



December 1, 2025

Job No. 2090-004-022

Ms. Nikole Coleman, AICP
Planning Manager
City of Poulsbo
200 NE Moe St
Poulsbo, WA 98370

**RE: Pinnacle at Liberty Bay PRD & Preliminary Subdivision - Technical Review No. 1
Request for Revisions - P-06-20-25-03 - Response Letter**

Dear Ms. Coleman:

ESM Consulting Engineers, LLC, is submitting the following responses to the Request for Revisions letter we received from you dated September 8, 2025. In an effort to provide concise and direct responses, we have copied the review comments below in *italics* and our responses are in **bold**.

Open Spaces and Amenities

- Per PMC 18.260.090, the City evaluates both the total quantity of open space provided and the functional value of that space, including open space preserved within critical areas and associated buffers (passive/natural) and open space located outside of critical areas, including usable parks, recreation areas, and landscaped buffers. To assist in our review, please provide the following:*
 - A table or spreadsheet summarizing:*
 - Total open space area (in square feet and acres)*
 - Area of open space located within critical areas or their buffers*
 - Area of open space located outside critical areas*
 - Tree retention area (if counted toward open space)*
 - Area devoted to active use (trails, parks, gathering lawns, etc.)*
 - A graphic or revised site plan that clearly distinguishes these areas using color coding or hatching.*

This information will help verify consistency with the PRD's open space and amenity requirements and provide transparency in how the proposed open space is distributed across the site.

Please see revised Sheet PP-31 & 32 for requested information.

2. *Provide an additional play structure or active recreation amenity within Tract Z to better serve residents on the east side of the project.*

- *Please provide details and specifications for the proposed play structure, ensuring it complies with Consumer Product Safety Commission (CPSC) and Americans with Disabilities Act (ADA) standards for both equipment and safety surfacing. The playground design should include a variety of play elements that accommodate multiple age groups, supporting inclusive and safe recreational use.*

The Open Space Tract Descriptions table on Sheet PP-31 has been revised to clarify that the large park proposed for former Tract Z (Now Tract Y) contains a large play structure. Details and specifications for the future play structure will be provided during construction plan review and approval following Preliminary PRD approval by the City.

3. *Provide additional screening vegetation within Tract D, adjacent to SR 305. This area serves as a prominent public-facing edge of the development, and enhanced landscaping—such as layered evergreen and deciduous plantings—will improve visual buffering, reduce noise impacts, and support a more attractive interface with the state highway corridor.*

Space is limited between the stormwater pond and the SR 305 right of way. Fortunately, there is an existing fully vegetated buffer of 60 plus feet between the property line and the travel lanes of SR 305 from which one could view the project site. See attachment 6 “SR 305 Photos”. Tract D and the stormwater pond will not be visible to the highway since it will be inset into a slope that starts approximately 25 feet above the elevation of the highway. The preliminary landscape plan proposes a native, drought tolerant landscaping buffer along the perimeter of the tract to augment the substantial existing vegetative buffer. In lieu of adding landscaping where it will not be seen, the project proposes to plant native, drought tolerant landscaping on the slope above the pond and below the lots above.

4. *Evaluate and address potential slope stability and erosion impacts associated with the development of Lots 126-135, particularly where these lots interface with the recreation trail and stormwater pond located at the base of the slope. Given the grade changes and concentration of runoff, provide additional detail or cross-sections demonstrating how erosion will be prevented both during and after construction, and how long-term protection of the adjacent public trail and stormwater infrastructure will be ensured. Erosion control measures, landscape stabilization, and maintenance responsibilities should be clearly identified.*

- *Please provide a cross-section of the proposed recreation trail around the stormwater pond, clearly identifying the location of the exercise circuit, and include examples or specifications for the commercial-grade equipment proposed for installation.*

Regarding Slope Stability and Erosion (Lots 136-144): Note that the lots previously identified as 126-135 have been renumbered to 136-144. Slope stability for these lots will be achieved through adherence to the construction recommendations provided by the project Geotechnical Engineer and temporary/permanent ground cover.

Regarding the interface between the lots and the stormwater pond, the following measures have been proposed to mitigate erosion and runoff concentration:

- **Interceptor Trench:** To prevent sheet flow from the rear yards from washing over the slope and down the slope toward the pond, an interceptor trench is proposed along the rear of Lots 136-144. This trench will capture upstream runoff and convey water to a safe discharge location. This will limit the sloped area to direct rainfall only.
- **Slope Stabilization:** Immediate ground cover will be established to minimize exposed soil. This will include hydroseeding / erosion control blanketing. These TESC Measures will be specified on the TESC plans that will be provided with the construction drawings.
- **Once final grade is achieved, permanent stabilization will be established to prevent long term erosion.** This includes deep rooted vegetation and erosion control blankets.
- **Maintenance:** Long-term maintenance of the slope and drainage infrastructure will be the responsibility of the HOA.

Regarding the Recreation Trail: The recreation trail from the pond perimeter up to Tract H has been removed.

5. *Please revise the plans to either remove the proposed trail segments located within critical area buffers or provide detailed construction information demonstrating consistency with PMC 16.20.320.F, including the type of materials to be used, anticipated construction methods, and any vegetation removal or disturbance within the buffer. This information is necessary to evaluate whether the proposed trail meets the City's standards for recreation within environmentally sensitive areas.*

The proposed trail alignment has been revised to remove trail segments from the critical area buffers.

Development Standards

6. *Provide a table of the proposed lot sizes.*

A lot size table has been added to Sheet PP-07.

7. *Provide confirmation that the proposed building pads and access for lots 5-11, 75-76, and 127-135 are viable given the existing topography and proposed grading. Include additional details or cross-sections as needed to demonstrate that site*

constraints—such as slope, retaining walls, and driveway grades—can be reasonably accommodated within the proposed lot layout.

See Attachment 1 for cross sections further illustrating the viability of the noted lots.

- *In addition, lots 11-14 are impacted by the existing access easement and proposed retaining wall. Clarify the maintenance responsibilities for the wall and the driveway easement surface for those future property owners.*

The retaining wall and the driveway easement serving APN# 25260120442000 will be contained within a HOA-owned and maintained tract. Maintenance of the retaining wall will be the responsibility of the HOA. After construction, the driveway surface will continue to be the responsibility of the benefiting property owner per terms of the existing access easement agreement under recording #202210030137.

Architectural Variety

8. *Consistent with a June 2025 code update, per PMC 18.260.060.E, PRDs with 70 or more homes must provide a minimum of seven different façade elevations that have a distinct architectural character. The project proposes 6 elevations. Provide an additional distinct plan.*

The project proposes 20 different façade elevations over 6 different floor plans. Each façade varies per PMC 18.260.060.E.2.a. See Attachment 2 for a narrative describing the differing façade elevations.

9. *Provide a narrative on how each submitted different façade elevation meets PMC 18.260.060.E.2.*

See Attachment 2 for a narrative describing the differing façade elevations.

10. *Consideration should be given to height measurement at this point in the process. Although it is not necessary to complete height measurements for each proposed home, please provide a representative sample showing that the proposed house designs can legally be built on the lots given the grades. See the measuring height handout here.*

All representative plans proposed are less than 35' in height when measured using the City's methodology. See Attachment 5 depicting how the tallest Plan 6 would comply with height requirements.

Site Design Criteria

11. *Per PMC 18.260.070(A), when a PRD is proposed adjacent to an existing single-family residential zone which has been developed utilizing traditional city subdivision development standards and lot sizes (seven thousand five hundred square feet or larger), the PRD shall be designed and developed so as to be consistent with the single-family residential environment at its adjacent perimeter. Please explain how lots 39-43 and 69 will meet this requirement.*

The proposed Pinnacle subdivision and PRD is designed for single family detached residences, consistent with neighboring subdivision uses. Lot sizes meet the requirements for PRDs in the RL zone. The applicant has revised the layout, providing a wall and screening fence tract between lots 42-45 (formerly lots 39-43), and the neighboring subdivision. See Sheet 30. This treatment has also been applied to lot 82 (formerly lot 69). A portion of new tract L contains a wall, screening fence, and complimentary landscaping which will be maintained by the HOA. Due to the separation created by the HOA maintained tract, the subject lots no longer meet the PMC definition of being "adjacent" to the existing neighboring subdivision, as addressed by PMC 18.260.070(A). The tract will include the six-foot high wood fence along the Pinnacle property boundary, which satisfies PMC 18.60.070.B, further addressed below. In addition, the number of lots along the northern side of the entry drive at Tract Q has been reduced from five to four, increasing lot size.

12. *Per PMC 18.260.070.B, screening is required on the perimeter of the PRD abutting developed/undeveloped single-family zones. The project narrative specifies that a mix of landscaping and a 6' fence will be provided on lots abutting existing neighborhoods. It is unclear what the comprehensive screening plans are on the site.*
- *Lots 39-43 are proposed to be screened with a 15' landscape buffer and a 6' privacy fence. Clarify whether landscaping continues on other abutting lots.*

With the applicant's revised layout, screening is accomplished with a 6' solid fencing in the newly designated Tract L on revised plan 29-30 as well as complimentary landscaping of varieties that generally do not exceed 8 feet in height at maturity.

- *Lots 5-14, 34-38, and 141-147 provide an unspecified wall along the perimeter. Clarify if this is a retaining wall or a 6' privacy fence used for screening. If it is not a privacy fence, extend screening along the perimeter.*

A 6' privacy fence for screening is proposed in each of the listed locations. A note has been added to Sheets PP-29-30 for clarity.

- *Lots 29-33, 44-45, and Tract Y do not provide any plans for screening. Provide plans for screening provisions.*

A 6' privacy fence for screening is proposed in each of the listed locations. A note has been added to Sheets PP-29-30 for clarity.

- *Clarify what method of screening is being used for Tract P.*

Tract P will include a 6' privacy fence for screening and complimentary landscaping of varieties that generally do not exceed 8 feet in height at maturity. Landscaping is proposed as depicted on Sheets PP-29-30.

