

February 1, 2023

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

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

Dear Planning Commission, City Council and Mayor Erickson:

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

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

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

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

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

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

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

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

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



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

February 6, 2023

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

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

Dear Planning Commission, City Council and Mayor Erickson:

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

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

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

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

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

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

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

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



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

From: [Thomas Charles Foley Sr.](#)
To: [City of Poulsbo Planning and Economic Development](#)
Subject: Re: Comp plan survey
Date: Thursday, February 9, 2023 1:28:25 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Ms. Coleman,

I'm certain that this survey submission error is probably something that I am doing or not doing, but once again after several attempts I was unable to submit due to my comments, which didn't exceed the maximum number of characters allowed. I admit that my computer skills are not of the level of most grammar school children these days, Ha.

What I really wanted to say respectfully is; I believe that the city should publish a stand alone comprehensive study on the current level of city services in support of our current residential population and on giving days and times, visiting or transiting populations. This document should include all services such as sewage, water, electricity, communications, traffic mitigation, Police, Fire, EMT, public transportation, bike path connectivity, open space acreage, parks, and public works services. This study should include recommended or required levels of support for populations based on national, state, or growth expert analogy. This study needs to be applied or referenced prior to any approval of new growth.

Case in point but not limited to other examples. The city continues to create more and more landscaping strips along streets and then not take care of them because of a lack of public works employees or equipment to maintain the landscaping. Im certain you know what I talking about, such as the Lincoln Circle Welcoming center area, and the road side landscaping from there to town along Lincoln. I would further guess, but not certain, that the Police level of service is below FBI police levels based on the current population for a city.

Perhaps there is already a document within the plan that provides this information. I think the Comp Plan needs to show this but, more importantly, an in-depth, stand alone document would be preferred. If I am not seeing this information that is provided by the city, please direct me to it, Thank you very much for your assistance.

V/R, Tom

> On Feb 9, 2023, at 8:42 AM, City of Poulsbo Planning and Economic Development
 <information@cityofpoulsbo.com> wrote:

>

> Good Morning,

>

> I took a look and cannot seem to diagnose what the problem might be on our end. Did you try another browser?

>

> Best,

>

> Nikole Coleman, AICP (she/her/hers)

> Senior Planner

> City of Poulsbo | 200 Moe Street | Poulsbo, WA 98370

> PED General Line: (360) 394-9748

> Planning and Economic Development | City of Poulsbo

> Click here to sign up for our monthly newsletter

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>

> NOTICE OF PUBLIC DISCLOSURE: This e-mail account is public domain. Any correspondence from or to this e-mail account may be a public record. Accordingly, this e-mail, in whole or in part, may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party

>

> -----Original Message-----

> From: Thomas Charles Foley Sr. <foleytc@comcast.net>

> Sent: Monday, February 06, 2023 1:39 PM

> To: City of Poulsbo Planning and Economic Development <information@cityofpoulsbo.com>

> Subject: Comp plan survey

>

> CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

>

> I spent sometime attempting to provide my survey but, failed due to the number of characters allowed in the other category response box. It states up to 255 character limit, My original was at 237, I reduced it to 144 since it didn't like that, then I was notified again of an error. Finally I gave up. Someone needs to correct this malfunction or at least educate us as to what we are doing wrong.

From: [MARIANNE OWEN-BEATTIE](#)
To: [Nikole CH. Coleman](#)
Subject: growth survey
Date: Wednesday, February 22, 2023 12:53:58 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Nicole Coleman:

Our thanks to you and the City of Poulsbo for including us, as residents of Poulsbo, in your survey regarding the future growth of Poulsbo.

I wish to call your attention to one glaring omission in your survey, which is simply a question asking us, as citizens, whether or not we want ANY growth. There are a sizable number of people of my acquaintance in this community who want NO growth. Your survey was cleverly constructed to leave out the possibility of people voicing that opinion.

We moved here in 2018 from Seattle, and love being here. But we've been appalled by the amount of development that has occurred since. I know most city planners assume that "growth is inevitable." One hears this constantly. Population is increasing, more housing needs to be built, etc. I don't consider myself anti-business, but over the years, in Seattle and other communities I've lived in, I've watched municipalities destroy the very things that originally gave their communities a higher standard of living, and a distinctiveness, often because people wanted to make money and "grow" the economy. Well, there are other things that construction workers can do that would be as valuable for Poulsbo, Kitsap, and the world, as build another housing development. The old adage of "Think Global. Act Local." has never been more pertinent.

"Growth" is volitional. A rational citizenry can chose to do it or not do it. It is not a physical principle of the universe, at least not in terms of democratic governments run by human beings on Planet Earth. Let other communities decide that "growth is inevitable" and let them become more and more polluted, traffic jammed, noisy, and pointless. Let them cut down every tree on every little plot of ground, and make their communities into Renton, or the San Fernando Valley in L.A. (The way people cut trees on their property in Poulsbo is astonishing to me. Whatever regulations are on the books, few people here seem to have much consciousness about the value of maturer trees, the canopy, the ecological value of small plots of undeveloped land.)

Push is coming to Shove. The world is overpopulated. You can bury your head in the sand, and do nothing about it, but the data is clearer and clearer. We're in an environmental crisis all over the world, and leaders of communities such as yourself need to put that in the forefront of your planning. My wife and I would be excited to see that the city had enough political courage to genuinely act to create more green space, parks, and forested areas, finding ways to acquire land for the overall health of

everyone here and the planet, than helping someone to build another Dairy Queen or Walmart or pint-sized convention center. Or developments like, frankly, the ones along Noll Rd. Or kowtowing along the way to some nut-job libertarian quick buck artists. (Why no significant green spaces in those developments? Why no porous concrete sidewalks and so on. The entire thing seems to have been conceived in 1950 by William J. Levitt, and hardly more advanced.)

The supposed values of development to the economy don't always turn out that way. In Seattle, they built a vast addition to the Convention Center, costing a huge amount, I guess to give Comic Con conventions and Microsoft more room, and all around it, this supposed economic engine for downtown, vacant store fronts and buildings, people shooting up heroin and fentanyl who need daily 24 hour care and have no hospitals to go to, and have no place to live, and distinguished arts organizations struggling to get patrons to come downtown to an increasingly crime ridden area.

We need investment in our infrastructure, and that means, in my view, environmental investment, as well as city services, and motivating principles for governance and political leadership that have more to do with quality of life than profit.

Sincerely,

Kurt (and Marianne) Beattie
19838 Blue Lagoon PI NE
Poulsbo, WA 98370
206-660-0979
mobkb3@comcast.net



April 11, 2023

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

Sent electronically to hwright@cityofpoulsbo.com

Re: City of Poulsbo 2024 Comprehensive Plan Update

Dear Ms. Wright:

This letter is intended to help the City of Poulsbo include information pertaining to electrical system planning within the 2024 Comprehensive Plan Update, being conducted in accordance with the requirements of the Revised Code of Washington, specifically 36.70A and the 43.21C.

Below are topics that Puget Sound Energy (PSE) believes should be considered within the update of the Comprehensive Plan.

PSE encourages the City to integrate elements of the following documents:

- PSE Integrated Resource Plan (IRP) – 25 year Long-range Plan
- PSE Clean Energy Action Plan (CEAP) – 10 year Strategy Plan
- PSE Clean Energy Implementation Plan (CEIP) – The CEIP builds on the vision established within the Integrated Resource Plan and the Clean Energy Action Plan. The CEIP acts as a roadmap for implementing clean energy actions, programs and investments over the next 4 years.

Other considerations include:

- How will the Comprehensive Plan address implementation of the State's Clean Energy Transformation Act (CETA)?
- How will the Comprehensive Plan integrate the need for ongoing and future electrical projects that improve reliability and increase capacity?
- How will the Comprehensive Plan address the City's implementation of Transportation Electrification and Building Electrification?

April 11, 2023

These energy strategies have potential impacts to electric transmission and distribution facilities. Such impacts should be identified and potentially evaluated as part of the amendment to the Comprehensive Plan, specifically within the Public services and utilities element and other elements identified in RCW 36.70A. This could also include the City's strategy for any Subarea Plans.

PSE would like to thank the City for the opportunity to provide comments throughout the update process. Should there be any questions or information that we can provide to assist the City, please do not hesitate to contact me at (360) 522-0322 or at Robert.bergquist@pse.com.

Sincerely,

Bob Bergquist

Bob Bergquist
Senior Municipal Liaison Manager/Land Planner
Puget Sound Energy

June 29, 2023

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

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

Dear Mr. Bateman:

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

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

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

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

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

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

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

2024 Comprehensive Plan Update – New Roadway “Z”

June 28, 2023

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

A handwritten signature in blue ink that reads "Ron Easterday".

Ron Easterday
20382 12th Ave NE
Poulsbo, WA 98370

rl0909@comcast.net

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

June 29, 2023

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

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

Dear Mr. Bateman:

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

July 30, 2023

Poulsbo Planning Commission
200 Moe St.
Poulsbo, WA 98370

Dear Commissioners,

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

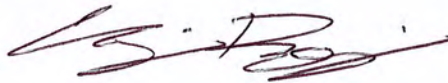
I encourage the City to explore alternative transportation connections, including walking/biking trails, that would be less disruptive to the neighborhood, safer and more compatible with the high quality of life that Poulsbo strives to achieve.

Thank you for considering my request.

Respectfully,



MARION PHILIPPE



CHRIS BORZIO

RECEIVED

AUG 03 2023

PED Department

July 30, 2023

Poulsbo Planning Commission
200 Moe St.
Poulsbo, WA 98370

Dear Commissioners,

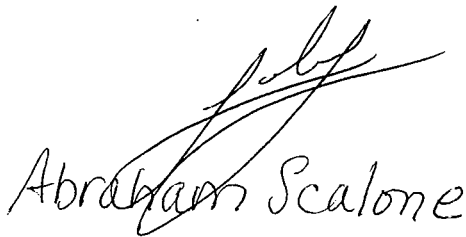
I live on Sandvik Place NE in Poulsbo Meadows. I support a neighborhood request to remove from the Poulsbo 2024 Comprehensive Plan the future street extension of Sandvik Place south to the Mountain Aire development, which would open a potentially busy motor vehicle route immediately in front of a playground.

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

Thank you for considering my request.

Respectfully,

Marilyn Reisel
Marilyn Reisel


Abraham Scalone

August 8, 2023

Dear Commissioners,

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

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

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

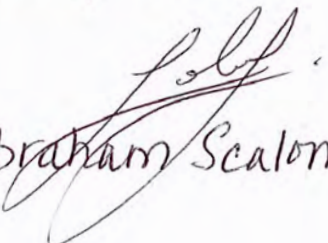
We have two granddaughters. They ride their bikes up and down the street as well as the sidewalks when they visit. They also go across this street to the playground. It would not feel safe to us for them to be on a busy street. There is also more of an escape route for anyone that might want to vandalize.

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

Thank you for your consideration.

Sincerely,

Marilyn Reisel
Marilyn Reisel


Abraham Scalone

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

Aug. 7, 2023

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

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

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

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

Here are our reasons:

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

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

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

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

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

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

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

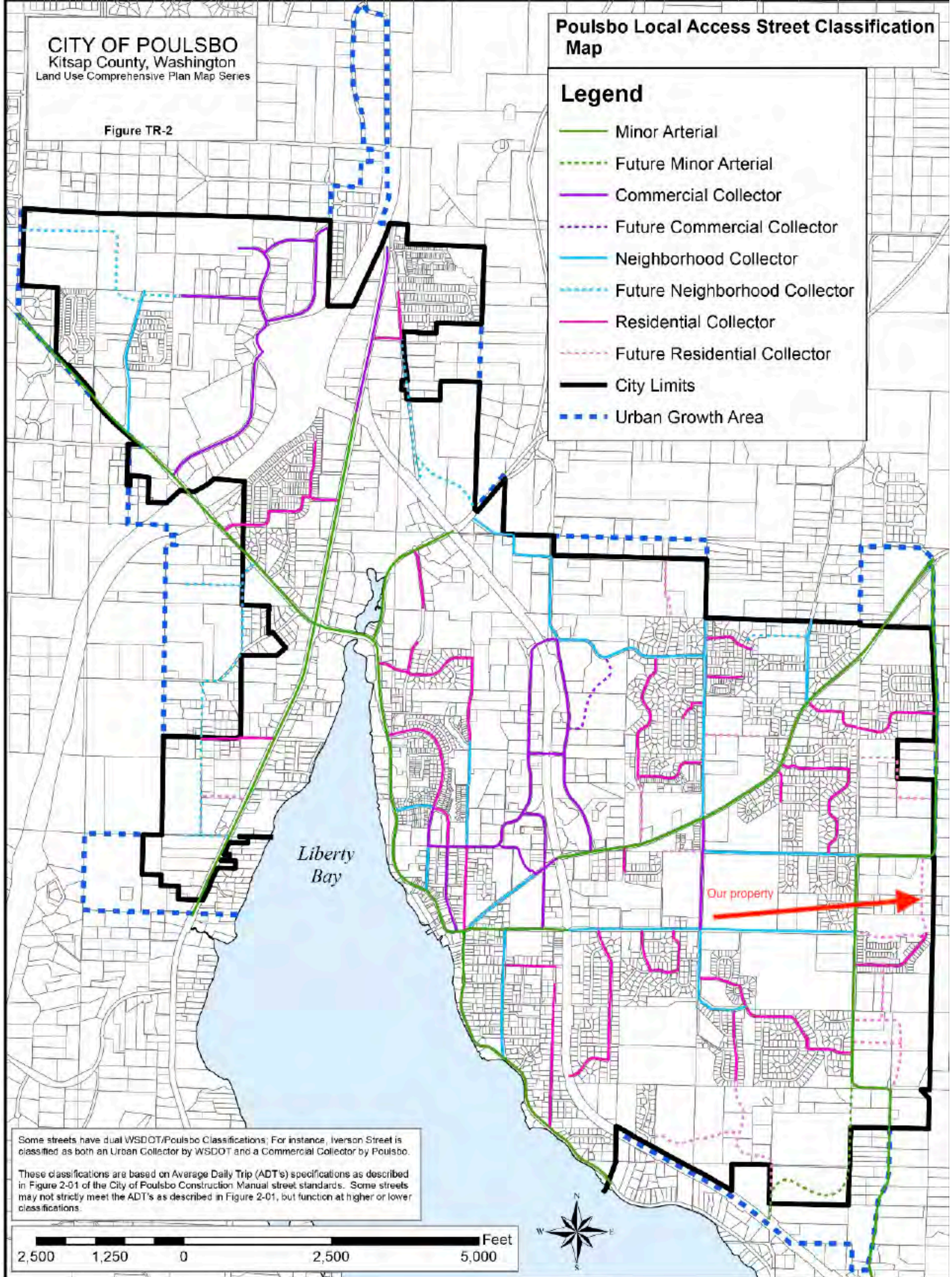
The effect is that we'd be forced to sell, at a discount, to a developer.

