Undeveloped
Raab Park	18349 Caldart Avenue	21	Community	Picnic area, playgrounds, shelter/gazebo, grills, restrooms, trails, basketball court, off-leash dog run, community gardens/open space

Name of Park	Location	Acres	Park Classification	Existing Amenities
Total Community Parks				27.07 acres
American Legion Park	Front Street	4.19	Regional	Shoreline, picnic area, playgrounds, restrooms, trails, plants/wildlife viewing
Poulsbo's Fish Park	288 NW Lindvig Way	4.53	Regional	Shoreline, picnic area, amphitheater, trails, plants/wildlife viewing, open space
Muriel Iverson Williams Waterfront Park	18809 Anderson Parkway	1.76	Regional	Shoreline, picnic area, shelter/gazebo, restrooms, boat ramp
Poulsbo Recreation Center	19545 1 st Avenue	1.52	Regional	Basketball court, fitness center, gymnastics equipment, classrooms, , preschool
Total Regional Parks				12 acres
Centennial Park	7 th and Iverson Street	2.85	Natural/Open Space	Picnic area, trails, plants/wildlife viewing, open space
Hattaland Park	10 th Avenue NE	2.04	Natural/Open Space	Picnic area, trails, plants/wildlife viewing, open space
Indian Hills Park	Stenbom Lane	20	Natural/Open Space	Undeveloped, open space
Nelson Park	20296 3 rd Avenue NW	6.8	Natural/Open Space	Undeveloped, open Space
Poulsbo's Fish Park	288 NW Lindvig Way	32.17	Natural/Open Space	Trails, Plants/wildlife viewing, open space
Wilderness Park	Caldart Avenue and Hostmark Street	10.74	Natural/Open Space	Picnic area, trails, plants/wildlife viewing, open space
Total Natural/Open Space				74.60 acres
Boardwalk-American Legion Park Trail	Front Street	.30 mile	Trail	Boardwalk and paved
County Road 59	Shoreline at 5 th Avenue NW	.10 mile	Trail	Soft surface
Poulsbo's Fish Park Trails	288 NW Lindvig Way	1.5 miles	Trail	Soft surface

Name of Park	Location	Acres	Park Classification	Existing Amenities
Fjord Drive Waterfront Trail	Fjord Drive, from 6 th Avenue to city limits	2 miles	Trail	Paved shoulder
Forest Rock Hills	North end of 12 th Avenue	.25 mile	Trail	Soft surface
Lincoln Road Shared Use Path	Lincoln Road from Maranatha Lane to Noll Road roundabout	.36 mile	Trail	Paved (separate from street)
Moe Street Trail	Moe Street to 3 rd Avenue	.10 mile	Trail	Soft surface
Noll Road Shared Use Path	Noll Road south of Hostmark	.20 mile	Trail	Paved (separate from street)
Raab Park Exercise Trail	18349 Caldart Ave.	.33 mile	Trail	Soft surface
Raab Park Nature Trail	18349 Caldart Ave.	.20 mile	Trail	Soft surface
Wilderness Park Trail	Caldart and Hostmark	.25 mile	Trail	Soft surface
Total Trails				5.59 miles

Source: Park acreage amount derived from 2015 Kitsap County Assessor data as accessed from Kitsapgov.com parcel search online data. American Legion Park and Muriel Iverson Williams Waterfront Park acreage amount was derived from Poulsbo Planning and Economic Development GIS analysis.

2025 Park System Needs based on LOS

The City of Poulsbo's planned Park Level of Service is the result of a review of various standards from sources such as the National Recreation and Parks Association, as well as input from the public and the Poulsbo Parks and Recreation Commission. When comparing the current park acreage with the acreage anticipated necessary for the City's 2036 population, the results provide the City with its park acquisition and development priorities. It proves a useful tool when programming projects into the Parks 6-year Capital Improvement Program.

The projected future population of the City of Poulsbo is 14,808 at the year 2036. Table CFP-11 identifies the City's park needs utilizing its planned level of service by park type.

The City has established a planned overall park system level of service (PLOS) of 13.73 acres per 1,000 population. Level of service standards have also been identified for the City's park types and trails, and are identified in Table CFP-11.

Table CFP-11 2036 Park Need based on LOS

Not sure if I should update?

Park Type	2015 Existing Acres	2015 Existing Level of Service Acres per 1,000 population	2036 Planned Level of Service Acres per 1,000 population	2036 Acreage Need based on PLOS**	2036 Park Acreage Needs***
Neighborhood Park	19.33	1.94	2	29.62	10.29
Community Park	27.07	2.72	3.5	51.83	24.76
Regional Park	12	1.21	1.5	22.21	10.21
Open Space Park	74.60	7.50	6	88.85	14.25
Trails	5.59 miles or 4.08 acres*	.56 mile or .41 acres	1 mile or .73 acre	14.81 miles or 10.81 acres	9.22 miles or 6.73 acres
TOTAL	137.08 acres	13.78 acres/1,000 population	13.73 acres/1,000 population	203.32 acres	66.24 acres

* Trail miles are converted into acreage by assuming a 6' wide trail x 1 mile = .73 acre

** City's 2036 population of 14,808 was used to calculate total 2036 acreage needed.

*** 2036 Park acreage needs calculated by subtracting 2015 existing acres from 2036 acreage need based on PLOS.

Table CFP-11 shows an existing inventory of parkland of 137.08 acres and a need of 203.32 acres by the year 2036, reflecting a deficit of 66.24 acres. The greatest need is for Community Parks, followed by Open Space Parks.

Credits from Non-City Parkland/Facilities and Anticipated Parkland donation:

Two types of public parkland have been identified as being available for the City to consider and credit in its demand and need analysis - North Kitsap School District fields and Washington State Department of Transportation SR 305 wetland mitigation open space land. Each is addressed below:

Partnership with North Kitsap School District

The City has formed a partnership with the North Kitsap School District (NKSD) through shared-use agreements for fields at four schools. These fields are available for City-sponsored recreation programs, as well as for the general public use.

Table CFP-12 Shared Fields with NKSD

NKSD Schools with Shared Use Agreement	Field Size
Vinland Elementary	3.4 acres
Strawberry Fields (Poulsbo Elementary)	8.34 acres
NK Middle School	20.4 acres
NK High School	11.08 acres
Total Shared Fields with NKSD	43.22 acres

Source: Poulsbo Planning and Economic Development Department GIS

The NKSD shared fields' total acreage is not available for City recreational programming or general public use all the time. Field use is reserved for school use weekdays generally between 8 a.m. and 5 p.m. during the school year. Middle school and high school facilities are less available for community use due to sports and activities conducted by NKSD. Overall, the annual community and public use is assumed at an average 40% annually. Based upon the public availability of the shared fields, the City can apply a credit of 40% of the shared field acreage, which adds in 17.288 acres to the city inventory, and is applied to Community Park acreage need.

SR 305 Wetland Mitigation Acreage

As part of the SR 305 widening project in 2008-2009, WSDOT was required to establish a wetland mitigation site. This site is 13.69 acres, adjacent to SR 305 (near the Bond Road intersection), and is near the City's Betty Iverson – Kiwanis Park. An agreement between the City and WSDOT has the ownership of this land transferring to the City in approximately five years. This acreage should be credited as Open Space parkland, as the transference of ownership is assured.

Table CFP-13 2036 Adjusted Project Park Need

Park Type	2036 Park Acreage Needs	Credit to 2036 Needed Acres	Adjusted 2036 Park Acreage Needs
Neighborhood Park	10.29 acres		10.29 acres
Community Park	24.76 acres	- 17.288 acres (NKSD Shared fields)	7.47 acres
Regional Park	10.21 acres		10.21 acres
Open Space Park	14.25 acres	- 13.69 acres (WSDOT Wetland Mitigation)	.56 acres
Trails	9.22 miles or 6.73 acres		9.22 miles or 6.73 acres
TOTAL	66.24 acres	30.98 acres	35.26 acres

When the NKSD fields acreage and the SR 305 Wetland Mitigation acreage is credited, the needs in Community Park and Open Space Parks decrease, and bring the overall citywide 2036 Park Need to 35.26 acres. With these two adjustments, Neighborhood Parks becomes the highest priority park type for acquisition during the planning period, with Regional Parks a close second. The WSDOT Wetland Mitigation acreage almost entirely meets the 2036 Open Space Park needs.

2036 Park System Acquisition and Improvements

The City has identified several specific needs for the growth of its park system. These are based upon the above Level of Service needs analysis. Common themes running through the list of projects is a desire to increase ownership and access along Liberty Bay and Dogfish Creek, connecting trails/walkways throughout the city, improving existing parks, and acquiring new land for neighborhood parks. Figure PRO-2 in Section 1 maps each of the City's 2036 Park Improvements. The number in each of the following project descriptions refers to the legend on Figure PRO-2. Figure PRO-3 in Section 1 maps the 2036 Urban Paths of Poulsbo trails vision.

Park Land Acquisition

Parcels near County Road 59

Acquisition of four contiguous parcels totaling 3.86 acres adjacent to County Road 59, could expand the existing shoreline trail located at the county road right-of-way, enhance shoreline access and provide a neighborhood park. Acquisition and development could be in conjunction with regional storm water improvements. This property is identified as #1 on Figure PRO-2. *(Priorities: Shoreline access, trail connectivity, new neighborhood park).*

Centennial Park Expansion

Acquisition of the Public Works Department's two sites and two small residential properties will add approximately 3 acres to Centennial Park. In addition to restoration activities to South Fork Dogfish Creek and parkland expansion, the acquisition of these sites will enable the City to better manage storm water in the flood-prone area. This project is identified as #2 on Figure PRO-2. *(Priorities: improve existing park, provide additional community or regional parkland).*

Additional land adjacent to Fish Park

The City wishes to acquire additional parcels as they become available along Dogfish Creek and its estuary for the purpose of habitat restoration and salmon rearing. Existing partnerships with the Suquamish Tribe and various organizations and non-profits will continue to benefit this project. This project is identified as #3 on Figure PRO-2. *(Priorities: shoreline access, additional trails).*

West Poulsbo

Available residentially zoned land in the western city limits will most likely develop during the planning period and would benefit from a new Neighborhood Park. The park

should be 2 to 5 acres in size. No specific parcel has been identified for this park. This project is identified as #4 on Figure PRO-2. *(Priority: new neighborhood park)*.

East Poulsbo

A number of future residential developments are expected to develop within the eastern city limits and would benefit from a new Neighborhood Park. The park should be at least 2 acres to 5 acres in size. No specific parcel has been identified for this park. This project is identified as #5 on Figure PRO-2. *(Priorities: new neighborhood parks)*.

Hamilton Field

This 2.2 acre parcel is located on Hamilton Court and is currently owned by the North Kitsap Pee Wees Association. If acquired, the field could provide a lighted soccer/football field which includes a clubhouse/storage building on the premises. A partnership ownership opportunity may exist for this property. Access, parking and drainage issues will need to be addressed to make this a viable community asset. This project is identified as #6 on Figure PRO-2. *(Priority: new community park)*.

East Liberty Bay Shoreline Property

Acquisition of parcels located along Fjord Drive to provide beach access and shoreline trail connections. This project is identified as #7 on Figure PRO-2. *(Priorities: shoreline access, trail connection)*

Johnson Creek Wildlife Corridor

Acquisition of undeveloped parcels of land along the Johnson Creek corridor and within the city limits. This project would acquire properties as they become available or easements for future trail connections along the corridor. This project is identified as #8 on Figure PRO-2. *(Priority: trail connections)*

Shoreline property north Front Street

Acquisition of .69 acres of steep shoreline property just south of Liberty Bay Auto to add to the Liberty Bay Waterfront Trail. This project is identified as #9 on Figure PRO-2. *(Priority: shoreline access, trail connection)*

Vista Park

Acquisition of undeveloped tracts, easements, and/or parcels of land along the ridge in College Market Place, in order to take advantage of surrounding views and enhance pedestrian access. This property is identified as #10 on Figure PRO-2. *(Priorities: new community park, trail connections)*.

NF Johnson Creek Open Space

Acquisition of 9.21 acres of undeveloped land located near the headwaters of North Fork of Johnson Creek, north parcel at the intersection of Finn Hill Road and Olhava Way NW. This property is identified as #8 on Figure PRO-2. *(Priorities: open space/critical area protection)*.

Park Land Development

Poulsbo Fish Park Development

Continue to develop Poulsbo Fish Park, with trails, interpretive areas, restoration of the estuary, and wildlife viewing areas. An environmental education learning center may be appropriate at this park. This project is identified as #11 on Figure PRO-2. *(Priorities: shoreline access, trail connections, improve existing regional park).*

College Market Place Athletic Fields

This project recognizes that the City is deficient in the number of ball fields it owns. The plan for this project is the development of two multi-use fields and parking on the 6.07 acre site. This project is identified as #12 on Figure PRO-2. *(Priority: improving existing community park).*

Centennial Park Development

Continue to restore, renovate and protect the natural resources existing on and around this 2.5 acre site located on the South Fork of Dogfish Creek, while also providing public access opportunities. The scope of this project includes, a creek overlook, two pedestrian bridges, restoration and habitat improvements around the creek, tree and habitat plantings, limited demonstration gardens, benches and picnic tables. This project is identified as #13 on Figure PRO-2. *(Priority: Improving existing park, trail improvement).*

Nelson Park Phase 2

Nelson Park encompasses over 11 acres in west Poulsbo and includes shorelines, wetlands, wooded and vegetated areas; a 4-acre portion of the park is developed with a restroom, picnic shelter, playground, parking and some trails. The second phase of park improvements includes extending trails throughout the property and providing shoreline access. This project is identified as #14 Figure PRO-2. *(Priority: trail and shoreline access improvement).*

Indian Hills Recreation Area

The 20-acre parcel is a city landfill that was closed in 1976, located just south of city limits. The City and Kitsap Public Health District continue to monitor the site for any environmental concerns, but the plan is that it can be developed in the future as an Open Space Park. This project is identified as #15 on Figure PRO-2. *(Priority: improving and enhancing existing parkland).*

Net Shed Park

This park is currently a vista setting of Liberty Bay high-bank waterfront, and includes benches and picnic facilities. Improvement plans include beach access and shoreline trails. This project is identified as #16 on Figure PRO-2. *(Priorities: shoreline access and trail improvement.)*

Hattaland Park

This 2 acre open space park is primarily undeveloped improvement plans include trails to views of adjacent South Fork Dogfish Creek and associated wetlands, as well as benches and picnic facilities. This project is identified as #17 on Figure PRO-2. *(Priorities: trail improvement, improving and enhancing existing parkland.)*

Vista Park

Development of trails and benches to enhance pedestrian access along the ridge at College Market Place to take advantage of views of Mount Rainier. This project is identified as #18 on Figure PRO-2. *(Priorities: trail improvement, new community park).*

Morrow Manor

Development of a 1 acre park donated to the City. Improvement plans include sitting benches, playground equipment and shared-use path. This project is identified as #19 on Figure PRO-2. *(Priority: new neighborhood park).*

West Poulsbo Water front Park - Future Development of this 1.85 acre park in West Poulsbo. This project is identified as # on Figure PRO-2.