- *Provide additional screening in Tract D adjacent to SR 305.*

See response to item 3 above.

13. *Clarify how the required landscape screening on Lots 39-43 will be maintained over time, particularly after individual lot ownership transfers. Identify whether the screening will be located within a tract, easement, or landscape buffer, and describe any covenants, HOA responsibilities, or enforcement mechanisms that will ensure the vegetation is preserved and maintained in perpetuity to meet visual screening and buffering requirements.*

The plans have been revised to create a wall and screening fence tract identified as Tract L to be owned and maintained by the HOA. See responses to items 11 and 12 above.

Private Road

14. *Per PMC 18.260.120.B, private roads may serve up to nine single-family lots. Tract Q proposes 10 lots using the private road. Clarify if all 10 lots will be accessed through this private road.*

The plan has been revised so that Tract Q serves nine lots.

Phasing

15. *Revise the phasing plan to demonstrate how each proposed phase will function independently, including required infrastructure, access, and applicable open space or recreational amenities. Each phase should include sufficient usable open space to meet PRD requirements for that phase's residential lots, and the plan should clearly show how amenities will be delivered in a timely and coordinated manner to serve the residents of each phase.*

See new Sheets PP-15, 16, 17 depicting phasing and improvement sequencing.

Other

16. *Provide additional information regarding all proposed retaining walls on site, and clarify who will be responsible for long-term maintenance, particularly where walls are located along or between private residential lots. This information is necessary to evaluate consistency with grading, safety, and design standards.*

Retaining wall systems along shared lot lines will be located on the downhill lot and will be contained within a maintenance easement granted to the HOA. The above is a typical approach commonly used in large communities. Any necessary exceptions to this standard approach will be revealed and evaluated during formal engineering design following City-approval of the Preliminary PRD. Prior to final plat approval, specific operation and maintenance obligations of both homeowner and HOA will be spelled out in the CCRs and provided to City for review.

17. *Clarify the long-term maintenance responsibility for Tract Y, which provides access to an adjacent property. Specifically, indicate who will be responsible for maintaining the driveway surface, managing drainage, and ensuring access remains functional. If maintenance is to be shared or assigned to an HOA, please identify any proposed easements, agreements, or covenants that will ensure ongoing compliance.*

Maintenance obligations are detailed in the existing private access easement that encumbers the entirety of the tract. Please refer to the supplied Title Report. The easement and its legal provisions will remain intact following the recording of the PRD and creation of Tract Y.

18. *Provide a narrative or supporting analysis demonstrating how the proposed stormwater design complies with Minimum Requirement 8 (Wetlands Protection) from the Department of Ecology's Stormwater Management Manual, specifically with regard to Wetland B. The documentation should describe how discharge to the wetland maintains the existing hydrologic conditions necessary to support wetland functions and values, including volume, frequency, timing, and duration of flow. If applicable, include any modeling assumptions or mitigation measures proposed to avoid altering baseline wetland hydrology.*

A wetland hydroperiod protection analysis has been provided in Appendix D for the stormwater report. .

19. *Revise the site plan and associated documentation to address the location of Lots 29-33 within the 100- foot sanitary control radius of a nearby Group B water system well, as regulated by Kitsap Public Health District's Drinking Water Supply Regulations (Ordinance 2018-01). Development activities, including grading, structures, and impervious surfaces, are generally restricted within this protective radius unless a sanitary control easement or protective covenant is recorded and accepted by Kitsap Public Health.
Please clarify:*

- *Whether a recorded sanitary control area agreement or protective covenant exists or is proposed.*

The referenced portion of the property is subject to the provisions of that Declaration of Waterworks Easements and Water Users Agreement, dated June 13, 2001, and recorded at Kitsap County Rec. No. 200106130224 (the "Well Agreement").

- *How the proposed development within this radius will comply with KPHD setback restrictions; and*

The applicant proposes to include the subject property for creation of five lots, intended for development, but subject to a restrictive plat condition and notice requirements, to be drafted to accomplish the following:

- **Include lots 52-56 within the Pinnacle Subdivision and PRD, each of which shall be conditioned in the preliminary subdivision approval as ineligible for submittal of a building permit application unless and until the well protection area established under the Well Agreement recorded at Kitsap County Rec. No. 200106130224 (the "Well Agreement") is (a) extinguished, or (b) amended to allow development consistent with applicable wellhead protection area provisions of the Kitsap Public Health Board, or (c) the owners of the benefited parcels under the well agreement agree to and are provided with a City Water Service connection adequate for a single-family residential unit. The restrictive condition shall be recorded on the face of the final plat. In addition, individual notice shall be recorded against each of the restricted lots providing the full language of the plat condition.**
- *Whether any variances or waivers are being pursued through KPHD. This information is necessary to ensure the project is consistent with local drinking water protection standards and will not jeopardize the integrity of the Group B water supply system.*

No variance or waivers are being pursued through KPHD at this time.

20. *Provide a preliminary draft of the restrictive covenants (CC&Rs), as required in the application form.*

Draft CC&Rs are included with this resubmittal.

21. *Please note that the City is currently in the process of updating its Critical Areas Ordinance (CAO), with adoption anticipated in fall 2025. As the project may not be vested to the current critical area regulations, including stream buffer widths, applicants are advised to revise the plan to meet the proposed minimum buffer*

standards in order to reduce potential redesign later in the review process and ensure consistency with the best available science.

The applicant appreciates the City providing notice that it is in the process of updating its Critical Areas Ordinance. Under state vesting law, “A proposed division of land, as defined in RCW 58.17.020, shall be considered under the subdivision or short subdivision ordinance, and zoning or other land use control ordinances, in effect on the land at the time a fully completed application for preliminary plat approval of the subdivision, or short plat approval of the short subdivision, has been submitted to the appropriate county, city, or town official.” RCW 58.17.033. The Pinnacle at Liberty Bay application for preliminary subdivision and PRD approval is a proposed division of land under RCW 58.17.020 and was determined under City Code to be technically complete as of August 14, 2025. The application is therefore vested to land use control ordinances in effect on that date. The City’s Critical Areas Ordinance is a land use control ordinance adopted under the State Growth Management Act, RCW 36.70A et seq. Accordingly, under state law the application is governed by the stream buffers and other critical areas regulations provided in the City’s Critical Areas Ordinance in effect on August 14, 2025, regardless of changes to the City’s Critical Areas Ordinance that the City might make in the future. The applicant will make its legal counsel available to discuss vesting with the City’s legal counsel if staff have further questions or concerns regarding vesting.

Peer Review

22. *The Habitat Management Plan was reviewed by Grette Associates; their comments are attached and must be addressed in the project resubmittal.*

The Applicant disagrees with the City’s Peer Review report regarding stream typing and applicable buffers on the project site for Stream C (Barrantes Creek) and Stream D. The applicant stands behind the stream typing provided in the Critical Areas Report and Habitat Management Plan submitted by its consultant Sewall Wetland Consulting, LLC. Please see the Critical Area Report Addendum by Sewall Wetland Consulting, Inc. dated 11/19/25, which addresses each of Grette Associates comments. Note that the Addendum disagrees with the City’s Peer Review report regarding stream typing and applicable buffers on the project site for Stream C (Barrantes Creek) and Stream D. The applicant stands behind the stream typing provided in the Critical Areas Report and Habitat Management Plan and Addendum submitted by its consultant Sewall Wetland Consulting, LLC.

23. *The Tree Retention Plan was reviewed by Sound Urban Forestry; their comments are attached and must be addressed in the project resubmittal.*

Acknowledged. See comments and responses below.

Public Comments

24. *Public comments associated with the Notice of Application are due by September 11 and will be provided to you on September 12. A detailed written response to these comments must be included in the project resubmittal.*

Please see separate Response to Public Comments Matrix included with this resubmittal.

Grette Associates - Technical Memorandum - August 29, 2025 - Chad Wallin, PWS

Please see Critical Area Report Addendum by Sewall Wetland Consulting, Inc. dated 11/19/25 for responses to Grette Associates comments.

Sound Urban Forestry - August 29, 2025 - Kevin McFarland

Site and Grading Plans

25. *There is no mention of silt or tree protection fencing on any of the plans. The locations will need to be indicated along with clear construction notes regarding the sequence of installation and inspections by the project arborist. The WFCI Tree Protection Plan states on page 7 that fencing will be installed.*

Acknowledged. Future Grading Permit application materials will contain TESC plans along with comprehensive tree protection measures. These materials will be produced and submitted following Preliminary PRD approval by the City.

Preliminary Tree Protection Plan

26. *I concur with the vegetation types presented in the report and the overall sampling methodology used to determine the total number of trees within the site. However, I have concerns about the condition of trees within Tracts A, B, X and W. There are many trees, specifically red alder, big leaf maple and western red cedar that are in decline and should not be counted toward the significant tree count. I am requesting that once the clearing limits are staked, the project arborist revisit these Tracts, assess the significant trees that are potential risks to the adjacent infrastructure and houses and re-examine the significant tree counts. Additionally, the edge trees should be reevaluated once the clearing and grading has begun or is nearly finished. Regardless, it does appear the project will meet the City's minimum tree retention requirements.*

Hazard tree assessment will be conducted both prior to and following future clear and grade activities and proactive measures will be taken to reduce the risk of post-development tree failure. Following that assessment, a recalculation of projected tree retention can be performed, and preliminary determinations reconfirmed.

These measures will be addressed in detail in the future Grading Permit plans following Preliminary PRD approval by the City.

Landscape Plan Review

27. *The varieties of trees specified for street trees are all acceptable with the exception of the European beech and flowering Callery pears. Beech are prone to aphids and are too close to the backsides of the sidewalks related to its eventual mature size. Flowering pears are discouraged overall within the City and are considered an invasive species. Replacements will need to be presented.*

All varieties specified for the landscape buffers are acceptable with the exception of the Callery pears for the reason stated above.

The preliminary plant palette for the landscaping around the storm pond is acceptable.