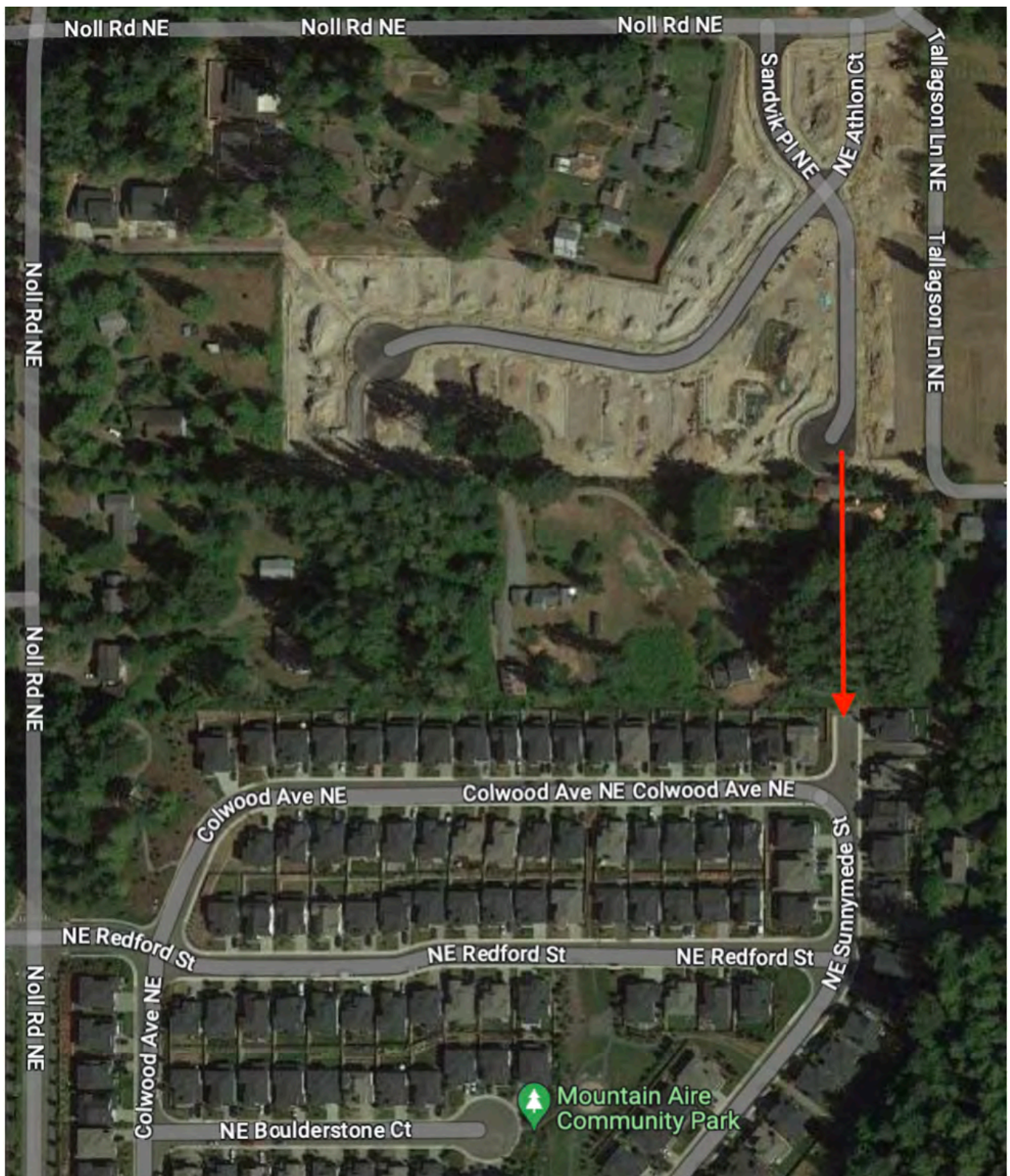
In this regard, the future road extension is like a taking of property, only worse. When the City exercises eminent domain, the landowner at least receives fair market value. In our case, we get no compensation, just an encumbrance.

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

Thank you for your consideration.

Sincerely,
Edie Lau and Jon Williams





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



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



September 17, 2023

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

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

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

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

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

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

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

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

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



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

cc: Mayor Becky Erickson
berickson@cityofpoulsbo.com

July 30, 2023

Poulsbo Planning Commission
200 Moe St.
Poulsbo, WA 98370

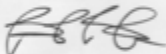
Dear Commissioners,

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

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

Thank you for considering my request.

Respectfully,



Brian P. Black & Pearl H. Black

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

br+amphblackdd@gmail.com

July 30, 2023

Poulsbo Planning Commission
200 Moe St.
Poulsbo, WA 98370

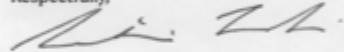
Dear Commissioners,

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

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

Thank you for considering my request.

Respectfully,



ANTONIO CARBO
1880 COLWOOD AVE NE

July 30, 2023

Poulsbo Planning Commission
200 Moe St.
Poulsbo, WA 98370

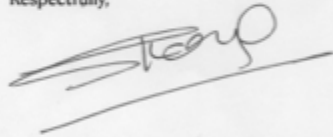
Dear Commissioners,

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

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

Thank you for considering my request.

Respectfully,



SANJAY KAUL

11209 SANDVIK PL NE

POULSBO, WA 98370

July 30, 2023

Poulsbo Planning Commission
200 Moe St.
Poulsbo, WA 98370

Dear Commissioners,

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

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

Thank you for considering my request.

Respectfully,



Roland Lisceno
19206 Sandvik Pl NE
Poulsbo, WA 98370

July 30, 2023

Poulsbo Planning Commission
200 Moe St.
Poulsbo, WA 98370

Dear Commissioners,

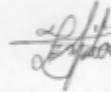
I live on Sandvik Place NE in Poulsbo Meadows. I support a neighborhood request to remove from the Poulsbo 2024 Comprehensive Plan the future street extension of Sandvik Place south to the Mountain Aire development, which would open a potentially busy motor vehicle route immediately in front of a playground.

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

Thank you for considering my request.

Respectfully,

Lidia E Morales



19214 Sandvik PL NE
Poulsbo WA 98370

July 30, 2023

Poulsbo Planning Commission
200 Moe St.
Poulsbo, WA 98370

Dear Commissioners,

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

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

Thank you for considering my request.

Respectfully,



Kenneth Perez
19226 Sandvik Pl NE
Poulsbo, WA. 98370

Nov. 13, 2023

To: Poulsbo City Planning Commissioners

From: Edie Lau & Jon Williams

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

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

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

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

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

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

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

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

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

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

"Future Street Extension" signs and locations in Poulsbo

Compiled by Edie Lau & Jon Williams October 2020

NW Reliance St

Off Urdahl; facing north

</

Ashby Ave

same development off Urdahl; near Westwood



Ashby Ave
near Cascadian



Hogue Place NE

Snowberry Bungalows area, facing northeast

Shows as a future neighborhood collector on map but no sign. House to the side, in the distance.



12th Avenue NE

facing south

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



Kevos Pond Court NE

facing south toward Langaunet Lane



NE Dynasty Drive



Athena Ave NE

Facing north; off Pugh Road



Athena Ave NE

Facing south

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



NE Sunnymede St

Mountain Aire; facing north

Sandvik Place NE

facing south

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



FOREST ROCK HILLS HOMEOWNERS ASSOCIATION

P.O. Box 1983
Poulsbo, WA 98370

February 20, 2024

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

plan&econ@cityofpoulsbo.com
Attn: Planning Commission

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

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

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

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

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

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

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

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

FOREST ROCK HILLS HOMEOWNERS ASSOCIATION

P.O. Box 1983
Poulsbo, WA 98370

Yours truly,

Lisa Alloin
President

Chris Doving
Treasurer

Nicole Retana
Secretary

Michael McQuaid
Member-At-Large

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

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

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

CC:

City of Poulsbo

200 NE Moe Street

Poulsbo, WA 98370

Attn: Becky Erickson, Mayor

June 29, 2023

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

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

Dear Mr. Bateman:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

February 1, 2023

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

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

Dear Planning Commission, City Council and Mayor Erickson:

