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OSLO BAY APARTMENTS

Site Plan Review Narrative

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EXECUTIVE SUMMARY

The Oslo Bay Apartments project proposed by Edward Rose & Sons is located at the northwest intersection of State Route 305 and State Route 307 (Bond Road) and will be comprised of thirteen apartment buildings (468 units) and a Community Building.

The layout of the 49.1-acre apartment site advances the following key elements:

- Maximize pedestrian accessibility and circulation through the apartment site,
- Preserve critical areas and associated buffers,
- Facilitate residential and emergency vehicle circulation,
- Limit clearing and grading impacts to the minimum required for site development,
- Preserve significant trees and native vegetation,
- Provide superior landscaping and amenities,
- Address impacts to neighboring properties and establish a perimeter buffer,
- Extend city utilities to serve the site and promote the city's capital facilities plan, and
- Develop building designs that are unique but cohesive and complimentary with the greater Poulsbo area.

The Oslo Bay Apartments' design proposal combines data from critical area, geotechnical, hydrogeological, significant tree, cultural resource, environmental, lighting, critical aquifer recharge, stormwater, and traffic studies with the technical requirements of the City of Poulsbo, the Suquamish Tribe, Washington State Department of Fish and Wildlife, Washington State Department of Ecology, Washington State Department of Transportation, and US Army Corps of Engineers. The result is a high quality, interconnected community which will enhance the area within and surrounding the development while preserving significant trees and critical areas and their buffers.

A. PROPOSED DEVELOPMENT

The Oslo Bay Apartments project consists of two, 36-unit multifamily building types and a Community Center. A total of 468 new residential units will be provided within thirteen buildings. The unit types will include both 1-, 2-, and 3-bedroom units, a portion of which will be accessible units. The residential buildings are three stories and differ in length and façade design. The buildings are organized into clusters grouped around parking courts to provide a neighborhood feel and are oriented to follow the contours of the site to capture views to the south and west.

The Community Center and associated pool function as the focal element for the project. The Community Center is one-story in height with maintenance and storage at the basement level. The Community Center will have multiple amenities for use by residents of the project. This building will also house the management center and leasing office. Mail kiosks and a package pick-up pavilion will be located adjacent to the Community Center.

Project improvements include public and private streets with associated sidewalks and parallel parking, stormwater management areas, utilities, resident and guest parking, bicycle parking, street and site lighting, monument and project signage, a central refuse compactor and recycling area, and resident amenities. Other project features include preservation of significant trees and critical areas/buffers, provision of a solid perimeter buffer along the north and east property lines, and installation of significant site landscaping.

B. DENSITY SUMMARY

The Residential Medium zone requires a minimum density of 6 dwelling units per net acre and allows a maximum of 10 dwelling units per gross acre. The maximum allowable density for the 49.1 acres is 491 units, and 468 units are proposed. The minimum density provided is 193 units.

C. BUILDING DESIGN

The two building types are similar in height and size, but they employ a variety of exterior design elements to make them unique but complementary of each other. Architectural articulation is achieved through modulation of walls, access stairs, patios, balconies, window groupings, and railing types. The buildings' aesthetic is created through warm tones and natural materials such as wood and stone. The overall building mass varies between building types with façade modulation, gables and shed dormers, materiality, and open and closed balconies. A variety of color pallets and materials enhance the exterior of appearance of the facades.

D. GRADING

A significant volume of grading is required for development of the project. Preliminary grading quantities without shrinkage are approximately 85,000 cy cut and 165,000 cy fill for a net of 80,000 cy fill. The project will work through engineering plan preparation to achieve an earthwork balance to the extent feasible. Approximately 30,000 cy of native soils containing organics will be stored for onsite use as landscape soil amendment.

E. PROJECT ACCESS, CONNECTIVITY & CIRCULATION

The project proposes two main public road access points: Viking Avenue NW and SR305. The Viking Avenue NW connection is proposed as a full access aligned with the Sonic/Arco driveway, and the connection to SR305 is proposed to be a right-in/right-out intersection with Vetter Road NE which will be realigned to perpendicularly align with the highway. Private Road A will access the apartments from Vetter Road NE.

Circulation through the Oslo Bay Apartments site will be facilitated via the improvement of Vetter Road NE to a Residential Collector street, and new public Road L will be constructed through offsite parcels as a Commercial Collector connecting to Viking Avenue NW. Private Road A and parking areas within the multi-family project will provide additional traffic circulation through site.

Onsite non-motorized circulation features sidewalks on both sides of the road-which extend along Vetter Road NE from SR305 to Road L and continues along Road L to Viking Avenue NW. The site will also have an extensive network of sidewalks and pedestrian pathways. Accessible connections are

available from all apartment buildings to the Community Center and the central compactor/recycling area. Off-site non-motorized circulation will be provided by the existing shoulders in SR305 and by the completion of non-motorized facilities on both sides of Viking Avenue NW from the site access at Road L to SR305. A gravel surface pedestrian trail will be provided from Road L to the transit center.

F. PROJECT TRAFFIC

The project and a future senior center will generate 3,047 new vehicle trips per day, including 199 AM peak hour trips and 248 PM peak hour trips. Peak trip generation will occur in the PM peak hour, roughly 4:15 to 5:15 PM. The mitigated project will cause no new operational deficiencies per City of Poulsbo and WSDOT level of service (LOS) policy. Mitigation to maintain pre-project LOS and/or to mitigate queuing is proposed for eight WSDOT intersections along the SR305 corridor and one City of Poulsbo intersection.

Fire Station 71 is located approximately one mile south of the SR305 entrance and will be the primary response station for the project. Improvements are proposed within the City to mitigate impacts to emergency service response times during peak periods.

Construction traffic will be limited to work hours defined in PMC 15.32 – Regulation of Construction Hours. It is anticipated the SR305 will be the primary construction entrance but should be avoided during peak hours. Viking Avenue NW will serve as the secondary construction access and primary construction egress. Material deliveries will generally be limited to between the hours of 9 AM and 4 PM to avoid peak commuter traffic, with limited exceptions.

G. PROJECT UTILITIES

1. WATER

Water will be provided by the City of Poulsbo. The project will connect to the existing 12-inch water main in Viking Avenue NW. It is anticipated that a 10-inch main will be located within Vetter Road NE from the Kitsap Transit North Viking Transit Center to SR305 and within Road L. The project will provide an 8-inch diameter internal distribution system off of Vetter Road NE into the apartment site. Additionally, a 10-inch main will extend from the right-in/right-out to the wall. A pressure reducing station may be required for the site.

2. SANITARY SEWER

Sanitary sewer service will be provided by the City of Poulsbo. Gravity sanitary sewer service will be provided by connection to an existing 8-inch gravity main located in SR305.

3. STORMWATER

Stormwater runoff from roofs, roads/parking areas and landscaped areas will be collected within catch basins and conveyance piping and routed to one of two stormwater detention ponds. Water quantity will be mitigated to City-adopted stream protection standards using two onsite detention ponds (“West” and “East”). Enhanced water quality treatment for the Oslo Bay site will be met using a proprietary filter system approved by Ecology for enhanced water quality treatment following each detention pond.

Discharge from the East and West ponds will be to the headwaters of site wetlands. Flow splitters in each pond will direct high-flow bypasses to the tailwaters of the respective wetlands.

H. LANDSCAPE DESIGN & AMENITIES

The project proposes extensive landscaping of all disturbed areas. Approximately 32 percent of the apartment site is proposed to be landscaped. Significant replanting of native and adaptive evergreen and deciduous trees will be used throughout the site. In addition, mixed shrub and groundcover planting beds, including many native plants, turf, and meadow lawns will be provided. Buildings will receive perimeter plantings, parking lots will be landscaped with trees and groundcover within landscape islands, roadways will be lined with street trees and low groundcover plantings, stormwater ponds will be planted, and the central compactor/recycling area will be screened through a combination of landscaping and fences. All existing trees and vegetation will be retained outside of the project clearing limits.

The site design aims to respect the privacy of adjacent property owners. The perimeter buffers along the east and north edges of the site will be planted with supplemental understory where necessary to provide a solid, visual screen. The perimeter buffers will retain existing native shrubs and trees to the extent practical. New supplemental plant materials will be native to blend with existing understory. Neighbors at the intersection of Vetter Road NE and new Road L will be provided with additional privacy screening through fencing and supplemental landscaping.

The project proposes 26 residential amenities to be located throughout the site. These include the Community Building, a pool/gathering area, children's play equipment, a scenic overlook with seating, a bocce ball court, play and picnic pods, walking/jogging trail, fitness equipment pods, picnic and barbeque areas, a community garden, a large picnic area and outdoor kitchen. The sequential construction of amenities will generally follow the building construction sequence through the site to provide finished amenities for use by residents around the time of move-in. In addition, each unit will provide an exclusive outdoor private deck or patio.

PROJECT SUMMARY AND BACKGROUND

The Oslo Bay Apartments project is proposed by Edward Rose & Sons (www.edwardrose.com), a privately held real estate development and management company established in 1921, that engages in a variety of land development and construction projects that have ranged from single-family residential to large scale mixed-use and multi-family projects. With a focus on multi-family projects, Edward Rose & Sons have established an organization that is creative and adaptive in its response to various rental markets. Edward Rose & Sons are unique in their philosophy of ownership and management in the multi-family industry; they consider their projects long term investments in communities.

The Oslo Bay Apartments project is a residential community proposed to be located northwest of the intersection of State Route 305 (SR305) and State Route 307 (Bond Road, SR307) in the City of Poulsbo (Figure 1 – Existing Vicinity Map).

Edward Rose & Sons proposed a similar project in the 2010, culminating in the Poulsbo City Council's approval of a Master Plan and Development Agreement in 2011 and 2013, respectively. The Master Plan and Development Agreement approved (1) a multi-family project of up to 540 dwelling units; (2) a senior care center of up to 160 units; and (3) a Neighborhood Mixed Use component of up to 12,975 square feet. The Master Plan assumed three access points to the project, including a connection to Bond Road via "Public Road A," which would have resulted in significant grading and extensive disruption to critical areas, including Wetland A and Dogfish Creek. The Master Plan and Development Agreement included significant vesting protections, as well as restrictions on total impact fees that could be assessed on the project.

Subsequent to the Master Plan approval, Edward Rose engaged in more detailed technical and market analysis that resulted in reduction of the project's scale and impact. Most notably, the Road A connection from Vetter Road NE to Bond Road NE was eliminated, avoiding the impacts to Dogfish Creek and Wetland A. In addition, the mixed-use retail component was removed, resulting in reduced traffic trips. Although overall, the revised project was less intensive than the one approved in the Master Plan, the City deemed the revisions "significant," which would have required a legislative amendment to the Master Plan and Development Agreement to implement.

Ultimately, Edward Rose & Sons opted to build the project under current City Code provisions—and give up the significant vesting and impact fee benefits under the Master Plan and Development Agreement—in order to allow the project to move forward on a more expedient, predictable path. As a result, the revised project will be required to comply with current, more stringent technical codes, and it will pay approximately $1,700,000 in traffic impact fees—approximately $1,450,000 more than would have been required under the Development Agreement.

The Oslo Bay Apartments project is a residential community comprised of thirteen apartment buildings and a Community Center. It encompasses 56-acres and includes Resultant Parcels V through VII of a boundary line adjustment (BLA) being submitted for concurrent review with the site plan review. The proposed project will consist of 468 multi-family residential units including 244 one-bedroom, 208 two-bedroom, and 16 three-bedroom units on three levels within the thirteen buildings. A variety of

common areas and resident amenities are located throughout the site and within the Community Center. The project also includes the construction of private roads, parking lots, pedestrian pathways, utilities, landscaping and stormwater management systems. The project will also develop a public road system from SR305 to Viking Avenue NW. The Vetter Road NE right-of-way (ROW) which bisects the site is proposed to be improved as a residential collector. A portion of this ROW is proposed to be vacated and relocated to facilitate connection to SR305.