Wording needs to be added regarding the soft surface trail that states the project arborist will be required to work with the contractor in locating the final location of the trail and minimizing impacts to adjacent trees to be retained.

Trail has been eliminated. Please see Sheets PP-29 - PP-32 for revised species.

City of Poulsbo Engineering Department - 9/4/2025 - Donald Washburn

Transportation

28. *Peer review for the provided Traffic Impact Analysis is in progress, and will be forwarded to the applicant upon completion.*

Please see Traffic Impact Analysis by Heath & Associates dated 11/12/25 for responses to TIA comments.

29. *Please Review the attached WSDOT comments.*

Please see Traffic Impact Analysis by Heath & Associates dated 11/12/25 for responses to WSDOT comments.

30. *It appears Road A is designed as a Residential Access type road. Per the City of Poulsbo's Comprehensive plan, a future road extension between Baywatch and Sunrise ridge is to be designed as a Residential Collector type road (Comprehensive Plan Fig. TR-3). See Construction Standards Section 2 Fig. 2-03 for Residential Collector roadway dimensions. As currently designed, this would apply to Sunrise Ridge and Road A.*

Proposed road sections are revised to provide the requested Collector connection.

Stormwater

31. *Peer review for the provided Stormwater is in progress and will be forwarded to the applicant upon completion.*

Acknowledged.

32. *On Sheet PP-14, it appears Tract Z contains a proposed access easement with the storm vault lying within the access easement. The City will not accept a property with an access easement, or property with infrastructure within an easement per PMC Title 18.*

Formally Tract Z (Now Tract Y) is proposed as an HOA-owned tract with a maintenance easement benefitting the City.

33. *Stormwater calls out Barrantes Creek as a discharge point of the project. Barrantes creek is known to overflow during wetter months; this is not mentioned in stormwater report. Please confirm.*

Further detail from the city has been provided from the city regarding the knowledge of overflow during wetter months. It was stated by city staff that overflow is most evident where Barrantes Creek intersects with Lemolo Shore Drive. This statement has been added to page 4 of the downstream analysis of Appendix C

34. *The habitat score for Wetland B is greater than 5 which triggers wetland hydroperiod protection method 2 (flow modeling production and mapping).*

A wetland hydroperiod protection analysis has been added in the stormwater report in Appendix D. In summary, the wetland hydroperiod protection passes the monthly and daily volume thresholds set in place by the DOE stormwater manual.

35. *On page PP-13, please provide more details on the southmost outfalls on streams C and D.*

The estimated vault and pond outfalls have been documented in plan in profile to show the concept on Sheet 22&23. The outfalls will be stabilized according to the anticipated velocity and any required buffer mitigation as a result of the buffer disturbance will be provided. Outfall to the stream will be of a similar type as the current outfalls from the existing detention facilities currently discharging into Stream A.

36. *On sheet PP-18, it appears that the storm pond will require work in HWY 305 Right of Way. Any alterations to State-owned right of way will likely require permission from the State for the construction work and possibly a franchise agreement depending on the work being performed.*

Acknowledged.

37. *On page PP-21, it appears the storm line is installed with only 6" of coverage under stream A channel. City construction standards require typical cover of at least 2 ft. Please confirm. The City will require fused HDPE for this crossing.*

HDPE pipe will be proposed at the stream crossing. A note on the 'appears the storm line is installed with only 6 of coverage...'. The existing grade represented in that profile view of the stream crossing is based on the existing grade of the sewer main. The grade above the storm pipe is higher than shown in profile. A cover note above the storm has been added in plan view on that same sheet. Approximately 1 to 2 feet of cover has been provided over both the sewer and storm pipes.

38. *The applicant will be required to provide confirmation from WSDOE stating if a reservoir permit or dam permit is required for the proposed storm pond.*

Acknowledged. Requested confirmation will be provided prior to future Grading permit approval.

39. *A preliminary TESC plan is needed and must include BMPs to manage summer and winter construction. Typical issues are dust control and turbid runoff. The current configuration of the site includes improvements up to the stream buffer, this should be considered when putting together the preliminary TESC plan.*

Acknowledged. Future Grading Permit application materials will include detailed TESC plans and a Stormwater Pollution Prevention Plan.

Water

40. *Peer review for the provided Water Civil planset is in progress, and will be forwarded to the applicant upon completion.*

Water Peer Review comments were received late in the comment response period, on 11/19/25. The comments are acknowledged, and PRV details will be addressed in final engineering. See also summary of response to Water Peer Review recommendations at p. 25 of this letter.

41. *Project connects to three different water pressure zones, and will require multiple pressure reducing valves (PRVs). As part of the effort with the peer review on the Hydraulic model, suggested locations and pressure settings will be identified. The applicant shall provide preliminary PRV design parameters and locations for*

preliminary plat approval. Final PRV design will be required prior to grading permit issuance. Once hydraulic modeling has been completed it is recommended to have a separate coordination meeting on the water layout.

Water Peer Review comments were received late in the comment response period, on 11/19/25. The comments are acknowledged, and PRV details will be addressed in final engineering. See also summary of response to Water Peer Review recommendations at p. 25 of this letter.

42. *Please provide more detail on the Creek C culvert crossing shown on sheet PP-22.*

See Attachment 3 for depictions of potential engineering solutions for the Creek C crossing. Details, specifications and construction considerations will be provided during formal Grading Permit submittal and review following City approval of the Preliminary PRD.

Sewer

43. *On page PP-20, SSMH #2 appears to be around 30ft deep. Maximum depth of sewer shall be 15' unless otherwise approved by public works director (Construction Standards Section 3(c)(4)). The maximum vector truck capability is around 17'. Adjusting sewer run to the south closer to State Highway 305 to avoid creek crossing may be explored.*

All SSMH SSMH's have been reduced down to no more than 20 feet. The primary driver to needing a few deeper Manholes (>15) is due to crossing under Stream A and the need to keep the SSMH's in maintainable locations. The sewer alignment is limited to crossing under the stream to successfully gravity to the existing sewer main in SR 305.

44. *Per WSDOT Standard Plan B-15.40-01 max specified depth of Type 2 MH is 20'*

Noted, it is proposed all structures (Storm/Sewer) are proposed to be kept at a 20' maximum. WSDOT Standard Plan B-15.40-01 notes a maximum depth of a Type 2 MH as being 25 feet. WSDOT Standard Plan B-10.20-03 notes a maximum depth of a Type 2 CB as being 15 feet. Type 2 CB's will be kept to a maximum depth of 15 feet, and Type 2 MH's are proposed no deeper than 20'.

45. *On page PP-20, the creek C sewer crossing line contains less than 3' of coverage and thus will require ductile iron pipe 3(C)(5). The ductile iron pipe should be cased where passing under the creek crossing.*

After further discussion with Public Works, it is understood that fused HDPE will be preferred over ductile iron pipe to eliminate the need for joints under the creek crossing.

46. *The run of pipe sewer pipe between SSMH #2 and EX SSMH Type 1 may be challenging to construct due to its length and minimum slope and may present issues meeting City of Poulsbo construction standards.*

Understood, sewer pipe slopes were kept above minimum to allow for construction tolerances. Additionally, pipe lengths between manholes have been reduced.

47. *The proposed access road surrounding storm pond does not appear to offer sufficient access for public works. Please provide modeling for vector truck showing that access and proposed turnarounds are feasible. Sheet PP-17 - Please provide profile and hammerhead dimensions of storm pond access road in order for public works to be able to determine suitability for vector truck access.*

See revised Sheet PP-21 depicting truck auto-turn and access dimensions.

Geotech

48. *Peer review for the provided geotechnical report is in progress. Peer review comments will be forwarded to the applicant upon completion.*

Acknowledged. See comments and responses below.

Site Plan

49. *Please review project materials for compliance with City construction standards prior to grading permit construction drawing submittal.*

Acknowledged.

50. *Pipe anchors, and possibly clay dams, will be required for slopes steeper than 45%*

Acknowledged. To be addressed during detailed Grading Permit design following City approval of Preliminary PRD.

51. *Please confirm slope on lots 127-135. The maximum slope for fill surfaces is 2 horizontal to 1 vertical (2:1). Cut slopes cannot be greater than 5 feet in height and steeper than 2:1 unless a geotechnical report is provided and approved per PMC 15.40.070*

All proposed permanent finished grades are 2:1 or less.

52. *Tracts Q, R, S, T and U are listed in Phase 1 of the phasing plan, but are shown as discharging into the Tract D storm pond which is listed in Phase 3. The City requires that all phases are able to stand on their own for utilities and access. How*

is Phase 1 standing on its own? The same question also applies for all lots listed in Phase 2.

See new Sheets PP-15, 16, 17 depicting phasing and improvement sequencing. Each phase will stand on its own.

53. *On Sheet PP-07, Road A contains three horizontal curves with a radius of 75ft. The minimum horizontal curve radius allowed by the city is 125ft (Construction Standards Section 2) An exemption for this may be requested, though the city is unlikely to support such a request. All requests for approval of a deviation to City standards must be submitted in writing to the City Engineer, and approved by City Council (Construction Standards Section 1 - C).*

All proposed horizontal curves have been revised to 125' or greater.

54. *On Sheet PP-09, Road C does not have centerline geometry or road grade listed. Please include in revisions.*

Geometry and road grade added as requested.

55. *On sheet PP-12, the 12' retaining wall likely cannot be constructed without trespass onto the adjacent northern property.*

The preliminary proposed wall location has been revised to be located in a separate tract for HOA access. Exact location TBD during detailed engineering design and in consultation with project geotechnical engineer.

56. *Lots 22-26 and 39-43 appear to have driveways off tract Q, which exceeds the maximum allowed (9) on a private road within a subdivision per PMC 18.260.120(B). This would require a deviation request with an approval for the request from city council to deviate from section 2(G) as directed by PMC 18.260.120(E). Deviation standards are per construction Standards Section 1(C) and must meet the decision criteria of Section 1(C)1.*

Tract Q revised to serve no more than 9 lots.

