EXHIBIT 13.a.1: Applicant Response

Pinnacle at Liberty Bay Public Comment Response Matrix

Resident(s)	Comments/Concerns Summary	Applicant Response
Crystal View Residents Petition Letter signed and/or submitted by: Patricia Downing, Troy & Tracie Hannah, John & Tracey Langley, Gary Casey & Matt Rowell, John Warwood, Dana & Katherine Lockhart, Mary Kay & Scott Magraw, Sean & Pham McNulty, Josh & San Powers, Brian & Dana Womack, Leanne Cormie, Brian and Gayla Walsh	**Lot Size Compatibility:** Concerns of smaller lot sizes with adjacent subdivisions	Please see responses 11-13 from Technical Revisions Response Letter dated 11/26/25 for discussion of compliance with PMC 18.260.070.
	Traffic and Road Impacts: Concerns of added traffic , noise, pollution with "Road B"	Proposed "Road B" is a low-volume dead-end road. Its proposed location is necessitated by the existing topography, critical areas and the maximum road grades permitted by City standards. New residences served by future Road B would be located approximately 100' feet away from the nearest existing homes in Crystal Ridge. Tract P is designated for wall and fence improvements that provide visual screening and any complimentary landscaping enhancements. All features within the tract shall be maintained by the Homeowners Association (HOA).
	Screening and Buffering: Concerns applying minimum screening and buffering requirements of PMC 18.260.070	Please see responses 11-13 from Technical Revisions Response Letter dated 11/26/25 for discussion of compliance with PMC 18.260.070.
	Grading/Geotech/Civil Plans: Concerns regarding retaining walls, grading and excavation of Road B and homesites along the road	Preliminary grading design and the locations and heights of retaining walls depicted in preliminary design drawings are well-established engineering solutions to address grade differentials between adjacent properties. Any construction of retaining walls in excess of 4 feet in height is subject to City building permit requirements and structural design review. Detailed design for any structural retaining wall or engineered slope will be supplied during future grading permit application submittals following City approval of the Preliminary PRD.
	Environmental: Tree cutting in relation to RCW 64.12.030 and PMC 15.35.130	The conduct of proposed grading activities depicted in preliminary designs would be carried out without damage to adjacent properties and would be further ensured via future City review of detailed construction drawings.
	Utilities: Concerns of water availability, aging utility infrastructure and general city utility services	Chapter 6 "Capital Facilities" of the City's Comprehensive Plan ensures that public facilities and services necessary to support development is adequate and available at the time of new development, without decreasing the adopted level of service.
	Transparency: Request for what company or companies will be the actual builders of homes in the subdivision.	At this early stage, the builder(s) of the future homes are yet unknown. Applicable regulations do not require identification of specific builder(s) at the platting/PRD stage.
Mary Kay & Scott Magraw Troy & Tracie Hannah John & Tracey Langley	**Lot Size Compatibility:** Concerns of smaller lot sizes with adjacent subdivisions PMC 18.260.070(A)	Please see responses 11-13 from Technical Revisions Response Letter dated 11/26/25 for discussion of compliance with PMC 18.260.070.
	Screening and Buffering: Concerns applying minimum screening and buffering requirements of PMC 18.260.070(B)	Please see responses 11-13 from Technical Revisions Response Letter dated 11/26/25 for discussion of compliance with PMC 18.260.070.
Tracie Hannah	**Lot Size Compatibility:** Concerns of smaller lot sizes with adjacent subdivisions PMC 18.260.070 (A)	Please see responses 11-13 from Technical Revisions Response Letter dated 11/26/25 for discussion of compliance with PMC 18.260.070.
	Setbacks and Building Height: Concerns over setbacks (referencing 18.70.050). Concerns of three story homes ranging from 37-39 ft. in height.	All future home construction must comply with City height limit requirements. No variances from the standard 35' maximum height requirement are proposed or necessary to accommodate proposed house plan mixture. Home plans 5 and 6 are 'tuck-under' plans whereby the rear of the house is two-story and would comply with the 35' height restriction using City-required methodology for measuring building height. See Technical Revisions Response Letter Attachment 5 for a depiction demonstrating compliance.