An approximately 6.9-acre commercially-zoned parcel (Resultant Parcel VII) is included in the Oslo Bay Apartments site to accommodate an interim sediment pond needed for erosion control mitigation during the construction of the apartments. This parcel is anticipated to be the site of a future senior care center which will require separate land use review and development approval in the future. The current application seeks land use approval on this parcel for the interim sediment pond, temporary storage area and associated grading and improvements. Traffic impacts for the senior center are included with this proposal. All other improvements and impacts will be evaluated for the future senior center project under separate land use and development applications.

PERMIT APPROVAL PROCESS AND PROPOSED SCHEDULE

The project will require several permit approvals prior to construction. These include:

1. Site Plan Approval
2. Design Review Approval
3. Boundary Line Adjustment
4. Vetter ROW Vacation/Relocation
5. Clearing & Grading Permit
6. General Construction Permit NPDES
7. Forest Practices Application
8. Dam Safety Construction Permit
9. JARPA
10. Washington Department of Transportation (WSDOT) Developer Agreement
11. City of Poulsbo ROW Permit
12. Building Permits

Construction is estimated to commence Spring 2022.

SITE INFORMATION AND EXISTING CONDITIONS

A. SITE LOCATION AND PARCELS

The Oslo Bay Apartments project is located northwest of the intersection of SR305 and SR307 within the West ½ of the Southwest ¼ of Section 11, Township 26 North, Range 1 East and the East ½ of the Southeast ¼ of Section 10, Township 26 North, Range 1 East, W.M., in Poulsbo, Washington. The project and associated offsite improvements encompass seven existing tax parcels and the adjacent Vetter Road

ROW (Figure 1 – Existing Vicinity Map, Appendix H – Existing Parcel Legal Descriptions, Appendix I – Title Reports).

A boundary line adjustment (BLA) of the seven lots and a proposed Vetter Road ROW vacation and relocation plan (Appendix N – Vetter Road ROW Vacation) are being submitted with this site plan review application. The Oslo Bay Apartments project is comprised of Resultant Parcels V-VII. The former Kitsap County Transfer Station properties become Resultant Parcels I-IV and the new Road L ROW. Note that an additional BLA is being submitted between Resultant Parcel I from the above BLA and the lot to the west owned by James B Morrison Family LLC (tax parcel 102601-4-038-2001). This BLA facilitates a public road connection (new Road L) to Viking Avenue NW that is coincident with the Arco/Sonic driveway. The final configuration of the project site and ROW are presented in Figure 2 – Post-BLA Vicinity Map.

The project and surrounding parcels are zoned Residential Medium, Light Industrial and C-3 SR305 Corridor and contain varied uses. See Table 1 –Project Parcel Information, Figure 3 – Existing Zoning and Existing Parcels, Figure 4 – Existing Zoning and Post-BLA Parcels for zoning and comprehensive plan designation information and Table 2 – Surrounding Zoning and Land Uses for information on neighboring parcels.

Figure 1 – Existing Vicinity Map

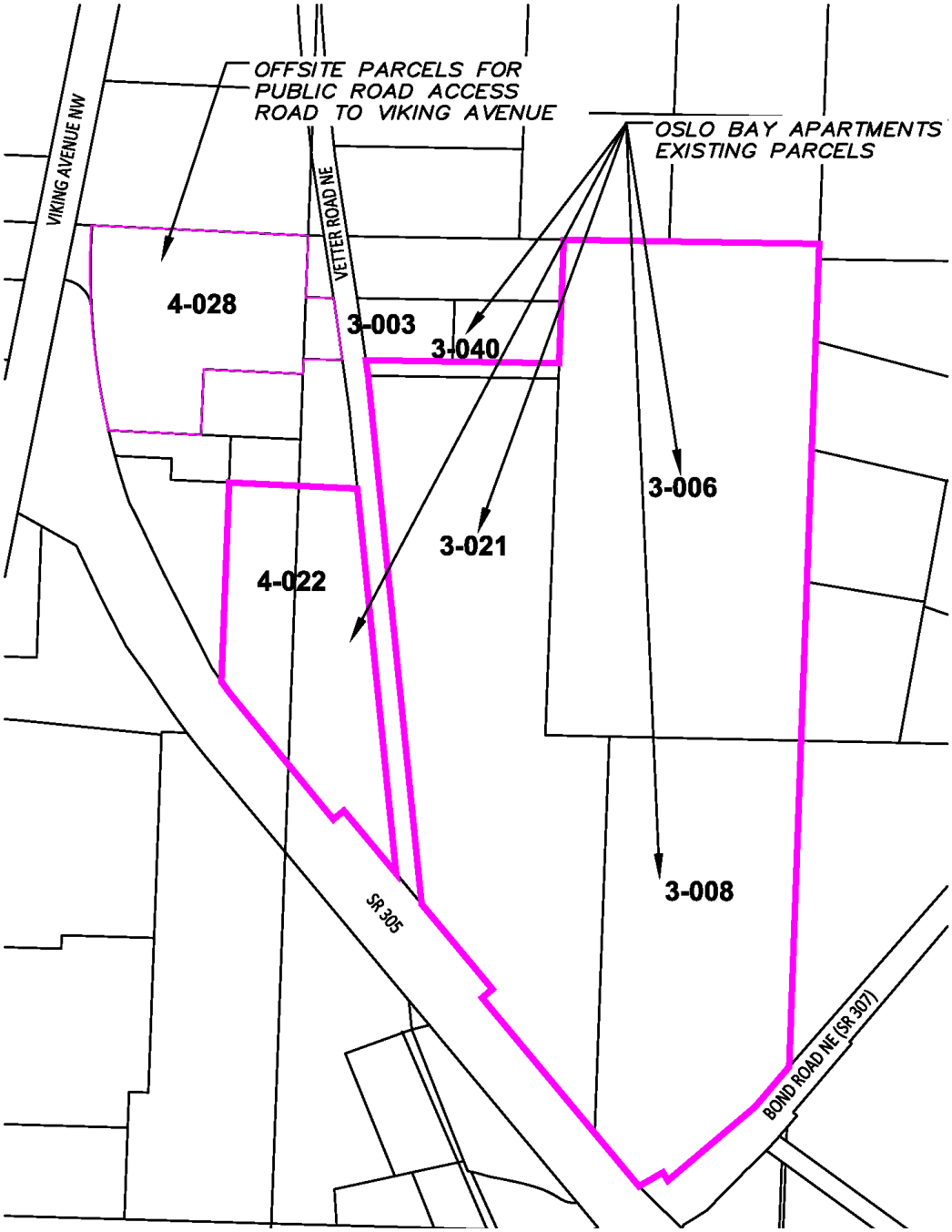


Figure 2 – Post-BLA Vicinity Map

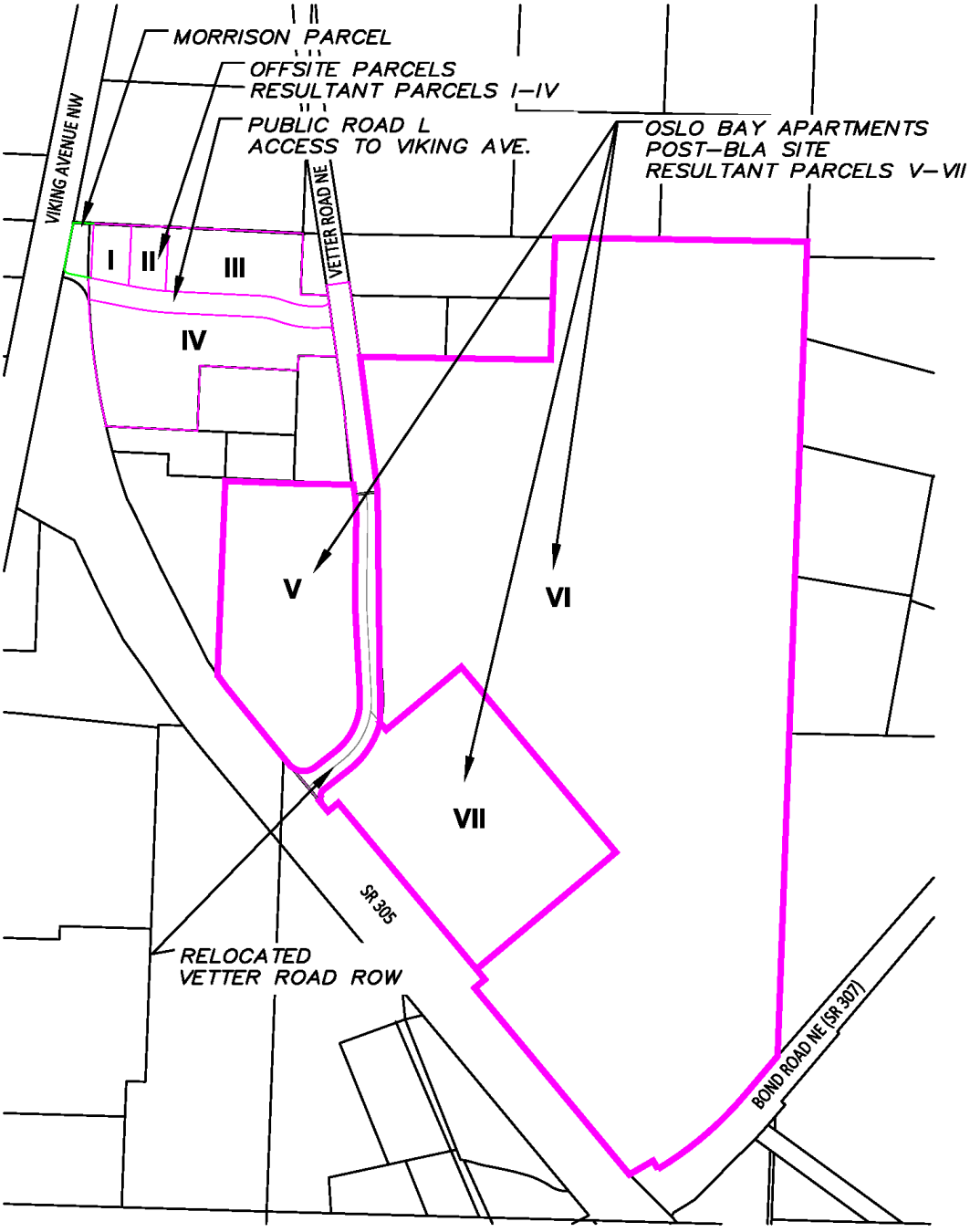


Table 1 – Project Parcel Information

PARCEL NO	ZONING	COMPREHENSIVE PLAN DESIGNATION[2]
EXISTING OSLO BAY APARTMENT PARCELS		
112601-3-040-2008	Residential Medium	Residential Medium
112601-3-006-2000	Residential Medium	Residential Medium
112601-3-008-2008	Residential Medium/ C-3 SR305 Corridor	Residential Medium[3]
112601-3-021-2001	Residential Medium/ C-3 SR305 Corridor	Residential Medium[3]
102601-4-022-2009	Residential Medium/ C-3 SR305 Corridor[3]	Residential Medium[3]
EXISTING OFFSITE PARCELS[1]		
102601-4-028-2003	Light Industrial	Light Industrial
112601-3-003-2003[1]	Light Industrial	Light Industrial
POST-BLA OLSO BAY APARTMENT PARCELS		
RESULTANT PARCEL V	Residential Medium	Residential Medium
RESULTANT PARCEL VI	Residential Medium	Residential Medium
RESULTANT PARCEL VII	C-3 SR305 Corridor	Commercial
POST-BLA OFFSITE RESULTANT PARCELS		
RESULTANT PARCEL I	Light Industrial	Light Industrial
RESULTANT PARCEL II	Light Industrial	Light Industrial
RESULTANT PARCEL III	Light Industrial	Light Industrial
RESULTANT PARCEL IV	Light Industrial	Light Industrial

[1]Offsite parcels for access to Viking Avenue NW.