Recreation Development

Poulsbo Recreation Center

A multi-purpose building which would ideally include two full size gyms with hardwood floors, fitness room, classrooms, and two meeting rooms. This building could serve as a new regional recreation center. Acquisition of new property or incorporating the project onto property already owned by the City or another public entity is desirable. This project could be completed in partnership with North Kitsap School District, Kitsap County Public Facilities District, or partnership with a non-profit organization. This project is identified as #20 on Figure PRO-2. *(Priority: new regional park facility).*

North Kitsap Regional Events Center

The NK Regional Event Center is a potential project identified through partnerships between the City, Kitsap County, the Public Facilities District, and North Kitsap School District. The NK school campus in Poulsbo has been identified as the site of a regional events center. The partnership project includes field improvements, theater renovation, and the development of a Special Events/Recreation Center. This project is identified as #21 on Figure PRO-2. *(Priority: new regional park facility).*

Trail Acquisition and Development

The Urban Paths of Poulsbo, adopted as Appendix B-6 of the Comprehensive Plan, serves as the 2036 vision for non-motorized travel within the city. Figure PRO-3 maps the network of trails and other connections that make up the Urban Paths of Poulsbo Plan vision. The UPP Plan also includes a detailed implementation table. Trails acquisition and development projects will be prioritized during the City's annual budget 6-year CIP process. *(Priority: trail acquisition and improvement).*

Park Facilities Funding Strategy

The funding for park projects comes from a variety of means – City budget park reserves, park impact fees, federal and state grants, and in kind donations - usually through the contribution of community groups' labor and donated materials. Park projects that are placed on the 6-year CIP have received a funding commitment, usually through a combination of grant funding, city park reserves or impact fees, and in-kind donations.

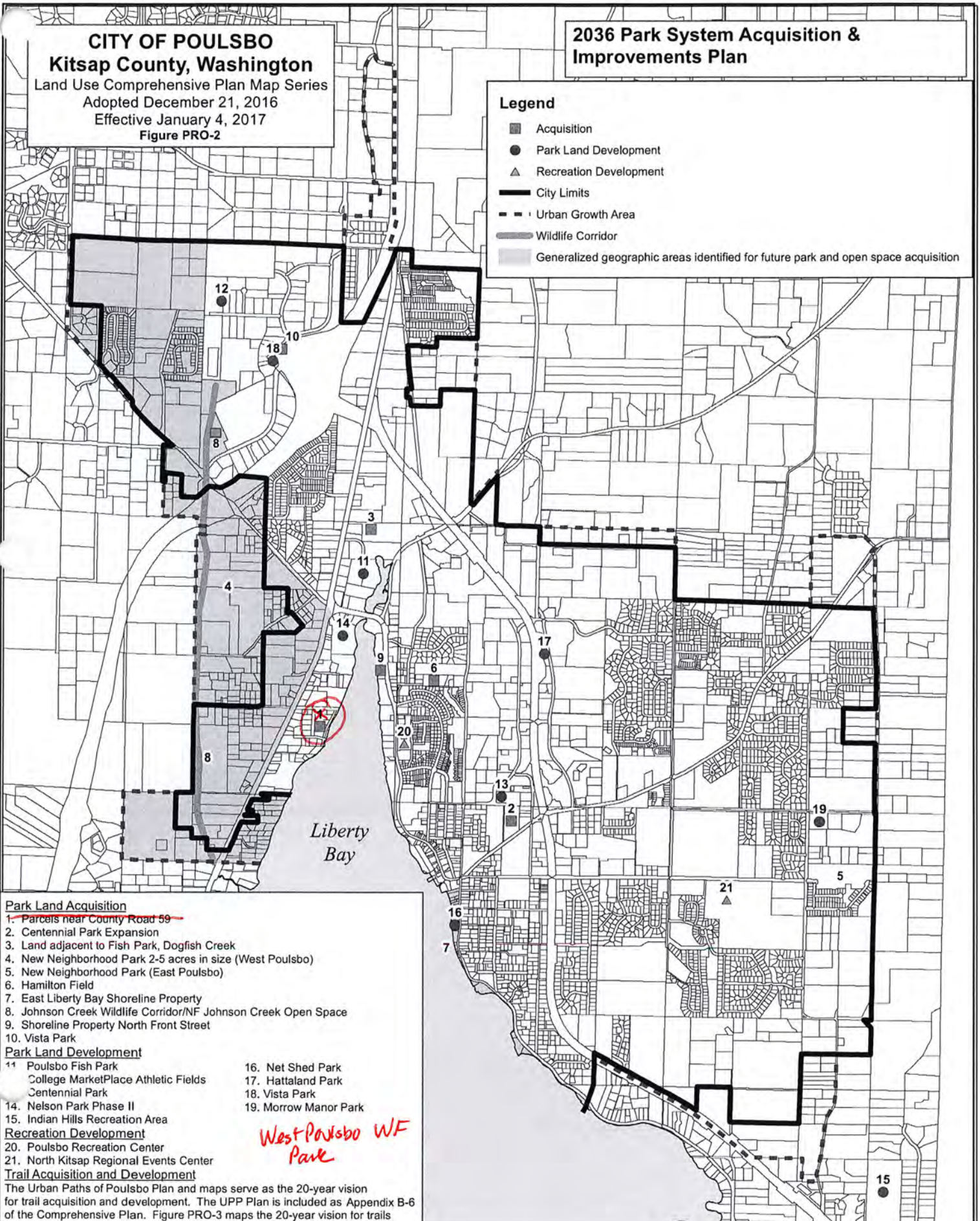
CITY OF POULSBO Kitsap County, Washington

Land Use Comprehensive Plan Map Series
Adopted December 21, 2016
Effective January 4, 2017
Figure PRO-2

2036 Park System Acquisition & Improvements Plan

Legend

- Acquisition
- Park Land Development
- ▲ Recreation Development
- City Limits
- - - Urban Growth Area
- Wildlife Corridor
- Generalized geographic areas identified for future park and open space acquisition



Park Land Acquisition

1. Parcels near County Road 59
2. Centennial Park Expansion
3. Land adjacent to Fish Park, Dogfish Creek
4. New Neighborhood Park 2-5 acres in size (West Poulsbo)
5. New Neighborhood Park (East Poulsbo)
6. Hamilton Field
7. East Liberty Bay Shoreline Property
8. Johnson Creek Wildlife Corridor/NF Johnson Creek Open Space
9. Shoreline Property North Front Street
10. Vista Park

Park Land Development

11. Poulsbo Fish Park
12. College MarketPlace Athletic Fields
13. Centennial Park
14. Nelson Park Phase II
15. Indian Hills Recreation Area
16. Net Shed Park
17. Hattaland Park
18. Vista Park
19. Morrow Manor Park

Recreation Development

20. Poulsbo Recreation Center
21. North Kitsap Regional Events Center

Trail Acquisition and Development

The Urban Paths of Poulsbo Plan and maps serve as the 20-year vision for trail acquisition and development. The UPP Plan is included as Appendix B-6 of the Comprehensive Plan. Figure PRO-3 maps the 20-year vision for trails

*West Poulsbo WF
Park*

CITY OF POULSBO
Kitsap County, Washington

Land Use Comprehensive Plan Map Series

Adopted December 21, 2016

Effective January 4, 2017

Figure PRO-1

Citywide Park & Open Space Map

Legend

— City Limits

- - - Urban Growth Area

Open Space (Via Buffers Required in Applicable Jurisdiction's CAO)*

Washington DOT Wetland Mitigation Site

Public Parks

Private Open Space In Developments

*Per 36.70A.160 RCW

Liberty Bay

Add
new
Acc.

Figures PRO-1 and PRO-3 hereby identify open space corridors required to be identified by RCW 36.70A.160. Specifically, Figures PRO-1 and PRO-3 identify lands useful for recreation by mapping public parks and open space, and privately owned open space and recreation amenities within subdivisions; wildlife habitat by mapping City designated Fish and Wildlife Habitat Conservation Areas; trails by mapping existing and planned public trails; and

Development Project Descriptions for Park CFP (2019)

Betty Iverson Kiwanis Park Upgrades

This neighborhood park is in need of parking lot upgrades, sidewalks, a restroom and possible playground improvements.

Accessible Playground Improvements

Accessible playground improvements within the Poulsbo park system is desired by members of the community. This project is not site specific, but could be worked into a future park project.

Dog Park

There is a small dog park area at Raab Park, but people have asked for a larger area to run dogs. This project is not site specific, but could be worked into a future park project.

EXHIBIT A.4

Application P-11-13-18-04
City of Poulsbo Planning and Economic Development Department
TEXT AMENDMENT



COMPREHENSIVE PLAN AMENDMENT

Text/Map Application Form

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

Instructions: Please complete a separate request form for each proposed amendment. If you are applying for a site specific re-designation/rezone request, please use the [Site-Specific Application Form](#).

APPLICANT/AMENDMENT INFORMATION:

Name of Applicant/Department: City of Poulsbo PED Department

Contact Person: Karla Boughton, Director

Address: 200 NE Moe St, Poulsbo WA 98370

Email: plan&econ@cityofpoulsbo.com

Phone Number: 360.394.9748

Summary of proposed amendment:

Update to Table CFP-4, the City of Poulsbo 6-year CIP

Chapter, page number, and location (goal/policy #, section, map figure) of proposed amendment:

Table CFP-4, City of Poulsbo Capital Improvement Projects, pages 218-225 (Capital Facilities Plan)

Proposed amendment in ~~striketrough~~ or underline format (attach a separate sheet if necessary):

See attached document.

2019 - 2024 GENERAL PURPOSE CAPITAL IMPROVEMENTS

Page	Project Name	Prior Years Costs	Current Years Costs	2019 Project Cost	2020 Project Cost	2021 Project Cost	2022 Project Cost	2023 Project Cost	2024 Project Cost	Total Project Cost
GENERAL PROJECTS / MUNICIPAL FACILITIES										
	PW Complex Relocation	2,379,949	490,971	50,000	800,000	2,000,000	3,000,000			8,720,920
	2-State Grants	441,015								441,015
	6-Non-Voted Bonds				800,000	2,000,000	3,000,000			5,800,000
	7-City/Utility Reserves	1,938,934	490,971	50,000						2,479,905
	Total Municipal Facility Capital Projects	\$ 2,379,949	\$ 490,971	\$ 50,000	\$ 800,000	\$ 2,000,000	\$ 3,000,000	\$ -	\$ -	\$ 8,720,920
	Total Municipal Facility Capital Funding Sources	\$ 2,379,949	\$ 490,971	\$ 50,000	\$ 800,000	\$ 2,000,000	\$ 3,000,000	\$ -	\$ -	\$ 8,720,920
	2-State Grants	441,015	-	-	-	-	-	-	-	441,015
	6-Non-Voted Bonds	-	-	-	800,000	2,000,000	3,000,000	-	-	5,800,000
	7-City/Utility Reserves	1,938,934	490,971	50,000	-	-	-	-	-	2,479,905

2019 - 2024 GENERAL PURPOSE CAPITAL IMPROVEMENTS (continued)