57. *Tract Q appears to be longer than 150' which triggers requirements for either a 120' hammerhead or 96 dia Cul-De-Sac per Poulsbo Fire Department.*

The project proposes to condition lots served by Tract Q to require fire-sprinklers for the future homes on those lots. This has been confirmed by Brian Romey with the Poulsbo Fire Department. A tract length of 150 feet can be exceeded with the addition of 13D sprinkler systems.

58. *The applicant shall be responsible for obtaining confirmation from WSDOH that there are no building restrictions associated with the well on Parcels E and E1.*

See response to item 19.

59. *On-street parking will be required for this project. On-street parking, shall be provided at a minimum of ½ parking space per residential unit per City of Poulsbo construction standards Sec. 2-C.*

See revised Sheet PP-28 for on-street parking information and calculations.

Poulsbo Fire Department - 9/3/2025 - Captain Brian Ramey, Deputy Fire Marshal

60. *Fire apparatus access roads, including bridges, elevated surfaces, and culverts shall be designed to support a 75,000-pound fire apparatus and constructed to provide all weather driving conditions.*

Acknowledged.

61. *Fire apparatus access roads shall have a minimum unobstructed width of 20 ft. Where a fire hydrant is located on a fire apparatus access road, the minimum width shall have a minimum width of 26' and extend for 30' on either side of the hydrant.*

Acknowledged.

62. *No Parking Fire Lane signage may be required to maintain access road widths where applicable.*

Acknowledged.

63. *Minimum turning radius throughout this residential project should be 25ft.*

Acknowledged. All proposed turning radii are at least 25'.

64. *Cul-de-sac diameter should be a minimum of 96' diameter.*

Cul-de-sac diameter has been provided per City Standard detail 2-10 for Residential Cul-de-sac standard. Diameter is noted as 90 feet.

65. *Dead end fire access roads in excess of 150' require an approved turn around.*

Acknowledged. 13D fire sprinklers will be provided for any dead-end access tracts that exceed 150 feet.

66. *Fire hydrants should be located no more than 300' apart.*

Proposed hydrants meet the required 600' hydrant spacing.

67. *Fire hydrants should be located outside of cul-de-sacs to reduce fire apparatus congestion.*

Acknowledged.

BHC Consultants - Becca Ochiltree, PE - Peer Review

Preliminary Stormwater Site Plan

68. *Appendix C, Offsite Analysis Report - more information is needed about the "second upstream area" described on page 2, and it's associated existing stormwater detention pond. Appendix C describes that the existing detention pond will be removed, and flows to this existing pond will instead be diverted "directly to the stream." Please address how the proposed design will continue to meet the SWMMWW requirements for the upstream areas.*

The offsite analysis in Appendix C was updated to more accurately reflect the existing conditions of the "second upstream area". Upon closer review, this upstream area is collected and conveyed in a conveyance system separate from the existing detention pond. This upstream area is not tributary nor flows to the existing pond. This upstream runoff and its conveyance system is proposed to remain as is. Upstream run-on will be collected and discharged at its currently discharge location.

Preliminary Civil Plans

69. *SWMMWW Volume I, Chapter 3.4.2 provides guidance on preparation of Construction Stormwater Pollution Prevention Plan (SWPPP) and erosion and sediment control plan. Please prepare and provide a Construction SWPPP and an erosion and sediment control plan for review during final plat design.*

A SWPPP will be provided for review and approval at time of Grading Permit application following City approval of Preliminary PRD.

70. *SMMWW Volume V, Chapter 12 provides guidance on detention facilities. Specifically, BMP D.1 Detention Ponds, Design Criteria requires an Emergency Overflow Spillway to control the location of pond overtopping. Please address why an Emergency Overflow Spillway was not provided, and how the Emergency Overflow Structure provided is in accordance with these guidelines.*

An emergency spillway has been added as a second emergency spillway overflow location. The pond will also have an overflow structure with birdcage separate

from the control structure. That will also function as an independent emergency spillway structure.

71. *PP-17, -18, and -19 - Provide details for the oil/water separator/spill control structures, the water quality treatment facilities, the detention vault, the outlet control structure, and the overflow outlet structure from the pond for review during final plat design.*

Detailed engineering design of the stormwater system will be provided for review and approval at time of Grading Permit application following City approval of Preliminary PRD.

72. *PP-15, -19 - Provide details for the vault and pond discharges to the wetland/stream buffers in accordance with the referenced Wetland Mitigation Plan during final plat design.*

Detailed engineering design of the stormwater system will be provided for review and approval at time of Grading Permit application following City approval of Preliminary PRD. Any facilities or structures to be located within buffers will be incorporated into and addressed by the final Wetland Mitigation Plan accompanying the Grading Permit application submittal.

HWA GeoSciences Inc - Steven R. Wright, P.E. - Peer Review

Application Submittal Requirements

73. *Section 15.40.080 of the PMC states that the plans shall include "Designation of all critical areas and buffers, tree retention areas, natural vegetation protection areas, or other areas that are not subject to the grading activity." Some of this information is not included in the civil plans prepared by ESM. HWA recommends that the civil plans be updated to include the required information.*

Limits of grading are depicted on Sheets PP-10 thru PP-12 along with critical areas and their respective buffers. Areas outside of these limits will be left in their natural vegetated state.

Wet Weather Earthwork Limitations

74. *Section 16.20.420E of the PMC states: "For new or redevelopment, clearing and grading may be limited by the city engineer to the period between May 1st and October 1st, unless the applicant provides an erosion and sedimentation control plan prepared by a professional engineer licensed in the state of Washington." HWA recommends that Aspect inform the applicant of the requirement for an erosion and sedimentation control plan if earthwork is conducted outside the May 1 to October 1 timeframe.*

A Temporary Erosion and Sedimentation Control Plan along with Stormwater Pollution Prevention Plan will be submitted to accompany the future Grading Permit application following approval of the Preliminary PUD by the City.

Qualifications of Professionals

75. *Section 16.20.720 of the PMC requires that critical area special reports include the resumes or a list of qualifications of the authors, to assist the Director in evaluating their expertise. While HWA acknowledges that the authors of Aspect's reports are qualified professionals, the geotechnical reports should still be updated to include either the authors' resumes or a summary of their qualifications, in accordance with code requirements.*

Aspect Consulting is one of the qualified on-call geotechnical consultants for the City of Poulsbo. Please see Attachment 4 for a list of relevant projects and Aspect team bios with their qualifications for this submittal.

Geotechnical Report Requirements

76. *Section 16.20.760A of the PMC states that geotechnical reports must include a description of the location and characteristics of springs within 1,000 ft of the site. Aspect's February 13, 2025 geotechnical report indicates that springs were observed somewhere within the three western parcels, but the locations of the springs were not noted. Also, the locations of springs within 1,000 ft of the site were not noted in either of Aspect's reports. HWA recommends that Aspect revise its reports to include the required information.*

Both the Geotechnical Engineering Report and the Geotechnical Engineering Report Addendum produced by Aspect Consulting state that no springs were observed on the Site. Please refer to the reports prepared by Sewall Wetland Consulting for discussions of wetland features on or adjacent to the Site.

"Nothing we observed would prevent or limit development from a geotechnical standpoint." Aspect Consulting 11/24/25

77. *Although the PMC does not explicitly require that geotechnical reports include a map showing geologic hazard areas, buffers, and proposed improvements, it does require that the report evaluate the spatial relationships between hazard areas and the proposed development (e.g., proximity of structures to hazards, adequacy of buffers, etc.). Without a map, it is difficult for the reviewer and Director to assess the credibility of Aspect's spatial analyses. Additionally, because buffer and setback modifications may be allowed or required based on site-specific conditions, the report must clearly demonstrate compliance with or justification for the proposed configurations. To assist both HWA and the Director in understanding these spatial relationships, HWA recommends that Aspect update its reports to include maps showing geologic hazard areas, recommended buffers/setbacks, and the location of proposed improvements.*

“We did not find evidence of landslide deposits in the area of the mapped high landslide hazard area surrounded by moderate landslide hazard areas in the northwest portion of the Site (Figure 3 of Aspect, 2025a). Instead, glacially consolidated glaciolacustrine deposits were encountered. Therefore, we do not recommend any setbacks or buffers from the mapped hazards because evidence was not observed of the mapped high landslide hazard. Attached Figure 1 shows the planned development overlaid on the mapped geologic hazards and our test pits.” Aspect Consulting, 11/24/25

General Comment

78. *Both of Aspect’s geotechnical reports state “At the time of this report, design plans and construction methods have not been finalized, and the recommendations presented herein are based on preliminary project information. If project developments result in changes from the preliminary project information, Aspect should be contacted to determine if our recommendations contained in this report should be revised and/or expanded upon.” It is not clear to HWA if Aspect has been contacted to determine if the recommendations contained in their reports should be revised and/or expanded upon. If the preliminary project information has changed since Aspect prepared their reports, HWA recommends that Aspect be given the opportunity to determine if they need to revise or expand upon their initial recommendations.*

“We have reviewed the current development plans prepared by ESM and have concluded that our recommendations do not need to be updated, revised, expanded, or changed at this time.” Aspect Consulting, 11/24/25

Parametrix - Tony Woody, PE, PTOE - Traffic Impact Analysis - Peer Review

79. *Page 8: SR 305 speed is 40mph north of ~Baywatch Court and 50mph south of that location.*

TIA Table 1 has been updated.

80. *Page 10: AM and PM peaks are noted as generally occurring between 7-8 AM and 5-6 PM. Do any of the study intersections have local peaks that are substantially (>30 minutes) outside of the system peaks?*

TIA language has been refined, and a table has been added to identify AM and PM peak hour for each intersection.

81. *Page 10: Verify how the AM school traffic was accounted for. Was there a decrease in PHF to account for the 15-minute spike or some other method?*

AM peak hour traffic counts captured school peaking effects via PHF which was applied to the existing and future conditions intersection operations analysis. Existing PHFs are documented in the traffic count sheets.