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

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

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

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

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

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

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

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

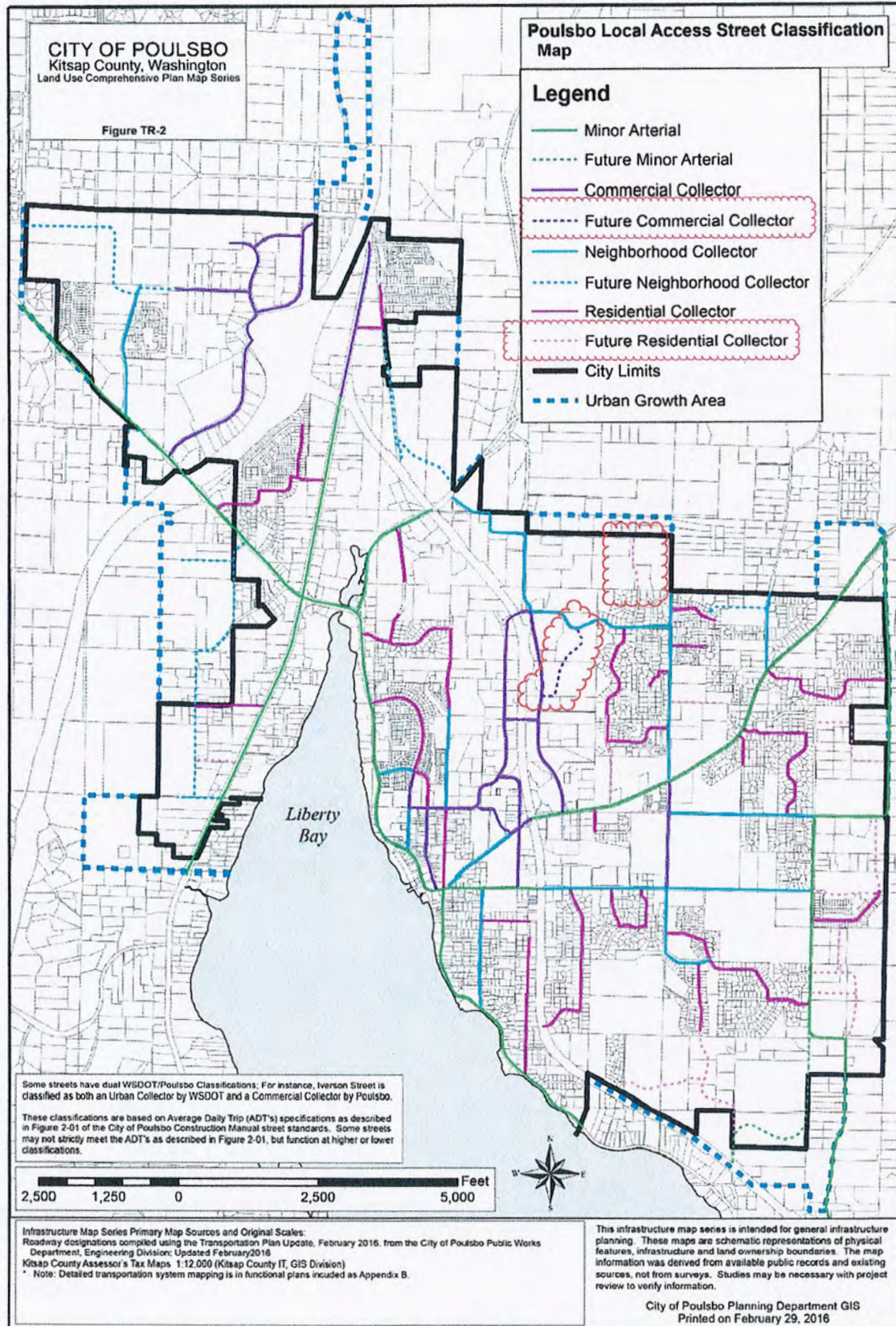


Figure 2. Arterial Network and Functional Classification

Table 13. New Roadways

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

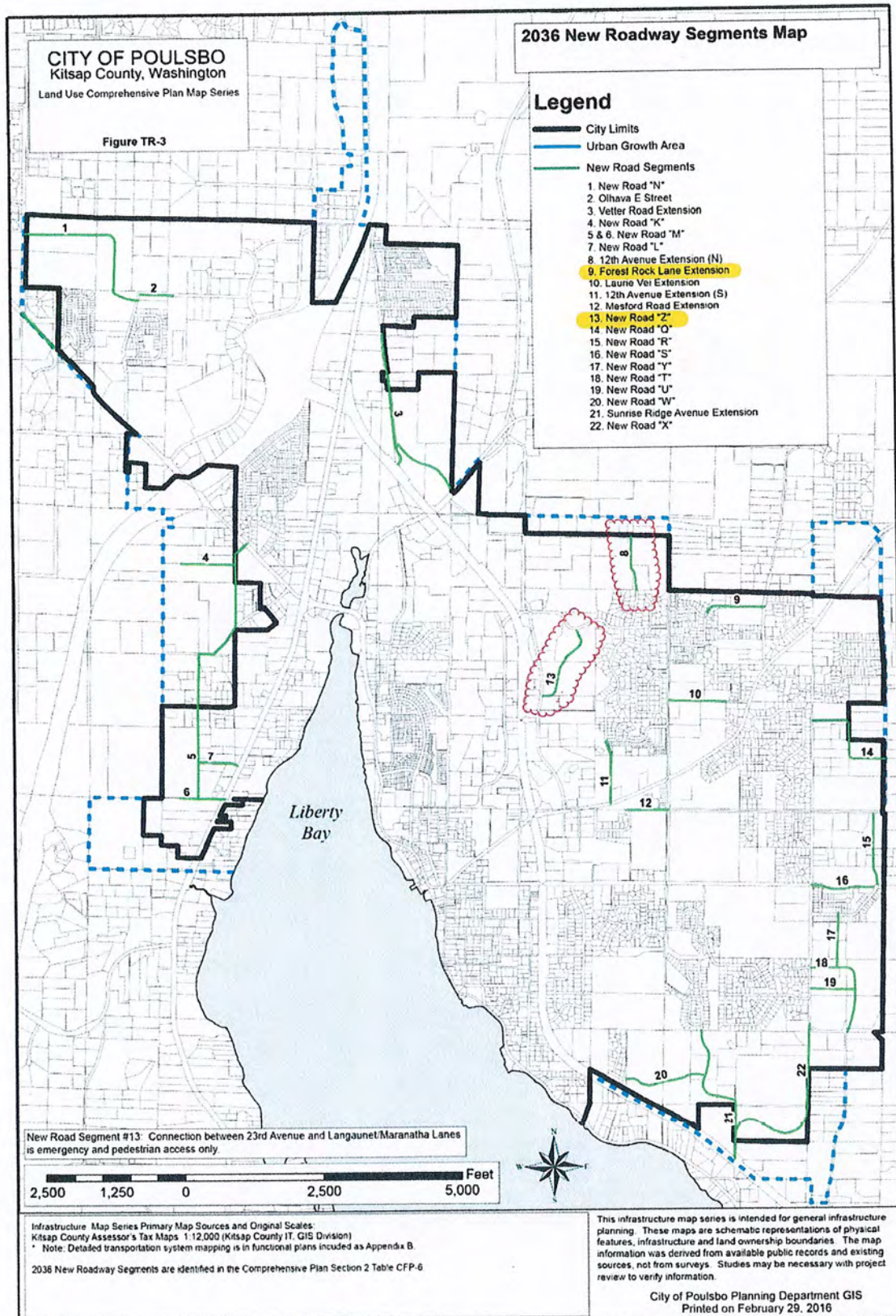


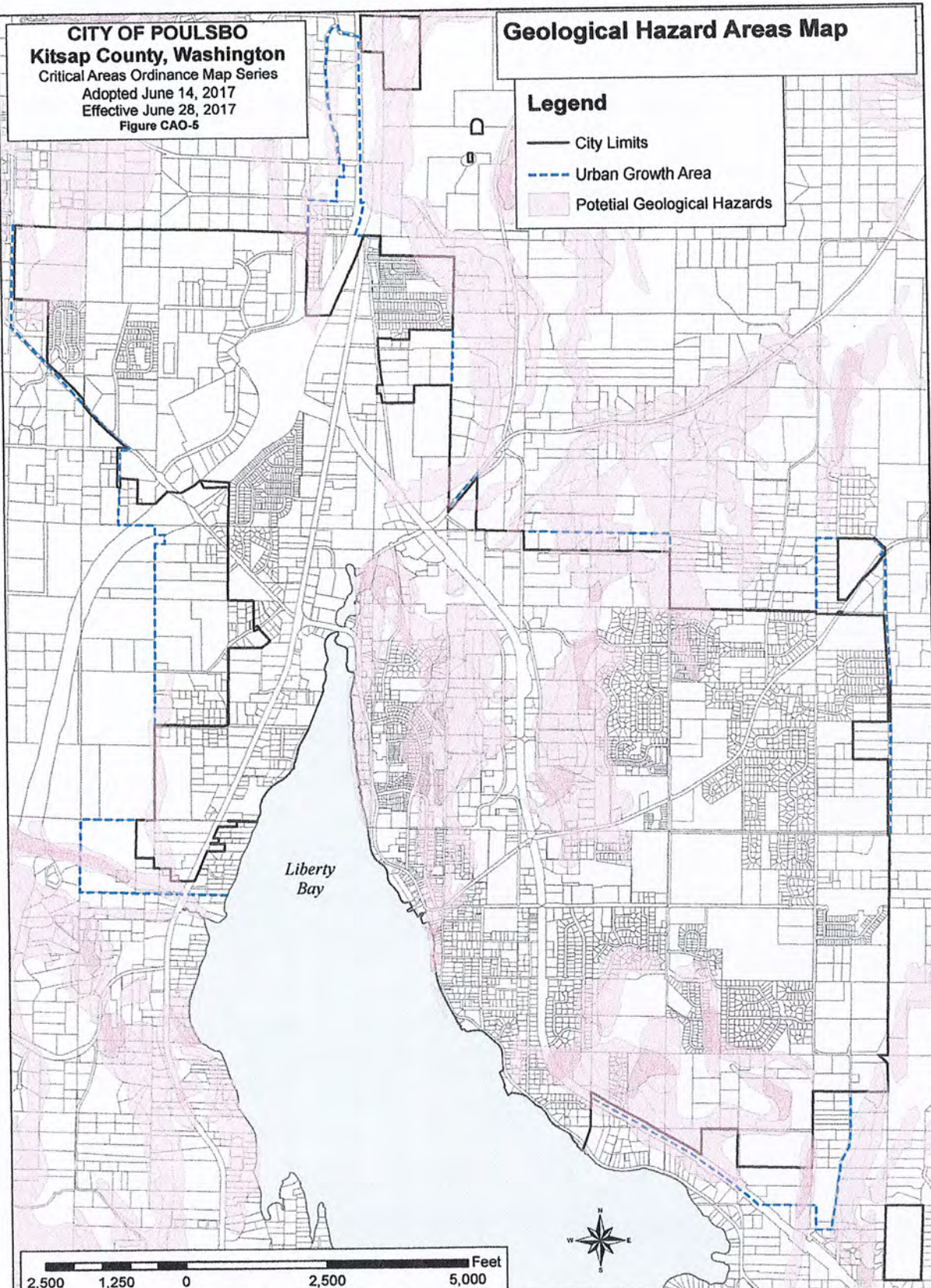
Figure 9. New Roadway Segments

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

Geological Hazard Areas Map

Legend

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



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

* Note: Saltwater wetlands are not represented on this map, however, they are of concern within the Shoreline Management Act.

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

City of Poulsbo Planning Department GIS
 June 14, 2017

April 1, 2024

Dear Commissioners,

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

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

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

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

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

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

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

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

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

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

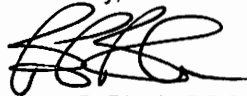
Having said that, we strongly favor Policy TR-9.6, whereby the city will: *"Work with property owners to create pedestrian and bicycle connections in established areas that have poor or no connections with adjacent neighborhoods, and close to commercial areas, transit stops, schools, parks or other facilities...."*

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

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

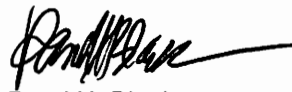
Thus, we desire more connectivity, but not with motorized routes through our neighborhoods. Rather, we believe it is more consistent with the overarching vision set forth in the Transportation Plan for Poulsbo to have more pedestrian and bicycle pathways connecting existing neighborhoods *without* the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

Sincerely,



Brian P. Black, DDS

E: BrianPBlackDDS@gmail.com
C: (909) 496-1009



Pearl H. Black

E: PearlHBlack@gmail.com
C: (909) 496-1200

From: [Heather Wright](#)
To: [Tiffany Simmons](#)
Cc: [Nikole CH. Coleman](#)
Subject: FW: Poulsbo Comprehensive Plan -- PSE Comments -- April 2024
Date: Thursday, April 25, 2024 9:08:41 AM
Attachments: [Copy of PSE Comp Plan Language Comments April 2024.xlsx](#)

Hi Tiffany,

Would you add this to the list of comments received re: the Comp Plan?

Thank you.

From: Bergquist, Robert William <Robert.Bergquist@pse.com>
Sent: Thursday, April 18, 2024 11:25 AM
To: Heather Wright <hwright@cityofpoulsbo.com>
Cc: Nhan, Christine <Christine.Nhan@pse.com>; Tousley, Amy <Amy.Tousley@pse.com>
Subject: Poulsbo Comprehensive Plan -- PSE Comments -- April 2024

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Heather -

On behalf of Puget Sound Energy (PSE), I am reaching out to convey our thoughts for your consideration as part of the periodic update to the comprehensive plan and development regulations under the Revised Code of Washington (RCW), specifically Chapters 36.70A and 43.21C.

The attached spreadsheet contains suggested language as it relates to customer programs and our shared climate goals. In the attached, you will find 7 tabs grouped by category.

At PSE, we recognize that climate change is one of the biggest existential threats facing our planet today. As one of the largest producers of renewable energy in the Pacific Northwest, PSE has been an early leader in addressing climate change and investing billions in renewable resources and energy efficiency for homes and businesses. Now, PSE is on the path to meet the current and future needs of its customers and to deliver on the requirements to decarbonize operations and serve its customers and communities equitably. This transition is unprecedented in terms of the magnitude of the change and the accelerated time frame in which it must be achieved. By working together, we can successfully drive towards our shared clean energy goals.

PSE looks forward to providing input as the comprehensive plan items are discussed in more detail. Together, we can reduce emissions and keep energy safe, reliable, and affordable.

Energy Equity	
PSE Program	Model Comp Plan Language
Assistance Programs	

PSE's Bill Discount Rate (BDR): Our BDR program provides income qualified customers with ongoing help on their monthly energy bill. Depending on household income and size, customers can save 5% to 45% a month on your bill.

PSE Home Energy Lifeline Program (HELP): PSE provides qualified customers with bill-payment assistance beyond the Washington state LIHEAP program. Customers do not need to owe a balance on their PSE bill to apply.

LIHEAP Program: This government program provides financial assistance so eligible households can maintain affordable, dependable utility services and avoid disconnection. PSE can assist with eligibility requirements and applications.

The Salvation Army Warm Home Fund: Administered by the SA and funded by voluntary contributions from PSE customers, employees, and investors. The Warm Home Fund provides short-term, emergency bill payment assistance to PSE customers facing financial difficulties.

Payment Arrangements: PSE will work with customers to produce a manageable payment schedule with a realistic timeline for up to 18 months.

Budget Payment Plan: PSE provides customers with a predictable average monthly payment to reduce bill fluctuation and avoid unplanned high bills during winter heating months.

Partner with PSE to promote financial assistance and discounted billing programs for income qualified residents in order to ensure that the most vulnerable are not disproportionately impacted by the State's clean energy transition.

Home Weatherization Assistance: This program provides free upgrades for single-family homes, manufactured homes or eligible apartment buildings. Upgrades can include insulation, duct sealing and much more.

Energy Efficiency Boost Rebates: PSE offers higher rebates on energy-efficient upgrades to income-qualified customers.

Low-Income Eligible Community Solar: This no cost program enables bill savings of up to \$40 per month for income eligible customers.

Electric Vehicles	
PSE Program	Model Comp Plan Language
PSE Up & Go EV Charging Programs	

PSE Up & Go Electric for Public: PSE helps organizations easily and affordably install public charging for all EV drivers.

PSE Up & Go Electric for Fleet: PSE empowers businesses, municipalities and more with electrifying their fleets.

PSE Up & Go Electric for Multifamily: PSE brings pole charging to multifamily properties to attract new residents and keep existing ones.

Support EV charging infrastructure throughout the community in order to support the decarbonization of our transportation sector.

PSE Up & Go Electric for Workplace: PSE brings charging to workplaces so employees can electrify their commutes.

PSE Home Charging: PSE provides rebates and incentives for the installation of home EV charging stations.

PSE Program

Energy Efficiency & Green Options

Model Comp Plan Language

Energy Efficiency

Home Energy Assessment: PSE offers a quick and convenient 3-step process to help customers understand and control their home’s energy usage.

Energy Efficiency Rebates:

- Appliance program
- Electric hybrid heat pump water heaters
- Smart thermostats program
- Weatherization program
- Windows, water heat and space heat programs
- Home weatherization assistance
- Insulation

Other PSE Energy Rebates:

- EV chargers
- New construction

Clean Buildings Accelerator: PSE assists customers with complying with Washington’s Clean Buildings Law (HB 1257, 2019).

Green Options

Green Power: PSE customers can voluntarily contribute to PSE investments in renewable energy projects in the Pacific Northwest.

Solar Choice: PSE customers can voluntarily purchase solar energy from independent sources through PSE.

Carbon Balance: PSE customers can voluntarily purchase carbon offsets from local forestry projects through PSE.

Community Solar: PSE customers can voluntarily contribute to solar projects of their choice installed on such facilities as local school and community centers.

Renewable Natural Gas: PSE customers can voluntarily purchase blocks of RNG to lower than carbon usage and support the development of locally produced RNG.

Green Direct: This program is offered to local municipalities and corporations seeking to reduce their carbon footprint by investing in large scale renewable energy projects. This program is currently full.

Demand Response - Energy Management	
PSE Program	Model Comp Plan Language
Peak Load Shifting	

Time of Use (TOU) Program: PSE's current pilot program uses variable 24 hour pricing to incentivize customers to use less power during times of peak demand.

Flex Rewards: This program encourages and financially incentivizes voluntary reduction in energy use during peak demand.

Partner with PSE to promote and support programs designed to decrease load on the grid during times of peak use.

Flex Smart: This program financially rewards customers for allowing PSE to make remote minor adjustments to thermostats during periods of high peak load and demand.

Flex EV: This program incentivizes EV charging during off-peak hours.

Grid Modernization & Infrastructure	
PSE Investments/Initiatives	Model Comp Plan Language
New Carbon Free Electrical Generation & Energy Storage Systems	
Wind and Hybrid Wind (co-located wind and battery): A variable source of power representing approximately 30% of PSE's future electric resource need by 2030.	
Solar and Hybrid Solar (co-located solar and battery): A variable source of power representing approximately 16% of PSE's future electric resource need by 2030.	
Utility-Scale Battery Energy Storage Systems (BESS): A technology that will allow energy to be stored for future use representing about 22% of PSE's future electric resource need by 2030. Types of energy storage technology include: • Chemical (e.g., Lithium-Ion Iron-Air) • Thermal (e.g., carbon, molten salt) • Gravity (e.g., water pumping, mechanical)	Partner with PSE to effectively meet rapidly increasing electrical demand as the City and region work to achieve a Clean Energy Transition by adopting codes that support siting existing and new technologies.
Variable generation sources (wind & solar) require large scale Battery Energy Storage Systems (BESS) to be fully utilized since the sun goes down when demand increases and wind often fades when most needed; such as during extremely cold weather. Batteries maximize electrical production from variable generation sources, help meet periods of peak demand, and provide greater reliability for the grid.	
New and Upgraded Transmission Lines, Substations, and Distribution Lines	
New regional transmission lines are needed to serve new utility scale clean energy resources, such as wind and solar.	
New local transmission lines are needed to meet increasing local demand due to growth, EV's, and electrification of the heating sector (e.g., Sammamish to Juanita line in Kirkland).	
Transmission upgrades are needed to meet increasing local demand (e.g., Energize Eastside line in Redmond, Bellevue, Newcastle, and Renton upgraded from 115kv to 230kv) due to growth, EVs, and electrification of the heating sector.	Expedite the local permitting and approval process in order to maintain grid capacity and reliability.
In order to assure continued capacity and reliability, new and larger substations will be needed to meet growing energy needs due to growth, EVs and electrification of the heating sector.	
Additional 12.5kv distribution lines will be needed to meet growing energy needs due to growth, EVs and electrification of the heating sector.	
Behind the Meter - Distributed Energy Resources (DER)	
Customer Connected Solar: PSE assists customers with information and resources for installing residential solar projects and how to apply for interconnection and net metering with PSE.	
Battery Walls: PSE offers installation guidelines and a process whereby customers can report battery installations.	
Host An Energy Project: Community partners can get paid to lease space to PSE to develop distributed solar and/or battery storage projects.	Promote and support the growth of customer owned distributed energy resources.
Distributed Renewables: PSE supports the development of commercial customer-owned renewable energy projects that generate between 100 kilowatts and 5 megawatts to interconnect to the PSE electrical distribution grid.	
Vegetation Management	
Many cities are pursuing aggressive urban forestry programs in order to beautify their community, reduce heat islands, and to provide carbon offsets. Such policies should be balanced with the need to protect electrical system reliability around overhead lines.	Support ongoing vegetation management in order to maintain system reliability.
Public Funding	
Recent state and federal legislation, including the IIJA and IRA, have unlocked public funding for climate and environmental benefit. PSE is aggressively pursuing all applicable funding opportunities to support lower customer bills, reduced power costs, and investments in the grid and clean energy. PSE is also supporting municipalities, tribes, and non-profits in their applications for public funding.	Pursue public-private partnership to seek funding sources to accelerate clean energy projects.

Wildfire Preparedness		
PSE Program	Model Comp Plan Language	
Wildfire Mitigation		

Situational Awareness: PSE evaluates the condition of the electric system, as well as the environment around it, using real-time weather data, wildfire risk modeling and pre-wildfire season inspections.

Strengthening the electric system: PSE regularly maintains and updates the electric system to provide safe and reliable power to our customers. In areas of high wildfire risk, we identify maintenance and improvement activities that will further reduce the risk of wildfire, including *vegetation management* , equipment upgrades, and in some cases, moving power lines underground.

Operational Procedures: During wildfire season, PSE may change some device settings or implement operational procedures to reduce the risk of wildfire. In the future, PSE may proactively turn off power during high wildfire risk conditions to help prevent wildfires. This is called a *Public Safety Power Shutoff (PSPS)* .

Emergency Response: During an emergency, including an active wildfire, PSE will coordinate with local emergency officials and may implement emergency response procedures. This may include turning off power at the request of emergency officials for public and first responder safety.

Support PSE’s wildfire mitigation efforts including electric system upgrades, year-round vegetation management, and fire weather operational procedures. Work closely with utilities and local fire departments to lessen the risk and impact of wildfires.

Gas Conservation & Decarbonization		
PSE Program		Model Comp Plan Language
Gas Decarbonization		

Renewable Natural Gas Production

Utilizing wastewater facility, landfill, or similar system.

Evaluate the potential for renewable, recoverable natural gas in exisiting systems.

May 18, 2024

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

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

Dear Planning Commission, City Council and Mayor Erickson:

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

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

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

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

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

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

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

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

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

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

A handwritten signature in blue ink that reads "Ron Easterday". The signature is written in a cursive, slightly stylized font.