Page	Project Name	Prior Years Costs	Current Years Costs	2019 Project Cost	2020 Project Cost	2021 Project Cost	2022 Project Cost	2023 Project Cost	2024 Project Cost	Total Project Cost
PARK PROJECTS										
	Austurbruin Playground Replacement			50,000						50,000
	<i>7-City/Utility Reserves</i>			50,000						50,000
	Lions Park Improvements				55,000					55,000
	<i>7-City/Utility Reserves</i>				55,000					55,000
	MIW Waterfront Park - North End Improvements			20,000						20,000
	<i>7-City/Utility Reserves</i>			20,000						20,000
	Morrow Manor Park	17,887			556,184					574,071
	<i>2-State Grants</i>				335,000					335,000
	<i>7-City/Utility Reserves</i>	12,887			101,184					114,071
	<i>8-City Impact Fees</i>	5,000			120,000					125,000
	<i>13-Donation/In-Kind</i>									-
	Poulsbo Fish Park Restoration	3,551,931	99,438	727,500	477,500	115,000	5,000	5,000	5,000	4,986,369
	<i>1-Federal Grants</i>	150,000								150,000
	<i>2-State Grants</i>	2,380,144	75,000	500,000	250,000	110,000				3,315,144
	<i>7-City/Utility Reserves</i>	166,160	24,438	5,000	5,000	5,000	5,000	5,000	5,000	220,598
	<i>13-Donation/In-Kind</i>	855,627		222,500	222,500					1,300,627
	Poulsbo Skate + Park		25,000			800,000				825,000
	<i>2-State Grants</i>					500,000				500,000
	<i>7-City/Utility Reserves</i>		25,000			150,000				175,000
	<i>13-Donation/In-Kind</i>					150,000				150,000
	West Poulsbo Waterfront Park		600,000			50,000	800,000			1,450,000
	<i>2-State Grants</i>		300,000			25,000	400,000			725,000
	<i>7-City/Utility Reserves</i>					25,000	200,000			225,000
	<i>8-City Impact Fees</i>		300,000				200,000			500,000
	Total Park and Recreation Projects	\$ 3,569,818	\$ 724,438	\$ 797,500	\$ 1,088,684	\$ 965,000	\$ 805,000	\$ 5,000	\$ 5,000	\$ 7,960,440
	Total Park and Recreation Capital Funding Sources	\$ 3,569,818	\$ 724,438	\$ 797,500	\$ 1,088,684	\$ 965,000	\$ 805,000	\$ 5,000	\$ 5,000	\$ 7,960,440
	<i>1-Federal Grants</i>	150,000	-	-	-	-	-	-	-	150,000
	<i>2-State Grants</i>	2,380,144	375,000	500,000	585,000	635,000	400,000	-	-	4,875,144
	<i>7-City/Utility Reserves</i>	179,047	49,438	75,000	161,184	180,000	205,000	5,000	5,000	859,669
	<i>8-City Impact Fees</i>	5,000	300,000	-	120,000	-	200,000	-	-	625,000
	<i>13-Donation/In-Kind</i>	855,627	-	222,500	222,500	150,000	-	-	-	1,450,627
	Total General Purpose Capital Projects	\$ 5,949,767	\$ 1,215,409	\$ 847,500	\$ 1,888,684	\$ 2,965,000	\$ 3,805,000	\$ 5,000	\$ 5,000	\$ 16,681,360
	Total General Purpose Capital Funding Sources	\$ 5,949,767	\$ 1,215,409	\$ 847,500	\$ 1,888,684	\$ 2,965,000	\$ 3,805,000	\$ 5,000	\$ 5,000	\$ 16,681,360

2019 - 2024 TRANSPORTATION CAPITAL IMPROVEMENTS

Page	Project Name	Prior Years Costs	Current Years Costs	2019 Project Cost	2020 Project Cost	2021 Project Cost	2022 Project Cost	2023 Project Cost	2024 Project Cost	Total Project Cost
STREET PROJECTS										
	3rd Ave (Moe to Hostmark)				120,000	600,000				720,000
	1-Federal Grants				100,000	500,000				600,000
	7-City/Utility Reserves				20,000	100,000				120,000
	City-wide Safety Improvements		50,000	250,000						300,000
	2-State Grants			200,000						200,000
	8-City Impact Fees		50,000	50,000						100,000
	Local Neighborhood Road Maintenance Program	266,046	263,000	150,000	150,000	150,000	150,000	150,000	150,000	1,429,046
	7-City/Utility Reserves	266,046	263,000	150,000	150,000	150,000	150,000	150,000	150,000	1,429,046
	Noll Road Improvements - Phase III	941,914	3,169,585	3,010,000	7,960,000	3,900,000	-	3,000,000		21,981,499
	1-Federal Grants	535,477	1,556,193	1,710,000	1,710,000	1,350,000		2,500,000		9,361,670
	2-State Grants	15,000		1,000,000	2,000,000	2,000,000				5,015,000
	6-Non-Voted Bonds				2,850,000					2,850,000
	7-City/Utility Reserves	(78,563)	488,392							409,829
	8-City Impact Fees	470,000	1,125,000	300,000	500,000	550,000		500,000		3,445,000
	10-Real Estate Excise Tax				900,000					900,000
Total Transportation Capital Projects		\$ 1,207,960	\$ 3,482,585	\$ 3,410,000	\$ 8,230,000	\$ 4,650,000	\$ 150,000	\$ 3,150,000	\$ 150,000	\$ 24,430,545
Total Transportation Capital Funding Sources		\$ 1,207,960	\$ 3,482,585	\$ 3,410,000	\$ 8,230,000	\$ 4,650,000	\$ 150,000	\$ 3,150,000	\$ 150,000	\$ 24,430,545
	1-Federal Grants	535,477	1,556,193	1,710,000	1,810,000	1,850,000	-	2,500,000	-	9,961,670
	2-State Grants	15,000	-	1,200,000	2,000,000	2,000,000	-	-	-	5,215,000
	6-Non-Voted Bonds	-	-	-	2,850,000	-	-	-	-	2,850,000
	7-City/Utility Reserves	187,483	751,392	150,000	170,000	250,000	150,000	150,000	150,000	1,958,875
	8-City Impact Fees	470,000	1,175,000	350,000	500,000	550,000	-	500,000	-	3,545,000
	10-Real Estate Excise Tax	-	-	-	900,000	-	-	-	-	900,000

2019 - 2024 ENTERPRISE CAPITAL IMPROVEMENTS (Sewer)

Page	Project Name	Prior Years Costs	Current Years Costs	2019 Project Cost	2020 Project Cost	2021 Project Cost	2022 Project Cost	2023 Project Cost	2024 Project Cost	Total Project Cost
SEWER PROJECTS										
	11th Ave Sewer Replacement					200,000				200,000
	<i>7-Sewer Reserves</i>					200,000				200,000
	Alasund PS Gravity Connection							400,000		400,000
	<i>7-Sewer Reserves</i>							400,000		400,000
	Kitsap County - Campus Building					221,200				221,200
	<i>7-Sewer Reserves</i>					221,200				221,200
	Kitsap County - Lemolo Force Main Capacity			200,000			1,140,000	3,600,000		4,940,000
	<i>7-Sewer Reserves</i>			200,000			1,140,000	3,600,000		4,940,000
	Kitsap County - Lemolo Siphon Phase 2		150,000	200,000	300,000					650,000
	<i>7-Sewer Reserves</i>		150,000	200,000	300,000					650,000
	Kitsap County - Solids Dewatering			363,400						363,400
	<i>7-Sewer Reserves</i>			363,400						363,400
	Kitsap County - UV Upgrades			331,800						331,800
	<i>7-Sewer Reserves</i>			331,800						331,800
	Lemolo House Purchase			500,000						500,000
	<i>7-Sewer Reserves</i>			500,000						500,000
	Noll Road Sewer Improvements		20,000	210,000	500,000					730,000
	<i>7-Sewer Reserves</i>		20,000	210,000	500,000					730,000
	Old Town Sewer Upgrades					100,000	100,000			200,000
	<i>7-Sewer Reserves</i>					100,000	100,000			200,000
	Pump Station Safety Improvements			150,000	150,000					300,000
	<i>7-Sewer Reserves</i>			150,000	150,000					300,000
	Raab Park Sewer Rehab				350,000					350,000
	<i>7-Sewer Reserves</i>				350,000					350,000
	SR305 Force Main Extension					200,000	2,610,000			2,810,000
	<i>7-Sewer Reserves</i>					200,000	2,610,000			2,810,000
	SR305 Storage Facility								600,000	600,000
	<i>7-Sewer Reserves</i>								600,000	600,000
	Total Sewer Capital Projects	\$ -	\$ 170,000	\$ 1,955,200	\$ 1,300,000	\$ 721,200	\$ 3,850,000	\$ 4,000,000	\$ 600,000	\$ 12,596,400
	Total Sewer Capital Funding Sources	\$ -	\$ 170,000	\$ 1,955,200	\$ 1,300,000	\$ 721,200	\$ 3,850,000	\$ 4,000,000	\$ 600,000	\$ 12,596,400
	<i>7-Sewer Reserves</i>	-	170,000	1,955,200	1,300,000	721,200	3,850,000	4,000,000	600,000	12,596,400

2019 - 2024 ENTERPRISE CAPITAL IMPROVEMENTS (Water)

Page	Project Name	Prior Years Costs	Current Years Costs	2019 Project Cost	2020 Project Cost	2021 Project Cost	2022 Project Cost	2023 Project Cost	2024 Project Cost	Total Project Cost
WATER PROJECTS										
	340 Zone Fire Flow - 4th Ave					250,000				250,000
	7-Water Reserves					250,000				250,000
	3rd Ave Water					500,000				500,000
	7-Water Reserves					500,000				500,000
	Big Valley Well #3						450,000			450,000
	7-Water Reserves						450,000			450,000
	Caldart Main			300,000						300,000
	7-Water Reserves			300,000						300,000
	Front Street Water Main Replacement					250,000				250,000
	7-Water Reserves					250,000				250,000
	Hostmark Pipe					200,000				200,000
	7-Water Reserves					200,000				200,000
	Noll Road Water Improvements		20,000	200,000	550,000					770,000
	7-Water Reserves		20,000	200,000	550,000					770,000
	Old Town Water Main Replacement					350,000				350,000
	7-Water Reserves					350,000				350,000
	Raab Park Tank & Booster Pump	9,856	920,631	400,000						1,330,487
	7-Water Reserves	9,856	920,631	400,000						1,330,487
	SR305 Crossing					200,000				200,000
	7-Water Reserves					200,000				200,000
	Westside Well #2							412,000		412,000
	7-Water Reserves							412,000		412,000
	Westside Well - Pump Rehab			20,000						20,000
	7-Water Reserves			20,000						20,000
	Westside Well - Treatment for Manganese			150,000	1,000,000					1,150,000
	7-Water Reserves			150,000	1,000,000					1,150,000
	Wilderness Tank Retrofit			80,000	500,000					580,000
	7-Water Reserves			80,000	500,000					580,000
	Total Water Capital Projects	\$ 9,856	\$ 940,631	\$ 1,150,000	\$ 2,050,000	\$ 1,750,000	\$ 450,000	\$ 412,000	\$ -	\$ 6,762,487
	Total Water Capital Funding Sources	\$ 9,856	\$ 940,631	\$ 1,150,000	\$ 2,050,000	\$ 1,750,000	\$ 450,000	\$ 412,000	\$ -	\$ 6,762,487
	7-Water Reserves	9,856	940,631	1,150,000	2,050,000	1,750,000	450,000	412,000	-	6,762,487

2019 - 2024 ENTERPRISE CAPITAL IMPROVEMENTS (Storm)

Page	Project Name	Prior Years Costs	Current Years Costs	2019 Project Cost	2020 Project Cost	2021 Project Cost	2022 Project Cost	2023 Project Cost	2024 Project Cost	Total Project Cost
STORM DRAIN PROJECTS										
	American Legion Park Outfall Repair						120,000			120,000
	7-Storm Drain Reserves						120,000			120,000
	Bjorgen Creek Culvert Replacement - Deer Run			30,000		150,000	150,000			330,000
	7-Storm Drain Reserves			30,000		150,000	150,000			330,000
	Deer Run Pond Retrofit				16,000	184,000				200,000
	7-Storm Drain Reserves				16,000	184,000				200,000
	Dogfish Creek Restoration	6,282	211,863	284,150	500,000	500,000				1,502,295
	2-State Grants		100,000	227,900	375,000	375,000				1,077,900
	7-Storm Drain Reserves	6,282	111,863	56,250	125,000	125,000				424,395
	Forest Rock Hills (SR 305) Outfall					75,000				75,000
	7-Storm Drain Reserves					75,000				75,000
	Glenn Haven Storm Drain Replacement				10,000	100,000				110,000
	7-Storm Drain Reserves				10,000	100,000				110,000
	Liberty Bay Bioretention			150,000	150,000					300,000
	2-State Grants			150,000	150,000					300,000
	Noll Road Basin Direct Discharge			550,000						550,000
	7-Storm Drain Reserves			550,000						550,000
	Noll Road Culvert Replacement/Bjorgen Creek	83,203		50,000	500,000					633,203
	7-Storm Drain Reserves	83,203		50,000	500,000					633,203
	Noll Road Storm LID - Retrofit			250,000						250,000
	2-State Grants			250,000						250,000
	Poulsbo Creek Outfall				40,000	250,000				290,000
	7-Storm Drain Reserves				40,000	250,000				290,000
	Ridgewood/Kevos Pond - Replace Storm Drains	42,593			260,000					302,593
	7-Storm Drain Reserves	42,593			260,000					302,593
	West Poulsbo Waterfront Park - Storm Drain	5,015	200,000	250,000		500,000	500,000			1,455,015
	2-State Grants			187,500		375,000	375,000			937,500
	7-Storm Drain Reserves	5,015	200,000	62,500		125,000	125,000			517,515
	Total Storm Drain Capital Projects	\$ 137,093	\$ 411,863	\$ 1,564,150	\$ 1,476,000	\$ 1,759,000	\$ 770,000	\$ -	\$ -	\$ 6,118,106
	Total Storm Drain Capital Funding Sources	\$ 137,093	\$ 411,863	\$ 1,564,150	\$ 1,476,000	\$ 1,759,000	\$ 770,000	\$ -	\$ -	\$ 6,118,106
	2-State Grants	-	100,000	815,400	525,000	750,000	375,000	-	-	2,565,400
	3-County	-	-	-	-	-	-	-	-	-
	7-Storm Drain Reserves	137,093	311,863	748,750	951,000	1,009,000	395,000	-	-	3,552,706
	Total Enterprise Capital Projects	\$ 146,949	\$ 1,522,494	\$ 4,669,350	\$ 4,826,000	\$ 4,230,200	\$ 5,070,000	\$ 4,412,000	\$ 600,000	\$ 25,476,993
	Total Enterprise Funding Sources	\$ 146,949	\$ 1,522,494	\$ 4,669,350	\$ 4,826,000	\$ 4,230,200	\$ 5,070,000	\$ 4,412,000	\$ 600,000	\$ 25,476,993
2019 - 2024 GRAND TOTAL CIP PROJECTS SUMMARY										
	GRAND TOTAL CIP PROJECTS	\$ 7,304,676	\$ 6,220,488	\$ 8,926,850	\$ 14,944,684	\$ 11,845,200	\$ 9,025,000	\$ 7,567,000	\$ 755,000	\$ 66,588,898
	GRAND TOTAL CIP FUNDING SOURCES	\$ 7,304,676	\$ 6,220,488	\$ 8,926,850	\$ 14,944,684	\$ 11,845,200	\$ 9,025,000	\$ 7,567,000	\$ 755,000	\$ 66,588,898

EXHIBIT A.5

Application P-11-26-18-01
City of Poulsbo Engineering Department
TEXT AMENDMENT



COMPREHENSIVE PLAN AMENDMENT

Text/Map Application Form

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

P-11-26-18-01

Due by 4:00 pm. on November 15, 2018

Instructions: Please complete a separate request form for each proposed amendment. If you are applying for a site specific re-designation/rezone request, please use the [Site-Specific Application Form](#).