[2]Per 2016 City of Poulsbo Comprehensive Plan Chapter Land Use Figure LU-1.

[3]A Comprehensive Plan Amendment and Rezone application was approved (Ordinance 2020-11) to re-designate and rezone a 2.4-acre portion of the commercial zone within existing parcel 4-022 to Residential Medium and to update Figure LU-1 to reflect the remaining previously rezoned commercial area. A Boundary Line Adjustment is being submitted concurrently with the Site Plan Approval application to create a distinct lot for the remaining 6.9-acre commercially-zoned area (Resultant Parcel VII).

Table 2 – Surrounding Zoning and Land Uses

LOCATION	COMPREHENSIVE PLAN DESIGNATION	ZONING	EXISTING LAND USE
Oslo Bay Apartment Parcels	RM/Commercial	Residential Medium (6-10 du/ac) & C-3 SR305 Corridor	Undeveloped
Offsite Parcels	Light Industrial	Light Industrial	Undeveloped, Contains Remnant Pad and Stormwater Pond from former Kitsap County Transfer Station
North	UGA: Residential Low, Light Industrial	Residential Low (4-5 du/ac), Light Industrial	Single Family Housing, Undeveloped, Kitsap Transit North Viking Transfer Center
South	Light Industrial, Commercial, Residential High	Light Industrial, C-3 SR305 Corridor & Residential High (11-14 du/ac)	Single-Family, Undeveloped, Dental Office, Medical Office Complex
East	Light Industrial, Commercial, Kitsap County Rural Protection	Light Industrial, C-3 SR305 Corridor, Kitsap County Rural Residential (1 du/10 ac)	Plant Nursery, Kitsap County Public Road Division, Rural Density Single-Family Housing, Undeveloped
West	Commercial, Light Industrial	C-3 SR305 Corridor, Light Industrial	Single-Family Housing, Undeveloped, Fast Food, Gas Station

Figure 3 – Existing Zoning and Existing Parcels

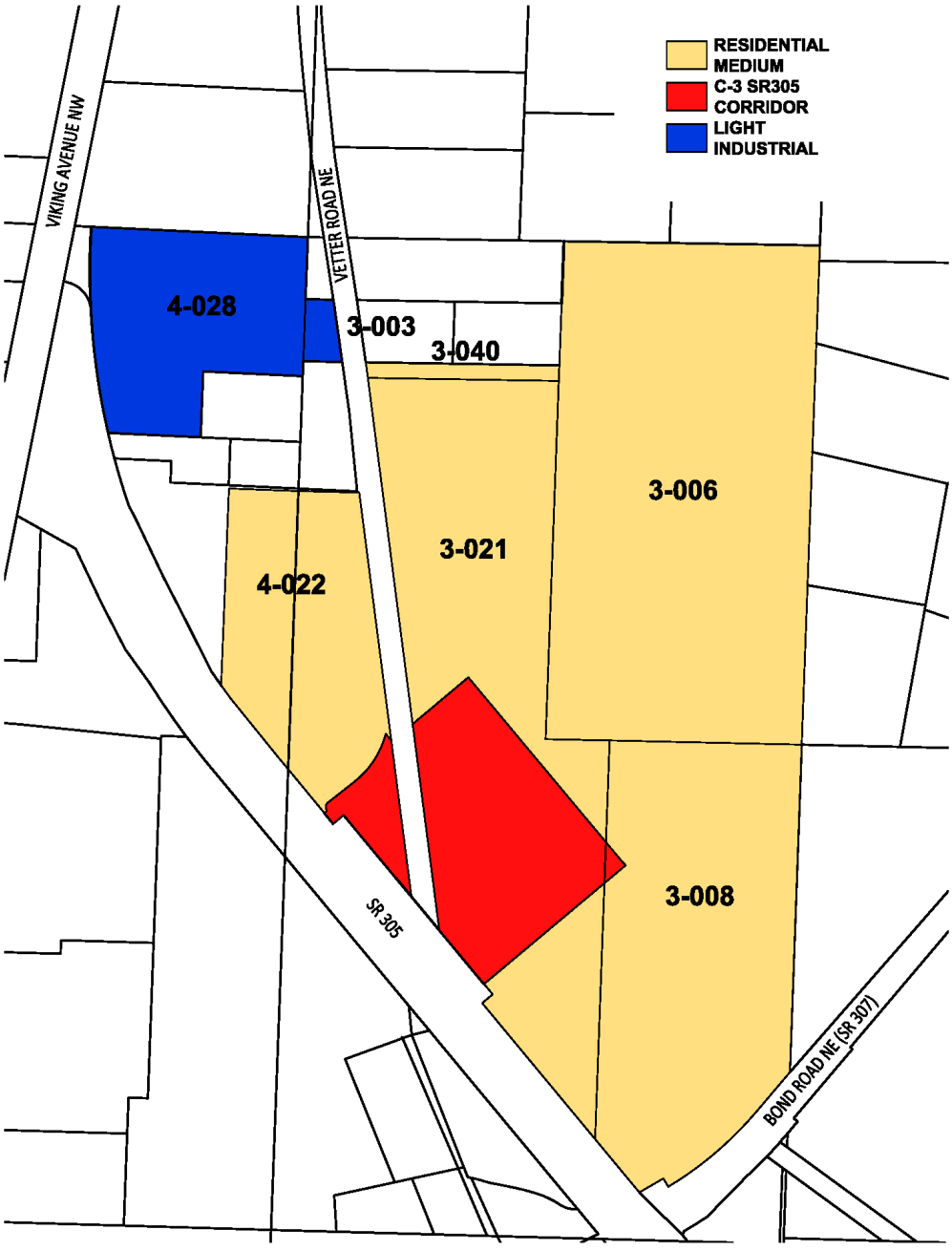
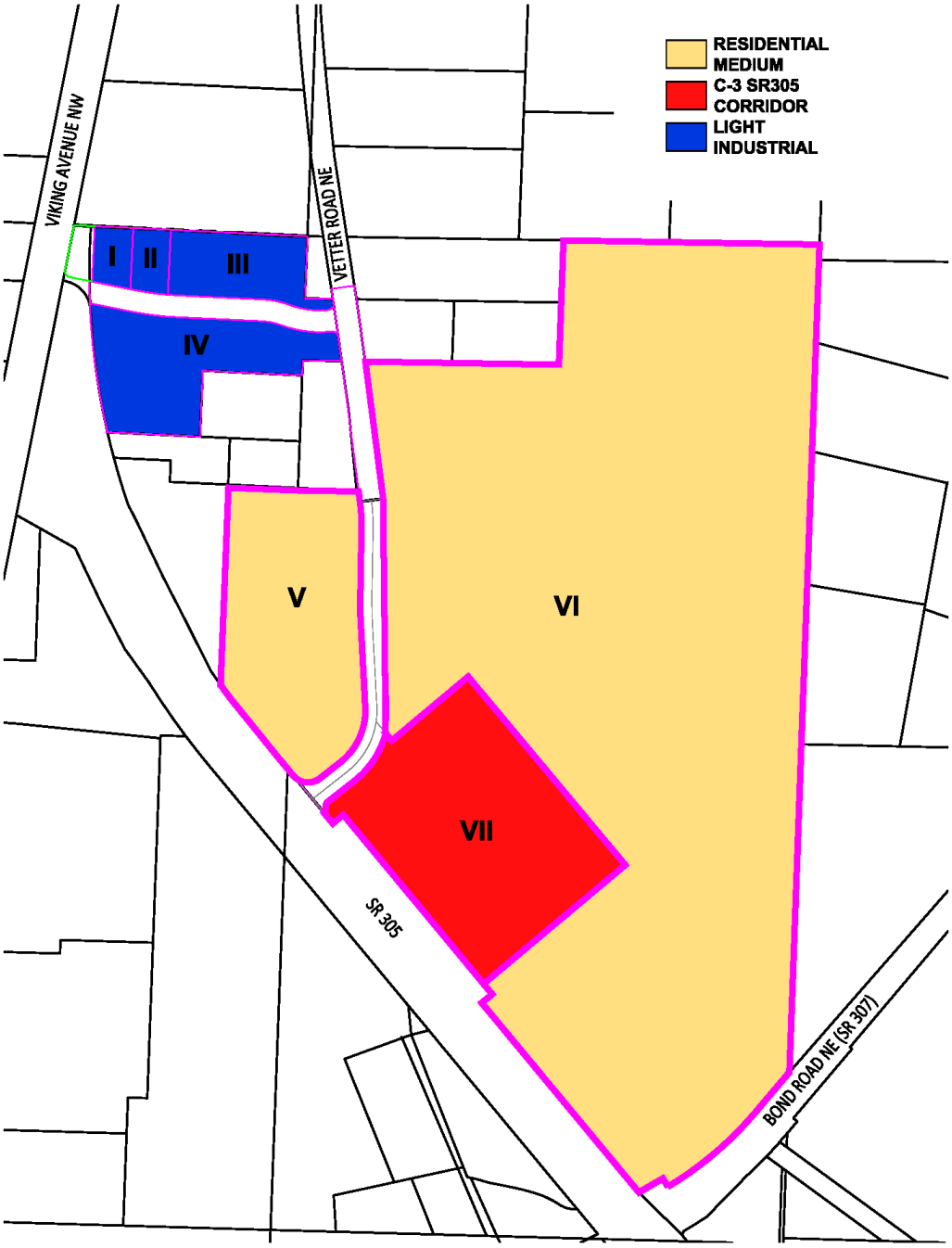


Figure 4 – Existing Zoning and Post-BLA Parcels



B. ALLOWABLE DENSITY

The allowable maximum density is calculated using the gross acreage of the Residential Medium-zoned area of the site multiplied by the maximum dwelling units per acre for the Residential Medium zone, or 10 units per acre. The maximum density allowed for this site is 491 units. See Table 3 below for the density calculation:

Table 3 – Maximum Allowable Density Calculation

OSLO BAY PARCEL NO.	AREA (AC)*
RESUTLANT PARCEL V	5.4
RESULTANT PARCEL VI	43.6
TOTAL	49.1

Maximum Density =
(Residential Medium Parcel Area) * 10 Units/Acre
= 49.1 ac * 10 units/ac = **491 units**

**Area of post-BLA resultant parcels after relocation and dedication of the Vetter Road ROW.*

C. EXISTING SITE CONDITIONS

The existing Oslo Bay Apartments site is primarily forested and undeveloped acreage except for the remains of a remnant shack on Resultant Parcel V. The shack will be removed during site construction. An existing pad and associated stormwater pond remain on offsite Resultant Parcel IV. This pad and stormwater area are outside of the limits for this project and will continue to remain until such time these properties area developed under a separate development application to be submitted in the future.

The site has buildable areas throughout except along the western and southeastern boundaries where critical areas will be preserved in accordance with the City of Poulsbo's Critical Areas Ordinance (Poulsbo Municipal Code (PMC) 16.20 Critical Areas).

1. TOPOGRAPHY

The buildable area of the Oslo Bay Apartments site exhibits a general declivity from northeast to southwest. Site elevations range between approximately 25 feet (NAVD88) in the southeastern corner near Dogfish Creek to 235 feet in the northwest corner. The steepest slope on site is located on the eastern half of Resultant Parcel VI at approximately the mid-point of the parcel. The slope ranges between 40 to 60 percent. Parcel VII and the remaining portions of Resultant Parcel VI slope between 5 to 15 percent with some flatter areas. It is anticipated that the development will generate mountain and territorial views from this portion of the site.

The area of the offsite parcels where Road L to Viking Avenue NW will be constructed slopes from west to east at approximately 6 to 8 percent towards a shallow ravine along the eastern boundary. The ravine slopes are approximately 15 percent. See Appendix L – Civil, Landscape and Photometric Plans.