Kathy	**Utilities:** Concerns of water availability (referencing water conservation advisory letter)	Chapter 6 "Capital Facilities" of the City's Comprehensive Plan ensures that public facilities and services necessary to support development are adequate and available at the time of new development, without decreasing the adopted level of service. The City of Poulsbo, together with the peer review water analysis prepared by G&O dated 11/14/25, confirms that available water system capacity and performance are adequate to meet the adopted Level of Service standards for water availability.
	Traffic and Road Impacts: Request the City to not approve more traffic circles, general concerns of increasing development on 305 travelling to HWY 3	Traffic impact analysis performed consistent with City requirements and transportation engineering standards concludes that future levels of service meet or exceed City-adopted level of service standards at nearby SR-305 intersections. The updated updated Traffic Impact Analysis (TIA) dated 11/12/25 confirms that projected traffic volumes are consistent with adopted Level of Service (LOS) standards, demonstrating no conflict with the City's established performance thresholds.
	Screening and Buffering: Asking the City to require at least a 20' buffer between Crystal View and Pinnacle at Liberty Bay	Please see responses 11-13 from Technical Revisions Response Letter dated 11/26/25 for discussion of compliance with PMC 18.260.070.
	Lot Size and Compatibility: Concerns of smaller lot sizes with adjacent subdivisions PMC 18.260.070 (A)	Please see responses 11-13 from Technical Revisions Response Letter dated 11/26/25 for discussion of compliance with PMC 18.260.070.
	Construction: Requests all construction vehicles enter and exit on Road C down to the circle on HWY 305	Comment noted. Construction traffic and haul routes will be examined in detail during future City review of construction grading plans, following PRD approval.
Ann & David Holt	**Traffic and Safety:** Concerns of increased traffic. Request two way turn lane added to the highway	Traffic impact analysis performed consistent with City requirements and transportation engineering standards concludes that future levels of service meet or exceed City-adopted level of service standards at nearby SR-305 intersections. Please refer to updated Traffic Impact Analysis by Heath and Associates dated 11/12/25 for more detail.
Terry Lumsden	**Lot Size Compatibility:** Concerns of smaller lot sizes with adjacent subdivisions	Please see responses 11-13 from Technical Revisions Response Letter dated 11/26/25 for discussion of compliance with PMC 18.260.070.

	Traffic and Road Impacts: Concerns of increasing traffic and lack of parking in their neighborhood . Afraid high density will create parking problem	Project design includes the creation of over 81 new on-street parking spaces in addition to the minimum 2 on-lot parking spaces per new residence.
Taylor Harriman	**Cultural & Tribal Concerns:** Request archeological survey prior to any ground disturbance under DAHP coordination	The applicant has retained ASM to perform services associated with archaeological, cultural, and historic preservation. Preliminary research into Washington State Department of Archeology & Historic Preservation (DAHP) database and predictive model, archaeological risk is low to moderately low. This is consistent with adjacent project sites recently approved by the City and completed without a conduct of an archaeological survey. Consistent with those adjacent projects (Johnson Ridge PRD and Audrey Estates) Pinnacle at Liberty Bay will implement a Inadvertent Discovery Plan during construction. If an archaeological site or artifact is discovered during construction, the State Historic Preservation Officer and the Suquamish Tribe will be notified.
Gary Casey & Matt Rowell	**Traffic and Road Impacts:** Increased traffic concerns	Traffic impact analysis performed consistent with City requirements and transportation engineering standards concludes that future levels of service meet or exceed City-adopted level of service standards at nearby SR-305 intersections. Please refer to updated Traffic Impact Analysis by Heath and Associates dated 11/12/25 for more detail.
	School: Pressure on Schools	New residences would be subject to any City-administered School Impact Fees in place at time of building permit.