APPLICANT/AMENDMENT INFORMATION:

Name of Applicant/Department: City of Poulsbo Engineering Department

Contact Person: Andrzej Kasiniak, PE

Address: 200 NE Moe Street

Email: akasiniak@cityofpoulsbo.com

Phone Number: 360-394-9740

Summary of proposed amendment:

Adjustments to funding sources estimated in and City Comprehensive Plan Chapter 12, Capital Facilities Plan and Comprehensive Plan Appendix B-4, 2016 Transportation Plan Update. These funding source estimate changes will result in an increase to traffic impact fees.

Chapter, page number, and location (goal/policy #, section, map figure) of proposed amendment:

City Comprehensive Plan Chapter 12, Capital Facility Plan, subchapter 12.9 Transportation System, pages 249, 250
Appendix B-4, 2016 Transportation Plan Update, Chapter 7, Capital Improvements Cost, Cover page, citation page, pages 7-1, 7-2, 7-3, appendix F Funding Summary table

Proposed amendment in ~~striketrough~~ or underline format (attach a separate sheet if necessary):

See Attached sheets.

Transportation Plan Update - 2016 Final

Prepared for

City of Poulsbo, Washington

200 NE Moe Street
Poulsbo, WA 98370-7347

Prepared by

Parametrix

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and

David Evans and Associates

415 118th Ave SE
Bellevue, WA 98005

CITATION

Parametrix. 2016. Transportation Plan Update - 2016.
Prepared by Parametrix, Bremerton, Washington. April 2016.

Revised October 2018

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7 CAPITAL IMPROVEMENTS COST

Appendix F shows the transportation capital projects that are recommended for consideration by 2036. Projects are categorized as roadway segment improvements, new roadway segments, intersection improvements, and finally TDM/Transit/Trails. Costs and assumptions on project delivery are discussed below.

7.1 Mitigation Costs

The total amount of future transportation system needs is estimated to cost a total of \$131 million, including the cost of new sub-collector roads within developments as well as the cost of upgrading existing roads and intersections throughout the city and including a few road segments in the urban growth area slated for future annexation to the city. Of this total, the majority (\$77 million) represents new sub-collector roads providing circulation into and through subdivisions, which will be constructed by developers to City standards as part of site development plans (Projects N-1 through N-21 in **Figure 9**). The improvements to the existing citywide road network that are needed for growth, transit and non-motorized uses are projected to cost \$54 million (Projects R-1 through R-19 on **Table 12**, project N-22 on **Table 13**, projects I-1 through I-10 on **Table 14** and projects T-1 through T-3 on **Table 20**). These projects would be funded primarily by public sources **by a combination of public and private sources.**

7.2 Roadway Improvement Costs

Preliminary roadway segment costs were determined by applying planning level unit costs for required lineal feet of improvements. Specific unit costs for sidewalks, turn lanes, bike lanes, shared use paths, roadway widening and new roadways were developed and applied to the lengths of various improvements required.

As an illustration of the cost factors used in Appendix F, the cost to construct a complete new road consisting of two travel lanes, a median turn lane, two bicycle lanes, and curb/gutter/sidewalk on both sides, is projected to cost approximately \$10 million per mile, including right-of-way acquisition, planning and design, and contingencies for unknown factors.

Costs in future years will rise with inflation. To keep the transportation plan's costs up to date, the 2016 cost estimates used in this report should be annually updated for the change in the construction cost index in the Puget Sound region, or for Washington State generally.

The estimated total cost of existing roadway improvements needed by 2036 is approximately \$31.3 million as detailed in Appendix F.

This amount does not include new roads within subdivisions that would be provided for by developers as part of their site development obligations. The estimated cost of these roads amounts to an additional \$77 million. New roads N-1 through N-21 (all assumed to be built by developers) are an important part of the future transportation plan, even though their cost does not appear in the public finance plan. It is most important to identify these roads in the transportation plan, to ensure that new developments when they occur are properly coordinated with those roads and provide for their respective portions of such roads.

7.3 Intersection Improvement Costs

Preliminary intersection costs were determined by applying planning level unit costs for various intersection improvements. Specific unit costs for signalization, roundabout construction, rechannelization, realignment, and two-way and all-way stop-control were developed and applied to the various intersection locations. The estimated cost of intersection improvements needed by 2036 is about \$3.5 million as detailed in Appendix F.

7.4 Transportation Demand Management, Transit, and Trail Costs

In future years a greater emphasis will be placed on transportation solutions other than increasing capacity for automobiles. **Table 20** summarizes the capital projects which will involve Transportation Demand Management (TDM), improvements to Transit facilities, and Trails. The TDM improvements will be funded by the City. Transit and Trail projects are assumed to be funded in partnership with other public agencies and with grant funds.

7.5 Mitigation Funding Scenarios

Developers will provide 100 percent of the new road projects needed within new subdivisions. The cost of improvements to existing roads, existing intersections, and other projects in the City's 20-year CIP would be borne by a combination of public and private sources. The total amount to be covered is \$54 million. This amount may vary in the future, as refinements are added to change the assumptions in this report.

Table 21 shows some of the options the City could pursue to fund the transportation projects needed to balance transportation facilities and demand in 2036. Not all options apply to all projects and additional work is needed to match specific projects and funding sources and to be sure adequate funding is identified for all projects.

Table 21. Mitigation Projects Funding Sources

Funding Source	Typical Projects	Approximate Funding Available
Gas Tax	All transportation related projects	\$ 825,000 1,000,000
State/Federal Grants	Local agency capacity and safety projects	\$ 29,000,000 20,000,000
Fund 311	All transportation related projects	\$ 1,500,000 1,000,000
Other Sources	All transportation related projects	\$ 2,500,000 1,000,000
Funding Totals		\$ 33,825,000 23,000,000

The additional funding need is approximately \$~~20.1~~**32** million to implement all of the improvements needed for 2036. To develop this amount of funding will require a combination of additional public funds, impact fees and other developer contributions over the next 20 years.

7.6 Impact Fees and Other Development-Based Mitigation

Impact fees are authorized by the Growth Management Act, as one method of raising funds for transportation improvements needed for growth. In order for a GMA impact fee to be lawfully enacted, the underlying analysis of growth forecasts, deficiency assessment, and fiscal analysis, all must be included in the adopted Transportation Element of the Comprehensive Plan.

The City of Poulsbo instituted a Traffic Impact Fee (TIF) in 2006. The fee was based on projected funding needs and projected new trips in the 2006 Transportation Plan Update. The current TIF is ~~\$283~~**\$355** per new daily trip. Residential dwelling units are assumed to generate ~~109.44~~ daily trips, so the TIF is ~~\$2,830~~**\$3,357.20** per new residential dwelling unit. Trip generation for commercial uses is based on the ITE Trip Generation Manual ~~Ninth~~**Tenth** Edition.

This 2016 Transportation Plan Update follows the same basic methodology for establishing the TIF per new daily trip. Based on the assumptions of this section, the financial shortfall is ~~\$20.1~~**\$31** million in 2016 dollars. The travel forecasting analysis in **Table 8** identified a travel demand growth of 67,280 daily trips, based on the forecasted residential growth of 2,134 dwelling units and 1.7 million square feet of commercial development, over 20 years. Of that amount, 18,240 trips are derived from residential growth and 49,040 are derived from commercial growth; however, some of the commercial trip generation must be discounted for impact fee purposes because it represents a double-counting of trips already considered at the residential end of the trip, or it represents a "pass-by" trip that adds no impacts to the road system away from the site itself. The net new trip generation representing trips originating at commercial sites in Poulsbo and destined for locations outside Poulsbo is estimated at 75 percent of the raw total, or 36,780 daily trips. Thus, the net basis for allocating costs via impact fees is the sum of 18,240 residential-based trips and 36,780 net new commercial-based trips, or 55,020 net new daily trips.

If the entire unmet demand is gathered via impact fees, and typical trip generation rates are used for dwellings and for commercial development, the ~~\$20.1~~**\$31** million amount could be raised by a fee schedule that averages ~~\$366~~**\$564** per daily trip, as calculated below.

Rate per Daily Trip =

- Total unmet need = ~~\$20.1~~**\$31** million
- Future growth in trip generation = 55,020 daily trips
- Unfunded cost of growth per daily trip = ~~\$366~~**\$564**

Poulsbo Transportation CIP 2016-2036 **Funding Summary**

	Category	Table	Total Project Cost	
CIP Cost	Roadway Improvements	CFP-5	\$31,275,000	
	New Roadway Segments	CFP-6	\$8,000,000	Note: only Project N-22 (South Segment of Noll Road) is included in CIP
	Intersection Improvements	CFP-7	\$3,500,000	
	TDM, Transit, Trails	CFP-8	\$11,200,000	
	Totals		\$53,975,000	
			+ Developer Roads	\$77,250,000
				Total Improvements
				\$131,225,000

Revenue	Less Anticipated Revenue Sources		
	Federal/State Grants	\$28,000,000	\$ 20,000,000
	Other Sources	\$2,500,000	\$ 1,000,000
	Fund 311	\$4,500,000	\$ 1,000,000
	Gas Tax	\$825,000	\$ 1,000,000
	Subtotal	\$33,825,000	\$ 23,000,000
	CIP Remainder Funded by Traffic Impact Fees	\$28,150,000	\$ 31,000,000
	Growth in Residential Daily Trips 2016-2036		18,240
	Growth in Commercial Daily Trips 2016-2036		49,040
	Percent of Commercial Trips Applied to T.I.F. (Discounted for by-pass)		75%
	Commercial Trips Eligible for T.I.F.		36,780
	Number of Trips for Traffic Impact Fee		55,020
	Traffic Impact Fee per New Daily Trip	\$366	\$ 564

in the Capital Facilities Plan Transportation section. All projects that are potentially eligible for Federal transportation funding and most sources of funding from Washington State must be included on the Six-year TIP that is submitted to the Washington State Department of Transportation each year. The City's Capital Improvement Program (CIP) contains those projects from the TIP for which funding has been secured or is anticipated with reasonable assurance.

Pavement restoration projects are not listed individually in the Capital Facilities Plan, but are kept on lists maintained by the Public Works Department and reviewed annually during the 6-year TIP and annual budget process. Similarly, minor street maintenance and restoration projects, as well as minor bicycle facilities installation and pedestrian improvements not connected to a larger plan of improvement or development, are not included in the Capital Facilities Plan if construction costs are generally less than \$100,000, and will be programmed through the 6-year TIP and annual budget process.

Transportation Facilities Funding Strategy

Funding for the 2036 Transportation Facilities improvements will be through a combination of public and private financing. Primary funding sources include the City's budget, federal and state grants, other state and local agency assistance, property tax revenue, general obligation bonds, developer impact fees and developer improvements.

Combined, Table CFP-5 "2036 Required Transportation Improvement Projects," Table CFP-7 "Required Intersection Improvement Projects", and Table CFP-8 Transportation Demand Management represent an estimated \$54 million of transportation improvements to the City's roadways and intersections:

\$31.3 million Transportation Improvement Projects (Table CFP-5), \$3.5 million in Intersection Improvement Projects (Table CFP-7), \$11.2 million for TDM, Transit and Trail projects, and \$8 million for New Road X- Noll Road Extension.

Preliminary roadway segment costs were determined by applying planning level unit costs for required lineal feet of improvements. Specific unit costs for sidewalks, turn lanes, bike lanes, roadway widening and new roadways were developed and applied to the lengths of various improvements required. Preliminary intersection costs were determined by applying planning level unit costs for various intersection improvements. Specific unit costs for signalization, roundabout construction, rechannelization, realignment, and two-way and all-way stop-control were developed and applied to the various intersection locations.

The City anticipates contributing \$54.854 million through taxes, grants and City revenues over the 2036 planning period for the improvements identified.

Table CFP-9 Transportation Projects Public Funding Sources

Funding Sources	Approximate Funding Available
State/Federal Grants	\$29,000,000 20,000,000
Traffic Impact Fees	\$16,200,000 31,000,000
General Obligation Bonds Other Sources	\$4,100,000 2,000,000
Fund 311	\$5,500,000 1,000,000
TOTAL	\$54,800,000 54,000,000

Source: City of Poulsbo Engineering and Finance Departments

Funding for transportation improvements will come also from private funding through improvements paid for by developers. Frontage improvements on City streets will be required for all new development, and therefore are not identified in the facility improvement tables. Projects identified in Table CFP-6 “2036 Required New Roadway Segments”, are necessary due to new residential development in the underdeveloped areas of the City, and therefore will be improved by private developers at the time of project construction. However, the City has obligated itself to fund and construct New Road X – Noll Road Extension, and this has been included in the identified \$54 million of publicly funded transportation projects.