2. SOILS AND GEOTECHNICAL

Soil and geotechnical information for the site was obtained from SCS Soil survey data combined with a geotechnical investigation conducted for the Oslo Bay Apartments site and limited investigation conducted for the offsite parcels. Supplemental geotechnical analyses have been conducted throughout the land use entitlement process. Geotechnical studies were conducted to determine the subsurface soils and groundwater conditions at the site and to develop geotechnical engineering recommendations for earthwork, foundation and retaining wall construction. In addition, the geotechnical investigation addressed the portion of the project site that is near known geohazard areas and within aquifer recharge areas. (*Note: Phil Haberman, PE (Cobalt Geosciences) is the current geotechnical engineer of record. Cobalt Geosciences has reviewed and affirmed previous geotechnical findings.)*

According to the SCS Soil Survey for Kitsap County, soils on site are:

- #39 – Poulsbo gravelly sandy loam, 0 to 6 percent slopes
- #40 – Poulsbo gravelly sandy loam, 6 to 15 percent slopes
- #41 – Poulsbo gravelly sandy loam, 15 to 30 percent slopes
- #37 – Norma fine sandy loam

The soils encountered within the test pits on the Oslo Bay Apartments site were very consistent. The majority of the test pits had a 6-inch to 1-foot cap of forest duff material often with roots and rootlets. The duff was typically underlain by a medium dense reddish tan, silty sand with scattered gravels and cobbles (some oversized). The silty sand was underlain by a layer of medium dense weathered glacial till, which in turn was underlain by dense to very dense cemented glacial till.

The soils encountered in the borings were relatively consistent as well. There was a 6-inch to 1-foot cap of forest duff material often with roots. The duff was typically underlain by a medium dense to dense reddish tan or tan, silty sand with gravels and scattered cobbles to a depth of approximately 5.0 feet. The silty sand was underlain by dense to very dense glacial till to the depths explored. The till consisted of gravelly silty sand with gravels and scattered cobbles.

The soils encountered in borings drilled as part of the site geotechnical investigation on the offsite parcels were relatively consistent with near surface soil typically underlain by loose to medium dense reddish tan or tan sandy silt with gravels to a depth of approximately 2.5 feet. With the exception of fill material encountered in one boring, the site sand was underlain by layers of dense to very dense silty sand or sandy silt with gravels. All of the borings were terminated in very dense glacial till to the depths explored. The till consisted of gravelly silty sand.

Groundwater was not encountered within any of the test pits but was encountered in boring B-5 on the Oslo Bay site at a depth of approximately 37.0 feet.

Based on the findings of the geotechnical investigation, the proposed buildings could be supported on shallow foundation systems bearing on compacted structural fill pads placed over dense to very dense, native soil. Based on a review of slope soils encountered and the angle of the slopes (2H:1V), it is the opinion of the geotechnical engineer of record that the slope can be safely developed.

See Appendix C – Geotechnical Reports.

3. EXISTING VEGETATION

The site is comprised of second-growth forest and associated understory. Existing site vegetation includes deciduous trees (alder, maple, Pacific willow, dogwood, cascara, bitter cherry, cottonwood, madrone), evergreen trees (fir, cedar, pine, holly, hemlock), shrubs (salmonberry, Indian plum, evergreen huckleberry, hazelnut, red huckleberry, salal, pacific rhododendron, ocean spray, red elderberry, Oregon grape) and wetland plants (buttercup, skunk cabbage). Other understory plants include blackberry, lady fern, slough sedge, foam flower, deer fern, horsetail, sword fern and youth on age.

Two tree surveys were conducted on site to evaluate significant trees greater than 10-inch diameter at breast height. One survey was conducted by Team 4 Engineering which manually located 2300 trees. Because of the size of the project area, manually locating all significant trees proved extremely time consuming. American Forest Management then conducted a second site survey using a sample inventory method to quantify the number of significant trees on site within particular forest type areas. Five forest types were identified. Type 1 is an upland type, primarily comprised of coniferous tree cover of Douglas fir and Western Red Cedar. Type 1 covers the western two-thirds of Parcel VI. Type 2 is an upland type comprised of past logging areas given the degree of young red alder stands. Type 2 consists of an even mix of coniferous (primarily Western red cedar) and deciduous trees (primarily young red alder). This forest type is found along the eastern third of Parcel VI excluding Wetland A which is comprised of forest Type3. Type 3 is a lowland/wetland type with predominantly Western Red Cedar) and a moderate component of deciduous trees (red alder, big leaf maple, bitter cherry). Type 4 encompasses Parcel V and consists of blackberry and a mix of native tree species.

The number of significant trees, defined as 10-inch diameter at breast height, were estimated based on sample plots for each forest type. The number of significant trees for each forest type are as follows:

- Type 1 – 2300
- Type 2 – 2026
- Type 3 – 991
- Type 4 – 508

Note that the survey also included parcel 112601-3-012-2002 that is not part of this project, but information from that parcel was used to determine the number of significant trees per acre for the Type 2 forest type.

See Appendix B – Wetland Evaluations and Appendix D – Significant Tree Inventory and Retention.

4. WILDLIFE

Existing wildlife observed onsite include birds (eagle, songbirds, crows), mammals (deer, bear, squirrel, rabbit), and fish (salmon).

Puget Sound steelhead is listed as threatened on the Endangered Species List. Winter-run steelhead are mapped within Dogfish Creek extending up the north fork through Big Valley and northeasterly along SR307 (Washington State Department of Fish & Wildlife Priority Habitats and Species Mapping 2017). *SalmonScape* also indicates the presence of winter-run steelhead within Dogfish Creek. There are no other known threatened or endangered species that occur on or near the site.

The site is the location of two known migration routes. Anadromous salmonids are known to spawn within Dogfish Creek. In addition, 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.

5. CRITICAL AREAS

Wetlands and Streams

Two wetland areas have been identified and delineated on the proposed Oslo Bay Apartments project site.

Wetland A lies on slopes above Dogfish Creek in the southeastern portion of the site. It is composed of a forested mosaic system community that has a sparse to moderately dense shrub and herbaceous layer. It is a sloping system fed by seepage that provides a source of hydrology to Dogfish Creek. Water drains down into Dogfish Creek via small rivulets that extend down the slope. A large upland area is situated near the bottom of the sloping wetland. This wetland meets the criteria for a Category III sloping system and is subject to a 150-foot buffer and 15-foot building setback per Poulsbo Municipal Code 16.20. The wetland buffer is the regulated buffer for this system as it extends beyond the Dogfish Creek buffer.

Wetland B is a forested slope wetland located alongside the Western Stream that lies within the northwest portion of the project site. The associated stream flows southerly via a defined channel with narrow bands of riverine wetland along both sides. The onsite wetland terminates at the culvert under SR305, which constitutes the west boundary of the project site. Wetland B meets the criteria for a Category IV sloping system and is subject to a 50-foot buffer and 15-foot building setback per Poulsbo Municipal Code 16.20.

An offsite wetland (Wetland C) is located within 300 feet of the site boundary on tax parcel 112601-3-012-2002 but is greater than 300 feet from the disturbed area of the project. Wetland C is a sloping wetland composed of forested and scrub/shrub vegetation communities. Wetland C is categorized as a Category IV sloping system and is subject to a 50-foot buffer and 15-foot building setback.

Two streams have been identified on the proposed project site, one of which (the Western Stream) has recently developed as an apparent result of directed discharge from the Kitsap Transit's redesigned stormwater outfall.

The main stem of Dogfish Creek flows approximately east-to-west along the southeastern boundary of the site. This creek is a Type F1 (salmonid) stream and is subject to a 200-foot buffer and 25-foot setback per Poulsbo Municipal Code 16.20.

The Western Stream associated with Wetland B flows north-to-south along the western boundary. This stream is categorized as a Type Ns 1 stream where it originates at the Kitsap Transit North Viking Transit Center outfall pipe located on offsite Resultant Parcel III to approximately the northern boundary of Parcel V where it transitions to a Type F2 stream (nonsalmonid). Type F2 streams are subject to a 150-foot buffer and 25-foot setback and Type Ns 1 streams are subject to a 75-foot buffer and 25-foot buffer per Poulsbo Municipal Code 16.20. This stream buffer is the regulated buffer for this system as it extends beyond the Wetland B buffer. A reduced buffer is proposed for a portion of this stream to accommodate a stormwater management pond for the project.

Both creeks discharge to Liberty Bay approximately slightly over 0.25 miles from the site.

The offsite parcels were evaluated to determine whether wetland areas are associated with the Ns 1 portion of the Western Stream. No wetland conditions were identified.

See Sheet C.0.03 – Site Project Data of the civil plans for wetland and stream system areas (Appendix L – Civil, Landscape & Photometric Plans) and Appendix B – Wetland Evaluations.

Steep Slopes

Steep slopes are located on the eastern half of Resultant Parcel VI at approximately the mid-point of the parcel where the slope ranges between approximately 40 to 60 percent (see Topography above). The project will be required to comply with the recommendations of the geotechnical consultant.

See Appendix C – Geotechnical Reports.

Critical Aquifer Recharge Area

The entire project site is within a Category I Critical Aquifer Recharge Area (CARA). Stormwater treatment and infiltration are required within CARAs when determined feasible (Poulsbo Municipal Code 16.20.515(D.1)). The shallow glacial till layer renders infiltration infeasible for most of this site. The exception to this is at the intersection of Vetter Road NE and SR-305 in an area of moderately well-draining soils where limited infiltration is proposed. No uses are proposed that pose a potential threat to groundwater as listed in Poulsbo Municipal Code Table 16.20.515.

A CARA evaluation concluded the following:

- Soil at the site consists primarily of Glacial Till to a depth of at least 40 feet below ground surface. Glacial Till is a low permeability soil deposit and does not readily transmit water.
- Grading and soil handing activities are planned for the project, and will be performed in accordance with the BMPs listed in the CARA report.
- Two shallow water supply wells, approximately 50 feet below ground surface, were identified within 1,000 feet of the site and are screened in either a sandy zone within the Glacial Till or in

the Advance Outwash shallow aquifer. The associated depth to water in these shallow wells is approximately 50 feet below ground surface.

- The depth to the water for the sea level aquifer, which is the main water supply aquifer in the area likely averages approximately 100 feet below ground surface at the site. Groundwater flow is likely to the south. Both private and public water supply wells are located within 1,000 feet of the site. Most of the wells are screened greater than 200 feet below ground surface below the shallow Glacial Till and underlying Lawton Clay, both of which are low permeability soil deposits and do not readily transmit water thus limiting recharge to the underlying aquifers.
- Existing data indicates that groundwater is unlikely to have been impacted as a result of historic property operations.
- The stormwater management approach is designed to be water balance neutral and maintain existing hydrology and drainage on-site to pre-developed conditions.
- Because of the low permeability Glacial Till surficial cap and the low permeability Lawton Clay overlying the main aquifer in the area, and the water balance neutral approach to stormwater management, the proposed development is unlikely to affect the quality or quantity of recharge to the underlying aquifer.

See Appendix C – Geotechnical Reports and Appendix P – Critical Aquifer Recharge Area Evaluation.

Flood Hazard Area

A 100-year FEMA Flood Hazard Area bisects the southern portion of 112601-3-008-2008 along Dogfish Creek near the southern parcel boundary.

6. CULTURAL RESOURCES

A cultural resources assessment was performed on both the Oslo Bay Apartments parcels and the offsite parcels. No recorded precontact archaeological sites or ethnographically named places were identified within the immediate vicinity of the project. Based upon available information about the geomorphology, history and prehistory of the area, the potential that any intact cultural deposits remain within the proposed project area is low. Archaeological monitoring of construction was not recommended by the cultural resources consultant. However, an Inadvertent Discovery Plan has been prepared for the unlikely event that artifacts or remains are discovered.

See Appendix E – Cultural Resources.