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

May 20, 2024

Dear Poulsbo Planning Commission,

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

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

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

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

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

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

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

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

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

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

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

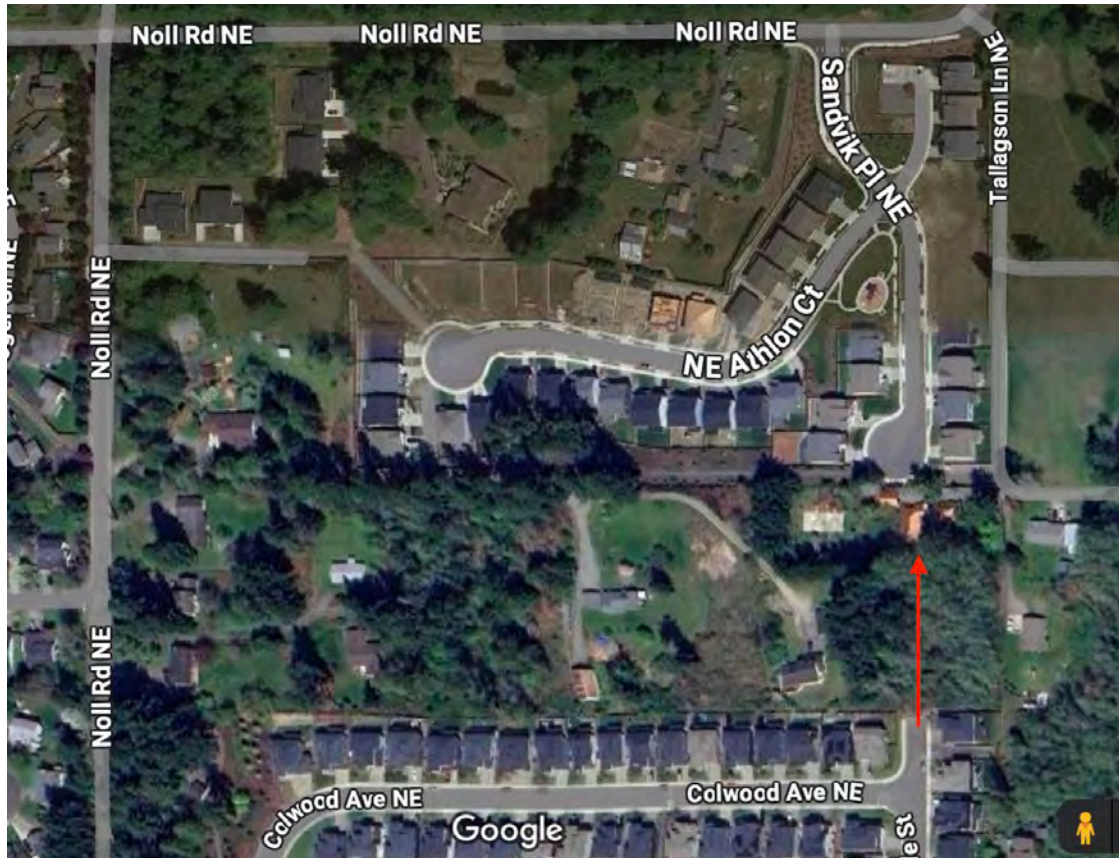
Thank you for your consideration.

Sincerely,
Edie Lau

Encl: map and two photographs

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

Bottom
photo:



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



Poulsbo Planning Commission
May 28, 2024

Good evening, Ron Easterday, 25 year resident of Forest Rock Hills

As I read though the attachments to the agenda tonight, and again, and again – there is a lot of information there - I want to thank the Planning Department for their extensive, detailed work in preparing the proposed text changes to the Transportation Chapter and the Analysis, Evaluations, and Recommendations regarding the future roadway segments that received public comment. Obviously, a tremendous amount of research and thought has been put into these Recommendations.

I especially thank Heather for working with Edie and Jon, and by proxy, our group of concerned citizens to craft language for the proposed language to Policy TR-6.2 concerning planning for future roadways and their impact on existing properties, and I fully support the added language.

I was of course pleased to read the recommendation to remove Proposed new Road Segment 8, or Road N, the north extension of 12th Ave and fully support the Staff Recommendation.

Naturally, I am disappointed to read the recommendation regarding Proposed New Road #15 (Road R), that would potentially connect Poulsbo Meadows with Mountain Aire neighborhoods, that is the Recommendation to change the future connection from a graphic line to a new Note # 11. I believe, whether a line or a note, this negatively impacts the property value of the existing single family homes. I wonder if everyone here tonight wouldn't feel the same if such a note was placed on their personal residence, and I respectfully ask this Recommendation be re-considered.

Thank you for your time.

Ronald Easterday
20382 12th Ave NE
Poulsbo WA

From: [Rhiannon K. Fernandez](#)
To: [Planning Dept](#)
Cc: [City Clerks](#)
Subject: FW: Creating density without traffic flow
Date: Saturday, June 8, 2024 1:32:47 PM

For your review.

From: Jean Tracy <oh.jean.tracy@gmail.com>
Sent: Saturday, June 8, 2024 1:19 PM
To: Jean Tracy <oh.jean.tracy@gmail.com>; City Clerks <CityClerks@cityofpoulsbo.com>
Subject: Creating density without traffic flow

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good day! Thank you for forwarding this message to the planning committee.

The leap in population resulting from the magnitude of development on the city's docket demands efforts to mitigate the increase in traffic it will bring. I have lived in cities with one small highway as the main route in and out and watched the quality of life deteriorate with each increase in number of residents/ residences. Driving around looking for parking adds to the noise and air pollution of the area.

The planning committee has done well to align with the state's environmental and energy standards while increasing economic development. Please don't blow it by not preparing for the increase in traffic! You are going to have to widen the main roads, add roundabouts and turning lanes as well as upgrade the signal system. People will lose their good nature quickly if traffic doesn't flow freely.

Thank you for your consideration.

Jean Tracy
c: 480.292.0511
e: oh.jean.tracy@gmail.com

Comments for Poulsbo City Council Meeting
July 10, 2024

Hello. My name is Dr. Brian P. Black and my wife, Pearl, and I live at 19218 Sandvik Place NE in the Poulsbo Meadows development adjacent to and north of Jon Williams' and Edie Lau's property.

We, too, are here in support of Jon and Edie's concern regarding the Comprehensive Plan Update transportation chapter which will come before you for review next month.

The current transportation plan has a N/S connector road indicated directly on and through Jon and Edie's home. Over the past year, we have presented these concerns and our requests to have this connector street indicator removed from the transportation plan and adopt policy language to prevent this from happening to other homeowners in the future.

By way of brief history, during the process of buying our home in Poulsbo Meadows, we openly discussed with the sales representative that we liked the fact that both our street and NE Athlon Court terminated in cul-de-sacs. We liked that there was a small children's park across the street from us. Also, we appreciated that there are several large acreage properties east of us (behind our home) with a small gravel lane (Tallagson Lane) servicing them. We were told several times that because there was a creek which fed into a retention pond that traversed those properties, there would not be any development allowed as the creek was a "protected" environment; nor was there any information presented to us that a connector road was planned between the Mounthain Aire and Poulsbo Meadows developments. Naturally, we believed we had found the ideal home location, a quiet cul-de-sac with a creek and forested acreage around us with a community park for families and children to gather.

So, you can imagine our surprise and disappointment when we learned from Jon and Edie that a roadway for motor traffic was planned through our quiet neighborhood, and, more pointedly, through their home. We had never been informed by Tri Pointe that such a plan existed.

Now, as both the original property developer and TriPointe Builders have not developed a connector road during the process of building Poulsbo Meadows, it seems the opportunity to do so is lost and should not be allowed at all. It would necessitate further destruction of the environment to create and, ultimately, increase environmental, noise, and light pollution. Moreover, it would be a direct threat to public safety as we regularly have children playing and families visiting in the park directly across the street from our home. All of these negative outcomes are contrary to Poulsbo's overarching transportation planning goals. Like Jon and Edie, we also feel extremely ill at ease knowing that this road indicator remains on the map as it affects all of the residents living on our street and creates insecurity regarding all manner of home improvement investments, property values, and may limit ability to eventually sell our homes if a life or work change necessitates.

After a year of meeting as neighbors and presenting several letters and in-person appeals to the transportation planning commissioners, I feel as if we have not been heard and, quite frankly, believe we have moved in circles as the primary goal has not been achieved. The commissioners have determined to keep the N/S connector road indicator on the map directly on Jon and Edie's property. The primary goal for all of our meetings with the commissioners was to remove this indicator and also change policy language to prevent this from happening to others while allowing for common sense environmentally friendly alternatives such as

pedestrian and bike pathways to connect neighborhoods. We were able to achieve some policy language changes, but now, as the road connector is still indicated on the transportation map, there is an inconsistency in planning as a roadway is still indicated on privately owned and occupied residential property.

I hope you, as our local representatives, will understand our urgency and desire to have this N/S connector road indicator between Mountain Aire and Poulsbo Meadows removed from the Comprehensive Plan Update transportation chapter when it comes before your collective review next month. And, while considering this, we ask that you think of yourselves not only as our elected representatives, but also our neighbors.

Thank you.

Brian & Pearl Black
19218 Sandvik PI NE
Poulsbo, WA 98370
(909) 496-1009

Hello. My name is Brian P. Black and my wife, Pearl, and I live at 19218 Sandvik Place NE in the Poulsbo Meadows development adjacent to and north of Jon Williams' and Edie Lau's property. We fully support their request to remove the N/S connector road, which is currently mapped through their property, from the transportation plan.

Since the original developer and TriPointe failed to create a connection at time of building Mountain Aire and then Poulsbo Meadows, it seems the opportunity is lost. Also, because the required emergency access is already present in both developments, the motorized connector route is not necessary for that, either. More importantly, a connector road would necessitate further destruction of the environment to create and, ultimately, increase environmental, noise, and light pollution and threaten public safety as our neighborhood is small with a large park and many children that play in and around the park.

We greatly favor and are in support of common sense environmentally friendly alternatives such as pedestrian and bike pathways to connect neighborhoods, including ours. We appreciate the policy language changes presently drafted in the transportation plan that recognizes the need for alternatives when proposed connector roads might cross private property. However, there now remains an inconsistency in this adopted language because a North/South roadway through Jon's and Edie's property is still indicated on the transportation plan map. I ask that you remove this road indicator altogether when adopting the new transportation plan.

I hope you, as our local representatives, will understand our urgency and desire to have this North/South connector road indicator between Mountain Aire and Poulsbo Meadows removed from the transportation chapter in the Comprehensive Plan update. And, again, while considering this, we ask that you think of yourselves not only as our elected representatives, but also our neighbors.

Thank you.

Brian & Pearl Black

To: Poulsbo City Council
 From: Edie Lau
 Date: Aug. 6, 2024
 Re: Poulsbo Meadows-to-Mountain Aire future street extension

In preparation for your review of the 2024 Comprehensive Plan Update transportation chapter tomorrow, I am following up on my remarks at the July 10, 2024, council meeting (see p. 3 for written copy). As a reminder, I request removal of the future street segment between Poulsbo Meadows and Mountain Aire that is routed through my property in the current Comprehensive Plan transportation planning map (p. 4).

Excellent new policy recommended

My husband, Jon Williams, and I have spoken with multiple city staffers for years about this issue. Most recently, we and some of our neighbors have engaged with Planning and Economic Development Director Heather Wright and City Engineer Josh Ranes. One positive result of these discussions is draft policy TR-6.2 to avoid placing streets through existing occupied structures, parks or designated open spaces. This is an excellent policy that I hope you will adopt.

Map is inconsistent with the proposed policy

The draft updated transportation planning map still indicates a north/south motor vehicle road to connect Poulsbo Meadows and Mountain Aire. The map no longer targets my property solely but indicates a location for the road somewhere on my property or that of neighboring parcels. A look at the layout of the area, however, shows nowhere to place a north-south segment that doesn't go through a house (p. 5). In other words, these two elements of the draft plan are in apparent conflict. And as the shortest path between existing roads in Poulsbo Meadows and Mountain Aire is through our house, it would seem that this alignment remains the *de facto* preference.

Why is this segment essential?

I have never received a clear answer why this road segment is indispensable. I know the City has a goal of having two ways in and out of developments, but when Poulsbo Meadows was under review, staff exercised the discretion allowed them by city code to recommend approval of a design with a single access for everyday traffic and a second access for emergency vehicles.

The access question was explicitly referenced by Poulsbo Hearing Examiner Gary N. McLean in his March 4, 2019, decision approving Poulsbo Meadows. He stated (red added):

"The project has been designed to allow for a future second access point at the south property boundary, if the property to the south should ever be redeveloped and/or the needed right-of-way is obtained. ... Until such time as the second access point is opened (if ever), the project design includes an appropriate access point for emergency services at the northwest corner of the new plat ..."

Is connecting neighborhoods truly a driving reason?

The 2016 Comprehensive Plan Transportation Map shows a future street connecting Mountain Aire to Blue Heron (p. 4). With Blue Heron now built out, it is clear that that connection has been abandoned: There's a new house where the road would have been. I have asked several city staffers about it, and no one seems to be able to explain why that connection wasn't essential but the one connecting Mountain Aire to Poulsbo Meadows must be built.

Would removing the planned road extension set a precedent?

No. This situation is unique. No other future street extensions in Poulsbo are mapped through houses.

Simple solutions

I understand that staff wishes to convey a consistent message to developers that connections between neighborhoods are important. I agree that connections are important. With Poulsbo Meadows and Mountain Aire, an opportunity to locate a connecting road without destroying existing houses was

unfortunately overlooked during the planning process for the respective subdivisions. However, routes in a general east-west orientation are still possible for future infill developments between the two neighborhoods. You can easily address concerns about this future street extension simply by removing the "N/S" directive. Doing so wouldn't *prevent* a developer from creating a north-south connection should a path open up in the future, and it would create more opportunities to meet City goals.

Finally, as stated in draft policy TR-6.2, the City's connection goal may be met by pedestrian and bicycle paths. My husband and I would support a north/south non-motorized route in lieu of a motor-vehicle road to connect Poulsbo Meadows and Mountain Aire. I understand that this option is popular with Poulsbo Meadows residents, as well. This solution would meet the City's goal of encouraging active transportation. It would eliminate any need to institute traffic calming measures. There would be no worries about cut-through traffic. It is a classic win-win, and I respectfully ask you to support this approach.

Written copy of oral remarks made by Edie Lau at July 10, 2024, council meeting

I am here today to introduce an issue that will be coming before you next month during your Comprehensive Plan Update review of the transportation chapter.

The issue is that in the current transportation plan, a future street extension is routed through my house. From what I understand, that street was included in the Comprehensive Plan in 2009 following a series of annexations on the city's east side. I moved here with my husband and daughter in 2007. We were not informed about the street addition, despite living squarely in its path.

I can only believe that its placement was a mistake. Why else would someone draw a road through a house that a family lives in? No one who works for the city is that heartless, right? And considering that there is a parcel to our immediate west that has no buildings on it, it had to be a mistake.

I ask you to rectify that mistake. I ask that you please remove this road extension from the planning map.

Various officials have assured my husband and me that there is no intention of taking our land by eminent domain; that the road would be built only if we or a future property owner were to develop the land.

We remain troubled. We perceive the road to be an indication that the City wants our property to accommodate greater housing density as soon as possible. We perceive the road on the map as an invitation to developers and a deterrent to prospective buyers who might otherwise want to live here. But who could feel at ease living on property marked for a road? Think for a moment of your own home. If the government wanted to put a road through it, how comfortable would you be with that?

OK, so it wouldn't happen while you lived there. But what about making investments in the house? Should you do that bathroom remodel? If you do, should you use cheap materials because, hey, it's just going to be bulldozed, anyway. Should you bother to upgrade the electrical panel? Will the trees you plant get to mature? The state is encouraging more ADUs, and you're interested, but should you even be thinking about that at all, because how can you feel secure investing in your property?

My husband and I became aware of this road extension around 2016 after Mountain Aire was built. We've asked city officials since that time how to have it removed from the plan. They have a rationale for keeping it in place that you will hear about during the transportation workshop. I believe staff are good people just trying to do their job well. But it's a job. At the end of the day, they get to go home to a place that has no road mapped through it. Whereas for my husband and me, this is our life.

In response to our concerns, staff recommends some modifications to the transportation plan, but the upshot is that the road extension would remain on the map. At the workshop in August, I will address specifics of the staff proposal. Until then, I thank you for your time, attention and empathetic consideration.

