



July 21, 2026

Job No. 2090-004-022

Mr. Joshua M. Ranes  
City of Poulsbo Engineering Department  
200 NE Moe St  
Poulsbo, WA 98370

**RE: City Engineer Exemption Connection to Parcel 252601-2-034-2002  
(Divoky Property)  
Pinnacle at Liberty Bay Preliminary Plat and Planned Residential Development  
P-06-20-25-03**

Dear Mr. Ranes:

ESM Consulting Engineers, LLC is requesting an exemption from the City's connectivity requirement for the Divoky property south of the proposed Pinnacle at Liberty Bay development.

The request is being made in relation to PMC 17.80.060(B)(6)(a-d) and is based on the criteria that the revised design provides the same result, or a better one, without creating safety or operational issues, without causing maintenance or cost problems, and in a way that is allowed by City, state, and federal requirements. The overall site design is also intended to meet code requirements for vehicle, traffic, and pedestrian safety, sight distance, emergency access, and utility service.

PMC 17.80.060(B)(6)The City Engineer may exempt the requirement for street connectivity under the following circumstances:

*A. There are existing and available connections to collector or arterial streets*

**The Divoky property has fronting access along 500 feet of Johnson Parkway NE, a collector roadway.**

*B. The existing development and ownership pattern, site and/or surrounding area's topography make connectivity technically and physically unfeasible*

**There are two physical locations for a connection to the Divoky property from the proposed Pinnacle at Liberty Bay plat. The feasibility of each is discussed below.**

**Connection #1, from Pinnacle at Liberty Bay Road C**

**The proposed Pinnacle at Liberty Bay Road C is situated approximately 140 LF north of the Divoky property. Road C is designed at elevation 230 at its lowest**

point where it is adjacent to the Divoky property. This elevation is based on adhering to city road standards and vertical curve geometry.

Along its northern edge, the Divoky property sits around between elevation 180 and 188. Between Road C and the Divoky property, this equates to a difference of 42 to 50 feet.

The vertical drop necessary to reach the Divoky property from Road C exceeds the maximum road grade of 12% allowed by the city. The resultant slope would exceed 30 percent. This connection option has therefore been deemed infeasible. Refer to the enclosed depiction, Figure 1, for further detail.

Connection #2, from Sunrise Ridge at Southeast Corner of Pinnacle at Liberty Bay  
This connection location was originally identified by City staff. However, analysis of the site geometry reveals that establishing a public street connection to Sunrise Ridge Avenue NE to the Divoky property is infeasible under City and State design criteria. Two different options were considered and are detailed below:

#### Connection #2 - Option A

This option considered placing a future public ROW connection to the Divoky property as close to the existing Johnson Parkway NE roundabout as allowed by the City.

Per Section 2 (Item 11) of the City of Poulsbo Construction Standards, a minimum intersection spacing of 125 feet is required. In accordance with standard measurement conventions established under WSDOT Design Manual Chapter 520 for access spacing and corner clearance, this clearance distance is measured along the major roadway starting from the outer edge of the roundabout's circulatory roadway (the edge of the traveled way) to the centerline of the proposed connection.

The enclosed figure illustrates the layout of a future ROW connection to the Divoky property using this 125-foot roundabout clearance standard. As depicted, placing a connection at this minimum threshold results in an available separation of only 80 feet to the City-approved Audrey Estates intersection. Because this layout does not meet the City's 125-foot minimum intersection spacing requirement with an adjacent street, no compliant public street connection can exist between Audrey Estates and the Johnson Parkway NE roundabout.

#### Connection #2 - Option B

The infeasibility of Option A led to the consideration of an intersection directly at the Audrey Estates connection creating a 4-way intersection. The location of a future connection at this intersection presents a new issue, entering sight distance challenges. This is a challenge for particularly a right-turn maneuver onto Sunrise

Ridge Ave NE where a driver would be required to look left up Sunrise Ridge Ave NE.

Under AASHTO Case B2 (Right Turn from a Stop) for a 25-mph design speed, the baseline required Intersection Sight Distance on flat ground is 240 feet. This metric relies on a 6.5-second time gap ( $t_g$ ) for a driver stopped on the minor leg to evaluate a gap, execute a right turn, and accelerate up to speed without forcing oncoming major-road traffic to decelerate.

While the baseline Stopping Sight Distance (SSD) along the major road approach is satisfied (155 feet baseline; 185 ft accounting for the steep -12% downgrade), the available clear line of sight at this proposed location fails to achieve the minimum 240-foot entering sight distance triangle required for safe vehicle merging. This line of sight is blocked by what will be future houses on Lots 1 through 4.

In a hypothetical scenario where there will be no future structures, the alignment between the proposed connection and the oncoming major road approach still introduces a driver orientation hazard. Because the intersection would be placed on the inside of a curve, a driver stopped at the stop bar preparing to turn right is forced to rotate their line of sight well beyond 90 degrees (approximately 120 degrees) from the forward vehicle axis to scan for oncoming traffic approaching down Sunrise Ridge Ave NE.

Standard human factors guidelines (*FHWA Highway Design Standards* and *NCHRP Report 600*) establish that comfortable driver neck rotation is limited to 60 to 75 degrees. Requiring a driver to look back past 90 degrees is a movement that is particularly restrictive or impossible for older drivers or those with neck mobility limitations.

Additionally, at sight angles exceeding 90 degrees, a driver's line of sight no longer passes through the vehicle's side window. Instead, oncoming traffic is completely obstructed by the vehicle's driver-side B-pillar, headrest, and door frame.

These sight distance failures created by an access at the Audrey Estates renders this 4-way intersection layout geometrically undesignable and structurally unsafe.