7. ENVIRONMENTAL ASSESSMENT

Phase 1 Environmental Site Assessments for the Oslo Bay and offsite parcels identified no evidence of recognized environmental conditions or existing hazardous chemicals/conditions (Appendix F – Phase I Environmental Site Assessments.)

8. EXISTING UTILITIES

Water

Water will be provided by the City of Poulsbo. The project site is in the "West High Pressure Zone" as shown in Figures 1-3 and 1-4 of Appendix B-1 Water System Plan in the City of Poulsbo's Comprehensive Plan. No water mains are present on site. A 12-inch main is located in Viking Avenue NW and an 8-inch main is located north of the site within Vetter Road NE fronting the Kitsap Transit North Viking Transit Center site.

Sanitary Sewer

Sanitary Sewer Service will be provided by the City of Poulsbo. No sanitary sewer mains are present onsite. An 8-inch sewer main is located along the southwest side of SR305.

Stormwater

No existing stormwater facilities are located on the Oslo Bay Apartments site. An existing stormwater pond is located offsite on the former Kitsap Recycling Center property.

9. EXISTING TRAFFIC AND ACCESS

Existing access to the site is from an old driveway located off SR305 and via a dirt road located at the terminus of Vetter Road NE. The site currently generates no traffic.

PROPOSED DEVELOPMENT

The proposed Oslo Bay Apartments project will consist of thirteen multi-family apartment buildings (468 units) with a Community Center and associated infrastructure improvements. The project goal is to provide a sustainable, high-quality, accessible project with a high degree of amenity and visual character.

The design of the site layout focused on the development of a cohesive site that considered the following key elements:

- Maximize pedestrian accessibility and circulation through the apartment site,
- Preserve critical areas and associated buffers,
- Facilitate residential and emergency vehicle circulation,
- Limit clearing and grading impacts to the minimum required for site development,
- Preserve significant trees and native vegetation,
- Provide superior landscaping and amenities,
- Address impacts to neighboring properties and establish a perimeter buffer,
- Extend city utilities to serve the site and promote the city's capital facilities plan, and
- Develop building designs that are unique but cohesive and complimentary with the greater Poulsbo area.

Approximately 37.5 acres will be disturbed for the development of the project. The final site areas are provided on Sheet C.0.03 – Site Project Data of the civil plans (Appendix L – Civil, Landscape & Photometric Plans).

Project construction will be outside of all stream and wetland buffers with the exception of the Road L crossing of the Western Stream and its associated buffer located on Resultant Parcels III and IV and with the exception of the West Pond outfall which will be located in the buffer of the Western Stream. *(Note that the representatives from City, Grette & Associates, the Suquamish Tribe, WDFW, and the project team met on site to discuss the Road L crossing location on June 3, 2020 and the proposed outfall locations on January 22, 2021 to gain a consensus on the associated design concepts).* Construction will be over 200 feet from Wetland A and Dogfish Creek. Construction of the western stormwater management pond will be within 200 feet of Wetland B and the Western Stream. However, all construction will be outside of the regulated stream buffer after a proposed buffer reduction to the portion of the Western Stream located adjacent to the western stormwater pond. A small area of grading will extend into the 25-foot building setback.

The sections below provide additional details of the proposed improvements.

A. BUILDINGS

The Oslo Bay Apartments project consists of two 36-unit multi-family building types and a Community Center.

The multi-family apartment buildings are located in the upper portion of the site. The residential buildings are three stories and differ in length and façade design. The buildings are organized into clusters grouped around parking courts. The total number of multi-family units is 468. The unit types will include both 1-, 2-, and 3-bedroom units, a portion of which will be accessible units. Apartment Building Type B includes inside-building parking. All buildings will have common stairways which serve up to 6 units per stairway (no elevators are proposed). Each unit within the buildings will have either a private outdoor balcony or a patio at grade encompassing a minimum of 60 square feet. See the project data table on Sheet 3 of the Design Review Plans which summarizes the unit types and mix within each building as well as the overall unit count for the project (Appendix K – Design Review Plans).

The Community Center and associated pool act as the focal element for the project. The Community Center is one-story in height with maintenance and storage at the basement level. The Community Center will have multiple amenities for use by residents of the project. The main entry faces Vetter Road NE and a resident entrance is located adjacent to the parking area. This building will also house the management center and leasing office. Mail kiosks and a package pick-up pavilion will be located adjacent to the Community Center. This facility will be a covered, well lighted, pavilion for mail and package pick-up deliveries utilizing state of the art smart phone technology.

The buildings' aesthetics take inspiration from the character of the City of Poulsbo with a hint toward Norwegian rural architecture. Utilizing a pallet of familiar materials and tones, the application of these materials is re-interpreted to create contemporary northwest residential buildings that will blend

pleasantly with its setting. Warm tones and natural materials such as wood and stone ground the building with its environment. The overall building mass varies between building types with façade modulation, gables and shed dormers, materiality, and open and closed balconies. A variety of color pallets and materials will further enhance the exterior of appearance of the facades. See Appendix K – Design Review Plans.

The buildings are oriented to follow the contours of the site and to capture views to the south and west. The buildings are oriented such that the short ends of the building face adjacent properties to the north. This building orientation helps minimize the visual bulk of the buildings and reduces the number of units "looking" into adjacent properties. Rear and side yard setback requirements are met for this project (see Section V.A.3). All apartment buildings are located a minimum of fifty feet from the property line.

B. ACCESS AND CONNECTIVITY

The project proposes two main public road access points: Viking Avenue NW and SR305.

Six access alternatives to Viking Avenue NW were evaluated in response to input from various stakeholders.

1. Road L/Viking Avenue NW Stop Offset Stop Controlled Intersection with Full Access at Sonic/Arco Driveway

This alternative includes construction of Road L, a new commercial collector street, through the offsite parcels intersecting Viking Avenue NW offset about 75 feet to the south of the shared Sonic/Arco driveway on the west side of Viking Avenue NW. This alternative would provide full access for Road L and full access for the Sonic/Arco driveway. Road L and the Sonic/Arco driveway would be stop controlled. Viking Avenue NW would be free-flowing.

- This access alternative would require no changes to the existing Sonic/Arco driveway.
- This alternative results in a generally undesirable, but not uncommon, conflict between the northbound left turn into the Sonic/Arco driveway and the southbound left turn into Road L. In this case the conflict created by the offset is insignificant as there is no forecast demand for a southbound left-turn from Viking Avenue NW to Road L to conflict with the northbound left-turn into the Sonic/Arco driveway.
- Minor approach stop control is not as sensitive to queuing from SR 305 as the roundabout alternatives.
- This alternative does not require acquisition of private property or coordination with other property owners or agencies other than the City of Poulsbo.

2. Road L/Viking Avenue NW Aligned Stop Controlled Intersection

This alternative includes construction of Road L, a new commercial collector street, through the offsite parcels intersecting Viking Avenue NW and aligned with the Sonic/Arco driveway on the west side of Viking Avenue NW. This alternative would provide full access for Road L and the Sonic/Arco driveway. Road L and the Sonic/Arco driveway would be stop controlled. Viking Avenue NW would be free flowing.

- This alternative would require no changes to the existing Sonic/Arco driveway.
- Minor approach stop control is not as sensitive to queuing from SR305 as the roundabout alternatives.
- This alternative requires a boundary line adjustment with adjacent private property to allow Road L to align with the Sonic/Arco driveway; in recent discussions, the adjacent owner has indicated willingness to cooperate
- This alternative would require no changes to the existing Sonic/Arco driveway.

3. Ruth Haines Road/Viking Avenue NW Stop Controlled Intersection

An alternative access identified in comments provided by Kitsap Transit dated September 1, 2020 suggests a previously considered and rejected access alternative consisting of the extension of Vetter Road NE north from the offsite parcels through Kitsap County right-of-way and along the back of the Kitsap Transit North Viking Transit Center to a new public east/west street referred to as Ruth Haines Road. Ruth Haines Road was to be constructed by Kitsap Transit in exchange for the vacation of the section of Vetter Road NE located between Kitsap Transit's facilities north of the Kitsap Transit North Viking Transit Center east of Viking Avenue NW.

- This alternative would require improvements to Vetter Road NE in both the City and Kitsap County from the site boundary to the north side of the North Kitsap Park and Ride in addition to the construction of Ruth Haines Road from Vetter Road NE to Viking Avenue NW.
- This alternative requires coordination with Kitsap County and Kitsap Transit.
- This alternative would impact existing residential development in Kitsap County and the City of Poulsbo.
- The construction of Vetter Road NE frontage improvements to City standards east of the North Kitsap Park and Ride was not required at the time of the development of the North Kitsap Park and Ride. Kitsap Transit has not provided a commitment to participate in the funding of the construction of Vetter Road NE along their frontage.
- This alternative would operate similarly to the Road L/Viking Avenue NW stop sign controlled alternatives.
- This alternative would provide enhanced non-motorized access the North Kitsap Park and Ride.
- This alternative, if implemented instead of any of the Road L/Viking Avenue NW alternatives, would require one-quarter mile of out of direction travel for every trip into and out of the project to or from Viking Avenue NW.

The terminus of Vetter Road NE as designed at the north end of the project site is compatible with a connection to this alternative in the future.

4. Road L/Viking Avenue NW Stop Offset Stop Controlled Intersection with RIRO at Sonic/Arco Driveway

This alternative includes construction of Road L, a new commercial collector street, through the offsite parcels intersecting Viking Avenue NW and offset about 75 feet to the south of the Sonic/Arco driveway on the west side of Viking Avenue NW. This alternative would provide full access for Road L and right-in-right-out (RIRO) only for the Sonic/Arco driveway. Road L and the Sonic/Arco driveway would be stop controlled. Viking Avenue NW would be free-flowing.

- This alternative would restrict access to the existing Sonic/Arco driveway.
- This alternative does not require acquisition of private property.
- This alternative was rejected by the City because of its impacts to the Sonic/Arco driveway.

5. Road L/Viking Avenue NW Offset Roundabout Controlled Intersection

This alternative includes construction of Road L, a new commercial collector street, through the offsite parcels intersecting Viking Avenue NW and offset from the Sonic/Arco driveway on the west side of Viking Avenue NW. The intersection would be controlled by a roundabout to address the intersection offset and still provide conflict free full access for Road L and the Sonic/Arco driveway.

- This alternative would require coordination with the owners and operators of both the Sonic and Arco parcels.
- This alternative requires significant modifications to the shared Sonic/Arco driveway and adjacent utilities.

6. Road L/Viking Avenue NW Aligned Roundabout Controlled Intersection

This alternative includes construction of Road L, a new commercial collector street, through the offsite parcels intersecting Viking Avenue NW and aligned with the Sonic/Arco driveway on the west side of Viking Avenue NW. The intersection would be controlled by a roundabout and provide full access for Road L and the Sonic/Arco driveway.

- This alternative requires less significant modifications to the shared Sonic/Arco driveway and adjacent utilities than the skewed roundabout alternative.
- This alternative would require coordination with the owners and operators of both the Sonic and Arco parcels.
- This alternative would require the acquisition of private property.
- This alternative is functionally equivalent to the offset roundabout alternative shown in the TIA.

PROPOSED ACCESS ALTERNATIVES

Alternative 2 is the proposed site access from Viking Avenue NW. A boundary line adjustment is being submitted to allow this connection to align the Road L right-of-way with the Sonic/Arco driveway to the west. Improvements will be constructed along Viking Avenue NW as approved by the city and WSDOT.

The connection to SR305 is proposed to be a right-in/right-out intersection with Vetter Road NE. The Vetter Road NE right-of-way will be vacated and relocated at this intersection to perpendicularly align with SR305 (Appendix N – Vetter ROW Vacation Documents). The right-in/right-out design is in process with WSDOT and the city (Appendix O – SR305 WSDOT Plans). The Viking Avenue NW and SR305 connections will allow residents to access local and regional shopping facilities, employment centers, and recreational facilities.