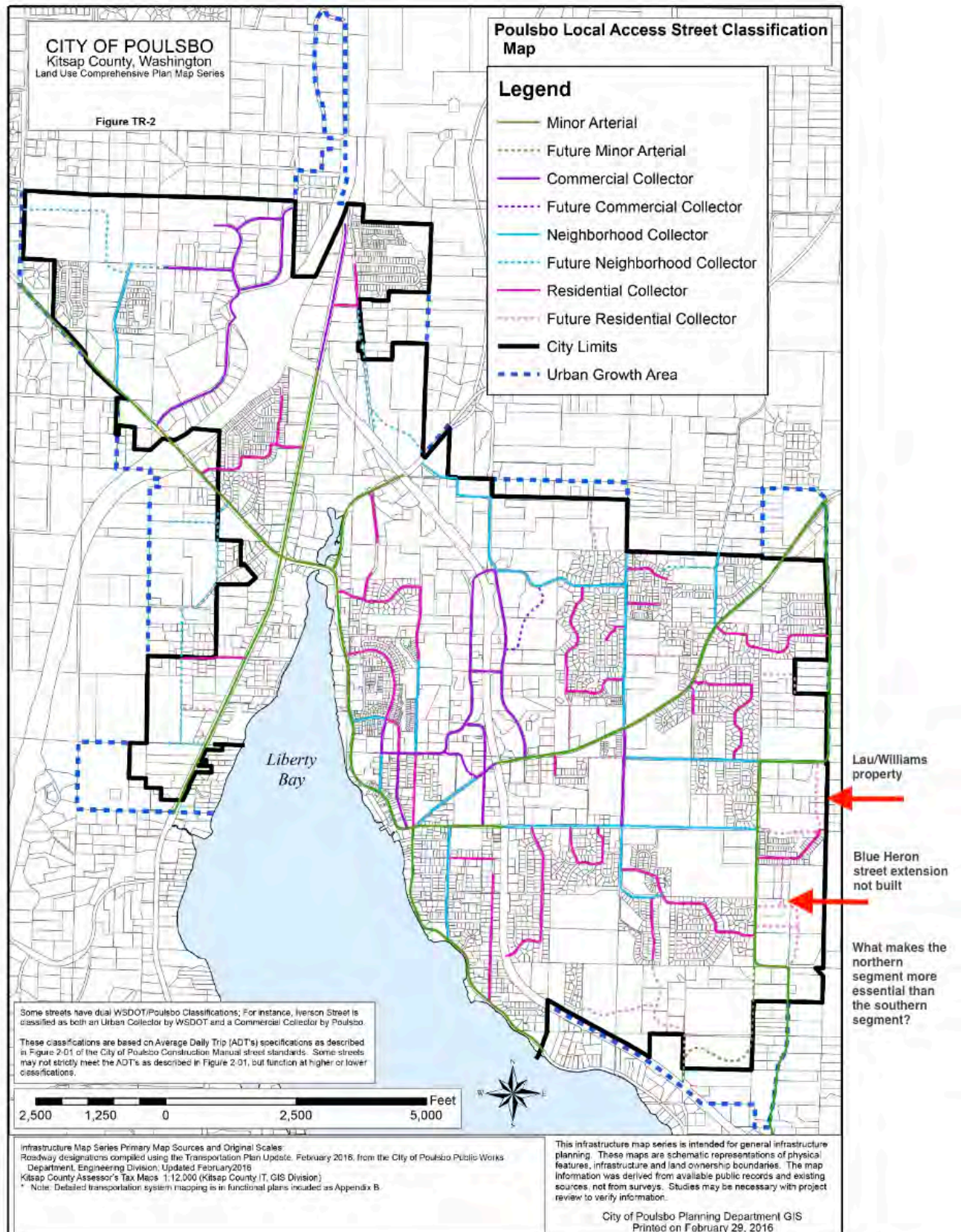
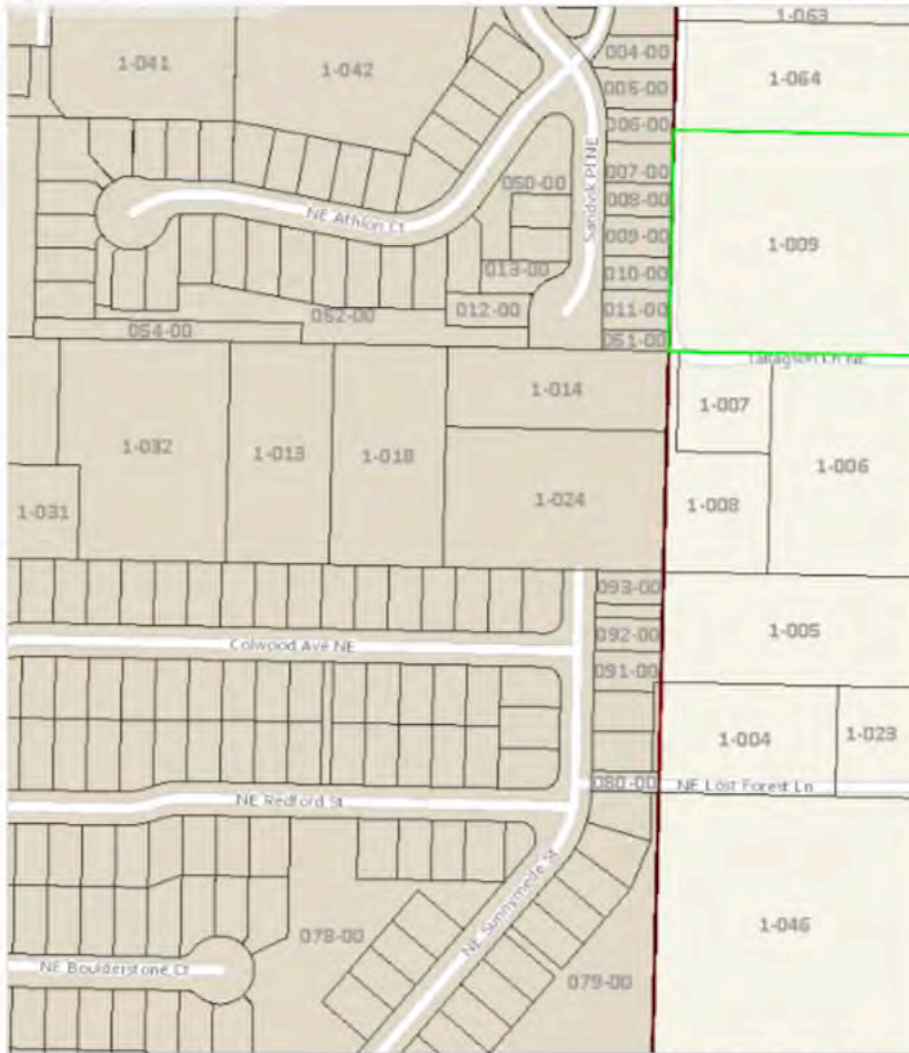
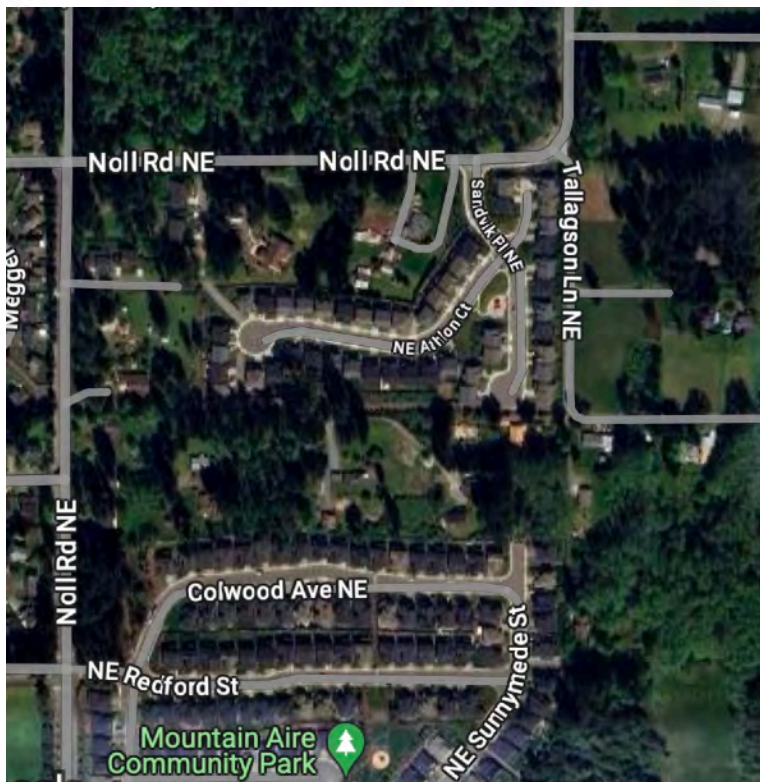


Figure 2. Arterial Network and Functional Classification



** This map is not a substitute for field survey **

0 100 200ft



From: [Nikole CH. Coleman](#)
To: [Tiffany Simmons](#)
Subject: FW: Opposition to Proposed Road from Poulsbo Meadows to Mountain Aire
Date: Wednesday, August 7, 2024 8:13:36 AM

Comp Plan public comment

[Nikole Coleman, AICP \(she/her/hers\)](#)

Senior Planner

City of Poulsbo | 200 Moe Street | Poulsbo, WA 98370

PED General Line: (360) 394-9748

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From: Rhiannon K. Fernandez <rfernandez@cityofpoulsbo.com>
Sent: Wednesday, August 7, 2024 8:06 AM
To: WayShiny 1 <wayshiny1@gmail.com>; City Clerks <CityClerks@cityofpoulsbo.com>
Cc: Council Members <CouncilMembers@cityofpoulsbo.com>; Nikole CH. Coleman <ncoleman@cityofpoulsbo.com>; Heather Wright <hwright@cityofpoulsbo.com>
Subject: RE: Opposition to Proposed Road from Poulsbo Meadows to Mountain Aire

Good morning Justin,

I am including the City Council in my response for them to review your comments.

Thanks,
Rhiannon

From: WayShiny 1 <wayshiny1@gmail.com>
Sent: Tuesday, August 6, 2024 10:26 PM
To: City Clerks <CityClerks@cityofpoulsbo.com>
Subject: Opposition to Proposed Road from Poulsbo Meadows to Mountain Aire

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Poulsbo City Council,

I hope this message finds you well. I am writing to express my strong opposition to the proposed road connecting Poulsbo Meadows to Mountain Aire, as outlined in the city's Comprehensive Plan transportation planning map.

I understand that this road has been a part of the city's plans since 2009, but I believe it is crucial to reconsider its necessity and impact. The reasons for my opposition are as follows:

1. ****Preservation of Neighborhood Character****: Poulsbo Meadows is a peaceful residential area, and the introduction of a through road would significantly disrupt the tranquility and safety of our neighborhood.
2. ****Environmental Concerns****: The construction and increased traffic would have adverse effects on the local environment, including potential harm to wildlife and natural landscapes.
3. ****Resident Consensus****: From discussions with my neighbors, it is clear that a majority of Poulsbo Meadows residents are against this road. We favor maintaining the neighborhood's current state.
4. ****Conflict with Existing Structures****: There is no feasible north-south connector without impacting existing homes. This conflict highlights the impracticality of the proposed road.
5. ****Impact on Community Safety****: Multiple families in our community utilize the safe playground with their kids. The introduction of this road raises deep concerns for the safety of our children and the overall well-being of our community.

I urge the City Council to remove this road from the transportation planning map. Please consider the voices of the residents and the long-term implications on our community.

Thank you for your attention to this matter. I look forward to the council's decision that prioritizes the well-being of Poulsbo Meadows residents.

Best regards,

Justin Yun Shin
19201 Sandvik Pl NE
Poulsbo, WA 98370

August 6, 2024

Poulsbo City Council
200 NE Moe Street
Poulsbo, WA 98370

RE: 2024 Comprehensive Plan Update – Transportation Chapter

Dear Councilmembers:

As part of the 2024 Comprehensive Plan Update process, many of you are aware I have actively commented on portions of the Transportation Chapter and proposed revisions, both in person and in writing. As a 25 year resident of the Forest Rock Hills neighborhood and former HOA Board member, I have been following the proposed New Roadway Segments Map since 2011.

At the May 28, 2024 Planning Commission meeting staff presented proposed revisions to the Transportation Chapter text and maps (Figures TR1-4).

Members of Planning, especially Planning Director Wright, reviewed and commented on a proposed Policy language change submitted by citizens to augment the existing Policy language, to help meet our mutual goal of facilitating growth in the Poulsbo UGA yet safeguard existing properties and natural spaces. I thank Director Wright and the staff for that. Equally, a detailed history, analysis, impacts and recommendations were provided in response to public comments., which was most appreciated.

There remains one proposed roadway segment that continues to trouble me and a number of citizens, as you are likely aware: the future connection between the existing Mountain Aire and Poulsbo Meadows neighborhoods, New Road #15, Road “R”. While changes to the Figure TR-3: 2044 New Roadway Segments Map have been proposed to revise this segment to a more general Note 11, one only needs to look at the existing street configuration and existing homes to realize a connection cannot be achieved without demolition of an existing home, or homes, and the only obvious location based on the roadway network is though the existing residence on parcel 242601-1-014-2009 (Lot 14), which has been owned by Jon Williams and Edie Lau since 2007, before any future connection was indicated on a Comprehensive Plan.

The statement under the heading “Development Potential” stating “Street alignment for Lot 014 though the middle of the lot would not likely occur because of the existing residence location” is simply untrue if one considers the location of the existing residential structure on the lot, existing Sandvik PL NE to the north, Sunnymede St NE to the south, and the required minimum 50 foot ROW for a Residential Collector (Reference Memo to the Poulsbo Planning Commission, May 22, 2024, page 9, under Item 5.3, included in the Planning Commission agenda packet of May 28, 2024). The very notion that this discussion regarding a route though Lot 14 was included simply reinforces and acknowledges, despite the “general” tone of proposed TR-3 Note 11, that Lot 14 is where a future connector would be located.

With respect of the Transportation Chapter’s stated policies TR-6.1 and 6.2 of Connectivity, this note in the Comprehensive plan Figure TR-3 renders the sale of this property, and indeed adjoining properties, at true market value as secluded, private residences impossible. Enactment of this policy on existing, developed properties is not what citizens expect in Poulsbo and I respectfully ask Council to consider the impact of this recommendation on the property owners. While we recognize this connection may never come to fruition, that does little to comfort the property owners - it impacts their lives and how they might choose to invest in - or not - their properties now.

Edie and Jon, and many of their neighbors have submitted multiple comments noting objective, detailed reviews of how this Policy has been applied in the past and can be in the future; I need not repeat them here. I join with them and ask for the Council’s thoughtful consideration regarding this matter.



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

From: [Nikole CH. Coleman](#)
To: [Karla Boughton](#)
Cc: [Tiffany Simmons](#)
Subject: FW: Proposed road continuation of Sandvik PL NE
Date: Wednesday, August 7, 2024 3:44:01 PM

Nikole Coleman, AICP (she/her/hers)

Senior Planner

City of Poulsbo | 200 Moe Street | Poulsbo, WA 98370

PED General Line: (360) 394-9748

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From: Rhiannon K. Fernandez <rfernandez@cityofpoulsbo.com>
Sent: Wednesday, August 7, 2024 3:43 PM
To: Council Members <CouncilMembers@cityofpoulsbo.com>
Cc: Nikole CH. Coleman <ncoleman@cityofpoulsbo.com>; Heather Wright <hwright@cityofpoulsbo.com>; Becky Erickson <berickson@cityofpoulsbo.com>; Kaye L. Davis <kdavis@cityofpoulsbo.com>
Subject: FW: Proposed road continuation of Sandvik PL NE

Comments for tonight's meeting.