Summary

The City of Poulsbo must provide public funding for anticipated road improvements. Funding from the City Budget must be included in the variety of funding sources already identified. The City allocates 26% of annual property taxes collected into its street fund and 2.15% for street capital projects. In addition, the City has issued general obligation bonds in the past to support transportation capital projects, and it plans to do so again in the future. It is vital that the process is established to review, prioritize and fund the City’s capital projects through the 6-year TIP, and that the City Council continue to review annually the revenue identified for transportation capital improvements. If funding shortfall occurs, the options identified in Policy TR-7.3 in the Comprehensive Plan’s Section 1 Policy Document must be evaluated. It is therefore in the City’s best interest to be vigilant in its review and application of all available transportation facilities funding sources.

12.10 Parks System

The City of Poulsbo Parks Program provides quality recreation opportunities, programs, facilities, parks and open space to the greater Poulsbo citizens. The City has a 2016 Parks, Recreation and Open Space Plan adopted to provide policy, acquisition and program guidance for the City’s Parks Program. This Plan is included in Appendix B-5, and is adopted in whole. The Urban Paths of Poulsbo Plan (UPP) includes goals, policies,

EXHIBIT B

City of Poulsbo

Engineering Department

200 NE Moe Street, Poulsbo, Washington 98370

Phone (360) 779-4078



MEMORANDUM

DATE: March 8, 2019

TO: FILE

FROM: Engineering Department, City of Poulsbo

SUBJECT: Comprehensive Plan Amendment #P-11-26-18-01; Amending City Comprehensive Plan Chapter 12 and 2016 Transportation Plan Update to adjust Funding Source Estimates used for Traffic Impact Fee Calculations

PURPOSE and BACKGROUND

The purpose of this technical memorandum is to provide background for the proposed Comprehensive Plan Amendment #P-11-26-18-01 relating to Funding source estimates and adjusting Traffic Impact Fees for Transportation Capital Improvement Projects.

The City of Poulsbo has a robust Transportation Capital Facility plan identified in Chapter 12 of the 2016 City Comprehensive Plan. This outlines capital improvement projects, costs, and funding sources while the 2016 Transportation Plan Update provides background and supporting documentation as it relates to the Cities Transportation Capital Improvement Program (CIP).

In order to fund this CIP, funding sources are identified and estimates of available funding are made. The primary funding source for transportation projects are grant funding and traffic impact fees. In the 2016 Comprehensive Plan assumptions for funding source ratios were made similar to previous assumptions, however in 2019 the Engineering Department reviewed these assumptions and determined that they needed to be revised in order to provide a realistic and reasonable assurance of achieving funding as outlined, in order to complete the 20-year CIP program with a total program cost of approximately \$54 million.

EXISTING and PROPOSED FUNDING SOURCE ADJUSTMENTS

The 2016 Comp. Plan assumed that the majority of the CIP funding (\$54 M) would be coming from State and Federal grants. Historically the City of Poulsbo has been incredibly successful in obtaining grant funding for projects, however due to the increasingly crowded field and the competitive nature of obtaining grants, it is necessary to adjust the grant funding assumptions to a level that is reasonably expected to be achievable. Under the current assumptions, the needed \$29 million is approximately \$3 million each funding cycle (biennium), this is a substantial amount for the City to reasonably and consistently expect. By adjusting needs to \$20 m over the

same period, this reduces funding cycle grants to \$2 million, or more realistically, \$1-1.5 million each cycle with additional grants when opportunities arise. Typical funding sources are PRSC and TIB, however City has had success with other funding programs like Local Road Safety and Safe Routes to Schools.

The other funding sources were adjusted accordingly to the level expected. Fund 311 receives \$50,000/year or \$1,000,000 over the 20-year time frame from the general fund. To balance the funding sources, an increase in Traffic Impact fees are required. Since neither the capital program nor the overall number of trips are changing, the fee itself must be adjusted. The table below shows the current funding and the proposed adjustments.

FUNDING SOURCE	2016 COMP. PLAN APPROXIMATE FUNDING AVAILABLE	PROPOSED APPROXIMATE FUNDING AVAILABLE
STATE + FEDERAL GRANTS	\$29,000,000	\$20,000,000
FUND 311	\$1,500,000	\$1,000,000
GAS TAX	\$825,000	\$1,000,000
OTHER SOURCES	\$2,500,000	\$1,000,000
TRAFFIC IMPACT FEES	\$20,150,000	\$31,000,000
FUNDING TOTALS	~\$54 M	\$54 M

ADJUSTMENT TO TRAFFIC IMPACT FEE

Currently the Traffic Impact Fee is \$355 / average daily trip and was determined by dividing traffic impact fee funding (\$20 million) by the total new trip growth anticipated (55,020 net new trips). In order to achieve the \$31 million funding needed from Traffic Impact Fees, and assuming the same number of net new trips, the traffic impact fee must be increased from \$355/ADT to **\$564/ADT** which is a **58.9%** increase.

CONCLUSION

The proposed Comprehensive Plan Amendment #P-11-26-18-01 represents all revisions in the supporting documents to make effective the adjustments proposed above.

EXHIBIT C



NOTICE OF APPLICATION and Optional DNS

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

2019 Comprehensive Plan Amendments, Type IV Application COMMENTS DUE BY: FEBRUARY 8, 2019

The Growth Management Act (GMA), Chapter 36.70A RCW, requires that the city include within its development regulations a procedure for any interested person to suggest comprehensive plan amendments. Amendments to the comprehensive plan are how the city may modify its 20-year plan for land use, development or growth policies in response to changing City needs or circumstances. All plan amendments are reviewed in accordance with the GMA, and other applicable state laws, countywide planning policies, the adopted City of Poulsbo Comprehensive Plan, and any other applicable plans.

If you are receiving this notice in the mail, it is because Kitsap County Assessor's records indicate you own property within 300' of a site-specific amendment request. The public has the right to review contents of the official file for the proposal, provide written comments, participate in any public hearings, and request a copy of the final decision.

File No.:	P-11-13-18-03, P-11-13-18-01, P-11-13-18-02, P-11-13-18-04, P-11-26-18-01		
Setting the Docket:	January 16, 2019	Notice of Application	January 25, 2019
Proposed Applications:	The City of Poulsbo has proposed the following amendments to the Comprehensive Plan: <i>P-11-13-18-03</i> is a request to re-designate and rezone 2.56 acres of recently acquired parks property from Residential Low to Park. If the site-specific amendment is approved, map amendments to Figure LU-1 will be required (along with an update to the City's Zoning Map). <i>P-11-13-18-01</i> is a text amendment to Chapter 12, the Capital Facilities Plan, to incorporate Appendix B-6 to reflect the updated 2018 Urban Paths of Poulsbo. <i>P-11-13-18-02</i> is a text amendment to Chapter 12, the Capital Facilities Plan, to incorporate changes recommended by the Parks staff, Parks and Recreation Commission, and citizens. <i>P-11-13-18-04</i> is a text amendment to Chapter 12, the Capital Facilities Plan, to update Table CFP-4 (the City of Poulsbo 6-Year Capital Improvement Projects) to reflect the proposed projects listed in the 20019-2024 Capital Improvement Projects. <i>P-11-26-18-01</i> is a text amendment to Appendix B-4; Chapter 7; Chapter 12, Capital Facilities Plan for adjustments to funding sources estimated in the Comprehensive Plan, which will result in an increase to Traffic Impact Fees.		
Location of Applications:	City of Poulsbo initiated amendments include one site-specific request related to the expansion of park property located on 5 th Ave NW between NW Liberty Rd and NW Bay St. See map next page.		
Environmental Review:	The City of Poulsbo has reviewed the proposed amendments for probable adverse environmental impacts and expects to issue a determination of nonsignificance (DNS) for this project. The Optional DNS process in WAC 197-11-355 is being used. This may be the only opportunity to comment on the environmental impacts of the proposed amendments. The proposal may include mitigation measures under applicable codes, and the project review process may incorporate or require mitigation measures regardless of whether an EIS is prepared. A copy of the subsequent threshold determination for the proposal may be obtained upon request. Agencies, tribes, and the public are encouraged to review and comment on the proposed amendments. Comments related to environmental review must be submitted by the date noted below.		

Environmental Review Comment Period:	The public may comment on the environmental related aspects of the applications until February 8, 2019 . The public may request a copy of the decision once made.
Public Comment Methods:	Comments may be provided to the City at any time during the comprehensive plan amendment process. <i>Please provide environmental related comments by February 8, 2019 for the City's consideration in developing the environmental determination.</i> Written comments received by the City will be forwarded to the recommendation and decision-making bodies for consideration and made part of the record. Send written comments to City of Poulsbo Planning and Economic Development (PED) Department, 200 NE Moe Street, Poulsbo, Washington 98370, or fax them to (360) 697-8269. In addition to receiving comments through regular postal mailing and fax, comments may be sent to plan&econ@cityofpoulsbo.com. To ensure consideration, all written comments must be received by the City prior to close of the comprehensive plan amendment public hearings. Verbal comments will be taken at the Planning Commission and City Council public hearings.
Source for Information:	Information regarding the 2019 Comprehensive Plan Amendments is available here: https://cityofpoulsbo.com/planning-economic-comprehensive-plan-amendments/
Public Participation Plan:	A Public Participation Plan has been developed and is available here: https://cityofpoulsbo.com/planning-economic-comprehensive-plan-amendments/
Public Hearing Date:	This notice is intended to inform potentially interested parties about the comprehensive plan amendment process and hearings and to invite interested parties to appear orally or by written statement at the hearing. The Planning Commission public hearing on the applications is tentatively scheduled for March 12, 2019. A City Council public hearing is tentatively scheduled for April 10, 2019. Hearings are in the City Council Chambers at City Hall and are tentatively scheduled to start at 7:00 pm. Further information on the time and date will be provided in Notices of Hearings, issued at least 14 days prior to the hearing. The Planning Commission will make a recommendation to the City Council. The City Council is the review and decision-making authority for the amendment. Hearing procedures are available from the PED Department and City Clerk's office and are conducted based on Roberts Rules of Order.
Further Information:	The staff report, and environmental determination will be available for inspection at no cost at least seven (7) calendar days before the Planning Commission hearing. Copies of the staff report are available for the cost of reproduction from the PED Department, and will be provided at a reasonable cost. The application files may be examined at the PED Department between 8:30 a.m. and 4:30 p.m. at the Poulsbo City Hall. Please contact the PED Development Department to arrange a time to view the file or for further information at (360) 394-9882 or plan&econ@cityofpoulsbo.com .
Staff Contact:	Nikole Coleman, Associate Planner; ncoleman@cityofpoulsbo.com ; (360) 394 -9730.



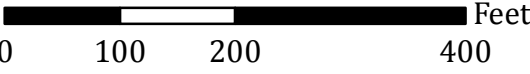
Project Site Map

City of Poulsbo Planning Department



Legend

-  Project Site
-  City Limits
-  Urban Growth Area



North Kitsap Herald

Affidavit of Publication

State of Washington }

County of Kitsap } ss

Dicy Sheppard being first duly sworn, upon oath deposes and says: that he/she is the legal representative of the North Kitsap Herald a weekly newspaper. The said newspaper is a legal newspaper by order of the superior court in the county in which it is published and is now and has been for more than six months prior to the date of the first publication of the Notice hereinafter referred to, published in the English language continually as a weekly newspaper in Kitsap County, Washington and is and always has been printed in whole or part in the North Kitsap Herald and is of general circulation in said County, and is a legal newspaper, in accordance with the Chapter 99 of the Laws of 1921, as amended by Chapter 213, Laws of 1941, and approved as a legal newspaper by order of the Superior Court of Kitsap County, State of Washington, by order dated June 16, 1941, and that the annexed is a true copy of NKH841973 APP & DNS as it was published in the regular and entire issue of said paper and not as a supplement form thereof for a period of 1 issue(s), such publication commencing on 01/25/2019 and ending on 01/25/2019 and that said newspaper was regularly distributed to its subscribers during all of said period.

The amount of the fee for such publication is \$38.04.

Dicy Sheppard

Subscribed and sworn before me on this

25th day of January,
2019.

Diana L Beaver



Notary Public in and for the State of
Washington.

City of Poulsbo-Planning | 80707350
HELEN WYTKO



AFFIDAVIT OF PUBLIC NOTICE

Allen Wytko, being first duly sworn,
upon his/her oath deposes and says: That he/she is now,
and at all times herein mentioned has been, a citizen of the
United States and the State of Washington, over and above the age of
twenty-one years and a resident of said County, that
on 25 January, 2019, affiant that a copy of the following
City of Poulsbo public notices, and which is attached to this affidavit,

- ☒ Notice of Application
- ☒ SEPA Determination
- ☐ Notice of Public Hearing
- ☐ Notice of Decision

has been provided, mailed and/or posted to the attached distribution lists,
property addresses or posting locations:

- ☒ US Mail
- ☒ Email
- ☒ Post at Library, City Hall, Poulsbo Post Office, Website
- ☐ Site Posting Address: _____

Allen Wytko
Subscribed and sworn to before me this 25th day of Jan, 2019.



Cherlyn J. Haley
NOTARY PUBLIC in and for the
State of Washington, residing at:
Poulsbo
My Commission expires on:
3-13-19

Helen M. Wytko

From: Constant Contact <support@constantcontact.com>
Sent: Friday, January 25, 2019 8:59 AM
To: Helen M. Wytko
Subject: Your campaign 2019 Comprehensive Plan Amendments has been sent

Constant Contact 

Dear Helen Wytko,

Your campaign '**2019 Comprehensive Plan Amendments**' was sent on 1/25/2019 around 11:59 AM EST.