Private Road A will access the apartments from Vetter Road NE. The new neighborhood will be physically connected to the larger community. The proposed road network establishes new connections to the surrounding neighborhoods and provides pedestrian sidewalks and paths within the project. See Appendix L – Civil, Landscape and Photometric Plans, Appendix N – Vetter Road ROW Vacation, and Appendix O – SR305 WSDOT Plans.

Circulation through the Oslo Bay Apartments site will be facilitated via the improvement of Vetter Road NE to a Residential Collector street per the City of Poulsbo Street Standards. New public Road L will be constructed through the offsite parcels as a Commercial Collector connecting to Viking Avenue NW. Private Road A and parking areas within the multi-family project will provide additional traffic circulation through site.

A regional transit facility is operated by Kitsap Transit on the west side of Vetter Road NE north of and adjacent to the project. This facility will provide mass transit opportunities to the residents of this project. A Kitsap Transit bus stop is proposed in front of the Community Center. The final location will be coordinated with and approved by Kitsap Transit and will be documented on the construction plans.

Onsite non-motorized circulation features sidewalks on both sides of the road-which extend along Vetter Road NE from SR305 to Road L and continues along Road L to Viking Avenue NW. The site will also have an extensive network of sidewalks and pedestrian pathways. Many of the sidewalks will be separated from the roadway by planting areas. Accessible connections are available from all apartment buildings to the Community Center and the central compactor/recycling area.

A gravel surface pedestrian trail will be provided from Road L to the transit center and will be located behind (west of) the private parcel fronting Vetter Road (Parcel No. 112601-3-001-2005).

Off-site non-motorized circulation will be provided by the existing shoulders in SR305 and by the completion of non-motorized facilities on both sides of Viking Avenue NW from the site access at Road L to SR305 providing connections to north Viking Avenue NW, downtown, Olhava and the commercial areas located south of the site along SR305.

See Appendix L – Civil, Landscape and Photometric Plans and Appendix G – Traffic Impact Analysis.

C. TRAFFIC

The project and future senior center will generate 3,047 new vehicle trips per day, including 199 AM peak hour trips and 248 PM peak hour trips. Peak trip generation will occur in the PM peak hour, roughly 4:15 to 5:15 PM, based on October 2019 traffic counts collected in the project vicinity. Truck demand will be negligible during peak periods. Project trip generation forecasts were based on ITE Trip Generation Manual 10th Edition (ITE 2017). Again, the traffic impact analysis considered traffic generated from the Oslo Bay Apartments project as well as a future 160-unit senior center that will utilize the same road network.

The mitigated project will cause no new operational deficiencies per City of Poulsbo and WSDOT level of service (LOS) policy. Mitigation to maintain pre-project LOS and/or to mitigate queuing is proposed for eight WSDOT intersections along the SR305 corridor and one City of Poulsbo intersection.

Fire Station 71 is located approximately one mile south of the SR305 entrance and will be the primary response station for the project. The TIA identifies improvements within the City to mitigate impacts to emergency service response times during peak periods.

Construction traffic will be limited to work hours defined in PMC 15.32 – Regulation of Construction Hours. It is anticipated the SR305 will be the primary construction entrance but should be avoided during peak hours. Viking Avenue NW will serve as the secondary construction access and primary construction egress. Material deliveries will generally be limited to between the hours of 9 AM and 4 PM to avoid peak commuter traffic, with limited exceptions.

The maximum daily truck traffic generated by the site of 44 trucks per day will occur in month 22 of the schedule if two construction seasons are required for site grading. Typical truck trip generation will be 22 trips per day. None of these truck trips will occur in the AM or PM peak hour of the adjacent street system. The maximum worker generated traffic of 69 AM trips and 69 PM trips will occur in months 23 through 51. These trips will occur before the 7:00 AM to 8:00 AM peak hour and before or after the 4:00 PM to 5:00 PM peak hour of the adjacent street system. The construction traffic generated by the site occurs outside the AM and PM peak hours of the adjacent street system subject to City concurrency review and WSDOT SEPA review. No LOS impacts are anticipated to occur.

Offsite mitigation is described in the Traffic Impact Analysis. See Appendix G – Traffic Impact Analysis.

D. PARKING COURTS

The residential parking lots are assembled into parking courts, with two bays of parking per court. Each parking court serves a cluster of units and includes standard, compact, electric vehicle and ADA stalls. Where more than two buildings are served, the parking courts are grade-separated into two levels, with a landscape planter between adjacent parking courts. The parking lots will be visually enhanced by landscaping islands and lighting. These features will help reduce the perceived length of the parking lots and create the feel of multiple ”neighborhoods” within the larger project. The parking lots will also have sidewalks on the sides with residences served by the parking lot. See Sections V.A.9 and V.A.21 for more parking details.

E. GRADING AND EARTHWORK VOLUMES

A significant volume of grading is required for development of the project. With the exception of a few areas, the site design includes terraced walls (Appendix Q – Wall Exhibit) to maintain an average 4.5 percent slope or less across the apartments and associated parking areas in order to provide an extensive ADA-accessible network. To achieve this goal, a large volume of fill is required which will be generated from onsite grading. Preliminary grading quantities without shrinkage are approximately 85,000 cy cut and 165,000 cy fill for a net of 80,000 cy fill. The project will work through engineering plan preparation to achieve an earthwork balance to the extent feasible. Approximately 30,000 cy of native soils containing organics will be stored for onsite use as landscape soil amendment and managed pursuant to recommendations from the landscape architect to ensure compatibility for use as site soil amendment. The construction plans will include these recommendations as well as the storage locations, sizing information, and duration.

F. UTILITIES

4. WATER

Water will be provided by the City of Poulsbo. The project site is in the "West High Pressure Zone" as shown in Figures 1-3 and 1-4 of Appendix B-1 Water System Plan in the City of Poulsbo's Comprehensive Plan. The project will connect to the existing 12-inch water main in Viking Avenue NW (Appendix L – Civil, Landscape and Photometric Plans).

It is anticipated that a 10-inch main will be located within Vetter Road NE from the Kitsap Transit North Viking Transit Center to SR305 and within Road L. The project will provide an 8-inch diameter internal distribution system off of Vetter Road NE into the apartment site. Additionally, a 10-inch main will extend from the right-in/right-out to the wall (Appendix L – Civil, Landscape and Photometric Plans). A pressure reducing station may be required for the site.

5. SANITARY SEWER

Sanitary sewer service will be provided by the City of Poulsbo. Per the City's Comprehensive Plan, gravity sanitary should be constructed in new developments unless limited by topography. Gravity sanitary sewer service will be provided by connection to an existing 8-inch gravity main located in SR305. This will require boring beneath the state highway (Appendix L – Civil, Landscape, and Photometric Plans). *(Note that new information has been provided by the city regarding improvements needed to the city's sewer system to increase capacity. Preliminary discussions indicate a possibility of the applicant constructing a portion of the improvements for the city in exchange for a credit equivalent to the cost of that work against the sewer general facility charge in accordance with PMC 13.70.170.)*

6. STORMWATER

Stormwater runoff from roofs, roads/parking areas and landscaped areas will be collected within catch basins and conveyance piping and routed to one of two stormwater detention ponds. Stormwater quantity control and quality enhancement will be provided in compliance with City of Poulsbo and Washington State Department of Ecology requirements. The use of low impact development and infiltration was explored but deemed infeasible due to a combination of generally poorly draining soils

combined with moderate to significant topography. The exception to this is at the intersection of Vetter Road NE and SR-305 in an area of moderately well-draining soils.

Water quantity will be mitigated to City-adopted stream protection standards using two onsite detention ponds ("West" and "East"). Enhanced water quality treatment for the Oslo Bay site will be met using a proprietary filter system approved by Ecology for enhanced water quality treatment following each detention pond.

A wetland buffer reduction is proposed to the Western Stream to accommodate a portion of the West Pond grading.

Discharge from the East and West ponds will be to the headwaters of Wetlands A and B, respectively. Flow splitters in each pond will direct high-flow bypasses to the tailwaters of the respective wetlands. Outfall locations were coordinated onsite with city staff, WDFW, and the City's consultant on January 22, 2021. These wetlands feed streams that discharge to Liberty Bay located approximately 0.25 miles from the site (Appendix A – Storm Drainage Report, Appendix B – Critical Area Evaluations, and Appendix L – Civil, Landscape, and Photometric Plans).

G. LANDSCAPE DESIGN

The project proposes extensive landscaping of all disturbed areas. Significant replanting of native and adaptive evergreen and deciduous trees will be used throughout the site. Mixed shrub and groundcover planting beds, including many native plants, mowable turf, and meadow lawns will also be located throughout. Buildings will receive perimeter plantings designed to accentuate the building aesthetic without blocking tenant views. Parking lots will be landscaped with trees and groundcover within landscape islands. Roadways will be lined with required street trees and low groundcover plantings that will be placed to ensure sight distance is not obstructed. Stormwater ponds will be planted with a grass mix designed for wetponds. The central compactor/recycling area will be screened through a combination of landscaping and fences.

Twenty percent of the site is required to be landscaped; 40 percent of critical areas and critical area buffers can contribute towards this requirement. Because Parcel VII is anticipated for future development, credit cannot be given for site landscaping on this parcel. Landscaping provided within the required setback areas is also not counted toward this requirement. The site landscaping for Parcels V & VI is 32 percent, thus exceeding the 20 percent requirement. See Sheet L-002 of the landscape plans for the required landscaping summary calculations (Appendix L – Civil, Landscape and Photometric Plans).

The site design aims to respect the privacy of adjacent property owners. The perimeter buffers along the east and north edges of the site will be planted with supplemental understory where necessary to provide a visual screen. The perimeter buffers will retain existing native shrubs and trees to the extent practical as determined by the project arborist. New supplemental plant materials will be native so as to blend with existing understory. The applicant will provide neighbors at the intersection of Vetter Road NE and new Road L (Parcels 112601-3-001-2005 and 112601-3-036-2004) with additional privacy screening including a minimum 6-foot-tall wood fence with supplemental landscaping to attenuate car

headlight glare, noise, and visual disturbance. Final fence and landscaping details will be provided with the construction plans.

All existing trees and vegetation will be retained outside of the project clearing limits.

H. SIDEWALKS

The entire neighborhood will be connected by a network of sidewalks and soft surface pathways designed to maximize accessibility. Sidewalks are designed at 5 percent or less except in areas where grades will not allow.

I. SITE LIGHTING

Site lighting will be the minimum required to maintain safety for the residents and is designed such that lumen readings are zero at the project boundaries. All lighting will be directional and shielded, if needed, to minimize light pollution to night sky and adjacent properties. Lighting design may include pole mounted "urban themed" streetlights (along sidewalks and at key street crossings), bollard style pathway lights, and building mounted lighting. The street lighting shall have a distinct architectural style and add visual interest to streetscapes, pocket parks and plaza space. The final lighting details will be provided with the building permit. Preliminary photometric calculations are provided in Appendix L – Civil, Landscape and Photometric Plans and cut sheets are provided in Appendix M – Photometric Plans.

J. SIGNAGE

Signage will include street signs, way finding signs, and building identification signs. Monument signage at the project entry will be complimentary with the architectural details of the apartment buildings and Community Center. The final sign plans and associated permit applications will be provided with the building permits.

K. WASTE MANAGEMENT

Refuse and recycling collection will be combined into a central facility with a trash compactor and recycling dumpster and will located along the north property boundary near Vetter Road NE (Appendix K – Design Review Plans and Appendix L – Civil, Landscape and Photometric Plans). The use of a central facility reduces the resulting impervious areas needed for multiple collection sites throughout the site. This space also provides for efficient collection and allows garbage and recycling trucks to avoid the need to transit the entire site. Valet garbage collection will be provided by Edward Rose as needed by residents.