82. *Pages 10-16: Clarify which study intersections are reporting performance metrics. There appears to be variability in what is reported for study intersections, for example:*

- *Section 3.4 lists out 5 intersections where counts were collected and mentions 2 other intersections where counts were estimated.*
- *Figures 3-4 show 6 of the 7 intersections mentioned, Figures 5-6 show 5 of the 7 intersections and Table 3 (Existing LOS) reports 6 of the 7 study intersections.*

Consider adding a section near the front of the report (e.g. Section 2 or 3) that lists all study intersections that will have metrics reported throughout the entire report. Adding them to Figure 1 for example may help with clarifying where all of the key study intersections are located.

A new section, “Study Area,” has been added to the TIA report to clarify study intersections and performance measures.

83. *Page 17: For Table 4 (Collisions), Separate out and identifying each location as an intersection or a corridor. Consider using the same numbering for the intersections as what was used for the operational analysis and creating new numbering for the corridor locations. Consider adding totals for each column and row to add more clarity to the data.*

Crash summary tables have been reconfigured.

84. *Page 18: Consider updating Tables 5 and 6 also with Ref # and intersection/corridor names for clarity and adding total columns/rows.*

Crash summary tables have been reconfigured.

85. *Page 18: Consider expanding further on the text “Out of the 45 total collisions, one resulted in six non-incapacitating injuries, and six possible injuries”. Should it say something like 6 of the 45 collisions resulted in non-incapacitating and 6 of the 45 resulted in possible injury?*

Text has been revised for clarity (See page 19 of the updated TIA dated 11-12-2025.) “Six of the 45 total crashes resulted in minor injuries, and six crashes resulted in possible injuries. Two pedestrian-involved crashes were reported and are summarized below. A crash history map is provided in Figure 8.”

86. *Page 20: For figure 8, consider adding numbering to intersections/corridors to tie back to tables easier.*

Intersection and street corridor numbering has been added to Figure 8.

87. *Pages 16 & 35: Provide more details in the notes of Tables 3 and 9 related to delay and LOS for clarification - Signals, use signalized thresholds for overall intersection, AWSC/Roundabout - use stop control thresholds for overall intersection, TWSC use stop control thresholds for worst approach.*

Notes have been added to LOS tables.

88. *[General comment]: Provide additional discussion on the Sunrise Ridge extension and what project or development will trigger the opening. Will the extension be completed as part of the Pinnacle at Liberty Bay development?*

The Sunrise Ridge Avenue NE extension will be completed as part of the project's first phase. An explanatory statement has been added to the "Study Area" section of the report.

89. *[General comment:] Adding the access points to the study area map or site plan would be helpful in understanding the traffic to and from the site. Consider adding labels for access points A, B, C/D, and E to the maps/figures.*

Site plan (Figure 2) has been updated to identify access locations.

90. *[General comment:] The city guidelines state that intersections should be analyzed for intersections with over approximately 10 new trips added. Were additional intersections to the north or west of Hostmark Street/SR 305 considered for analysis (where >10 trips along those roadways are being generated per Figures 9 and 10)?*

The TIA study area was approved by City staff via email on June 10, 2025. Minor scoping revisions provided by City staff at that time were incorporated to the TIA and are reflected in the report.

WSDOT Comments - Casey Chilton - Traffic Design

91. *PDF p8 - SR 305 speed limit at this location is 50 MPH. The roundabout at Johnson Rd NE and SR 305 includes pedestrian and bike facilities, but they do not continue along SR 305. Can you please mark "no" for these categories? An asterisk with a note about the RAB having facilities would be a great way to document this.*

Table 1 has been updated to incorporate these comments.

92. *PDF p9 - Future analysis assumes Sunrise Ridge Ave NE will be opened to through traffic. Can you please add details on why this assumption was made? Did the city confirm if/when this will happen?*

The Sunrise Ridge Ave. NE extension will be completed as part of the project's first phase. An explanatory statement has been added to the "Study Area" section of this report.

93. *General - Can you please speak to why the addition of the project traffic volumes will result in a decrease in delay at the following locations? If optimize was used, please reproduce without.*

Table 8: Forecast 2032 & 2037 Weekday Peak Hour Level of Service

Delays Given in Seconds per Vehicle

Intersection	Control	Peak-Hour	Crt. Apprch	Without Project		With Project	
				LOS	Delay	LOS	Delay
Forecast 2032 Peak Hour Analysis							
SR 305 & Hostmark	Signal	AM	Overall	D	36.5	D	37.2
		PM		D	44.5	D	44.7
SR 305 & Baywatch	One-Way Stop	AM	SB	C	21.8	C	16.4
		PM		D	25.8	C	24.7
SR 305 & Johnson	RAB	AM	Overall	A	7.4	A	7.7
		PM		A	6.6	A	6.8
Sunrise Ridge & Johnson	RAB	AM	Overall	A	5.6	A	5.7
		PM		A	6.0	A	6.5
Sunrise Ridge & Crystallia	One-Way Stop	AM	EB	--	--	A	8.8
		PM		--	--	A	8.8
Hostmark & Caldart	AWSC	AM	Overall	C	22.6	C	24.2
		PM		B	14.9	C	15.2
Sunrise Ridge & Caldart	TWSC	AM	NB	A	9.7	A	9.8
		PM		B	10.0	B	10.1
Forecast 2037 Peak Hour Analysis							
SR 305 & Hostmark	Signal	AM	Overall	D	37.0	D	37.6
		PM		D	45.9	D	46.3
SR 305 & Baywatch	One-Way Stop	AM	SB	C	19.7	C	16.0
		PM		C	23.5	C	23.7
SR 305 & Johnson	RAB	AM	Overall	A	7.5	A	7.7
		PM		A	6.7	A	6.8
Sunrise Ridge & Johnson	RAB	AM	Overall	A	5.5	A	6.1
		PM		A	5.9	A	6.4
Sunrise Ridge & Crystallia	One-Way Stop	AM	EB	--	--	A	8.9
		PM		--	--	A	8.8
Hostmark & Caldart	AWSC	AM	Overall	F	61.9	F	63.3
		PM		D	26.1	D	27.0
Sunrise Ridge & Caldart	TWSC	AM	NB	A	9.9	B	10.0
		PM		B	10.4	B	10.5

RAB: Roundabout

SR 305 & Baywatch Court NE will operate acceptably at LOS D or better through 2037, with average delay of 26 seconds or less on the stop-controlled southbound

Project -generated trips at the SR 305 & Baywatch Ct. NE intersection are distributed predominately to/from the north, resulting in an increase in right turn volume on the stop-controlled Baywatch Ct NE approach. The utilization of available capacity on the relatively low-delay right turn movement results in a decrease in weighted average approach delay.

Gray & Osborne - Keith Stewart, PE, Maya Vita, E.I.T. Water Analysis - Peer Review

94. SUMMARY OF RECOMMENDATIONS

Figure 5 includes a summary of recommended modifications to the proposed development. The proposed development should include the following components.

- *Connection to existing water system at Northeast Crystallia Court.*
- *Connection to the existing water system at Baywatch Court Northeast.*
- *Creation of a new Middle Subzone with an HGL of approximately 355 feet.*
- *Installation of a PRV station located just north of Johnson Parkway Northeast.*
- *Installation of a PRV station located within the proposed development, between Nodes J3122 and J3124.*
- *Valve closure at an existing valve west of the Baywatch Court Northeast connection.*
- *Installation of individual PRVs (as required) on residential properties near Node J3120.*
- *Installation of individual PRVs (as required) on residential properties near Node J3122.*
- *Costs for the design and construction of the required PRV stations shall be borne by the Developer.*
- *After construction, the ownership and management responsibility for the PRV stations would be transferred to the City.*

Acknowledged. These will be implemented in construction drawings.

Ms. Nikole Coleman, AICP
December 1, 2025
Page 26

If there are any questions or a need for further clarification, please feel free to contact me at (253) 838-6113 and we would be happy to discuss them with you.