C. *Temporary emergency vehicle access is provided, and street connectivity will occur in the future*

- The Divoky property is currently undeveloped. Emergency vehicle access is provided along the existing 500+ feet of Johnson Parkway NE. Future street connectivity can additionally be provided from Johnson Parkway NE.

*D. The street connection is not identified on the comprehensive plan transportation map series*

- **The City's transportation maps do not show a future public street to the Divoky property.**

#### Conclusion

Forcing a physical connection to the Divoky property introduces severe topographical impossibilities (>30% slopes), creates non-compliant intersection spacing within the functional area of the Johnson Parkway roundabout, and generates critical entering sight distance hazards.

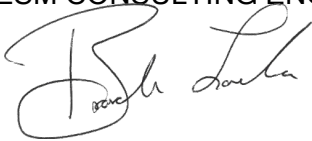
Because the Divoky property retains 500 feet of direct access along Johnson Parkway NE, emergency access is fully preserved, and no street connection is identified on the City's Comprehensive Plan Map. Granting this exemption upholds the intent of City code without compromising public safety or operational efficiency.

Therefore, the applicant requests that the City Engineer approve this exemption from the street connectivity requirement for the Pinnacle at Liberty Bay project.

Should you have any questions or require additional information, please do not hesitate to contact us at (253) 838-6113.

Respectfully,

ESM CONSULTING ENGINEERS, LLC

A handwritten signature in black ink, appearing to read "Brandon Loucks", is written over the company name.

BRANDON LOUCKS, P.E.  
Project Manager

Encl. Figure 1

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A PORTION OF THE SE 1/4 OF SECTION 23, TWP. 26 N., RGE. 1 E.,WM

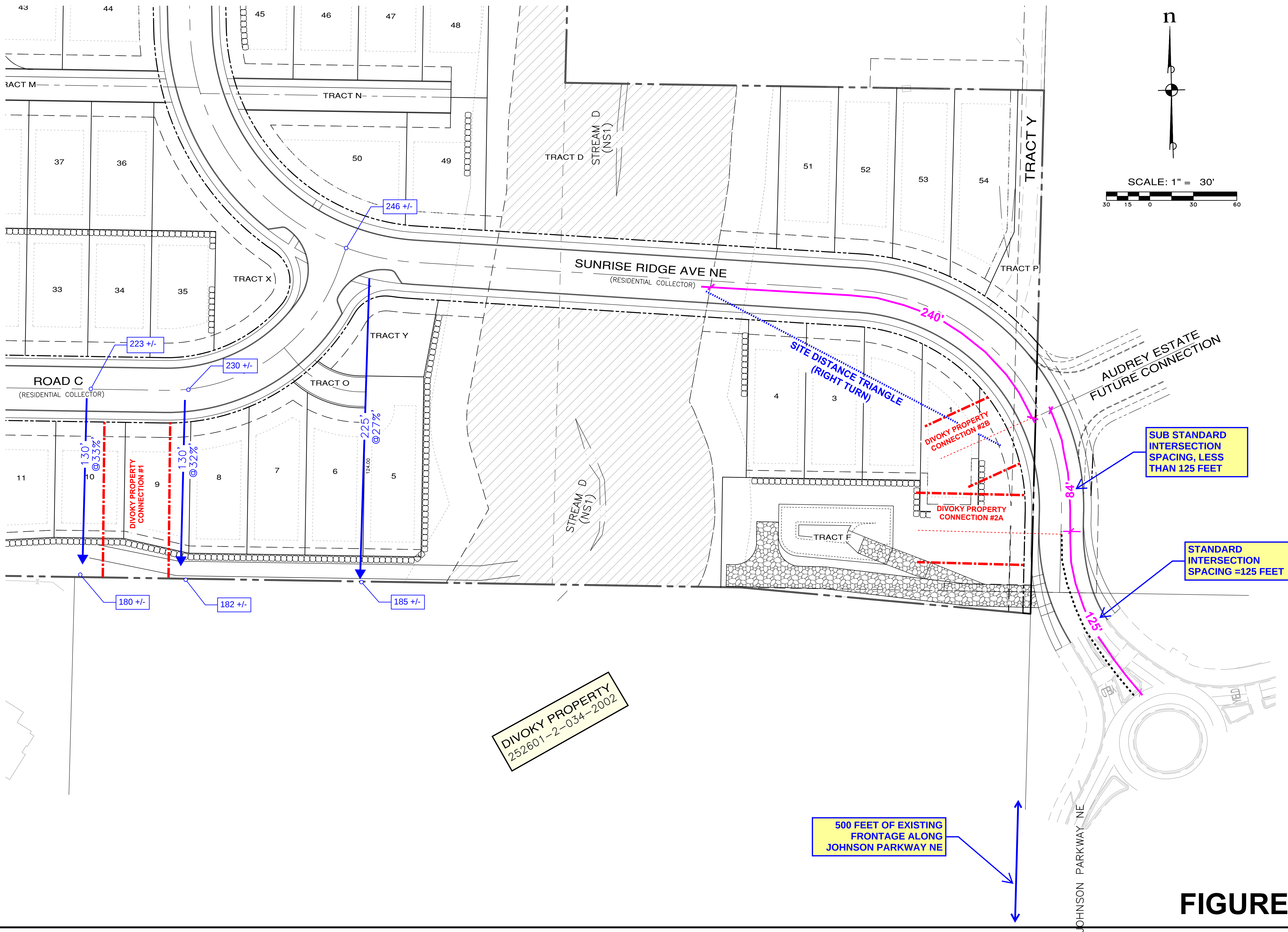


FIGURE 1

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PINNACLE AT LIBERTY BAY SUBDIVISION  
CITY OF POULSBORO DIVOKY PROPERTY ACCESS FEASIBILITY WASHINGTON

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| JOB NO.:       | 2090-004-022 |
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