From: Marilyn Reisel <aicolors@hotmail.com>
Sent: Wednesday, August 7, 2024 3:33 PM
To: cityclerk@cityofpoulsbo.com
Subject: Fwd: Proposed road continuation of Sandvik PL NE

Sent from my iPad

Begin forwarded message:

From: Marilyn Reisel <aicolors@hotmail.com>
Date: August 7, 2024 at 3:18:50 PM PDT
To: cityclerk@cityofpoulsbo.com

Subject: Proposed road continuation of Sandvik PL NE

We live at 19222 Sandvik Pl NE. We do not want the road to be continued to Mountain aire.

It would create more traffic and the playground is directly across the street from us. Our granddaughters cross this street to get to the playground and more traffic creates a hazard. We moved here to enjoy an enclosed community for safety. We would enjoy instead a walking/bike path. Please do not let the continuation of our street happen.

Sincerely,

Marilyn Reisel

Abraham Scalone

Sent from my iPad

From: [Bill McCoy](#)
To: [City of Poulsbo Planning and Economic Development](#)
Subject: question on 2024 comp plan update - housing capacity forecast
Date: Wednesday, August 14, 2024 8:40:08 AM

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Hello,

My question is: **what are the specific assumptions driving the modeled increase in capacity from a deficit of 663 units in RH zone (aka "Low Rise") to a surplus of 386 units, beyond simply the change in max density?**

As background, the 2024 comp plan update Chapter 7 (Housing) references and incorporates results from the March 2024 Housing Needs Assessment (https://cityofpoulsbo.com/wp-content/uploads/2024/03/Housing-Needs-Assessment_Poulsbo_March-2024-1.pdf) . Exhibit 46 & Exhibit 47 at the end of that needs assessment are key to the analysis showing achievement of capacity, in particular for the 80% and under AMI categories which are primarily expected to be served by the "Low Rise" zone category (= "Residential High", in Poulsbo zoning), going from a deficit of 663 units to a surplus of 386 units thanks to "capacity building through planned updates to the Comprehensive Plan and Development Regulations". Obviously the primary driver of capacity building will be increases in min & max density, e.g. increase of 15 to 22 max units per gross acre. But the assessment does not detail what assumptions were made to drive that modeled change. In particular, given that most remaining buildable sites in Poulsbo are somewhat challenging (that's why they've remained unbuilt to date), the changes in development regulations will be essential to enable yield up to the theoretical max density (e.g. reducing parking requirements in areas that do not have constrained street parking, eliminating multi-family requirements that are more restrictive than for single-family, especially for infill / middle housing, etc.).

I'm an owner of property in RH and frankly it's challenging to make development to current max density pencil under current regulations much less to the increased max density. So I would appreciate any information that can be provided on this. I understand that specific development regulation changes will be expected to be considered for adoption subsequent to adoption of the 2024 comp plan, but I'm just trying to get a heads-up on what the model forecast may anticipate.

Thanks,

--Bill McCoy

From: [Heather Wright](#)
To: [Nikole CH. Coleman](#); [Karla Boughton](#); [Tiffany Simmons](#)
Subject: FW: [EXTERNAL] FW: City of Poulsbo Comprehensive Plan Update - Internal Draft Transportation Element Goals and Policies email #2
Date: Friday, August 30, 2024 10:44:35 AM

Please add to the comp plan docket

Heather Wright, AICP

Director of Planning and Economic Development
City of Poulsbo|200 Moe Street |Poulsbo, WA 98370
(360) 394-9731 |PED General Line: (360) 394-9748
[Planning and Economic Development | City of Poulsbo](#)

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From: Alam, Nazmul <nazmul.alam@wsdot.wa.gov>
Sent: Friday, August 30, 2024 10:22 AM
To: Heather Wright <hwright@cityofpoulsbo.com>
Cc: Carle, Ashley <ashley.carle@wsdot.wa.gov>
Subject: RE: [EXTERNAL] FW: City of Poulsbo Comprehensive Plan Update - Internal Draft Transportation Element Goals and Policies email #2

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Good morning, Heather!

Thank you for addressing my earlier comments. I have no further comments.

Thank you for the opportunity to review and comment.

Best regards,
Nazmul Alam
Senior Planner
WSDOT Olympic Region Planning

From: Heather Wright <hwright@cityofpoulsbo.com>
Sent: Wednesday, August 7, 2024 12:51 PM
To: Carle, Ashley <ashley.carle@wsdot.wa.gov>

Cc: Alam, Nazmul <nazmul.alam@wsdot.wa.gov>

Subject: [EXTERNAL] FW: City of Poulsbo Comprehensive Plan Update - Internal Draft Transportation Element Goals and Policies email #2

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Hello Ashley,

I wanted to share that we did receive comments from Nazmul Alam in November and the edits are included in the link below.

Sincerely,

Heather

Heather Wright, AICP

Director of Planning and Economic Development

City of Poulsbo|200 Moe Street |Poulsbo, WA 98370

(360) 394-9731 |PED General Line: (360) 394-9748

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From: Karla Boughton <kboughton@cityofpoulsbo.com>

Sent: Wednesday, August 7, 2024 12:48 PM

To: Heather Wright <hwright@cityofpoulsbo.com>

Cc: Nikole CH. Coleman <ncoleman@cityofpoulsbo.com>

Subject: FW: City of Poulsbo Comprehensive Plan Update - Internal Draft Transportation Element Goals and Policies email #2

Hello!

Below and attached are the email and comments I received from Nazmul Alam of WSDOT, on his review of the November 14, 2023 [Draft Transportation Goals and Policies](#). All suggested edits from the email below and attachment were made and are reflected in the [May 28, 2024 Planning Commission Packet](#) and the August 7, 2024 [City Council Packet](#).

For ease of continued WSDOT Review, these links may be helpful:

- [Planning Commission Recommended Transportation Chapter](#)
- [City Council Workshop “Clean” Transportation Chapter](#)

I happy to answer questions or facilitate WSDOT’s continued review of the Poulsbo Transportation Chapter. Please let me know how/if I can be of assistance. Thank you!

Best,

Karla Boughton

Special Projects Planner

City of Poulsbo | 200 Moe Street | Poulsbo, WA 98370

PED General Line: (360) 394-9748

[Planning and Economic Development | City of Poulsbo](#)

From: Alam, Nazmul <AlamN@wsdot.wa.gov>

Sent: Thursday, February 15, 2024 5:55 PM

To: Karla Boughton <kboughton@cityofpoulsbo.com>

Subject: RE: [EXTERNAL] City of Poulsbo Comprehensive Plan Update - Internal Draft Transportation Element Goals and Policies email #2

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Hi Karla,

My edits and comments are in the attached document for your consideration.

1. On page 1, I merely added a note regarding WSDOT Complete Streets as an FYI only (no changes needed)
2. On page 2, I removed 'all legs of' to keep it at the intersection level, to be consistent
3. On page 3, I removed 'all legs of' to keep it at the intersection level, to be consistent
4. On page 4, I reverted to old language related to state facilities LOS and removed 'and are not subject to the City's concurrency standards.' It is duplicative.
5. I added a note explaining 2024 Highway System Plan is still draft and under review. Also explained the old Appendix G referenced is still valid. No edits or adds are needed.

I hope this is not too confusing. Please give me a Teams call and I can walk you through my suggested edits.

Thanks, and sorry for the delay.

Nazmul

From: Alam, Nazmul

Sent: Monday, December 4, 2023 5:31 PM

To: Karla Boughton <kboughton@cityofpoulsbo.com>

Subject: RE: [EXTERNAL] City of Poulsbo Comprehensive Plan Update - Internal Draft Transportation Element Goals and Policies email #2

Hi Karla,

Just wanted to let you know we are completing our review and should be able provide input very soon.

Thanks,
Nazmul

From: Karla Boughton <kboughton@cityofpoulsbo.com>
Sent: Wednesday, November 29, 2023 1:19 PM
To: OR Planview <ORPlanview@WSDOT.WA.GOV>
Cc: Rigler, Genevieve <RiglerG@wsdot.wa.gov>; Alam, Nazmul <AlamN@wsdot.wa.gov>
Subject: RE: [EXTERNAL] City of Poulsbo Comprehensive Plan Update - Internal Draft Transportation Element Goals and Policies email #2

Of course! And thank you for the engagement. Feel free to reach out with any questions as you proceed in your review.

Best,
Karla

From: OR Planview <ORPlanview@WSDOT.WA.GOV>
Sent: Tuesday, November 28, 2023 3:37 PM
To: Karla Boughton <kboughton@cityofpoulsbo.com>
Cc: OR Planview <ORPlanview@WSDOT.WA.GOV>; Rigler, Genevieve <RiglerG@wsdot.wa.gov>; Alam, Nazmul <AlamN@wsdot.wa.gov>
Subject: RE: [EXTERNAL] City of Poulsbo Comprehensive Plan Update - Internal Draft Transportation Element Goals and Policies email #2

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Hi Karla,

Sorry I missed this. I took some time off and with the holidays I didn't check the OR Planview inbox. Can you give me until Monday 12/4 to review and provide input?

Thanks!

Nazmul Alam
Principal Senior Planner
WSDOT Olympic Region Multimodal Planning
360-357-2706

From: Karla Boughton <kboughton@cityofpoulsbo.com>

Sent: Wednesday, November 1, 2023 1:44 PM

To: OR Planview <ORPlanview@WSDOT.WA.GOV>

Subject: [EXTERNAL] City of Poulsbo Comprehensive Plan Update - Internal Draft Transportation Element Goals and Policies email #2

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Hello again,

In my previous email, I attached a draft that still had some embedded comments for City staff discussion. Attached is a clean version of the internal document which I'd appreciate your review of. I apologize for the duplicative emails.

We look forward to your comments and possible edits by November 13th if at all possible.

Thank you!

Karla Boughton

Special Projects Planner

City of Poulsbo | 200 Moe Street | Poulsbo, WA 98370

PED General Line: (360) 394-9748

[Planning and Economic Development | City of Poulsbo](#)

From: [DFW R6CSplanning](#)
To: [City of Poulsbo Planning and Economic Development](#); [Heather Wright](#); [Nikole CH. Coleman](#)
Cc: [Lentes, Gwendolen A \(DFW\)](#); [Wourms, Lindsay \(DFW\)](#); [Bryant, Jessica \(DFW\)](#); [Whittaker, Kara A \(DFW\)](#); [Berejikian, Marian \(DFW\)](#); [Samara, Adam \(DFW\)](#); [Green, Brady A \(DFW\)](#); [DFW R6CSplanning](#)
Subject: WDFW Comment on City of Poulsbo's Comprehensive Plan Update
Date: Tuesday, December 24, 2024 2:07:27 PM
Attachments: [WDFW Letter For Poulsbo Comprehensive Plan12.24.24.pdf](#)

Warning: Unusual sender <r6csplanning@dfw.wa.gov>

You don't usually receive emails from this address. Make sure you trust this sender before taking any actions.

Hello Heather and Nikole,

Please see the attached letter for WDFW comments on the City of Poulsbo's 2024 Comprehensive Plan draft update. We request that these comments be considered and included in the open public comment period for this update.

If there are any questions or concerns regarding our comments, don't hesitate to reach out for clarity.

Thank you,

Jessica Bryant (she/her)

Regional Land Use Lead – Region 6

Washington Department of Fish and Wildlife

Jessica.Bryant@dfw.wa.gov

(564) 669-4755



State of Washington
DEPARTMENT OF FISH AND WILDLIFE
Coastal Region • Region 6 • 48 Devonshire Road, Montesano, WA 98563-9618
Telephone: (360) 249-4628 • Fax: (360) 249-1229

December 24, 2024

City of Poulsbo
ATTN: Heather Wright, AICP, Planning and Economic Development Director
200 NE Moe Street
Poulsbo, WA 98370-7437

Subject: WDFW Comments on the City of Poulsbo 2024 Draft Comprehensive Plan, Planview 2022-C-226

Dear Ms. Wright,

Thank you for providing an opportunity for the Washington Department of Fish and Wildlife (WDFW) to review the City of Poulsbo's draft comprehensive plan as part of the current periodic update under the Growth Management Act (GMA). We appreciate that the City has invested a substantial amount of time and effort in developing the draft plan and value the opportunity to review it while in draft form.

WDFW is dedicated to preserving, protecting, and perpetuating the state's fish, wildlife, and ecosystems while providing sustainable fish and wildlife recreational and commercial opportunities. In recognition of our responsibilities, we submit the following comments for consideration as further work is completed on the comprehensive plan update; acknowledging that other comments may be offered in the future.

Land Use Element

Draft Policy Number and Language (with WDFW suggestions in red)	WDFW comment
<u>Policy LU-3.3:</u> Recognize Poulsbo's attractive natural setting and the importance topography, ridges and critical areas have in creating a connected patchwork of open space throughout Poulsbo that contributes to the City's "small town" appearance, while maintaining its ability to accommodate population growth. As it is within the City's legal authority, encourage the retention and connection of forested and open space areas through critical area protection or other appropriate regulatory authority.	WDFW recommends the City state how open spaces and critical areas may be connected throughout the City and regionally to protect local habitat corridors. The suggested language in red, could highlight how the City is meeting open space requirements outlined in WAC 365-196-335 and fostering climate resilience (Department of Commerce's Climate Policy Explorer). Improvements to habitat connectivity can reduce habitat fragmentation, reduce wildlife conflicts such as collisions and negative interactions, and support the long-term protection of these networks. We

	recommend jurisdictions work with intergovernmental and local partners to ensure that corridors connect outside City limits to support habitat connectivity across jurisdictional boundaries. For resources developing wildlife and open space corridors, please see: Landscape Planning for Washington's Wildlife: Managing for Biodiversity in Developing Areas, Land Use Planning for salmon, steelhead and trout: A land use planner's guide to salmonid habitat protection and recovery, Washington Wildlife Habitat Connectivity Working Group, and WDFW's Habitat connectivity website.
--	--

Natural Environment Element

Draft Policy Number and Language (with WDFW suggestions in red)	WDFW comment
<i>Policy NE-1.5:</i> <i>The City shall support environmental stewardship on private and public lands through partnerships and voluntary efforts to protect, restore and enhance the quality and functions of the City's critical areas and associated buffers.</i>	We encourage public access to information and educational programs supporting knowledge of wildlife and habitat protections. Please see WDFW's Habitat at Home resource. This program promotes the installation of wildlife habitat features in any outdoor space. Participants receive a sign to display, recognizing their efforts and commitment to supporting local wildlife. By showcasing their involvement, participants help raise awareness among neighbors, encouraging wider community participation and fostering a network of connected habitats. See also WDFW's Landscape Planning for Washington's Wildlife , especially "Chapter 6: Implementation through Comprehensive Plans, Development Regulations, and Incentive Programs," page 6-1.
<i>Policy NE-1.8:</i> <i>Support hydrological functions and water quality, including restoring shorelines, and estuaries, and streams, removing fish-blocking culverts, reducing use of toxic products, and retrofitting basins to manage stormwater.</i>	We suggest that the City include streams in this policy since they are a major aspect of the hydrologic system. To aid this policy, please view the new Statewide Fish Passage Prioritization Strategy which will be finalized in January 2025, and find WDFW resources regarding fish barriers at our Fish Passage map. It is

	important to collaborate with WSDOT and neighboring jurisdictions to plan and prioritize culvert upgrades to ensure not only fish passage benefits, but adequate projected flood flows and stormwater passage. We also suggest culvert upgrades include other design considerations, especially where terrestrial species and pedestrian connectivity can be restored simultaneously (i.e., with wider bridges or culverts). Please see WDFW's climate-change-resilient culvert webpage and Incorporating Climate Change into the Design of Water Crossing Structures: Final Project Report (2017) for resources on how to incorporate climate-resiliency into culvert designs.
<u>Policy NE-6.1:</u> <i>The City's Critical Areas Ordinance shall require vegetative buffers along all surface waters to protect critical areas for priority habitats and species, including anadromous fish and wildlife habitat corridors. New development shall be subject to buffers or resource management areas, as identified in the Critical Areas Ordinance and other applicable development standards.</i>	The best available science (BAS) emphasizes the importance of protecting all streams and their adjacent riparian areas to support full riparian ecosystem values and function. Both fish bearing and non-fish bearing streams contribute to aquatic and riparian functions. Non-fish bearing streams support fish bearing streams by providing organic matter, energy, cool water sources for downstream reaches, and movement corridors for both aquatic and terrestrial wildlife. Please see WDFW's Riparian Ecosystems, Volume 1: Science Synthesis and Management Implications, and Riparian Ecosystems, Volume 2: Management Recommendations for our BAS and how all streams could be sufficiently protected. The City's CAO utilizes the State Interim Forest Practice Water Typing in WAC 222-16-031 to define stream types. WAC 222 is for forest practices intended to be used for water typing in forested areas of the state. The maps developed for these water types may be unreliable within urban areas due to different land uses and how other applicable local or state code requirements are defined or applied. WDFW recommends using the SPTH₂₀₀ GIS mapping tool as an alternative to the DNR map. The Site Potential Tree Height at age 200 (SPTH₂₀₀) tool follows the best available science outlined in WDFW's Volume 2: Management