Below is a copy of the message your subscribers received. See how your campaign is doing by visiting [Reports in your account](#) to get real-time results and stats.

Subject: 2019 Comprehensive Plan Amendments



City of Poulsbo PUBLIC NOTICE

You are receiving this email because you have signed up to be on a City of Poulsbo PED public outreach list.

Please see the Public Notice below.

- [Notice of Application with optional DNS 2019 Comprehensive Plan Amendments](#)
 - [SEPA Checklist](#)

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

[Unsubscribe hwytko@cityofpoulsbo.com](mailto:hwytko@cityofpoulsbo.com)

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Constant Contact 
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BAY LIBERTY PROPERTIES LLC
17841 24TH AVE NE
SHORELINE, WA 98155

BLOWNEY HENRY E JR & JIMENA B
PO BOX 3319
SILVERDALE, WA 98383

BYERS HEATHER HOPE
PO BOX 1924
POULSBO, WA 98370

C & K VIKING AVENUE LLC
3888 NW LAKENESS RD
POULSBO, WA 98370

CITY OF POULSBO
200 MOE ST
POULSBO, WA 98370

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200 MOE ST
POULSBO, WA 98370

HANSEN GLEN H & CHRISTINE A
509 NW LIBERTY RD
POULSBO, WA 98370

NES LAWRENCE L & ANNA STIINA
5028 CHICO BEACH DR NW
BREMERTON, WA 98312

KANE THOMAS E
350 GROW AVE NW APT A7
BAINBRIDGE ISLAND, WA 98110

KANE THOMAS E
350 GROW AVE NW APT A7
BAINBRIDGE ISLAND, WA 98110

KANE THOMAS E
350 GROW AVE NW APT A7
RAINBRIDGE ISLAND, WA 98110

LANG ANDERSON INVESTMENTS LLC
3939 SW BOND AVE APT 535
PORTLAND, OR 97239

LIBERTY BAY ESTATES HOMEOWNERS
ASSOCIATION
PO BOX 3823
SILVERDALE, WA 98383

LIBERTY BAY ESTATES HOMEOWNERS
ASSOCIATION
PO BOX 3823
SILVERDALE, WA 98383

MCCRARY FRANK R TRUSTEE
19136 VIKING WAY NW
POULSBO, WA 98370

MILLS ROBERT J & JULIE K
19605 5TH AVE NW
POULSBO, WA 98370

MOORE KAREN
PO BOX 2376
POULSBO, WA 98370

PARKER GARY D TRUSTEE
PO BOX 983
SILVERDALE, WA 98383

PUGET SOUND ENERGY INC RIGHT OF
WAY EST 06W
PO BOX 97034
BELLEVUE, WA 98009

REITAN KAREN
453 NW BAY ST
POULSBO, WA 98370

SETTLE ANN E ESTATE
29695 BEACH DR NE
POULSBO, WA 98370

SETTLE ANN E ESTATE
29695 BEACH DR NE
POULSBO, WA 98370

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STATE AGENCY LANDS
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STIMAC MICHAEL J & JANN B
PO BOX 1743
POULSBO, WA 98370

STIMAC MICHAEL J & JANN B
PO BOX 1743
POULSBO, WA 98370

TIDE INVESTMENTS LLC
PO BOX 266
POULSBO, WA 98370

VALLESTAD HOLDINGS LLC
PO BOX 163
KEYPORT, WA 98345

VANDERVORT RONALD TRUSTEE
10650 NW CONTACT CT
SILVERDALE, WA 98383

WILDER YVONNE
21660 LADYBUG PL NE
POULSBO, WA 98370



CITY OF POULSBO
NOTICE OF
APPLICATION and
Optional DNS

RCW 36.70B.110
Project Name: 2019
Comprehensive Plan
Amendments
Comments Due:
February 8, 2019
Applicant: City of
Poulsbo | 200 NE Moe
Street | Poulsbo WA
98370

Project Description:
The City of Poulsbo has
proposed the following
amendments to the
Comprehensive Plan:
P-11-13-18-03 is a re-
quest to re-designate
and rezone 2.56 acres of
recently acquired parks
property from Residen-
tial Low to Park. If the
site-specific amendment
is approved, map
amendments to Figure
LU-1 will be required
(along with an update to
the City's Zoning Map).
P-11-13-18-01 is a text
amendment to Chapter
12, the Capital Facilities
Plan, to incorporate Ap-
pendix B-6 to reflect the
updated 2018 Urban
Paths of Poulsbo.
P-11-13-18-02 is a text
amendment to Chapter
12, the Capital Facilities
Plan, to incorporate
changes recommended
by the Parks staff, Parks
and Recreation Commis-
sion, and citizens.
P-11-13-18-04 is a text
amendment to Chapter
12, the Capital Facilities
Plan, to update Table
CFP-4 (the City of

Poulsbo 6-Year Capital Improvement Projects) to reflect the proposed projects listed in the 20019-2024 Capital Improvement Projects.

P-11-26-18-01 is a text amendment to Appendix 8-4; Chapter 7; Chapter 12, Capital Facilities Plan for adjustments to funding sources estimated in the Comprehensive Plan, which will result in an increase to Traffic Impact Fees.

Public Comment:
Comments may be provided to the City at any time during the comprehensive plan amendment process. Written comments received by the City will be forwarded to the recommendation and decision-making bodies for consideration and made part of the record. The public may comment on the environmental related aspects of the applications until February 8, 2019.

Send written comments to City of Poulsbo Planning and Economic Development (PED) Department, 200 NE Moe Street, Poulsbo, Washington 98370, or fax them to (360) 697-8269.

In addition to receiving comments through regular postal mailing and fax, comments may be sent to plan&econ@cityofpoulsbo.com. To ensure consideration, all written comments must be received by the City prior to close of the comprehensive plan amendment public hearings. Verbal comments will be taken at the Planning Commission and City Council public hearings.

Source of Information:
Information regarding the 2019 Comprehensive Plan Amendments is available here:

<https://cityofpoulsbo.com/planning-economic-comprehensive-plan-amendments/>

Public Hearings: Planning Commission: March 12, 2019 | City Council: April 10, 2019 (subject to change).

Staff Contact: Nikole Coleman, Associate Planner, ncoleman@cityofpoulsbo.com; (360) 394-9730.

Published: North Kitsap Herald
January 25, 2019
Legal #: NKH841973

EXHIBIT D



DETERMINATION OF NONSIGNIFICANCE (DNS)

Project Name:	2019 Comprehensive Plan Amendments – City Initiated
Description of Proposal:	The City of Poulsbo has proposed the following amendments to the Comprehensive Plan: <i>P-11-13-18-03</i> is a request to re-designate and rezone 2.56 acres of recently acquired parks property from Residential Low to Park. If the site-specific amendment is approved, map amendments to Figure LU-1 will be required (along with an update to the City's Zoning Map). <i>P-11-13-18-01</i> is a text amendment to Chapter 12, the Capital Facilities Plan, to incorporate Appendix B-6 to reflect the updated 2018 Urban Paths of Poulsbo. <i>P-11-13-18-02</i> is a text amendment to Chapter 12, the Capital Facilities Plan, to incorporate changes recommended by the Parks staff, Parks and Recreation Commission, and citizens. <i>P-11-13-18-04</i> is a text amendment to Chapter 12, the Capital Facilities Plan, to update Table CFP-4 (the City of Poulsbo 6-Year Capital Improvement Projects) to reflect the proposed projects listed in the 20019-2024 Capital Improvement Projects. <i>P-11-26-18-01</i> is a text amendment to Appendix B-4; Chapter 7; Chapter 12, Capital Facilities Plan for adjustments to funding sources estimated in the Comprehensive Plan, which will result in an increase to Traffic Impact Fees.
Applicant:	City of Poulsbo 200 NE Moe Street, Poulsbo, WA 98370
Source for Information:	https://cityofpoulsbo.com/planning-economic-comprehensive-plan-amendments/
Lead Agency:	City of Poulsbo

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

COMMENTS: The City is utilizing the provisions provided for in WAC 197-11-060(5) "phased environmental review". Specific environmental review will be required at the time of a site-specific development proposal submittal, and a threshold determination will be issued at the time of a development application. Site specific development impacts are not identified at this time. Additional project information will be prepared and made available when a project is ready to move forward as a development proposal.

This DNS is issued under WAC 197-11-355, Optional DNS Process. There is no further comment period on the DNS.

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

Date: 2/11/19

Signature: 

APPEAL: Any agency or person may appeal this SEPA determination by filing a written appeal to the responsible official no later than 10 working days from the date of this notice. Contact the responsible official to read or ask about the procedure for SEPA appeals.



AFFIDAVIT OF PUBLIC NOTICE

Helen Wytko, being first duly sworn,
upon his/her oath deposes and says: That he/she is now,
and at all times herein mentioned has been, a citizen of the
United States and the State of Washington, over and above the age of
twenty-one years and a resident of said County, that
on Feb. 11, 2019, affiant that a copy of the following
City of Poulsbo public notices, and which is attached to this affidavit,

- ☐ Notice of Application
- ☒ SEPA Determination
- ☐ Notice of Public Hearing
- ☐ Notice of Decision

has been provided, mailed and/or posted to the attached distribution lists,
property addresses or posting locations:

- ☐ US Mail
- ☒ Email
- ☒ Post at Library, City Hall, Poulsbo Post Office, Website
- ☐ Site Posting Address: _____

Helen Wytko
Subscribed and sworn to before me this ____ day of _____, 201____.

NOTARY PUBLIC in and for the
State of Washington, residing at:

My Commission expires on:

Helen M. Wytko

From: Constant Contact <support@constantcontact.com>
Sent: Monday, February 11, 2019 12:15 PM
To: Helen M. Wytko
Subject: Your campaign 2019 Comprehensive Plan Amendments - Determination of Nonsignificance has been sent

Constant Contact 

Dear Helen Wytko,

Your campaign '**2019 Comprehensive Plan Amendments - Determination of Nonsignificance**' was sent on 2/11/2019 around 3:15 PM EST.

Below is a copy of the message your subscribers received. See how your campaign is doing by visiting [Reports in your account](#) to get real-time results and stats.

Subject: 2019 Comprehensive Plan Amendments - Determination of Nonsignificance



City of Poulsbo PUBLIC NOTICE

You are receiving this email because you have signed up to be on a City of Poulsbo PED public outreach list.

Please see the Public Notice below.

- [Determination of Nonsignificance - City Initiated Applications](#)
- [Determination of Nonsignificance - Hawks Landing Applications](#)

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

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Sent by planninginfo@cityofpoulsbo.com in collaboration with

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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:
2019 Comprehensive Plan Amendments.

Date Prepared:
January 22, 2019

Name of Applicant:
City of Poulsbo

Address:
200 NE Moe Street
Poulsbo, Washington 98370

Phone Number:
(360) 394-9882

Contact:
Nikole Coleman, Associate Planner

Agency Requesting Checklist:
City of Poulsbo

Proposed timing or schedule (including phasing, if applicable)

The Planning Department plans to issue a staff report March 2019. A Planning Commission hearing is tentatively scheduled for March 12, 2019. Then City Council will review the amendments at a Council hearing, tentatively scheduled for April 10, 2019.

Do you have any plans for future additions, expansions, or further activity related to or connected with this proposal? If yes, explain.

It is unlikely that all environmental impacts can be identified and appropriately mitigated as a part of this application, because there isn't a specific development project. The City will utilize the provisions of WAC 197-11-060(5) that provides for Phased Review of SEPA – this provides for a broad environmental review of the Comprehensive Plan amendments and project-specific environmental review as development proposals are submitted.

List any environmental information you know about that has been prepared, directly related to this proposal.

An environmental checklist has been prepared by the applicant for P-11-15-18-05, which is a site-specific re-designation request. No specific environmental information has been prepared for the remaining amendments. The projects identified in the Capital Facilities plan will require environmental review when development is proposed, as applicable pursuant to SEPA rules.

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

No.

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

City Council approval and adoption.

Reviewed by Paula Boughton on 1/22/19.

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.

P-11-13-18-03 is a request to re-designate and rezone 2.56 acres of recently acquired parks property from Residential Low to Park. If the site-specific amendment is approved, map amendments to Figure LU-1 will be required (along with an update to the City's Zoning Map).

P-11-13-18-01 is a text amendment to Chapter 12, the Capital Facilities Plan, to incorporate Appendix B-6 to reflect the updated 2018 Urban Paths of Poulsbo.

P-11-13-18-02 is a text amendment to Chapter 12, the Capital Facilities Plan, to incorporate changes recommended by the Parks staff, Parks and Recreation Commission, and citizens.

P-11-13-18-04 is a text amendment to Chapter 12, the Capital Facilities Plan, to update Table CFP-4 (the City of Poulsbo 6-Year Capital Improvement Projects) to reflect the proposed projects listed in the 20019-2024 Capital Improvement Projects.

P-11-26-18-01 is a text amendment to Appendix B-4; Chapter 7; Chapter 12, Capital Facilities Plan for adjustments to funding sources estimated in the Comprehensive Plan, which will result in an increase to Traffic Impact Fees.

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.

Poulsbo is located in Township 26 North, Range 1 East, Willamette Meridian and is located in all or portions of Sections 9, 10, 11, 13, 14, 15, 22, 23, 24, 25, and 26. Amendments are located in the following Sections:

P-11-13-18-03, is to re-designation and rezone recently acquired property located on 5th Ave NW between NW Liberty Rd and NW Bay St.

The remaining comprehensive plan amendments will amend portions of the Comprehensive Plan.

B. ENVIRONMENTAL ELEMENTS

Agree

Disagree

Mitigate

1. Earth

a. General description of the site (check one):

- ☐ flat
- ☐ rolling
- ☐ hilly
- ☐ steep
- ☐ slopes
- ☐ mountainous
- ☐ other.