CODE COMPLIANCE SUMMARY

The following codes and standards serve as the basis for the site design:

1. Applicable portions of Poulsbo Municipal Code Title 12 "Streets, Sidewalks and Public Places", Title 13 "Public Services", Title 14 "Transportation", Title 15 "Buildings and Construction", Title 16 "Environment", Title 18 "Zoning", and Title 19 "Project Permit Application Procedures".

2. City of Poulsbo Construction Standards
3. City of Poulsbo Zoning Map
4. City of Poulsbo Critical Areas Maps
5. City of Poulsbo Comprehensive Plan
6. Washington State Department of Ecology, Stormwater Management Manual for Western Washington (2019)
7. Washington State Department of Fish and Wildlife Water Crossing Guidelines (2013)

The sections below summarize compliance with PMC Title 18.70 Zoning.

A. MEDIUM DENSITY RESIDENTIAL DISTRICT (PMC 18.70)

The Medium Density Residential Districts are planned to provide for multi-family residential developments with a variety of housing types that are conveniently located near employment and business centers. The zone is intended to facilitate public transit and encourage efficient use of commercial services and public infrastructure. The Oslo Bay Apartments project embraces these goals by creating a multi-family project centrally located in the city along the SR305 commercial corridor and nearby the Viking Avenue NW, Olhava, and downtown commercial and retail areas. Further, the proximity of the project to the Kitsap Transit North Viking Transit Center facilitates public transit opportunities.

The following sections highlights the project's conformance with the Residential Medium zone.

1. ALLOWABLE USES (PMC 18.70.30)

Multi-family Dwellings and the associated Community Center (accessory structure) are both "Permitted" uses within the Residential Medium zone.

2. MINIMUM AND MAXIMUM DENSITY CALCULATION (PMC 18.70.40)

The following minimum and maximum densities are established by the Poulsbo Municipal Code for the Residential Medium zone:

Minimum:	6 dwelling units / net acre
Maximum	10 dwelling units / gross acre

The maximum density is 491 units (see calculation Section III.B). The minimum density calculation is provided in the table below.

Table 4 – Minimum Residential Density Calculation

	AREA (AC)
GROSS PARCEL ACREAGE (PARCELS V&VI)	49.1
PRIVATE ROAD EASEMENTS*	-1.1
CRITICAL AREAS AND BUFFERS	-12.96
STORMWATER FACILITIES	-2.7
NET ACREAGE	32.3
**Road A + Road C = (1150 lf * 30 ft) + (500 lf * 25 ft)*	
MINIMUM DENSITY = NET ACREAGE * 6 UNITS/AC	
32.3 * 6 =	**193 Units**

3. LOT REQUIREMENTS (PMC 18.70.060(A))

The table below summarizes how the project meets the lot requirement standards of the RM zone.

Table 5 – Development Standards Summary

DEVELOPMENT STANDARD	MULTI-FAMILY REQUIREMENT	PROJECT COMPLIANCE
Minimum Lot Area	None	No minimum required
Minimum Lot Width	20’	No new lots are proposed. Existing parcel dimensions exceed 20’.
Maximum Building Lot Coverage	60%	Lot coverage by building footprints for Parcels V & VI is [3.9ac (multi-family bldgs.) + 0.1 ac (Community Center)] / 49.1 ac = ~8%.
Front Yard Setback	10’	All multi-family buildings exceed 10’ from the Vetter Road NE frontage. The Community Center is setback 20’ and also exceeds this standard.
Rear Yard Setback (East Boundary)	20’ (when abutting RL zone, assumed same for Kitsap County Rural Protection Zone) + additional 5’ for yard increase (see “Increases in Yard Setbacks” below) = 25’	This standard is exceeded. A 50’ native setback is proposed along the rear yard adjacent to Kitsap County Rural Protection-zoned parcels.
Side Yard Setback (North Boundary)	20’ (when abutting RL zone) + additional 5’ for yard increase (see	This standard is met. A 25’ native vegetation setback is proposed from the side yard.

DEVELOPMENT STANDARD	MULTI-FAMILY REQUIREMENT	PROJECT COMPLIANCE
	"Increases in Yard Setbacks" below) = 25'	
Street Corner Yard Setback	10' (or greater if necessary for sight distance)	N/A. The project does not contain street corner lots.
Increases in Yard Setbacks	For side, rear and peripheral yards the setback shall be increased by 6" for each foot the height exceeds 25'.	The maximum building height is 35'. Therefore, an additional setback of 5' is required for the side and rear yard setbacks.
Building Height	35'	This standard is met. All building heights are 35' or less.

4. SPECIAL SETBACKS BETWEEN RESIDENTIAL BUILDINGS WITH MORE THAN TWO ATTACHED UNITS (PMC 18.70.060(B))

PMC 18.70.060(B) requires that there shall be a minimum distance of ten feet between buildings or structures when a structure has two or more units and it exceeds twenty-five feet height. There shall be an additional minimum distance of six inches for each foot buildings or structures exceed twenty-five feet of height on the same parcel in the same development.

The required distance between Buildings 3/4 and 15/16 is 15 feet [10 feet + (0.5 feet * 10 feet)]. The minimum distance provided is 78 feet. The required distance between Buildings 1/2, 7/8, 11/12 is 16.5 feet [10 feet +(0.5 feet * 13 feet)]. The minimum distance provided is 30 feet. See Appendix L – Civil, Landscape and Photometric Plans.

5. RECREATIONAL AMENITIES (PMC 18.70.060(C)

PMC 18.70.060(C) requires residential developments in the RM zone to provide five amenities for projects up to 80 units and one additional amenity for each additional 20 units which calculates to 25 amenities for this 468-unit project [5 + ((468-80)/20)]. The following 26 amenities exceed this requirement (see Sheet L-100 in Appendix L – Civil, Landscape and Photometric Plans for amenity locations and more detail on the amenity calculation):

1. Zone A - Community Building Zone (7 points) – This zone serves as an entry point to the site as well as a place for daily transactions and recreation and includes the mail kiosk, parking, pedestrian sidewalks, and ADA access.
    a. The Community Building (2 points) will be equipped with an exercise room including locker rooms that also provide direct access to the pool; dog wash facilities; a covered

outdoor gathering space; a living room with lounge, fireplace, game area, kitchenette; and small conference space.

b. The pool and gathering area (2 points) includes a water feature, lounge chairs, shade umbrellas, picnic tables, shuffleboard, and three weather-protected gathering spaces with grill, sink, and picnic table.
c. Additional amenities within this zone include children's play equipment (1 point), a scenic overlook with seating (1 point), and a bocce ball court (1 point) located along a paved walking path.

2. Zone B - "The Overlook" Community Gather Area (3 points) – This zone incorporates several different active and passive program elements and includes a scenic overlook with seating (1 point); a community gathering area with picnic tables, barbeques, and fire feature (1 point); and adult fitness equipment pods (1 point).
3. Zone C - Play and Picnic Pod (2 points) – This zone includes children's play equipment (1 point) and a picnic and barbeque area (1 point) between buildings 9, 11, and 12.
4. Zone D - Play and Picnic Pod (2 points total) – This zone includes children's play equipment (1 point) and a picnic and barbeque area (1 point) between buildings 4 and 6.
5. Zone E - Exercise Pod (1 points) – An exercise pod with adult fitness equipment is located east of building 6.
6. Zone F - Upper Site Area (2 points total) – The Upper Site Area is located at the northerly limits of the site adjacent to buildings 1 and 2. This area features a walking/jogging trail (1 point) and children's play equipment (1 point).
7. Zone G – Play and Picnic Pod (2 points) - This zone includes children's play equipment (1 point) and a picnic and barbeque area (1 point) adjacent to building 7.
8. Zone H – Exercise Pod (1 point) - An exercise pod with adult fitness equipment is located northwest of building 7.
9. Zone I – "Grow, Eat, Meet & Play" Area (5 points total) – This zone is adjacent to Road A in the vicinity of building 9. This large area is considered the heart of the community and includes children's play equipment (1 point), a picnic and barbeque area (1 point), a community garden with shed (1 point), an outdoor kitchen and grill (1 point), and a large picnic area (1 point).
10. Zone J – Picnic Pod (1 point) – Picnic and barbecue area.

Recreational amenities provided for residents are grouped into zones throughout this hillside site. These larger amenities zones are intended to provide residents with multiple options for recreating across ages and abilities. See Appendix L – Civil, Landscape, and Photometric Plans Sheets LS-100 through LS-103 for the Site Amenities Plan and Site Amenities Enlargement Plans. See LS-104 and LS-105 for example images of the character and equipment for the amenities areas.

Amenities areas are typically flattened terraces within the sloped site (around 2% slope). Walkways provided between amenities areas are accessible (less than 5% slope). Walkways and trails have been designed to provide pedestrian connectivity throughout the entire site, linking site amenities areas, residences, shared community resources, and providing residents with a walking/running/hiking circuit as well as physical and visual connections to the adjacent forested and scenic areas.

In general, the site landscape design such as tree locations and type, shrub and groundcover vegetation beds, and grass areas reinforce the outdoor site amenities "zones" providing appropriate separation between amenity uses and roads/parking/buildings. Tree placement is responsive to providing residents access to both sun and shade in the amenities areas. Bike parking (in addition to that provided in building breezeways) and benches are also provided throughout the site, along the pedestrian pathway network.

The sequential construction of amenities will generally follow the building construction sequence throughout the site, beginning at the "bottom" of the site and then moving clockwise up the west side of the site, and then down the east side of the site. The proposed sequence is intended to construct amenities in a way that is linked to the progression of site construction, provides adequate finished amenities for use by residents around the time of move-in, and allows residents safe access to finished amenities. A diagrammatic plan illustrating the general sequence of amenity construction alongside building construction is provided in Appendix S – Amenity Sequencing Exhibit.

Note that amenities may change as the project progresses through final design pending approval by the Planning Director. The project amenities will be maintained by onsite property management operated by Edward Rose.

Each unit is required to provide an exclusive accessible outdoor private space of not less than forty-eight square feet in area. The area shall be designed to provide privacy for unit residents and their guests. This is provided through a mix of patio and deck spaces with a minimum proposed size of 60 square feet (see Appendix K – Design Review Plans).

6. SITE LANDSCAPING (PMC 18.70.060(D.1)

Twenty percent of the site is required to be landscaped within the RM zone (Parcels V & VI). Installed landscaping, setback vegetation, native vegetation and a maximum of 40 percent of the critical areas can contribute to the minimum 20 percent landscape requirement. The landscape calculation for Parcels V and VII shows that 32 percent (15.76 acres) of the site is landscaped (this total excludes the landscaping provided in required setback areas and the preserved native tree and vegetation areas of Resultant Parcels V and VI). See Sheet L-002 of the landscape plans for the landscaping calculation summary (Appendix L – Civil, Landscape & Photometric Plans).

7. SETBACK LANDSCAPING (PMC 18.70.060(D.2)

Required setback landscaping is provided in several areas: 1) along the side and rear of the site (25-foot setback landscaping is required at side (north) and rear (east); 25 feet is provided on the northern side and 50 feet is provided along the eastern side); 2) 10-foot setback landscaping along the edge of Parcel V adjacent to Parcel VI; and 3) 10-foot setback landscaping at the front of Parcel VI at Vetter Road NE. Ten feet of screening landscape is provided along the front of Parcel V at Vetter Road NE and also serves as setback landscape and screening for the west stormwater pond. Screening landscape and fencing is provided on all edges of stormwater pond. Much of the setback landscaping for the side and rear yards is existing native trees and plants that will be retained. The setback landscaping for the front of Parcel V and VI will contain the required one tree and three shrubs (3.5’ tall) to provide 75 percent

coverage of a 300 square foot area in three years. See Sheets L-100 through L-104 for the locations of setback landscaping and L-105 for the conceptual planting schedule (Appendix L – Civil, Landscape & Photometric Plans).

8. STREET TREES (PMC 18.70.060(D.3)

Street trees with groundcover are required and are provided thirty feet on center along Vetter Road NE, Road L, and Viking Avenue NE within a minimum 5-foot-wide planting strip (See Appendix L – Civil, Landscape, and Photometric Plans.)