	Recommendations for protecting the full functions and values of riparian management zones.
<i>NEW Policy NE- 6.11: All development activities shall be located, designed, constructed, and managed to avoid disturbance of adverse impacts to fish and wildlife resources, including spawning, nesting, rearing, and habitat areas and migratory routes, resulting in no net loss of critical area functions. In cases where unavoidable impacts to critical area functions occur, mitigation sequencing (WAC 197-11-768) will be implemented to minimize and address these impacts, ensuring that there is no net loss of critical area functions.</i>	WDFW suggests adding a new policy to the Fish and Wildlife Habitat Conservation Area section. This new policy would aid the City to ensure there is no net loss of fish and wildlife conservation area functions and values from new development as required by WAC 365-196-830 (4). Additionally, this suggested policy calls out following the mitigation sequence steps for unavoidable impacts which is an important aspect of the City's critical area ordinance code, Chapter 16.20. WDFW also suggests that the City establish a monitoring plan and adaptive management program to ensure the no net loss standard is being met. Information can be gathered to evaluate the effectiveness of the CAO, to evaluate the potential for exemptions and variances to cumulatively affect habitat conservation areas, and to improve permit implementation. Monitoring and adaptive management is encouraged in WAC 365-195-905 (6) to improve implementation of the regulations outlined in local CAOs over time. See Commerce's Monitoring and Adaptive Management Critical Areas Handbook, Chapter 7.
<i>NEW Policy 6.12: Support ecosystem service benefits provided by healthy, connected floodplains and riparian systems, such as water attenuation, pollution filtration, flooding resilience, and drought resistance.</i>	Protecting connected floodplains and riparian systems can also protect the built environment by providing ecosystem service benefits such as water control, flood prevention, and drought resistance. Utility infrastructure should incorporate ecosystem services provided by natural environmental processes. Natural water infiltration and attenuation processes help retain, cool, and filter water which benefits, people, salmonids and other species. Protecting and restoring natural assets can be more cost-effective than engineered solutions. Please see FEMA's guide Building Community Resilience with Nature-based Solutions, as well as supporting Kitsap County's approach to quantifying ecosystem services through the Kitsap Natural Resources Asset Management Project.

<u>Policy NE-7.2:</u> <i>New development and redevelopment in all shoreline environment designations shall be consistent with the “preferred use” and “priority use” provisions as set forth in 90.58.020 RCW and WAC 173-26-201, or their successors.</i>	We encourage the City to follow the Department of Ecology’s Shoreline Master Program guidelines and support the department’s encouragement of soft shoreline stabilization techniques where possible. During WDFW Hydraulic Project Approvals (HPAs) reviews, we follow the shoreline stabilization alternative outlined in WAC 220-660-370(3) which states, “To ensure the protection of fish life, a person must use the least impacting, technically feasible shoreline stabilization alternative...”
<u>Policy NE-11.4:</u> <i>Cooperate with regional and state governments and agencies in the development and implementation of watershed management plans or other types of basin plans which are upstream or downstream from Poulsbo.</i>	We support this policy and the overarching support for basin planning in the Water Quality and Basin Planning section of the Natural Environment element. However, we suggest the City include a statement about the current partnerships or a partner list outlining who the City works with in the Natural Environment plan context before the goals and policies section. For example, some partners may include: Watershed Restoration and Enhancement Plan: WRIA 15 Kitsap Watershed, the West Sound Partners for Ecosystem Recovery, or other partnerships that Poulsbo participates in.
<u>Policy NE-13.1:</u> <i>Support state, regional and countywide actions that support resilience by identifying and addressing the impacts of climate change and natural hazards on land, water, infrastructure, and health.</i>	We support this policy and encourage the use of climate led analyses when evaluating where new development will be located. Reviews that consider the changing flood zones may prevent future negative impacts to developments. Please see the Climate Mapping for a Resilient Washington, FEMA’s Resilience Analysis and Planning Tool (RAPT), and USGS Coastal Storm Modeling System (CoSMoS).
<u>Policy NE-13.4:</u> <i>Enhance the City’s urban tree canopy to support community resilience, mitigate urban heat and stormwater runoff. This can be accomplished through a program of tree planting in public areas, including street trees, public parks, public open spaces, and public facilities. Consider programs that create incentives for residents and business to plant trees on their private property, in addition to any required applicable landscaping standards.</i>	We support this policy that can help the City meet its climate resiliency goals. We also encourage the city to continue pursuing efforts for a tree canopy assessment and develop a monitoring plan to track tree canopy loss and impacts over time. To help support this policy, we recommend the City review the tree canopy studies conducted for the Puget Sound Washington Urban Canopy Project and the City of Tacoma . The City of Everett created a Tree Keeper that calculates carbon dioxide uptake,

	stormwater control, and air pollution reduction by trees. Other resources include: WDFW's change detection tree canopy data, Department of Natural Resources' Urban and Community Forest website, and WDFW's Habitat at Home program. Example tree protection ordinances and urban forestry plans can be found on the MRSC urban forestry website.
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Parks, Recreation, and Open Space Element

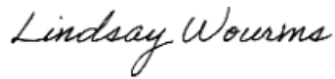
Draft Policy Number and Language (with WDFW suggestions in red)	WDFW comment
Policy PRO-1.1: <i>Identify and acquire a wide variety of lands for parks and public open space purposes. These shall be identified in the Parks' Capital Facility Plan section and meet identified needs based on Level of Service standards:</i> • <i>Natural areas and features with outstanding scenic or recreational value;</i> • <i>Lands that provide public access to Liberty Bay shoreline, the Dogfish Creek estuary, and other creeks located within the city;</i> • <i>Lands with value for wildlife or watershed conservation, science, education, or that have other significant natural amenities;</i> • <i>Lands that connect natural areas, or provide important linkages for trails, plant communities, or wildlife habitat;</i> • <i>Lands valuable for active recreation, including playgrounds, athletic fields and facilities, trails, fishing, swimming, or picnicking activities;</i> • <i>Lands that provide an appropriate setting and location for a community center; Parkland that enhances the surrounding land uses;</i> • <i>Land that preserves significant historical areas and features.</i>	WDFW supports this policy for protecting and connecting wildlife habitat. We encourage local jurisdictions to use best available science to pursue efforts to create, maintain, and connect habitat corridors where possible for wildlife to use to prevent species isolation. These corridors are important in promoting wildlife movement and preventing habitat fragmentation. The public benefits of integrating open space and corridor planning include increased opportunity for positive human-wildlife interactions, better management of stormwater, and more certainty for developers and landowners about where habitats will be protected over the long term. For resources on wildlife corridors, please see WDFW's Habitat connectivity website, the Washington Wildlife Habitat Connectivity Working Group, as well as Wildlife Habitat Connectivity Consideration in Fish Barrier Removal Projects. Resources for developing open space corridors include Landscape Planning for Washington's Wildlife: Managing for Biodiversity in Developing Areas and Land Use Planning for salmon, steelhead and trout: A land use planner's guide to salmonid habitat protection and recovery.
Policy PRO-3.1: <i>New park master plan designs should incorporate energy efficient facilities, plan</i>	WDFW supports this policy but suggests adding the word "connect" here to promote open space

for water conservation, protect and connect wildlife habitat, encourage recycling, and employ low-impact development techniques to handle storm water runoff.	connections for wildlife. These corridors are important for providing and maintaining wildlife movement. Please see the resources provided in Policy PRO-1.1 above.
Goal PRO-4: Create a hybrid system of on-street facilities, off-street links, and shared-use paths to create a continuous and complete network for pedestrians and bicyclists that connects neighborhoods, commercial areas, schools, transit facilities, parks and open spaces, and the waterfront. • Support the efforts of connecting open spaces to provide human and wildlife movement corridors throughout and beyond the city.	While planning a network of open spaces, it's recommended to also plan for how wildlife can use these corridors alongside humans. As the built environment continues to grow, it is essential to plan ways that allow the built and natural environments to interact and provide benefits for humans and wildlife while preventing conflicts. Multiple-use open spaces can serve a multitude of human activities while also providing areas for wildlife movement. Our suggestion in red could be added as a sub-goal or a new policy for the City to add. Please see the following resources, Landscape Planning for Washington's Wildlife: Managing for Biodiversity in Developing Areas, The Washington Wildlife Habitat Connectivity Working Group, WSDOT's Reducing the risk of wildlife collisions website as well as Wildlife Habitat Connectivity Consideration in Fish Barrier Removal Projects, Montana Fish, Wildlife, and Parks' How to Build Fence with Wildlife in Mind, and WDFW's website.
Policy PRO-4.8: When a public trail is designed to be located within a regulated critical area, the City shall engage professional consultants or other experts to ensure appropriate mitigation of any potential conflicts between path construction and wildlife habitat to ensure no net loss of the critical area.	No net loss of critical area functions is required by WAC 365-196-830 (4) and it should be stated here. While WDFW supports multiple-use open spaces, as mentioned in our comment for Goal PRO 4, when they support both the built and natural environment and do not compromise the ecological function of the critical area.

Thank you for taking the time to consider our recommendations for your comprehensive plan to better reflect the best available science for fish and wildlife habitat and ecosystems. We value the relationship we have with your jurisdiction and the opportunity to work collaboratively with you throughout this periodic update cycle. If you have any questions, need our technical assistance or resources at any time

during this process, please don't hesitate to contact me at 360-701-7705 or at Lindsay.Wourms@dfw.wa.gov.

Sincerely,

A handwritten signature in cursive script that reads "Lindsay Wourms".

Lindsay Wourms
Assistant Regional Habitat Program Manager
450 Port Orchard Blvd
Port Orchard, WA 98366

Cc: Gwen Lentes, Regional Habitat Program Manager (Gwendolen.Lentes@dfw.wa.gov)
Jessica Bryant, Regional Land Use Lead (Jessica.Bryant@dfw.wa.gov)
Kara Whittaker, LUCP Section Manager (Kara.Whittaker@dfw.wa.gov)
Marian Berejikian, Environmental Planner (Marian.Berejikian@dfw.wa.gov)
Adam Samara, Area Habitat Biologist (Adam.Samara@dfw.wa.gov)
Brady Green, Habitat Biologist (Brady.Green@dfw.wa.gov)

From: [Charlie Thompson](#)
To: [City of Poulsbo Planning and Economic Development](#)
Subject: Draft EIS Comments
Date: Monday, February 10, 2025 4:29:46 PM
Attachments: [Outlook-Charlie_Th.png](#)
[Outlook-The Fishli.png](#)
[Outlook-A white ph.png](#)
[Outlook-A white en.png](#)
[Outlook-A blue and.png](#)
[Outlook-A green gl.png](#)

External sender <charlie@fishlinehelps.org>

Make sure you trust this sender before taking any actions.

I am writing to provide comments on the Draft Environmental Impact Statement for the City of Poulsbo's 2024 Comprehensive Plan Update. I am both a resident of Poulsbo and the Executive Director of Fishline. Each day I witness the challenges our residents have with affordability. People utilizing Fishline's services work hard, and it simply is not enough because the cost of housing and other basic needs are out of reach. The Draft EIS identifies four alternative paths for Poulsbo. I implore you to choose the path that provides the most options for affordable housing, Alternative 4. Importantly, according to the Draft EIS, "Housing affordability would continue to be a challenge in Poulsbo under all alternatives due to the pressures of regional population and employment growth." Knowing that challenges to affordability will continue under all four alternatives only increases the need to choose Alternative 4. We must do what is necessary to provide as much affordable housing as possible.

Thank you for your time and consideration of my comments.

Sincerely,

Charlie Thompson
(he/him/his)

Executive Director



[\(360\) 208-0103](tel:(360)208-0103)



Charlie@fishlinehelps.org



[19705 Viking Ave NW](#)
[Poulsbo, WA 98370](#)



www.fishlinehelps.org



Fishline

*When Working Hard Is
Not Enough...*

From: [Michael Palasz](#)
To: [City of Poulsbo Planning and Economic Development](#)
Cc: [Michael Palasz](#)
Subject: Re: Reminder: Draft EIS Comments are due by 4:30 PM, February 18, 2025
Date: Friday, February 14, 2025 3:53:14 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

On Feb 14, 2025, at 7:07 AM, City of Poulsbo PED Department <planninginfo-cityofpoulsbo.com@shared1.ccsend.com> wrote:



City of Poulsbo PUBLIC NOTICE

The City of Poulsbo is updating its Comprehensive Plan consistent with the Growth Management Act (GMA; RCW 36.70A). The plan is designed to help the City meet its long-term vision for land use and growth management in incorporated city limits and associated unincorporated urban growth area.

In accordance with GMA, the 2024 Update addresses a 2044 horizon year, and considers new population, housing and job targets, changes to the future Land Use map, a fair share of affordable housing, housing policy amendments to address racially disparate impacts, and supporting investments in parks and multimodal/active transportation, utilities, and public services. The comprehensive plan is also required to be consistent with the Kitsap Countywide Planning Policies (CPPs), and with regional plans such as the Puget Sound Regional Council's (PSRC's) Vision 2050 which contains the Multi-County Planning Policies (MPPs).

This Draft EIS studies four land use and growth alternatives that include a no action and three action alternatives. All four alternatives assume growth consistent with PSRC's Vision 2050 and the Kitsap CPPs: 5,646 new persons, 4,000 new jobs, and 1,977 new housing units.

The City of Poulsbo is requesting comments from citizens, agencies, affected tribes, and all interested parties on the Draft EIS from January 17, 2025 to February 18, 2025. **Comments are due by 4:30 PM, Tuesday February 18, 2025.**

The Poulsbo City Council will select a preferred alternative based upon this Draft EIS in March 2025. The preferred alternative may include or combine elements from each alternative as presented in this Draft EIS.

Email comments are preferred and should be sent to plan&econ@cityofpoulsbo.com. Please include "Draft EIS Comments" in the subject line and include your comments in the body of your email message rather than as attachment.

All written comments should be directed to:

Via Email:
Nikole Coleman, AICP, Planning Manager, plan&econ@cityofpoulsbo.com

Or via US Mail:
Nikole Coleman, AICP, Planning Manager
City of Poulsbo Planning and Economic Development
200 NE Moe Street
Poulsbo, WA 98370

The Draft EIS is available below and on the project website at:
<https://cityofpoulsbo.com/planning-economic-development/2024compplanupdate/>

Full Document:

- [Cover Letter](#)
- [Fact Sheet](#)
- [Chapter 1: Summary](#)
- [Chapter 2: Proposal and Alternatives](#)
- [Chapter 3: Affected Environment, Impacts, and Mitigation Measures](#)
- [Chapter 4: References](#)
- [Chapter 5: Scoping](#)

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

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From: [Bill McCoy](#)
To: [City of Poulsbo Planning and Economic Development](#)
Subject: Draft EIS Comments from Bill McCoy
Date: Monday, February 17, 2025 9:01:42 AM

Warning: Unusual sender <whmccoy@gmail.com>

You don't usually receive emails from this address. Make sure you trust this sender before taking any actions.