	Utilities: Pressure on water supply and wastewater systems	Chapter 6 "Capital Facilities" of the City's Comprehensive Plan ensures that public facilities and services necessary to support development is adequate and available at the time of new development, without decreasing the adopted level of service.
	Environmental: Concerns of environmental impacts	Please refer to the project's SEPA checklist(s) on file at the City.
	Density: Concerns of lot yield	Proposed density is consistent with applicable zoning.
John Warwood	**Utilities:** Electricity and water consumption	Chapter 6 "Capital Facilities" of the City's Comprehensive Plan ensures that public facilities and services necessary to support development are adequate and available at the time of new development, without decreasing the adopted level of service.
	Neighborhood Character: Concerns of changing character in Poulsbo	The project is consistent with the City's Comprehensive Plan and applicable zoning requirements.
	Lot Size and Compatibility: Concerns of smaller lot sizes with adjacent subdivisions PMC 18.260.070	Please see responses 11-13 from Technical Revisions Response Letter dated 11/26/25 for discussion of compliance with PMC 18.260.070.
	Geotech/Civil Plans: Will latest Eng. requirements be met to ensure safety or surrounding residents?	Preliminary grading design and the locations and heights of retaining walls depicted in preliminary design drawings are well-established engineering solutions employed on sloped sites. Any construction of retaining walls in excess of 4 feet in height is subject to City building permit requirements and structural design review. Detailed design for any structural retaining wall or engineered slope will be supplied during future grading permit application submittals following City approval of the Preliminary PRD. Such design would include necessary geotechnical and structural engineering requirements.
	Transparency: Misled by representatives of Lundgren homes and City on likelihood of extension of Crystallia Ct NE in August 2022 discussions.	The Applicant has no association with Lundgren Homes.
Suwei Chen	**Lot Size and Compatibility:** Concerns of smaller lot sizes with adjacent subdivisions PMC 18.260.070	Please see responses 11-13 from Technical Revisions Response Letter dated 11/26/25 for discussion of compliance with PMC 18.260.070.
	Traffic and Road Impacts: Concerns regarding traffic noise, vehicle emissions and reduced privacy. City should consider alternative road alignment.	Proposed "Road B" is a low-volume dead-end road. Its proposed location is necessitated by the existing topography, critical areas and the maximum road grades permitted by City standards. New residences served by future Road B would be located approximately 100' feet away from the nearest existing homes in Crystal Ridge. Tract P is designated for wall and fence improvements that provide visual screening and any complimentary landscaping enhancements. All features within the tract shall be maintained by the Homeowners Association (HOA).
	Screening and Buffering: Request a minimum 25 ft buffer along property line w/Crystal View as mandated by PMC 18.260.070(B)	A 6' solid wood fence is proposed along the property line, consistent with PMC 18.260.070.B. Tract P will include complimentary landscaping, which will be maintained by the HOA.
Leigh Hwa	**Environmental:** Concerns on preserving existing mature trees behind Crystal Views backyards. Primarily, treeline buffer.	The project is consistent with the City's Tree Retention requirements. A 6' solid wood fence is proposed along the property line shared with Crystal View, consistent with PMC 18.260.070.B. Tract P will also include complimentary landscaping, which will be maintained by the HOA.
	Traffic and Road Impacts: Request to mitigate construction and road traffic issues.	Proposed "Road B" is a low-volume dead-end road. Its proposed location is necessitated by the existing topography, critical areas and the maximum road grades permitted by City standards. New residences served by future Road B would be located approximately 100' feet away from the nearest existing homes in Crystal Ridge. Tract P is designated for wall and fence improvements that provide visual screening and any complimentary landscaping enhancements. All features within the tract shall be maintained by the Homeowners Association (HOA).