Poulsbo's topography varies throughout the city, from flat to areas of steep slopes.

Actual development will be subject to additional SEPA review as appropriate. Environmental review and a threshold determination will be required at the time of development review. Site specific development impacts are not identified at this time.

✓

b. What is the steepest slope on the site (approximate percent slope)?

There are areas within the city limits with slopes exceeding 40 percent, and potential geohazard areas are mapped on the City's critical areas maps. At the time of a development proposal, additional information on slopes will be required. Future development will require additional environmental review.

✓

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 According to the Kitsap County Soil Survey, the soils within the city limits is predominately classified as Poulsbo Gravelly sandy loam, with areas of Kapowsin gravelly loam and Sinclair soils. No development is proposed at this time, therefore site-specific development impacts are not identified. Future development will be subject to phased SEPA review.	✓		
d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. Geohazards are mapped in the City's critical areas maps and unstable soils/slopes are regulated by the City's Critical Areas Ordinance. No development is proposed at this time. Review of soil conditions will occur at the time specific proposals move forward.	✓		
e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill. This is not applicable to this non-project action.	✓		
f. Could erosion occur as a result of clearing, construction or use? If so, generally describe. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward. Erosion control would be addressed through existing City ordinances, including the clearing and grading and critical areas regulations.	✓		
g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? This is not applicable to this non-project action. No development is proposed at this time. Projects will require further analysis and SEPA review, where appropriate.	✓		
h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any. None. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
2. Air			
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. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		

c. Proposed measures to reduce or control emissions or other impacts to air, if any. None. No development is proposed at this time. Determination will be made at the time specific proposals move forward. New construction will comply with the requirements of the Poulsbo Municipal Code and the Engineering Department, which will be reviewed at the time of a specific project proposal moving forward.	✓		
3. Water			
a. Surface:			
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. Poulsbo's main surface water body is Liberty Bay; there are numerous streams and wetlands throughout the city limits. There is no development proposed at this time; future development will require additional environmental review.	✓		
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. No development is proposed at this time. Shoreline Determination will be made at the time specific proposals move forward.	✓		
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. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities, if known. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
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. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		

b. Ground:			
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. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓	
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. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓	
c. Water Runoff (including storm water):			
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. This is not applicable to this non-project action. No development is proposed at this time. Future development will lead to stormwater runoff, which will be reviewed and required to meet City and State regulations for stormwater management. Determination will be made at the time specific proposals move forward.	✓	
2)	Could waste materials enter ground or surface waters? If so, generally describe. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓	
3)	Does the proposal alter or otherwise affect drainage patterns near the site? If so, describe. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓	
d.	Proposed measures to reduce or control surface, ground, and runoff water impacts, if any: This is not applicable to this non-project action. No development is proposed at this time. At the time of development review, projects will be reviewed for compliance with the City's adopted storm water management regulations and updated critical areas ordinance.	✓	

4. Plants			
a. Check types of vegetation found on the site: ☒ Deciduous tree: alder, maple, aspen, other ☒ Evergreen tree: fir, cedar, pine, other ☒ Shrubs ☒ Grass ☒ Pasture ☐ Crop or grain ☒ Wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other ☐ Water plants: water lily, eelgrass, milfoil, other ☐ Other types of vegetation The checked vegetation is found throughout Poulsbo. This is not applicable to this non-project action. No development is proposed at this time. The existing vegetation for sites will be determined at the time of development review.	✓		
b. What kind and amount of vegetation will be removed or altered? This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
c. List threatened or endangered species known to be on or near the site. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward. Landscaping is typically required for new development proposals.	✓		
e. List all noxious weeds and invasive species known to be on or near the site. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward. Landscaping is typically required for new development proposals.	✓		
5. Animals			
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: ☐ Birds: hawk, heron, eagle, songbirds, other: ☐ Mammals: deer, bear, elk, beaver, other: ☐ Fish: bass, salmon, trout, herring, shellfish, other: There are a variety of birds, fish, and mammals that inhabit Poulsbo. They are primarily located near streams and Liberty Bay.	✓		
b. List any threatened or endangered species known to be on or near the site. Poulsbo has several listed species, including bald eagle, blue heron, harbor seal, salmon (Chinook, chum, coho), steelhead, cutthroat, hardshell clam, smelt, and sand lance. No development is proposed at this time. Additional environmental review will be conducted at the time of application for specific development.	✓		

c. Is the site part of a migration route? If so, explain. Liberty Bay and adjacent streams are known to contain anadromous salmonids. The City is located within the Pacific Flyway – a flight corridor for migrating waterfowl and other birds – that extends from Alaska to Mexico and South America.	✓		
d. Proposed measures to preserve or enhance wildlife, if any. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward. The City's Critical Areas Ordinance provides protection for wildlife. Any additional mitigation necessary will be identified at the time of site-specific development review. The expansion of Fish Park in P-10-30-17-01 (20831 Bond Rd NE) adds to the City's efforts to acquire land to expand this fish habitat and protection area.	✓		
e. List any invasive animal species known to be on or near the site. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward. The City's Critical Areas Ordinance provides protection for wildlife. Any additional mitigation necessary will be identified at the time of site-specific development review.	✓		
6. Energy and Natural Resources			
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. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward. Electric energy is available city-wide and natural gas is available in specific locations in the city limits.	✓		
b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
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. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward. Future development will meet the current energy code as identified in the International Building Code.	✓		
7. Environmental Health			
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. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		

1)	Describe any known or possible contamination at the site from present or past uses. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
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. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
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. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
4)	Describe special emergency services that might be required. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
5)	Proposed measures to reduce or control environmental health hazards, if any. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
b. Noise				
1)	What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? The city has a typical level of noise expected in an urban environment.	✓		
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. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
3)	Proposed measures to reduce or control noise impacts, if any. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward. Construction noise is regulated in the Poulsbo Municipal Code.	✓		

8. Land and Shoreline Use

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. The proposed comprehensive plan amendments occur throughout the city. The city has a variety of single-family residential development along with commercial areas, and other uses including multifamily residential, light industrial, institutional, and parks.	✓		
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 as a result 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? This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
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: This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
c. Describe any structures on the site. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
d. Will any structures be demolished? If so, what? This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
e. What is the current zoning classification of the site? P-11-13-18-03 (5th Ave NW) current zoning is Residential Low. The proposed zoning is for Park, which limits development to park-related uses only. No development is proposed at the comprehensive plan amendment stage. Determination of zoning classification and applicable review requirements will be made at the time specific proposals move forward.	✓		
f. What is the current comprehensive plan designation of the site? P-11-13-18-03 (5th Ave NW) current land use designation is Residential Low. The proposed designation is for Park, which limits development to park-related uses only. No development is proposed at the comprehensive plan amendment stage. Determination of zoning classification and applicable review requirements will be made at the time specific proposals move forward.	✓		

g. If applicable, what is the current shoreline master program designation of the site? Some of the projects in the Capital Facilities Plan may occur within the vicinity of the shoreline. No development is proposed at the comprehensive plan amendment stage. Determination of shoreline designation and applicable review requirements will be made at the time specific proposals move forward.	✓		
h. Has any part of the site been classified as a critical area by the city or county? If so, specify P-11-13-18-03 (5th Ave NW)) is not mapped as a potential Critical Area. Comprehensive Plan amendments occur at locations throughout the city. Some of the projects identified in the Capital Facilities are located near critical areas. However, no development is proposed at this time. The actual development of the specific sites will be subject to additional development review and would be subject to environmental review. Site specific development impacts are not identified at this time. Identification of environmentally sensitive areas will be made based on the City's Critical Area Ordinances maps and site-specific environmental information prepared during the development review process.	✓		
i. Approximately how many people would reside or work in the completed project? This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
j. Approximately how many people would the completed project displace? This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
k. Proposed measures to avoid or reduce displacement impacts, if any. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any. No development is proposed with the comprehensive plan amendments. Determination of specific measures to ensure compatibility will be made during development review.	✓		
m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any. No development is proposed with the comprehensive plan amendments. Determination of specific measures to ensure compatibility will be made during development review.	✓		
9. Housing			
a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. None. This is a non-project action.	✓		

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. None. This is a non-project action.	✓		
c. Proposed measures to reduce or control housing impacts, if any. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
10. Aesthetics			
a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
b. What views in the immediate vicinity would be altered or obstructed? This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
c. Proposed measures to reduce or control aesthetic impacts, if any. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward. While site specific development impacts are not identified at this time, building height and design review requirements are set forth in Poulsbo's zoning ordinance.	✓		
11. Light and Glare			
a. What type of light or glare will the proposal produce? What time of day would it mainly occur? This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
b. Could light or glare from the finished project be a safety hazard or interfere with views? This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
c. What existing off-site sources of light or glare may affect your proposal? This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
d. Proposed measures to reduce or control light and glare impacts, if any. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward. While site specific impacts are not identified at this time, the City's zoning ordinance contains lighting requirements. Additional environmental review will be required as sites are proposed for development.	✓		

12. Recreation			
a. What designated and informal recreational opportunities are in the immediate vicinity? Poulsbo has a variety of public parks and recreation opportunities throughout the city.	✓		
b. Would the proposed project displace any existing recreational uses? If so, describe. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
13. Historic and Cultural Preservation			
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. Unknown at this time. This is a non-project action. Determination will be made at the time of specific proposals for development.	✓		
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. Unknown at this time.	✓		
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 This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
d. Proposed measures to reduce or control impacts, if any. If at the time of site-specific development, evidence of historic or cultural resources are found, proper protocols and notifications will be initiated.	✓		
14. Transportation			
a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any. Major streets and highways in Poulsbo include Highway 3, 305, State Route 307, Viking Avenue, Finn Hill, Front Street, Fjord Drive, Hostmark, Caldart, and Lincoln.	✓		

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? Kitsap Transit provides public transit throughout the city.	✓		
c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
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). This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
e. Will the project use (or occur in the immediate vicinity of) water, rail or air transportation? If so, generally describe. No.	✓		
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? This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
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. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
h. Proposed measures to reduce or control transportation impacts, if any. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward. At the time of development review, projects will be reviewed for traffic impacts and appropriate mitigation will be imposed.	✓		
15. Public Services			
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. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		

b. Proposed measures to reduce or control direct impacts on public services, if any. This is not applicable to this non-project action. No development is proposed at this time. Determination will be made at the time specific proposals move forward.	✓		
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16. Utilities

a. Check the utilities currently available at the site: ☐ electric ☐ natural gas ☐ water ☐ refuse service ☐ telephone, ☐ sanitary sewer ☐ septic system ☐ other. Utilities are also available throughout the city, with natural gas only available in specific areas. No development is proposed with the amendments, and specific determination of utility services will be made at the time of development review.	✓		
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. Utilities are also available throughout the city, with natural gas only available in specific areas. No development is proposed with the amendments, and specific determination of utility services will be made at the time of development review.	✓		

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:  Date Submitted: 1/22/19

D. SUPPLEMENTAL SHEET FOR NON-PROJECT ACTIONS

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment. When answering these questions, be aware of the extent of the proposal, or the types of activities likely to result from the proposal, that would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1.	How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substance; or production of noise?
	As a non-project action, comprehensive plan amendment approval would not create any of these effects. All development and uses will be subject to all applicable local, state and federal regulatory requirements and will be reviewed on a case-by-case basis during the development review process. Projects resulting from the amendments to the comprehensive plan may require further review under SEPA.
	Proposed measures to avoid or reduce such increases are: No measures are proposed with the update. However, measures will be identified as necessary during the development permit and environmental process for specific projects. Compliance with city regulations and other appropriate mitigations would reduce increases.
2.	How would the proposal be likely to affect plants, animals, fish, or marine life?
	As a non-project action, approval of comprehensive plan amendments would not directly affect plants, animals, fish or marine life. Projects resulting from the comprehensive plan amendments may require further review under SEPA.
	Proposed measures to protect or conserve plants, animals, fish, or marine life are: The City's Critical Areas ordinance provides regulatory protective measures to protect and conserve vegetation and wildlife habitat. Additional measures may be identified during the development permit and environmental review process for specific projects.
3.	How would the proposal be likely to deplete energy or natural resources?
	As a non-project action, approval of comprehensive plan amendments would not deplete energy or natural resources. Projects resulting from the comprehensive plan amendments will require further environmental review at the time of development application.
	Proposed measures to protect or conserve energy and natural resources are: Measures would be identified during the project specific development permit and environmental review. Compliance with city regulations and other appropriate mitigations would provide the appropriate measures to reduce impacts.
4.	How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?
	No development is proposed with the comprehensive plan amendments. There will not be negative effects to environmentally sensitive areas designated or under study for protection, such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands. Projects resulting from the comprehensive plan amendments will require further environmental review at the time of development application.

	Proposed measures to protect such resources or to avoid or reduce impacts are: Measures would be identified during the project specific development permit and environmental review. Compliance with city regulations and other appropriate mitigations would provide the appropriate measures to reduce impacts.
5.	How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans? Projects resulting from the comprehensive plan amendments will require further review at the time of development application. Proposed measures to avoid or reduce shoreline and land use impacts are: The amendments being considered by the City through the comprehensive plan amendment process ensure compatibility, and do not pose shoreline or land use impacts. All development applications will be subject to further review under SEPA, the city's zoning code and the Shoreline Master Program where appropriate.
6.	How would the proposal be likely to increase demands on transportation or public services and utilities? No development is proposed with the comprehensive plan amendment requests. However, future developments on the subject sites may have increased demands, which would be identified during the specific project development review. Projects resulting from amendments may require further review under SEPA which will be accomplished as required under WAC 197-11 and the Poulsbo Municipal Code. Proposed measures to reduce or respond to such demand(s) are: Measures to reduce impacts on transportation, public services and utilities would be identified during project specific development review. Compliance with city regulations and other appropriate mitigations could provide the appropriate measures to reduce impacts.
7.	Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment. The proposed amendments do not conflict with any local, state or federal laws or requirements for the protection of the environment. All future development proposals would be required to follow all applicable regulations regarding the protection of the environment.