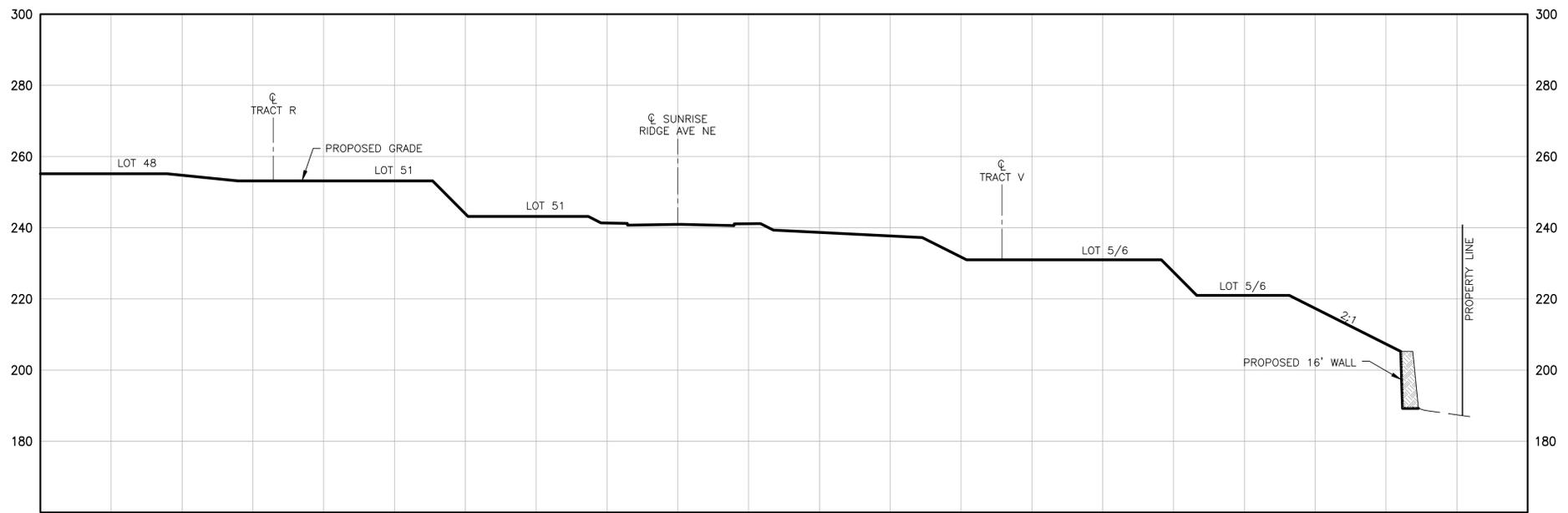
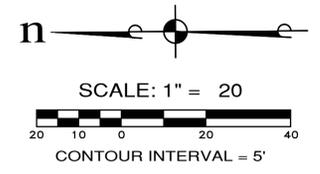
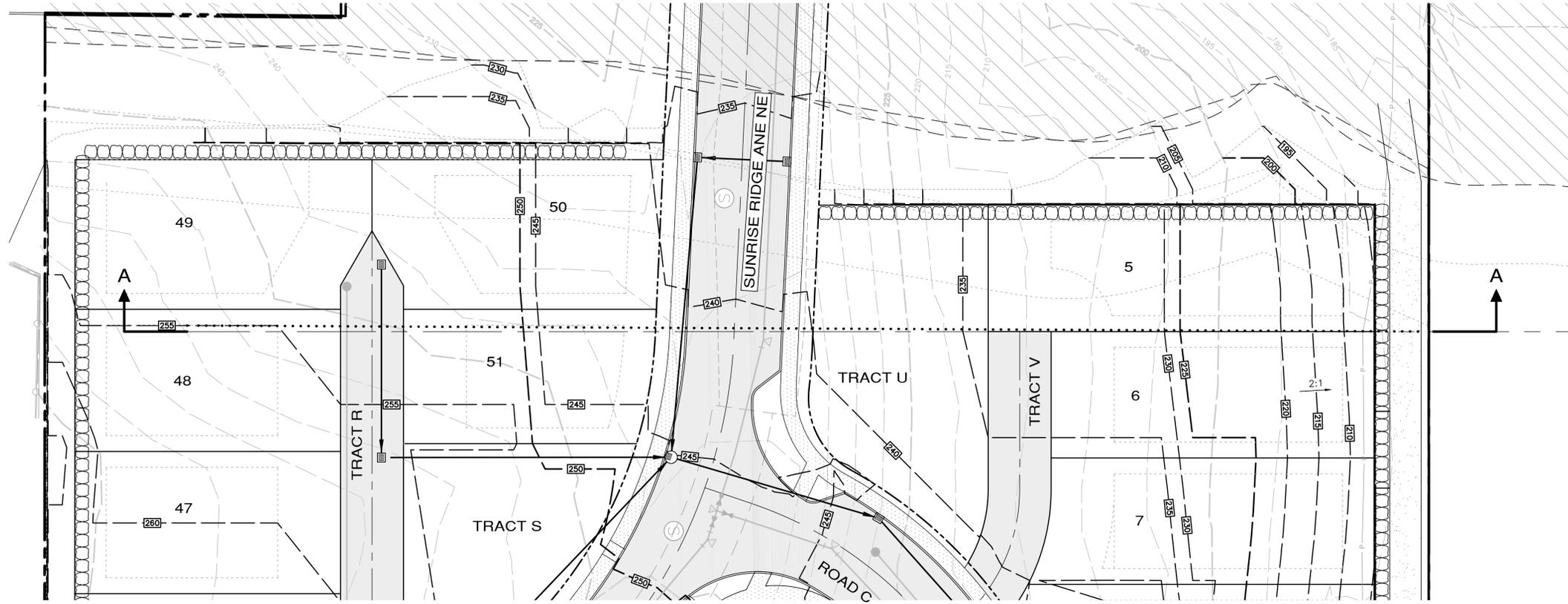
Sincerely,

ESM CONSULTING ENGINEERS, LLC

A handwritten signature in blue ink, appearing to read 'R. Overfield', is positioned above the printed name.

Robby Overfield
Project Manager

- Attachment 1 - Cross Section illustrating the viability of the noted lots.
- Attachment 2 - Narrative describing differing façade elevations.
- Attachment 3 - Potential engineering solutions for Creek C crossing
- Attachment 4 - List of relevant projects and Aspect team bios with their qualifications
- Attachment 5 - Individual Identity Plan
- Attachment 6 - Photos of Pinnacle @ Liberty Bay Tract D from SR 305



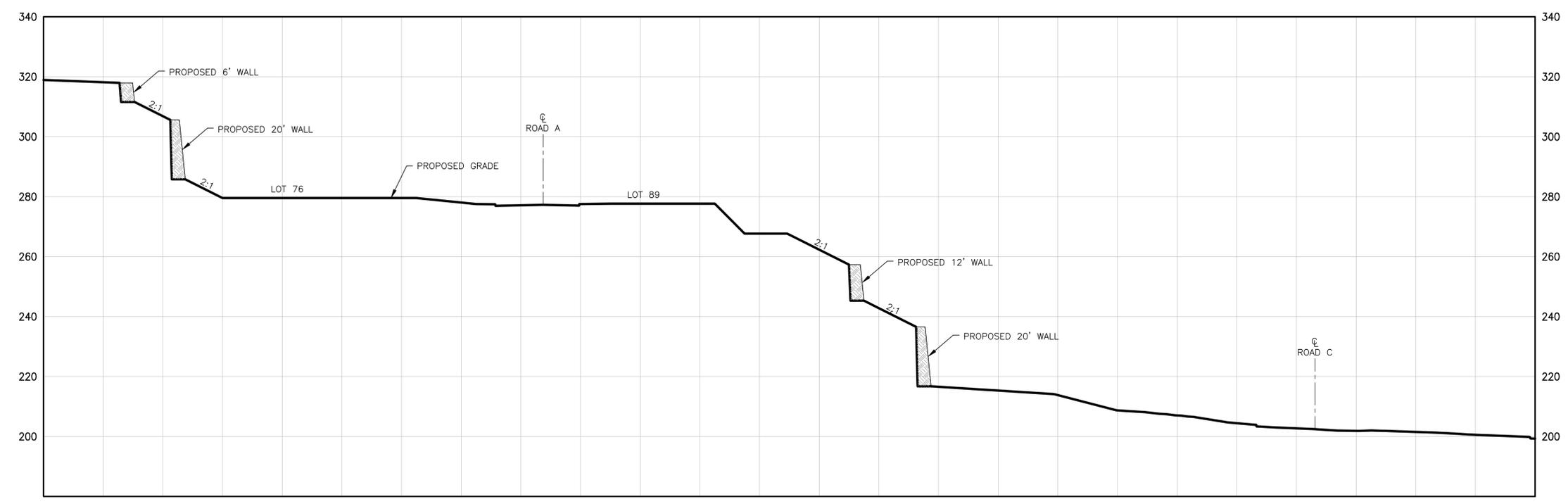
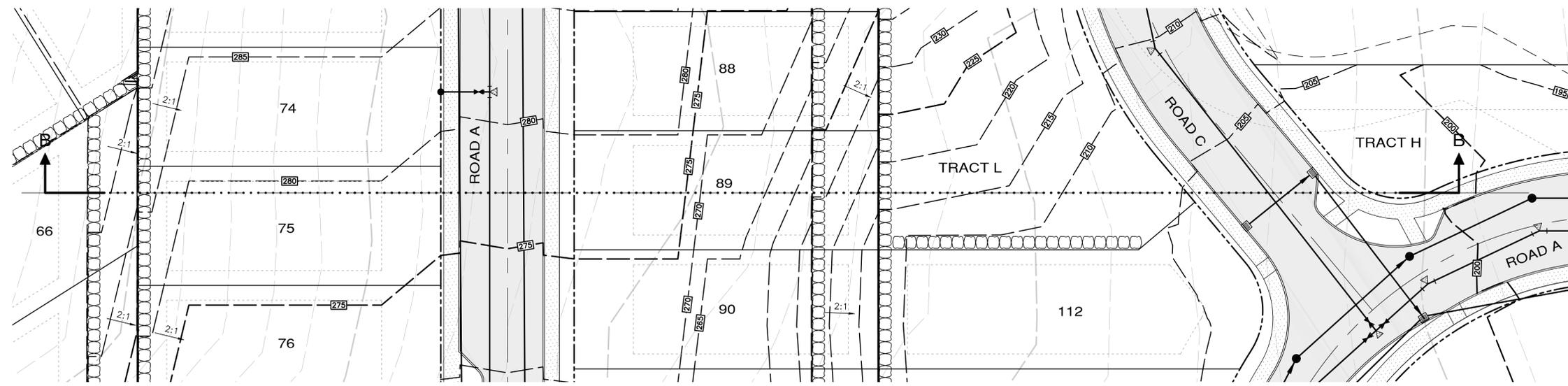
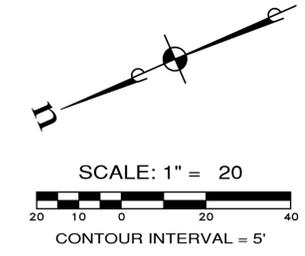
REVISIONS		
NO.	DESCRIPTION/DATE	BY

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 Civil Engineering | Land Surveying | Project Management | Landscape Architecture
 (253) 838-6113
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MONTEBANC MANAGEMENT, LLC
PINNACLE AT LIBERTY BAY SUBDIVISION
 CITY OF POULSBORO SITE SECTIONS WASHINGTON