Bill McCoy
21026 Miller Bay Rd NE
Poulsbo, WA 98370

Nikole Coleman, AICP, Planning Manager
City of Poulsbo Planning and Economic Development
200 NE Moe Street
Poulsbo, WA 98370

Feb. 17, 2025

Dear Ms. Coleman,

I commend Council and staff for the thorough and thoughtful efforts on the Comprehensive Plan Update culminating in the Draft EIS. In my opinion, supporting Missing Middle Housing (Alternative 2) and mixed use in Hwy 305 Corridor (Alternative 3) along with increasing density in RM/RH zones (Alternative 4) is clearly the optimal direction to sensibly grow the Poulsbo community. Successfully implemented, Alternative 4 (which includes Alternatives 2 & 3) will help to concentrate Poulsbo's growth in more walkable/bikeable and transit-friendly areas while supporting a diversity of household types and income levels in the community. However, without more emphasis on zoning regulation and process changes the planned-for growth from increasing density in RM/RH and enabling Middle Housing very likely won't happen, because development won't be economically viable, i.e. it won't "pencil" for developers. We'll continue to get mostly upscale detached single-family homes plus a few large apartment complexes, all in car-centric areas in the outskirts of the City, while RM/RH lots closer to town remain undeveloped.

Obviously, this is what's currently happening. As the EIS indicates (p.131) from 2020-2024 391 single-family homes were permitted in the RL zone, while no multi-family units at all were permitted in the RH zone. Development in RH, Poulsbo's densest zone, isn't happening, because it won't pencil on these remaining - nearly all critical-area-burdened - properties given parking, landscaping, and other requirements and the costly and unpredictable site plan review process. Poulsbo can't just add more theoretical density (Alternative 4) and expect it to magically get utilized. Achieving more density in RM/RH -

even achieving current density - will necessitate significant adjustments to zoning regulations and processes.

And, what multi-family that has been built or permitted in recent years is almost entirely large rental apartment projects (90 to 468 units), across major streets and highways from downtown, despite there being many smaller parcels in RM/RH zones, closer to downtown, that could support Middle Housing scale developments that would be more walkable, bikeable, and transit-friendly, and in many cases offered for sale and thus a pathway to homeownership. These large apartment complexes, despite their parking lots, ironically increase rather than reduce Poulsbo's street-parking burden because if the residents come downtown, they drive. We are getting only large-scale projects because the significant fixed costs of Poulsbo's development processes and requirements are only bearable if amortized across a large number of units. And because Poulsbo's car-centric parking requirements - that basically require as much space for parking lots as for buildings - don't work for our remaining smaller lots, that generally also come with slopes. So since Middle Housing doesn't pencil now on smaller lots in zones where it's already allowed, also allowing it in RL (Alternative 2) - generally on even smaller lots - won't magically make it happen. Achieving the planned growth from Middle Housing will also necessitate significant adjustments to zoning regulations and processes.

Just two specific adjustments would significantly close the plan goals vs. economic reality gap:

1. Reduce multi-family off-street parking requirements for multi-family developments from 1.75 space per unit net to 1 space per unit.
2. Eliminate all standards (e.g. setbacks, building perimeter landscaping) and mandated processes (e.g. architectural design review) for developing multi-family units on existing parcels that are more restrictive than the standards and processes required for developing detached single-family residences on existing parcels.

These two broad-brush changes could be limited or conditioned to mitigate any potential negative impacts. For example, the changes could be applicable only to multi-family infill in any residential zone (e.g. projects of less than 20 units), developments outside the historic Downtown zone, and/or excluded in situations of more public concern (e.g. RM/RH when adjacent to RL). Parking reductions could be applicable only if a study supports a surplus of on-street parking, and/or could start smaller (eliminate the .25 per unit guest parking space,. allow reduction from 1.5 to 1 space for 1BR units as well as studios, and make the senior parking requirement 1 space rather than 1.25 and applicable to age 55+ rather than age 65+).

I will be happy to provide more specific input when the time comes for Council and staff to consider new zoning regulations, I am providing this feedback now because I think Council and staff should ideally clarify in the EIS that changes to enable the chosen Alternative will likely need to be significant, given historical trends, and should definitely be prepared to entertain such significant changes. I am a part-time small-scale developer and real estate broker with limited experience. Staff and other citizens may well have much better ideas about how to enable the sensible growth Poulsbo needs. So I respectfully encourage Council and staff to solicit and carefully consider all ideas in that stage of the process, even - especially - ideas that are “out of the box” rather than “business as usual”.

Sincerely,

Bill McCoy

SENT VIA EMAIL

From: [Edie Lau](#)
To: [City of Poulsbo Planning and Economic Development](#)
Subject: 2024 Comp Plan Update Draft EIS comments
Date: Monday, February 17, 2025 5:54:52 PM
Attachments: [DEIS comments from ELau_2.17.25.docx](#)

Warning: Unusual sender <heyedielau@gmail.com>

You don't usually receive emails from this address. Make sure you trust this sender before taking any actions.

Dear Nikole,

Thank you for the opportunity to comment on the City of Poulsbo 2024 Comprehensive Plan Update Draft Environmental Impact Statement. The document is well-organized, clear and fairly thorough. Kudos.

As a long-time city resident who cherishes the community's natural environment, I am heartened by the many references in the DEIS to supporting active transportation, including making bicycling and walking safer and more inviting, and the attention paid to facilitating and increasing opportunities for public transit.

Here are my comments on specific passages.

Section 3.2 Air Quality/Climate

Regarding wildfire smoke: "It is important to note that the City has no control over wildfires" (p. 20, repeated on p. 71).

Actually, there is a major step that the City of Poulsbo can take to significantly decrease the chances of wildfire ignition during the dry season: Ban fireworks.

Poulsbo is one of a rapidly decreasing number of municipalities in Western Washington that continue to allow personal fireworks on the Fourth of July. In addition to the considerable fire and personal safety danger posed by fireworks, they terrify household pets and wildlife, trigger many combat veterans, and fill the air with particulate matter that raises the risk of cardiovascular disease to everyone in the airshed. Let's tap our community creativity and find healthier ways to celebrate.

As an attendee of an excellent wildfire resilience workshop hosted by the Poulsbo Fire Department in coordination with the conservation districts of Mason and Kitsap counties in early October, I suggest consulting with the fire department for more ideas that the City could consider toward reducing wildfire risk in our community.

Also in this section, as a mitigation measure, consider disallowing the use of methane (natural gas) in new construction.

Section 3.11 Utilities

The impacts section (3.11.2, page 184) states: "Solid waste impacts are generally the same across all alternatives as increased garbage and recycling services will be necessary for housing and job growth."

To mitigate increased solid waste generation, consider adding an explicit reference to composting of food and yard waste. Elsewhere in the plan (section 3.2.3, p. 75), reduction of food waste is cited as a mitigation measure, but the document does not specify how. One answer is curbside pickup of organic material — not just large containers of yard waste but smaller ones of kitchen waste — which has become a standard municipal service in communities across the country. Poulsbo need look no farther than Seattle for an example.

Here are three final suggestions that support the goals and policies delineated in this document.

1. To promote active transportation, add bicycle racks throughout the city. Creative rack designs can double as public art.
2. Throughout the document are references to walkability and access to public transit. However, under development that has occurred to date, we have seas of houses and no services, particularly on the west and east sides of the city. The quality of life in Poulsbo would be raised substantially if the City were to allow and encourage small businesses (such as corner stores and neighborhood cafes) within a half- to one-mile walk of housing developments. Such action would be consistent with Policy ED-1.5 (p. 112): "Foster a culture of creativity, entrepreneurship and innovation which helps promote job growth and new business creation, including artisanal and small-scale producers, such as the craft food and beverage industry."
3. Add a mini traffic circle at Caldart and Mesford. Since the four-way stop at that intersection was eliminated, it has become increasingly difficult for westbound traffic on Mesford to turn onto Caldart, especially but not exclusively during school start and release hours. Congestion and backups at that intersection will increase when the housing development north of St. Olaf's Church is completed. The plans for mini circles elsewhere in the area, listed in the DEIS, are encouraging. Please don't overlook this intersection.

Thank you for taking the time to review and consider my comments. For your convenience, a Word document of the above is attached.

Respectfully,
Edie Lau

To: Nikole Coleman
From: Edie Lau
Re: 2024 Comp Plan Update Draft EIS comments

Feb. 17, 2025

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Thank you for taking the time to review and consider my comments.

Respectfully,
Edie Lau



Olympic Region
7407 31st Ave NE, Lacey
P.O. Box 47440
Olympia, WA 98504-7440
360-357-2600 / Fax 360-357-2601
TTY: 1-800-833-6388
www.wsdot.wa.gov

February 20, 2025

City of Poulsbo
Planning and Economic Development |
Nicole Coleman, Planning Manager
200 NE Moe St
Poulsbo, WA 98370

Dear Ms. Coleman:

The Washington State Department of Transportation (WSDOT) appreciates the opportunity to review and comment on the Draft City of Poulsbo 2024 Comprehensive Plan Update (Plan) and Draft Environmental Impact Statement (DEIS). WSDOT has an interest in the Plan based on WSDOT's transportation subject matter expert status and statutory authority to plan, locate, design, construct, improve, repair, operate, and maintain the state highway system (RCW 47.01.260(1)).

WSDOT believes that the Plan and supporting environmental analysis do not meet the Comprehensive Plan Transportation Element Mandatory Elements (RCW 36.70A.070(6)(a)) related to the impacts of local growth on the state highway system. The Plan currently lacks "specific actions and requirements for bringing into compliance transportation facilities or services that are below an established multimodal level of service standard" for the following state highway intersections that the Plan and DEIS identify as being impacted by local growth:

- SR 305/Bond Road NE/SR 307 – LOS F
- SR 305/Forest Rock Lane NE – LOS F
- SR 307/Big Valley Road – LOS F

WSDOT encourages application of a tiered approach in identifying "specific actions and requirements" as follows:

- a) Begin with alternative land use assumptions and policies that may reduce vehicle trip generation.
- b) Adopt transportation system management and operations strategies to maximize efficient use of current facilities.

- c) Consider targeted capital investments on the local transportation system to improve network connectivity for all users and disperse demand across the network.
- d) Address remaining deficiencies with targeted capital investments on the state highway system.

WSDOT also requests that the Plan recommend specific funding sources to deliver the necessary actions and recommendations, consistent with the requirements of RCW 36.70A.070(6)(a)(iv)(C).

Please contact us at orplanview@wsdot.wa.gov, if you need assistance or have questions. We look forward to continuing our coordination and partnership.

Sincerely,

George Mazur, P.E.
WSDOT Olympic Region Multimodal Planning Manager

cc: Carol Holman, Washington State Department of Commerce
Thera Black, Peninsula Regional Transportation Planning Organization
Maggie Moore, Puget Sound Regional Council
Anna Ragaza-Bourassa, WSDOT Multimodal Planning and Data Division

From: [Nikole CH. Coleman](#)
To: [Tiffany Simmons](#)
Subject: FW: Poulsbo's Comprehensive Plan Amendment (2025-S-8188): WGS comments
Date: Wednesday, March 26, 2025 7:36:03 AM

Can you save to comp plan public comment and add to docket/?

Thanks!

Nikole Coleman, AICP (she/her/hers)

Planning Manager

City of Poulsbo | 200 Moe Street | Poulsbo, WA 98370

PED General Line: (360) 394-9748

[Planning and Economic Development | City of Poulsbo](#)

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From: Nikole Coleman <nikole.coleman@gmail.com>
Sent: Tuesday, March 25, 2025 11:27 AM
To: Nikole CH. Coleman <ncoleman@cityofpoulsbo.com>
Subject: Fwd: Poulsbo's Comprehensive Plan Amendment (2025-S-8188): WGS comments

Warning: Unusual link

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----- Forwarded message -----

From: **Sears, Tricia (DNR)** <Tricia.Sears@dnr.wa.gov>
Date: Tue, Mar 25, 2025 at 11:05 AM
Subject: Poulsbo's Comprehensive Plan Amendment (2025-S-8188): WGS comments
To: Nikole Coleman <nikole.coleman@gmail.com>
Cc: Sears, Tricia (DNR) <Tricia.Sears@dnr.wa.gov>, Holman, Carol (COM) <carol.holman@commerce.wa.gov>

Hello Nikole,

In keeping with the interagency correspondence principles, I am providing you with comments on Poulsbo's Comprehensive Plan Amendment (2025-S-8188).

For this proposal submitted via Planview, I looked at the proposal and focused on areas related to WGS work. Of note, but not limited to, I look for language around the geologically hazardous areas, mineral resource lands, mining, climate change, and natural hazards mitigation plans.

Specifically in this proposal, I reviewed the Combined_March 2025_Red.PDF.

Chapter 1: Introduction

Nicely written!

Chapter 2: Land Use

The chapter is nicely written. But there is no mention of climate, critical areas, geologically hazardous areas, and hazard mitigation planning. Suggest noting these things and that more details are provided in Chapter 5.

Chapter 5: Natural Environment

This chapter mentions goals and policies, and information related to climate, critical areas, and geologically hazardous areas. Suggest mentioning the hazard mitigation plan and its connection to the comp plan, climate, and geologically hazardous areas. Suggest adding maps of the critical areas.

Below, I include our usual language for this and future endeavors.

Recognizing the limitations of the current proposals, I want to mention that it would be great for you to consider these in current or future work, be it in your comprehensive plan, development code, and SMP updates, and in your work in general:

- in other areas besides the CAO. In addition, consider adding a reference to WAC 365-196-480 for natural resource lands.
- Consider adding a reference to the WGS Geologic Information Portal in other areas besides the CAO. If you have not checked our interactive database, the WGS Geologic Information Portal, lately, you may wish to do so. [Geologic Information Portal | WA - DNR](#)
- If you have not checked out our Geologic Planning page, you may wish to do so. [Geologic Planning | WA - DNR](#)

Thank you for considering our comments. If you have any questions or need additional information, please contact me. For your convenience, if there are no concerns or follow-up discussion, you may consider these comments to be final as of the 60-day comment deadline of 5/19/25.

Have a great day!

Cheerio,
Tricia

Tricia R. Sears (she/her/hers)

Geologic Planning Liaison

Washington Geological Survey (WGS)

Washington Department of Natural Resources (DNR)

Cell: 360-628-2867 | Email: tricia.sears@dnr.wa.gov

From: [Ronald Easterday](#)
To: [City of Poulsbo Planning and Economic Development](#)
Subject: 2024 Draft Comp Plan comments
Date: Sunday, April 20, 2025 2:30:25 PM

Warning: Unusual sender <easterdayron0@gmail.com>

You don't usually receive emails from this address. Make sure you trust this sender before taking any actions.

Greetings, a couple thoughts/comments on the draft 2024 Comprehensive Plan posted April 11, 2025:

Critical Area Maps NE-1 through NE-4: Prior critical area maps included lot lines and roadways for reference. Please consider including on NE-1 through NE-4 at least the roadways shown on proposed NE-5 and PRO-1 through PRO-3 for reference. Without points of reference, it is difficult to visualize where the general extents of Critical Areas are indicated.

TR-4: Lena PL has existing sidewalks both sides, not just one side as currently indicated.

Thank you for your consideration

Ron Easterday
20382 12th Ave NE
Poulsbo, WA 98370