Bruce Brockett	**Traffic and Road Impacts:** Concerns regarding TIA data and traffic turning north from across 305 from the proposed development	Traffic impact analysis performed consistent with City requirements and transportation engineering standards concludes that future levels of service meet or exceed City-adopted level of service standards at nearby SR-305 intersections. Please refer to updated Traffic Impact Analysis by Heath and Associates dated 11/12/25 for more detail. Please see responses 79-93 from the Technical Revisions Response Letter dated 11/26/25.
	Geotech: Concerns with report re: high and moderate landslide hazards (section 5.1) and implies they are of no concern	Preliminary grading design is consistent with Geotechnical Engineer recommendations. Detailed design and City review would occur following City approval of the Preliminary PRD.
	Environmental: Concerns regarding tree preservation Stormwater: Concerns of storm runoff into Liberty Bay	See revised Stormwater Report dated 11/26/25 for more information on capture, detention, treatment and discharge of stormwater generated by the developed site. The project proposes to comply with all adopted City stormwater requirements and standards. Compliance is assured through City review and approval of the revised Stormwater report dated 11/26/25 and detailed construction plans.
Rian Schlyper	**Traffic and Road Impacts:** Concerns on Poulsbo road infrastructure in relation to development pressures.	Traffic impact analysis performed consistent with City requirements and transportation engineering standards concludes that future levels of service meet or exceed City-adopted level of service standards at nearby SR-305 intersections. Please refer to updated Traffic Impact Analysis by Heath and Associates dated 11/12/25 for more detail.
	Schools: Concern of increased traffic in school areas and capacity of schools	New residences would be subject to any City-administered School Impact Fees in place at time of building permit.
Kate and John Mooney	**Traffic and Road Impacts:** Increased traffic, noise congestion, pollution	Traffic impact analysis performed consistent with City requirements and transportation engineering standards concludes that future levels of service meet or exceed City-adopted level of service standards at nearby SR-305 intersections. Please refer to updated Traffic Impact Analysis by Heath and Associates dated 11/12/25 for more detail.
	Utilities: Concerns on City's water system (Lincoln Well #1)	Chapter 6 "Capital Facilities" of the City's Comprehensive Plan ensures that public facilities and services necessary to support development is adequate and available at the time of new development, without decreasing the adopted level of service.
	Neighborhood Character: Concerns of changing character in Poulsbo	The project is consistent with the City's Comprehensive Plan and applicable zoning requirements.
Greg and Maria Costello	**Traffic and Road Impacts:** Concerns of Existing cul-de-sac size and projected through traffic	NE Crystallia Ct is a residential local access road with City-standard surface improvements and was intended to provide access to the Pinnacle at Liberty Bay property.
Joan Lockyear	**Traffic & Road Impacts**: Uncontrolled regional traffic, safety.	Traffic impact analysis performed consistent with City requirements and transportation engineering standards concludes that future levels of service meet or exceed City-adopted level of service standards at nearby SR-305 intersections. Please refer to updated Traffic Impact Analysis by Heath and Associates dated 11/12/25 for more detail.
	Environmental Impacts: Forest loss, and wildlife decline.	Please refer to the project's SEPA checklist(s) on file at the City.
	Density and Livability: Uncontrolled development rate.	The project is consistent with the City's Comprehensive Plan and applicable zoning requirements.
	Health Care & Services: Uncontrolled health care access.	Chapter 6 "Capital Facilities" of the City's Comprehensive Plan ensures that public facilities and services necessary to support development is adequate and available at the time of new development, without decreasing the adopted level of service.
Dana and Katharine Lockhart	**Engineering:** Traffic safety on a completed Sunrise Ridge Ave NE.	Proposed completion of Sunrise Ridge Ave NE is consistent with City standards for the assigned road class. Use of the completed road by delivery drivers, garbage collector will be similar to the existing completed segment serving Crystal Ridge.
Brian & Gayla Walsh	**Traffic & Road Impacts**: Request traffic calming measures on Sunrise Ridge Ave.	Traffic calming features are proposed to help attenuate speeds and increase safety. See updated submittal materials on file at the City.