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DWG. NAME:	EN-30
DESIGNED BY:	
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SECTION B-B
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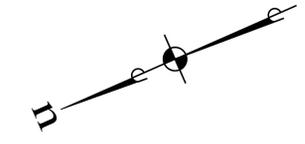
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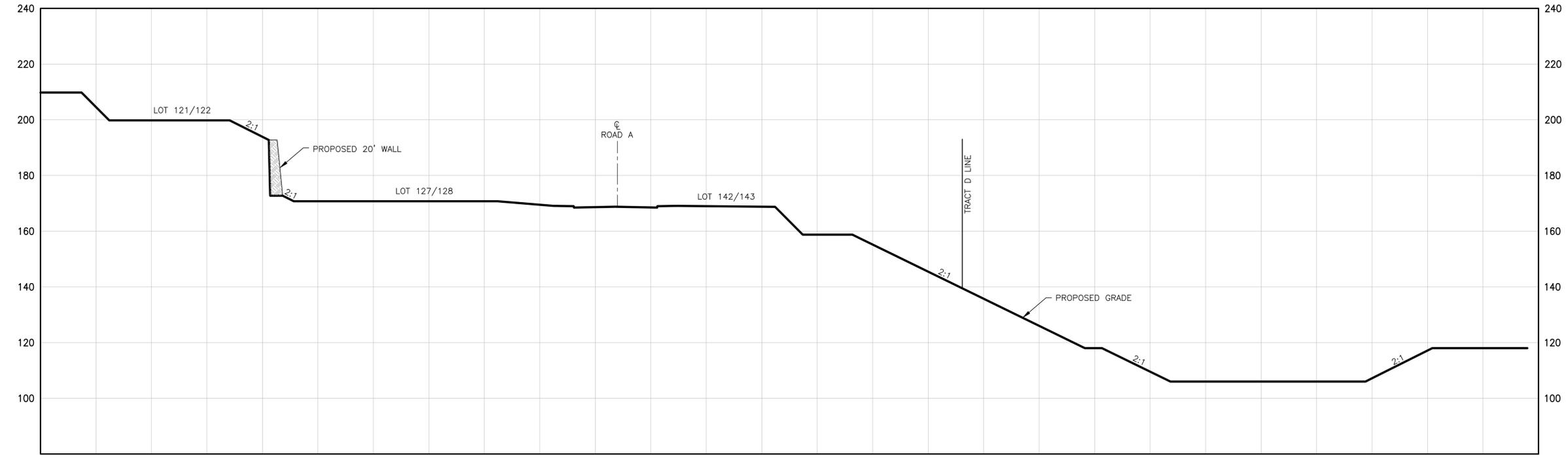
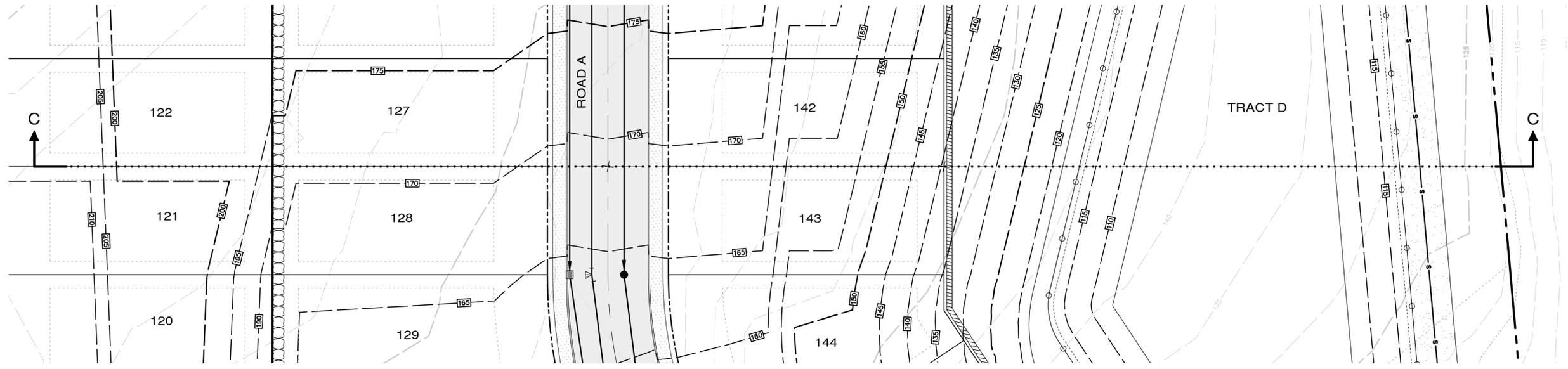
MONTEBANC MANAGEMENT, LLC
 PINNACLE AT LIBERTY BAY SUBDIVISION
 CITY OF POULSBORO
 WASHINGTON
 SITE SECTIONS

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SECTION C-C
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 1"=20' VERT.

REVISIONS		
NO.	DESCRIPTION/DATE	BY

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 CITY OF POULSBORO SITE SECTIONS WASHINGTON

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Each submitted façade elevation for Pinnacle at Liberty Bay project PMC 18.260.060(E)(2) by providing adequate architectural character. Seven or more different façade elevation options have been provided as required by code, and they are distinguished by at least four of the specified elements. Additionally, the development features a diverse mix of daylight, tuck under, and flat lot configurations. Entry, garage, and grade are adjusted for each lot type to fit the site.

PMC 18.260.060 (E)(2)(a)(iv). Minimum Elevation Variety

For a project proposing seventy or more homes, at least seven distinct façade elevations have been documented. Plans are shown as Plan 1-6 with subtypes (A, B, C, and sometimes D). This results in more than the minimum required unique architectural elevations, with each subtype featuring clear differences.

PMC 18.260.060 (E)(2)(b) Differentiation by Architectural Elements

Each elevation plan is distinguished by at least four of the following elements, as required:

- **PMC 18.260.060 (E)(2)(b)(i) Roof Form and Pitch:** Elevations vary roof pitch and configuration. For example, some show gable brackets, barge boards, and unique ridge detailing, while others show alternative slopes or truss tail treatments.
- **PMC 18.260.060 (E)(2)(b)(ii) Facade Articulation:** Designs include a mix of projections, recesses, and varied wall planes, alternating use of stone bands, board and batten siding, and prominent gables.
- **PMC 18.260.060 (E)(2)(b)(iii) Porch or Entryway Design:** Each elevation offers different porch treatments, such as bracketed columns, beam-to-porch details, and various entry depths.
- **PMC 18.260.060 (E)(2)(b)(iv) Garage Placement and Prominence:** Garage orientation, trim detail, prominence, and door configurations vary by plan, including use of trim bands and unique orientations.
- **PMC 18.260.060 (E)(2)(b)(v) Window Styles and Placements:** Window head details, spacing, and placement vary in each elevation, providing visual distinction in both pattern and trim.
- **PMC 18.260.060 (E)(2)(b)(vi) Exterior Materials:** Treatments vary between board and batten siding, stone banding, hardboard finishes, metal siding accents, and stone-veneer options.
- **PMC 18.260.060 (E)(2)(b)(vii) Color Schemes:** Each elevation includes differing color schemes to further reinforce individuality, according to the requirements, though specific color samples are not fully transcribed in the excerpt.
- **PMC 18.260.060 (E)(2)(b)(viii) Other Distinguishing Elements:** N/A

PMC 18.260.060 (E)(2)(c) Corner Lot Treatment

Homes on corner lots are required to include enhanced side elevations. Corner lot homes use the same siding materials and trim details on both the front and exposed side elevations

PMC 18.260.060 (E)(2)(d) Repetition Limitations

The community plan and lot matrix indicate that no two immediately adjacent homes utilize the same elevation or simple “flip-flop” version, and each repeated elevation is separated by at least three intervening homes with different elevations.

Johnson Creek Tributary

Sekiou, Washington

Fish Passage

Owner:

Clallam County, Washington

Engineer:

Sargent Engineers

Contractor:

Interwest Construction Inc.

Project Sponsor:

North Olympic Salmon Coalition

Installation:

Summer 2020



Located just 10 miles from Sekiu in Clallam County, Washington, Johnson Creek is a popular destination for fly fishing. When the existing structure on Hoko-Ozette Road over the creek was deemed a barrier to fish passage, it needed to be replaced. It was imperative that the new structure be fish friendly and bottomless in order to allow salmon to swim upstream and spawn. The project was sponsored by the North Olympic Salmon Coalition (NOSC) which "works to promote robust wild salmon stocks for families, fishers, and local economies by furthering habitat restoration and education on the North Olympic Peninsula."

After discussing options with Sargent Engineers, the project team decided that a 28' span x 17'-3" rise **BridgeCor® Structural Plate**, 83' in length, was the best solution for its cost savings and ability to be installed quickly within a short construction window before the next spawning season began. During the design phase, engineers from Contech Engineered Solutions assisted by providing Finite Element Analysis to properly gage the structure and size the cast-in-place foundations.

In order to meet the tight deadline, the county purchased the structure prior to bidding. The order was placed the last week of May and arrived on site the first week of August. Prior to the structure's arrival, Interwest had completed the deep excavation, established a stream bypass and cast the reinforced concrete footings for the structure's foundation. Since the site is remote, creating a detour route was impossible, so instead, they also had to construct a temporary bypass road.

Technical Description:

- BridgeCor® Structural Plate
- Span: 28-ft.
- Rise: 17-ft. 3-in.
- Length: 83 ft.



Johnson Creek Tributary

Seki, Washington

Once the BridgeCor structure arrived on site, it was assembled and installed in less than two weeks. The structure was then backfilled with the prescribed material and compacted to the required level. Mechanically stabilized earth (MSE) headwalls were constructed at each end as the backfilling proceeded. Above the wire wall headwalls, Interwest constructed steep embankment slopes and planted vegetation. In the end, the project was completed within the contract time frame and provided a great solution for the site. Project partners Clallam County, Sargent Engineers and NOSC were pleased with the outcome.

"I was amazed at the relatively simple and speedy install for a crossing of this span," concluded Kevin Johnson, Project Manager of NOSC. "It was an excellent fit for this application. Our excavation and backfill effort was considerable on this project and ate most of the schedule so having the BridgeCor product go in quickly was one of the keys to our success."