9. PARKING LOT LANDSCAPING (PMC 18.70.060(D.4)

Landscaping within parking areas ranges from 12.5 percent to 19.6 percent. This exceeds the requirement that a minimum of 5 percent parking areas shall be landscaped. Landscape areas within the parking lots are a minimum of 5 feet wide. Area calculations are found in Appendix R – Parking Lot Landscape Exhibit and planting details are found in Appendix L – Civil, Landscape and Photometric Plans.

10. BUILDING PERIMETER LANDSCAPING (PMC 18.70.060(D.5)

Residential buildings in the Oslo Bay Apartments complex require building perimeter landscaping per PMC 18.70.060.D.5 (planting beds with a hierarchy of plantings for at least 60 percent of the wall length). The code specifies that "larger trees may be planted twenty-five feet on center within a fifteen-foot planting bed and minimum ten feet from base [of the building]," but does not specify the spacing of columnar trees "installed minimum four feet from the building's foundation within a minimum six-foot-wide planting bed."

The width of the planting beds provided at the base of each building vary in size from a minimum of 6 feet to 15 feet or slightly larger depending on the adjacent site features (sidewalks, paths, walls, bicycle parking, etc.) and the mature size of the trees planted within them. Trees are located based on their estimated mature size plus an additional 2 feet away from the face of buildings (to account for room for root growth and access to the building for maintenance, etc.).

Tree species are located around the buildings in such a way as to create a hierarchy of plantings allowing visual interest and texture as well as providing a variety of views and partial views from building windows and porches. Plants selected for the building perimeter landscaping consist of shrubs, ferns, and grasses spaced according to their mature size (Appendix L – Civil, Landscape and Photometric Plans).

11. ONSITE PEDESTRIAN CIRCULATION (PMC 18.70.060(D.6)

Five-foot wide sidewalks on both sides of the road parallel Vetter Road NE, Road L and most of Road A. A 5-foot wide accessible pedestrian sidewalk is provided along each building and down through the site to the Community Center. Additional soft-surface pathways are provided within the site to connect paved pedestrian areas and provide access to recreational amenities. Landscaping is provided along all pedestrian pathways (Appendix L – Civil, Landscape and Photometric Plans).

12. ONSITE VEHICULAR CIRCULATION, PARKING AND BICYCLE FACILITIES (PMC 18.70.060(D.7)

Vehicular circulation throughout the site is described in detail in Section IV.B. The parking courts are designed between pods of buildings. This design allows for fewer entrances onto private Road A. The garages for Building Type A are not visible from the traveled way through the parking courts. The parking area for the Community Center is located 15 feet from Vetter Road NE and is screened by a landscape buffer.

PMC 18.140.060 - Design Standards for Bicycle Parking Areas requires two bicycle spaces plus one additional space for every twenty automobile parking spaces, with no more than 20 bicycle spaces required. This project proposes 850 automobile parking stalls (Section V.A.21) which equates to 43 bicycle spaces. However, given the scale of this project, the applicant proposes to exceed this standard by providing 100 outdoor bike spaces as follows: 3 spaces per buildings (39), 47 spaces for recreational amenities, and 14 spaces for the community building/pool). See Appendix L – Civil Plans, Landscape and Photometric Plans.

13. BUILDING FACADES (PMC 18.70.060(D.8.a))

Architectural articulation: There are two distinct apartment building types along with a Community Center on site. Although the apartment buildings are similar in height and size, they employ a variety of exterior design elements to make them unique but complementary of each other. Modulation is created by the arrangement of entry access stairs, exterior patios, balconies, window groupings, and railing types. Each building type has a prominent entry stair that connects all three levels of the building. In Building A, this stair tower is emphasized by a gable porch roof that greets the resident. In Building B, the stair tower is nestled in-between the adjacent units that have a larger building massing. This brings a sense of intimacy to the entry experience. Balconies and porches extend from the face of the main façade. This adjacency created depth and an opportunity to change the materiality. Railings read as solid walls or transparent depending on their location on the facade. For efficiency, the units stack on top of each other throughout the levels. This creates some vertical repetition on the façade. The repetition is dealt with by combining window grouping between levels with a bay window approach or connecting materials above and below.

The exterior wall modulation provides a natural opportunity for a variety of roof forms. The apartments employ shed roofs, gable roofs, dormer roofs, and bay window grouping that bring variety to the facades and their roof profiles.

A rich palette of materials is used to further create modulation within the facades of the apartments. From vertically grouping materials to changing materials to accentuate horizontality, each building deploys different techniques. Each building uses stone to visually anchor some walls, while transparent railings are employed to reduce the overall mass of the building,

Visual terminus to tops of buildings: Roof forms terminate along the facades in a variety of ways. The main roof of each building provides a simple gable for all other roofs to resolve to. All balconies are covered by either a shed roof or a gable roof. The main roof and accent roofs include a roof overhang

that extends beyond the main wall of the building. Unit roofs extend higher than the termination of the main roof creating dormers that provide further articulation of the façade.

Visual interest: The entry stairs of Building A are a gable porch roof design that clearly denotes the buildings entry. All windows and doors include trim materials that complement the building color palette. Each façade has bay window groupings that accent the main wall of the buildings. Two different railing types are used to provide differing levels of privacy and visual massing of the façade. Stone is used as a base material throughout the project.

Window and door trim is provided throughout the project. A larger trim board is used at the tops of windows and doors and a thinner profile is used at the sides. Complimentary colors are used to highlight the trim and, in some cases, contrasting colors are an opportunity to create a distinct design unique to a building. See Appendix K – Design Review Plans.

14. MATERIALS (PMC 18.70.060(D.8.b))

Lap siding, vertical board & batten siding, panel siding, trim, wood and cultured stone are all present in the project. The lap siding and vertical board & batten will be painted a variety of colors depending on their location on the site. See Appendix K – Design Review Plans.

15. COLOR (PMC 18.70.060(D.8.c))

Main color: The main color of the apartments includes a palette of medium, light, and dark earth tones within a brown color family.

Trim color: The trim color is used as a compliment to the adjacent main color. In some cases, the trim color is lighter than the main color and in some cases it is darker. The roof trim is consistent across the façade and varies in its relationship to the main color.

Accent color: Accent colors range from the blue and green family to a silver and orange family. Since wood is used as an accent its natural tones are present on the façade. Other accent colors are dark earth greys and highlights of tan and lighter browns. The accent colors are limited to bay windows, railings, and small architectural features to not exceed 15%. See Appendix K – Design Review Plans.

16. ARCHITECTURAL VARIETY (PMC 18.70.060(D.8.d))

Two building designs were created to produce the thirteen buildings present on the site. Although base material palettes will be similar the buildings vary vastly in their modulation, massing, and unit layout.

Building A has prominent gable-roofed front porches that clearly define the entry stair elements. The main façade wall reads as a single architectural expression across the entire wall. Changes in material and window groupings further accent the verticality of the building. The main roof line is broken with the introduction of gable roof dormers.

Building B has recessed entry ways that are clearly defined by the space in between the residential units. The units on this building read more like townhomes or rowhouses with a defined gable shape at the top, window groupings within the walls, and exterior balconies. The ends of the buildings are grounded

by stone accents and private garage doors. Above the garage doors, unit balconies and living rooms cantilever out from the wall, creating vertical and horizontal modulation. Above the garages are projecting bay windows connecting the top two floors of units. See Appendix K – Design Review Plans.

17. STEPBACK (PMC 18.70.060(D.8.e))

All residential buildings on the site are set back from a public sidewalk a minimum of 14 feet. Unlike urban settings where buildings are set at a zero setback, these apartments are set back at least 20 feet from parking or roadways. This distance naturally reduces the impact of the façade on the viewer. Although some walls exceed the 30-foot requirement, the roof recedes from view above the 30 feet. Additionally, balconies project from the main building wall and their railings terminate at a height of approximately 24.5 feet, well below the 30-foot requirement. The area above any 30-foot walls is attic space so there is no finished interior space or roof deck that would accommodate the step back requirement. To meet this criterion would require creating a flat roof. This roof would conflict with the residential sloped-roof character of the buildings and cause other construction issues. See wall section for clarity of the step back requirement (see Appendix K – Design Review Plans).

18. OUTDOOR STORAGE AND TRASH RECEPTICLES (PMC 18.70.060(D.9)) AND SCREENING REQUIREMENTS (PMC 18.80.060(H.2))

The central compactor/recycling area will be completely screened through a combination of walled enclosures and layered landscaping (see Appendix L – Civil, Landscape and Photometric Plans). Recreational vehicle storage is not proposed.

Self-contained HVAC equipment that is entirely continued within a mechanical closet within each apartment will be used. The mechanical closet contains both the air handler and air conditioning condensing units so there is no need for rooftop units or remote condensers located around the building foundation. The Community Center will be a split system with two furnaces and two internal air conditioning units. No equipment will be placed on the roof. Approximately three air conditioning units will be located on pads outside the building. These pads will be concealed by landscaping.

19. LIGHTING PLAN PMC (18.70.060(D.10)) and LIGHTING 18.80.080(N.8)

A photometric plan has been provided to show that lumen readings are zero at the project boundaries. Lighting fixture details for entryways, parking lots, and along pedestrian pathways will be provided with the building permit. The lighting will be oriented and shielded, if necessary, to avoid direct glare onto adjacent properties, while providing safety for pedestrians. See Appendix L – Civil, Landscape, and Photometric Plans and Appendix M – Photometric Cut Sheets.

20. FENCES (PMC 18.70.070(M))

All proposed fencing will be positioned to maintain sight distance requirements. Fencing is anticipated to be six feet or less. Any fences exceeding six feet will require a building permit. Fencing specifications will be detailed on the construction plans.

21. PARKING (PMC 18.70.080)

PMC 18.70.080(A.3) requires 1.5 parking spaces per unit plus one guest parking space per 4 units. This results in a requirement of 819 spaces for the 468-unit project [(1.5*468) + (468/4)]. The project provides 820 private parking spaces for the multi-family project, which includes 42 ADA stalls. A parking requirement for a Community Center is not specified in the City's code. However, Edward Rose has determined the need for 30 spaces to adequately serve existing projects of similar size (see Appendix L – Civil, Landscape and Plans). The parking count proposed may fluctuate slightly based on minor site plan and grading revisions through construction and building permit review and approval, provided that a minimum 702 tenant stalls and 117 guest stalls are provided.

22. SIGNAGE (PMC 18.70.090)

Sign details will be provided with the building permit submittals.

23. TREE RETENTION PMC (18.180.040(B.1))

The PMC requires the retention 25 percent of trees which are 10 inches in diameter or greater measured 4.5 feet above grade subject to the priorities listed in PMC 18.180.030. Approximately 42 percent of the significant trees are proposed to be retained on Parcels V and VI (Parcel VII has been excluded due to future anticipated development on this parcel). See Sheet TP-001 through TP-104 of the landscape plans (Appendix L – Civil, Landscape and Photometric Plans).

CONSTRUCTION SEQUENCING

The project will be constructed in three stages to minimize the amount of site area being worked at a time. Each stage will require sufficient stabilization to enable opening up the next stage of site work. The stages of site work are depicted graphically in Appendix K of the Storm Drainage Report (Appendix A).

All public road improvements including intersections and landscaping will be completed and accepted or bonded for prior to occupancy of the first building. Subsequent building occupancies will occur every 3 – 4 months or as market demands. Private access roads, utilities, and parking areas necessary to serve each new building will be completed prior to occupancy of that building. Landscape areas associated with each building will be completed or bonded for prior to building occupancy (depending on seasonal restrictions on planting schedules for landscape implementation). Amenity construction will be phased to provide an appropriate level of amenities as buildings come online. The scope of hardscape and landscape required for building occupancy will be delineated with each building permit application.

APPENDICES