EXHIBIT E



REVISED - NOTICE OF PUBLIC HEARING

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

2019 Comprehensive Plan Amendments, Type IV Application

Planning Commission Public Hearing: March 26, 2019

The Growth Management Act (GMA), Chapter 36.70A RCW, requires that the city include within its development regulations a procedure for any interested person to suggest comprehensive plan amendments. Amendments to the comprehensive plan are how the city may modify its 20-year plan for land use, development or growth policies in response to changing City needs or circumstances. All plan amendments are reviewed in accordance with the GMA, and other applicable state laws, countywide planning policies, the adopted City of Poulsbo Comprehensive Plan, and any other applicable plans.

If you are receiving this notice in the mail, it is because Kitsap County Assessor's records indicate you own property within 300' of a site-specific amendment request. The public has the right to review contents of the official file for the proposal, provide written comments, participate in any public hearings, and request a copy of the final decision.

Hearing Date:	March 26, 2019	Hearing Time:	7 pm
Hearing Location:	Poulsbo City Hall, Council Chambers, 200 NE Moe Street, Poulsbo, WA		
Project File No.	P-11-13-18-03, P-11-13-18-01, P-11-13-18-02, P-11-13-18-04, P-11-26-18-01		
Site Location:	City initiated amendments include one site-specific request related to the expansion of park property located on 5 th Ave NW between NW Liberty Rd and NW Bay St.		
Applicant:	City of Poulsbo 200 NE Moe Street Poulsbo, WA 98370		
Project Description:	The City of Poulsbo has proposed the following amendments to the Comprehensive Plan: • <i>P-11-13-18-03</i> is a request to re-designate and rezone 2.56 acres of recently acquired parks property from Residential Low to Park. If the site-specific amendment is approved, map amendments to Figure LU-1 will be required (along with an update to the City's Zoning Map). • <i>P-11-13-18-01</i> is a text amendment to Chapter 12, the Capital Facilities Plan, to <i>incorporate</i> Appendix B-6 to reflect the updated 2018 Urban Paths of Poulsbo. • <i>P-11-13-18-02</i> is a text amendment to Chapter 12, the Capital Facilities Plan, to incorporate changes recommended by the Parks staff, Parks and Recreation Commission, and citizens. • <i>P-11-13-18-04</i> is a text amendment to Chapter 12, the Capital Facilities Plan, to update Table CFP-4 (the City of Poulsbo 6-Year Capital Improvement Projects) to reflect the proposed projects listed in the 20019-2024 Capital Improvement Projects. • <i>P-11-26-18-01</i> is a text amendment to Appendix B-4; Chapter 7; Chapter 12, Capital Facilities Plan for adjustments to funding sources estimated in the Comprehensive Plan, which will result in an increase to Traffic Impact Fees.		
Public Participation Plan:	A Public Participation Plan has been developed and is available here: https://cityofpoulsbo.com/planning-economic-comprehensive-plan-amendments/		

Hearing Information:

The Planning Commission public hearing is scheduled for **March 26, 2019 at 7 PM**. The Planning Commission will make recommendations to the City Council. City Council is the review and decision-making authority for the Comprehensive Plan Amendments. Hearing procedures are available from the PED Department and City Clerk's office and are conducted based on Roberts Rules of Order.

Public Comment Methods:

Written comments may be mailed, faxed, or e-mailed to the PED staff contact indicated below. To ensure consideration, all written comments must be received by the City prior to close of the public hearing. At the hearing, the public will have an opportunity to provide written and verbal testimony to the Planning Commission regarding the proposed project.

Staff Report:

The staff report will be available for review at no cost at least 7 calendar days before the hearing and a copy will be provided at a reasonable cost.

Source for Information:

Information regarding the 2019 Comprehensive Plan Amendments is available here: <https://cityofpoulsbo.com/planning-economic-comprehensive-plan-amendments/>

Staff Contact:

Nikole Coleman, Associate Planner; ncoleman@cityofpoulsbo.com; (360) 394 -9730.

Site Map:

See attached for property located on 5th Ave NW between NW Liberty Rd and NW Bay St.

All interested people are invited to attend the hearing. If you are unable to attend, your written comments, received no later than the date and time scheduled for the hearing, will be given careful consideration by the Planning Commission and made a part of the record. Testimony will be allowed on the proposal and related environmental issues and SEPA documents.

The following procedural rules have been established for public hearings to allow a fair and orderly hearing:

1. The length of time given to individuals speaking for or against a proposal may be determined by the Planning Commission prior to the application being considered;
2. A speaker representing each side of the issue is encouraged.

THE CITY OF POULSBO STRIVES TO PROVIDE ACCESSIBLE MEETINGS FOR PEOPLE WITH DISABILITIES. PLEASE CONTACT THE POULSBO PED DEPARTMENT AT 360-394-9748 AT LEAST 48 HOURS PRIOR TO THE MEETING IF ACCOMMODATIONS ARE NEEDED FOR THIS MEETING.



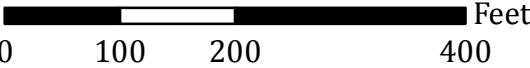
Project Site Map

City of Poulsbo Planning Department



Legend

-  Project Site
-  City Limits
-  Urban Growth Area





AFFIDAVIT OF PUBLIC NOTICE

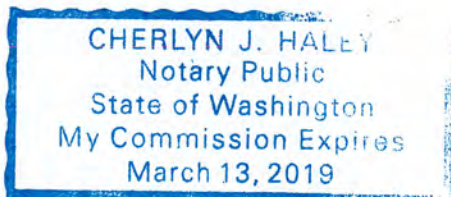
Allen Wytko, being first duly sworn,
upon his/her oath deposes and says: That he/she is now,
and at all times herein mentioned has been, a citizen of the
United States and the State of Washington, over and above the age of
twenty-one years and a resident of said County, that
on 8 March, 2019, affiant that a copy of the following
City of Poulsbo public notices, and which is attached to this affidavit,

- ☐ Notice of Application
- ☐ SEPA Determination
- ☒ Notice of Public Hearing
- ☐ Notice of Decision

has been provided, mailed and/or posted to the attached distribution lists,
property addresses or posting locations:

- ☒ US Mail
- ☒ Email
- ☒ Post at Library, City Hall, Poulsbo Post Office, Website
- ☐ Site Posting Address: _____

Subscribed and sworn to before me this 8th day of March, 2019.



Cherlyn J. Haley
NOTARY PUBLIC in and for the
State of Washington, residing at:
Poulsbo
My Commission expires on:

3.13.19

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BAY LIBERTY PROPERTIES LLC
17841 24TH AVE NE
SHORELINE, WA 98155

BLOWNEY HENRY E JR & JIMENA B
PO BOX 3319
SILVERDALE, WA 98383

BYERS HEATHER HOPE
PO BOX 1924
POULSBO, WA 98370

C & K VIKING AVENUE LLC
3888 NW LAKENESS RD
POULSBO, WA 98370

CITY OF POULSBO
200 MOE ST
POULSBO, WA 98370

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POULSBO, WA 98370

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LIBERTY BAY ESTATES HOMEOWNERS
ASSOCIATION
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SILVERDALE, WA 98383

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POULSBO, WA 98370

MILLS ROBERT J & JULIE K
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POULSBO, WA 98370

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PARKER GARY D TRUSTEE
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PUGET SOUND ENERGY INC RIGHT OF
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29695 BEACH DR NE
POULSBO, WA 98370

SETTLE ANN E ESTATE
29695 BEACH DR NE
POULSBO, WA 98370

STATE AGENCY LANDS
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STATE AGENCY LANDS
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STATE AGENCY LANDS
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POULSBO, WA 98370

TIDE INVESTMENTS LLC
PO BOX 266
POULSBO, WA 98370

VALLESTAD HOLDINGS LLC
PO BOX 163
KEYPORT, WA 98345

VANDERVORT RONALD TRUSTEE
10650 NW CONTACT CT
SILVERDALE, WA 98383

WILDER YVONNE
21660 LADYBUG PL NE
POULSBO, WA 98370

Helen M. Wytko

From: Constant Contact <support@constantcontact.com>
Sent: Friday, March 08, 2019 11:04 AM
To: Helen M. Wytko
Subject: Your campaign Notice of Public Hearing - Comprehensive Plan Amendments has been sent

Constant Contact 

Dear Helen Wytko,

Your campaign '**Notice of Public Hearing - Comprehensive Plan Amendments**' was sent on 3/8/2019 around 2:03 PM EST.

Below is a copy of the message your subscribers received. See how your campaign is doing by visiting Reports in your account to get real-time results and stats.

Subject: Notice of Public Hearing - Comprehensive Plan Amendments



City of Poulsbo PUBLIC NOTICE

You are receiving this email because you have signed up to be on a City of Poulsbo PED public outreach list.

Please see the Public Notice below.

- [Planning Commission Notice of Public Hearing City Initiated Comprehensive Plan Amendments](#)
- [Planning Commission Notice of Public Hearing - Hawks Landing Comprehensive Plan Amendment](#)

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

[Unsubscribe hwytko@cityofpoulsbo.com](mailto:hwytko@cityofpoulsbo.com)

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Sent by planninginfo@cityofpoulsbo.com in collaboration with

Constant Contact 

North Kitsap Herald

Affidavit of Publication

State of Washington }
County of Kitsap } ss

Dicy Sheppard being first duly sworn, upon oath deposes and says: that he/she is the legal representative of the North Kitsap Herald a weekly newspaper. The said newspaper is a legal newspaper by order of the superior court in the county in which it is published and is now and has been for more than six months prior to the date of the first publication of the Notice hereinafter referred to, published in the English language continually as a weekly newspaper in Kitsap County, Washington and is and always has been printed in whole or part in the North Kitsap Herald and is of general circulation in said County, and is a legal newspaper, in accordance with the Chapter 99 of the Laws of 1921, as amended by Chapter 213, Laws of 1941, and approved as a legal newspaper by order of the Superior Court of Kitsap County, State of Washington, by order dated June 16, 1941, and that the annexed is a true copy of NKH847226 as it was published in the regular and entire issue of said paper and not as a supplement form thereof for a period of 1 issue(s), such publication commencing on 03/08/2019 and ending on 03/08/2019 and that said newspaper was regularly distributed to its subscribers during all of said period.

The amount of the fee for such publication is \$39.12.

Dicy Sheppard

Subscribed and sworn before me on this 8th day of March,

2019.

Diana L. Beaver



Notary Public in and for the State of Washington.

City of Poulsbo-Planning | 80707350
HELEN WYTKO



CITY OF POULSBO
Revised - Notice of
Planning Commission
Public Hearing

Type IV Application

Project Name: 2019
Comprehensive Plan
Amendments - City
Initiated Amendments
File No.: P-11-13-18-03,
P-11-13-18-01, P-11-13-
18-02, P-11-13-18-04,
P-11-26-18-01

Applicant: City of
Poulsbo | 200 NE Moe
Street | Poulsbo, WA
98370

Address: City initiated
amendments include
one site-specific request
related to the expansion
of park property located
on 5th Ave NW between
NW Liberty Rd and NW
Bay St.

Project Description:
The City of Poulsbo has
proposed the following
amendments to the
Comprehensive Plan:

*** P-11-13-18-03 is a re-**
quest to re-designate
and rezone 2.56 acres of
recently acquired parks
property from Residen-
tial Low to Park. If the
site-specific amendment
is approved, map
amendments to Figure
LU-1 will be required
(along with an update to
the City's Zoning Map).

*** P-11-13-18-01 is a text**
amendment to Chapter
12, the Capital Facilities
Plan, to incorporate Ap-
pendix B-6 to reflect the
updated 2018 Urban
Paths of Poulsbo.

*** P-11-13-18-02 is a text**
amendment to Chapter

12, the Capital Facilities Plan, to incorporate changes recommended by the Parks staff, Parks and Recreation Commission, and citizens.

* P-11-13-18-04 is a text amendment to Chapter 12, the Capital Facilities Plan, to update Table CFP-4 (the City of Poulsbo 6-Year Capital Improvement Projects) to reflect the proposed projects listed in the 2019-2024 Capital Improvement Projects.

* P-11-26-18-01 is a text amendment to Appendix B-4; Chapter 7; Chapter 12, Capital Facilities Plan for adjustments to funding sources estimated in the Comprehensive Plan, which will result in an increase to Traffic Impact Fees.

Public Hearing: The Planning Commission public hearing is scheduled for March 26, 2019 at 7pm at Poulsbo City Hall, Council Chambers, 200 NE Moe Street, Poulsbo, WA

The Planning Commission will make recommendations to the City Council. City Council is the review and decision-making authority for the 2019 Comprehensive Plan Amendments. Hearing procedures are available from the PED Department and City Clerk's office and are conducted based on Roberts Rules of Order.

Public Comment: All interested people are invited to attend the hearing. If you are unable to attend, your written comments, received no later than the date and time scheduled for the hearing, will be given careful consideration by the Planning Commission and made a part of the record. Testimony will be allowed on the proposal.

Complete Application: Documents may be examined at the PED Department, Poulsbo City Hall from 8:30 am to 4:00 pm Monday through Friday. For further information:

<https://cityofpoulsbo.com/planning-economic-comprehensive-plan-amendments/>
Staff Contact: Nikole Coleman, Associate Planner;
ncoleman@cityofpoulsbo.com;
(360) 394-9730.

Published: North Kitsap Herald

March 8, 2019

Legal #: NKH847226