Funding for this project was provided by the county and the Brian Abbott Fish Barrier Removal Board, a grant program established in 2014 "to identify and remove impediments to salmon and steelhead migration."





QUESTION 3: Provide a matrix of team individual experience.

Team Member Info	Relevant Projects	Client
Alison Dennison, LEG Title: Senior Engineering Geologist Role: Project Manager and Lead Engineering Geologist Experience: 22 years Areas of service: <ul style="list-style-type: none"> • Project + client management • Geohazard assessment and mitigation • Stormwater infiltration • Geotechnical subsurface investigation • Slope stability evaluation • Landslide mitigation • Shoreline stabilization + restoration 	3rd Avenue NE Improvements	City of Poulsbo
	NW Seclusion Cove Way Landslide Response and Roadway Stabilization	Seclusion Cove Way Community and private residents
	Central Kitsap School District On-Call - Fairview Middle School Redevelopment	Central Kitsap School District
	Suzuki Residential Development Geotechnical + Environmental Support	City of Bainbridge Island
	Intermodal Rail Facility Development	Snohomish County Public Works
	Ruth Haines Park & Ride Roadway Design	Kitsap Transit
	Norwegian Point Park Finn Creek Habitat Restoration	Wild Fish Conservancy
	Rose Point Shoreline Restoration	Mid Sound Fisheries Enhancement Group
	Kitsap County Residential Bulkhead Replacements	Residential clients
Jane Gregg, PE Title: Project Geotechnical Engineer Role: Lead Geotechnical Engineer Experience: 9 years Areas of service: <ul style="list-style-type: none"> • Geologic hazards evaluations • Geotechnical subsurface investigations • Infiltration testing • Geotechnical reporting • Groundwater monitoring • Seismic evaluations • Slope stability analysis • Retaining wall design • Foundation design • Bulkhead replacements 	Noll Road Corridor Roadway Improvements and Stormwater Retrofit	City of Poulsbo
	Geotechnical Peer Reviews	City of Poulsbo
	North Kitsap Service Center	Kitsap County Public Works
	Steep Slope and Bulkhead Replacement Projects in Kitsap County	Residential clients
	Fairgrounds Roadway Improvement Project	Kitsap County
	On-Call AC Water Main Improvements	City of Bellevue
	Ruth Haines Roadway Design	Kitsap Transit
	Hall Creek Mechanical Stabilized Earth Wall Replacement	City of Mountlake Terrace
	167th Ave SE and 60th Ave West Culvert Replacement Projects for Fish Passage	Snohomish County
SR16 Park & Ride Design Project	Kitsap Transit	
Erik Andersen, PE Title: Principal Geotechnical Engineer Role: Principal-in-Charge Experience: 28 years Areas of service: <ul style="list-style-type: none"> • Project management • Geohazard assessment and mitigation • Stormwater infiltration • Geotechnical subsurface investigation • Slope stability 	Ruth Haines Roadway Design	Kitsap Transit
	SR16 Park & Ride Design Project	Kitsap Transit
	Silverdale Recycling and Garbage Facility (RAGF) Improvements	Kitsap County
	South Lagoon View Drive Shoulder Stabilization	Island County
	Strawberry Lane Water Main Replacement	City of Monroe
	Municipal Campus Improvements + Stormwater Infiltration	City of Monroe
	On-Call Culvert Replacements	Snohomish County
	South 200th Street Shared Pedestrian + Bicycle Pathway	City of SeaTac
Fairgrounds Road/Central Valley Road Intersection Improvements	Kitsap County	



Bios



Project Manager and Lead Engineering Geologist

Alison Dennison, LEG
Senior Engineering Geologist

*BS, Natural Science
(Geology Emphasis)*

University of Puget Sound

Licensed Engineering Geologist, WA

Ali is a project and client manager with 22 years of experience leading multidisciplinary geotechnical and environmental projects from initial planning through construction. She leads Aspect's geotechnical practice out of our Bainbridge Island office. For the last seven years, she has acted as project, client, and field staff manager for multiple projects in Kitsap County that involve geologic slope reconnaissance, subsurface investigations, geologic cross section preparation, slope stability analyses, liquefaction analyses, fault hazard studies, coastal geologic assessments, and preparation of geotechnical documents to address the local jurisdiction's Critical Area Ordinance and Shoreline Master Program. She has managed several of Aspect's on-call geotechnical contracts, including current contracts for Central Kitsap School District and the City of Poulsbo.

Over her career, Ali has worked on small- to large-scale residential, commercial, transportation, utility, and public projects to address geotechnical and environmental contamination concerns. She has worked with clients on several on-call and emergency-based contracts that required an immediate response to protect public safety, including projects related to landslide activity and protecting utilities. She has managed complex sites that required special considerations, such as public awareness campaigns, close coordination with private stakeholders, project sensitivity and confidentiality, extensive permitting, and site-specific health and safety planning.

During construction, Ali has provided geotechnical evaluations for landslide stabilization, mechanically stabilized earth walls, temporary and permanent shoring systems, structural fill compaction, foundation subgrades, roadway subgrades, and permanent drainage installation. Ali's ability to thoroughly assess and address a project's needs and proactively communicate with clients and team members results in work that is completed on time and on budget.



Lead Geotechnical Engineer

Jane Gregg, PE

Project Geotechnical Engineer

BSE, Civil and Environmental Engineering, University of Michigan

Professional Engineer, WA

Jane's nine years of experience includes project management and technical support spanning civil, environmental, and geotechnical engineering services. She has managed projects and led design for subsurface investigations, feasibility analyses, geotechnical engineering evaluations, contract document development, bid evaluation, and construction oversight. Her geotechnical focus is on geologic hazards evaluations, seepage and infiltration analyses, foundation design, roadway design, slope stability evaluations, earth retention system design, and recommendations for earthwork. Jane has supported several projects under Aspect's current on-call with the City. She was the lead geotechnical engineer on the Noll Road Corridor Roadway Connector and Stormwater Retrofit, conducted third-party reviews of plans for residential developments to ensure adherence to the City's Critical Areas Ordinance, and led geotechnical design of the Ruth Haines Roadway improvements.



Principal-in-Charge

Erik Andersen, PE

Principal Geotechnical Engineer

MSCE, Geotechnical Engineering, University of Washington

BSCe, Civil Engineering, California Polytechnic State University

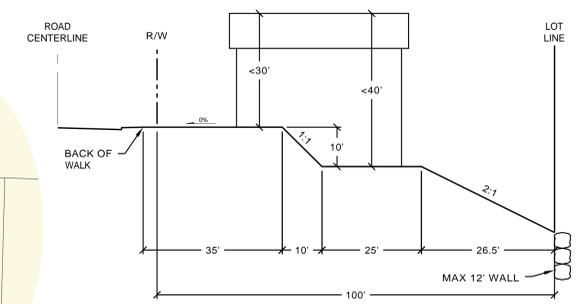
Licensed Civil Engineer, WA

Erik has 28 years of geotechnical engineering experience in western Washington, with a focus on geotechnical project management, subsurface investigations, design, and construction support for public agency infrastructure improvements, including roadways, bridges and culverts, utilities, and public facilities. Project elements have spanned building foundation design, pole foundations, stormwater infiltration, flexible and rigid pavement design, and retaining walls. He also has extensive experience assessing slopes and landslides and developing cost-effective options for stabilization.

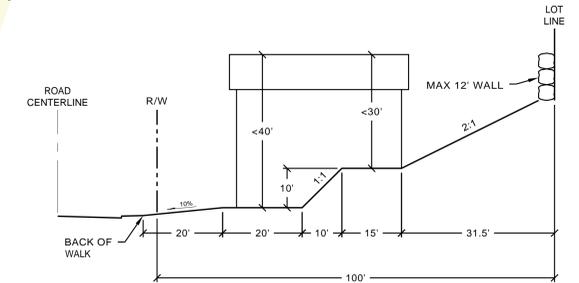
Over his career, Erik has led on-call contracts for Island and Snohomish Counties as well as the Cities of Mukilteo, Redmond, Monroe, Kenmore, Edmonds, Bothell, Mountlake Terrace, Lynnwood, and Sammamish. He currently serves as principal-in-charge overseeing task orders for Aspect's on-call with the City of Poulsbo.

As a principal at Aspect, Erik frequently conducts senior technical reviews of geotechnical analyses and reports for a diverse set of projects ranging from large-scale infrastructure work to residential site reconnaissance. Erik's commitment to conveying results accurately, clearly, and concisely gives Aspect's clients the confidence to proceed with projects without delay.

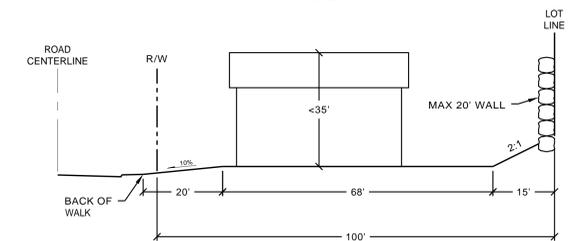
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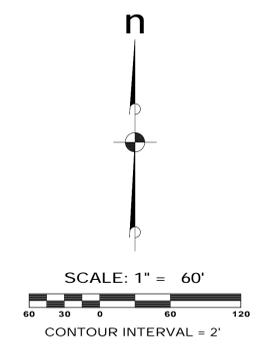
TYPICAL DAYLIGHT LOT CROSS SECTION
NOT TO SCALE



TYPICAL TUCK UNDER CROSS SECTION
NOT TO SCALE



TYPICAL FLAT CROSS SECTION
NOT TO SCALE



- LEGEND**
- DAYLIGHT LOTS
 - TUCK UNDER LOTS
 - FLAT LOTS
 - 33 (1A) LOT NUMBER HOUSE PLAN & ELEVATION

Date: 11/16/2018 10:02:00 AM Path: S:\2018\18-022\18-022.dwg Plot: 11/16/2018 9:42 AM

View of Pinnacle at Liberty Bay Tract D from SR 305