Andrew Hitchings	**Screening and Buffering:** Concerns on 15 ft buffering	Please see responses 11-13 from Technical Revisions Response Letter dated 11/26/25 for discussion of compliance with PMC 18.260.070.
	Lot Size and Compatibility: Concerns of smaller lot sizes with adjacent subdivisions PMC 18.260.070	Please see responses 11-13 from Technical Revisions Response Letter dated 11/26/25 for discussion of compliance with PMC 18.260.070.
	Retaining Walls: Concerns with retaining wall heights	Wall construction is subject to compliance with International Residential Code which requires barriers (e.g. railing or fence) for walls over certain heights. The City ensures compliance during building permit review of retaining walls over four feet in height.
Andrea Boldonado	**Traffic & Road Impacts:** Traffic concerns at Baywatch/305 access. Notes bus stop pedestrian concerns for school children in particular.	Traffic impact analysis performed consistent with City requirements and transportation engineering standards concludes that future levels of service meet or exceed City-adopted level of service standards at nearby SR-305 intersections. Please refer to updated Traffic Impact Analysis by Heath and Associates dated 11/12/25 for more detail.
Dana and Brian Womack	**Lot Size and Compatibility:** Concerns of smaller lot sizes with adjacent subdivisions PMC 18.260.070	Please see responses 11-13 from Technical Revisions Response Letter dated 11/26/25 for discussion of compliance with PMC 18.260.070.

	Traffic and Road Impacts: Road B concerns re: grade differential with neighboring community.	Proposed Road B climbs at a 12% grade going north from the intersection adjacent to the NE Crystallia Ct cul-de-sac. This will reduce the grade differential between the road and adjacent lot in question to around 5'. This results in an approximate 3:1 slope which will be planted with screening landscaping. A solid wood fence will also be installed on the east edge of Tract P. Tract P is designated for wall and fence improvements that provide visual screening and any complimentary landscaping enhancements. All features within the tract shall be maintained by the Homeowners Association (HOA). No changes or regrading of NE Crystallia Ct is proposed or necessary to connect future Roads B and C. See Sheets PP 11-13 for preliminary road grading.
	Engineering/Geotech: Mass grading (262,200 cy fill) and geologic hazard overlap. Slope failure potential due to narrow Tract P.	Preliminary grading design is consistent with Geotechnical Engineer recommendations. Detailed design and City review would occur following City approval of the Preliminary PRD.
Dana and Katharine Lockhart	**Engineering:** Retaining wall placement, proximity to property lines, lack of engineering detail, and risk of tree root damage/property destabilization.	Preliminary grading design is consistent with Geotechnical Engineer recommendations. Detailed design and City review would occur following City approval of the Preliminary PRD.
	Construction Traffic: Concerns that TIA does not accurately describe.	Mass grading activity for all three phases would occur within the first 12 months. This would be the period in which the majority of heavy truck traffic would occur. This is now clarified in the updated TIA dated 11/12/25. It is expected that a large percentage of the required fill/import to achieve finished grade will obtainable on-site. To reduce import/export to/from the site, non-structural material (strippings) will be swapped for suitable material sourced onsite.
	Lot Size and Compatibility: Concerns of smaller lot sizes with adjacent subdivisions PMC 18.260.070 (A)	Please see responses 11-13 from Technical Revisions Response Letter dated 11/26/25 for discussion of compliance with PMC 18.260.070.
Craig Divoky	**Traffic and Road Impacts:** Parcel #252601 2 034 2002 access connection to proposed Johnson Parkway roundabout design to retain future parcel access.	New access to subject parcel is best provided via the existing frontage with Johnson Rd NE.
Glynis Casey	**Traffic and Road Impacts:** Concerns with traffic assessment and LOS impacts at Baywatch Ct. NE and HWY 305	Traffic impact analysis performed consistent with City requirements and transportation engineering standards concludes that future levels of service meet or exceed City-adopted level of service standards at nearby SR-305 intersections. Please refer to updated Traffic Impact Analysis by Heath and Associates dated 11/12/25 for more detail.