EXHIBIT 13: Public Comment

EXHIBIT 13.a: Comments received during Notice of Application Comment Period 1

Crystal View Neighborhood

Poulsbo, WA

July 04, 2025

City of Poulsbo Building Department

200 NE Moe Street

Poulsbo, WA 98370

RE: Concerns Regarding Proposed Pinnacle at Liberty Bay PRD Adjacent to Crystal View - Request for Compliance with PMC 18.260.070 (A) and (B).

Dear Building Department Officials,

We, the undersigned residents of the Crystal View neighborhood, respectfully submit this letter to raise concerns regarding the proposed Pinnacle at Liberty Bay Planned Residential Development (PRD) directly adjacent to our community. We urge the City to ensure full compliance with Poulsbo Municipal Code 18.260.070, which establishes specific site design criteria for PRDs located next to existing single-family neighborhoods like ours.

Section A - Lot Size Compatibility at the Perimeter

Crystal View was developed using traditional subdivision standards, and the three lots directly bordering the proposed PRD are each greater than 7,500 square feet, with the three adjacent lots on Crystallia Court measuring between 7,500.8sf to 8,383sf. According to PMC 18.260.070(A), a PRD "shall be designed and developed so as to be consistent with the single-family residential environment at its adjacent perimeter." The code empowers the review authority to require the PRD to match adjacent lot sizes, lot widths, and house scale as needed to preserve neighborhood character.

However, the PRD proposal for Pinnacle at Liberty Bay shows the adjacent lots at a much smaller scale, with five lots ranging from 3,781sf to 4,419sq in size to the adjoining three Crystal View lots. This stark difference does not meet the compatibility requirement and undermines the intent of the code to ensure thoughtful transitions between developments.

Crystal View Neighborhood

Poulsbo, WA

We respectfully request that the City require revised perimeter lot designs that reflect compatible size, scale, and character with Crystal View's existing lots.

Section B - Inadequate Screening Measures

PMC 18.260.070(B) requires a PRD adjacent to a single-family zone to include screening provisions such as a six-foot sight-obscuring fence or a minimum 25-foot vegetated buffer. The proposed development includes only a 15-foot buffer and a six-foot wooden fence, which does not satisfy the 25-foot minimum buffer requirement. This insufficient screening further compounds concerns about visual and spatial compatibility.

We request that the City enforce the screening requirement in full and require either the minimum 25-foot vegetated buffer, or an equivalent alternative that fully meets the intent of the ordinance.

We appreciate the City's efforts to uphold the standards that protect the character of existing neighborhoods. Please ensure the proposed Pinnacle at Liberty Bay PRD is revised to comply with both subsections A and B of PMC 18.260.070. We welcome the opportunity to engage in further discussion and provide additional input if needed.

Sincerely,

Name:	Address:	Signature:
Scott Magraw	1755 NE Crystallia Ct. Poulsbo, WA 98370	
Mary Kay Magraw	1755 NE Crystallia Ct. Poulsbo, WA 98370	
Troy Hannah	1767 NE Crystallia Ct. Poulsbo, WA 98370	
Tracie Hannah	1767 NE Crystallia Ct. Poulsbo, WA 98370	
John Langley	1783 NE Crystallia Ct. Poulsbo, WA 98370	
Tracey Langley	1783 NE Crystallia Ct. Poulsbo, WA 98370	

From:	Tracie hannah
To:	Tiffany Simmons; Tracie hannah
Subject:	Request for Clarification on Pinnacle at Liberty Bay PRD Compliance with RL Zoning Standards
Date:	Monday, August 25, 2025 9:11:59 AM
Attachments:	image.png image.png image.png

Dear Tiffany Simmons,

I am writing as a resident of the Crystal View neighborhood on NE Crystallia Court, which directly borders the proposed Pinnacle at Liberty Bay Subdivision and Planned Residential Development (PRD). Our homes face Liberty Bay, and the proposed development will sit directly behind my house and neighborhood, significantly impacting both our water views and property values.

While I understand and support responsible growth in Poulsbo, I have serious concerns that this proposal does not align with the requirements of the Residential Low (RL) zoning standards.

The developer is proposing a minimum lot size of 3,758 sq. ft. and an average lot size of 4,456 sq. ft. on approximately 42 acres zoned RL. However, under PMC 18.70.050 – Development standards in the RL zone, the code states:

> *"No lot less than the required RL minimum lot size (7,500 sq. ft.) may be placed adjacent to previously developed lots which meet the minimum lot size requirements."*

Our lots in Crystal View meet the RL zoning code requirement of 7,500 sq. ft. minimum lot size. The current proposal appears to conflict with this requirement if undersized lots are planned directly adjacent to our properties.

In addition, PMC 18.70.050 specifies that *all other development standards identified in Table 18.70.050 are required*, with limited alternative standards permitted:

- Lot width: 50 feet at the midpoint of the lot, with a minimum of 20 feet of frontage.
- Lot depth: 80 feet minimum.
- Maximum building height: *No building or structure may exceed 35 feet in height.*

The proposal indicates three-story homes ranging from 37 to 39 feet in height — and these taller homes appear to be placed only in the row directly in front of our Crystal View neighborhood, which would block existing water views and diminish property values by an estimated $50,000 or more per home. This raises the question of why homes exceeding the 35-foot maximum are being considered at all, and why they are concentrated specifically where they will have the greatest negative impact on existing homeowners.

I recognize that under Poulsbo's Planned Residential Development (PRD) provisions [PMC 18.260], developers are allowed flexibility in lot sizes and configurations in order to encourage creative design, open space preservation, and housing diversity. However, the intent of the PRD ordinance is not to waive base zoning protections entirely — particularly

adjacency standards, maximum building height, or other requirements specifically designed to protect existing neighborhoods.

For these reasons, I respectfully request clarification on the following:

1. How does the proposed development plan comply with PMC 18.70.050, particularly regarding lot size adjacency requirements?

2. Will the City require that all lots adjacent to existing homes meeting the 7,500 sq. ft. minimum also meet this same standard?

3. How are the lot width (50 ft.), lot depth (80 ft.), and maximum building height (35 ft.) requirements being applied in the proposed site plan?

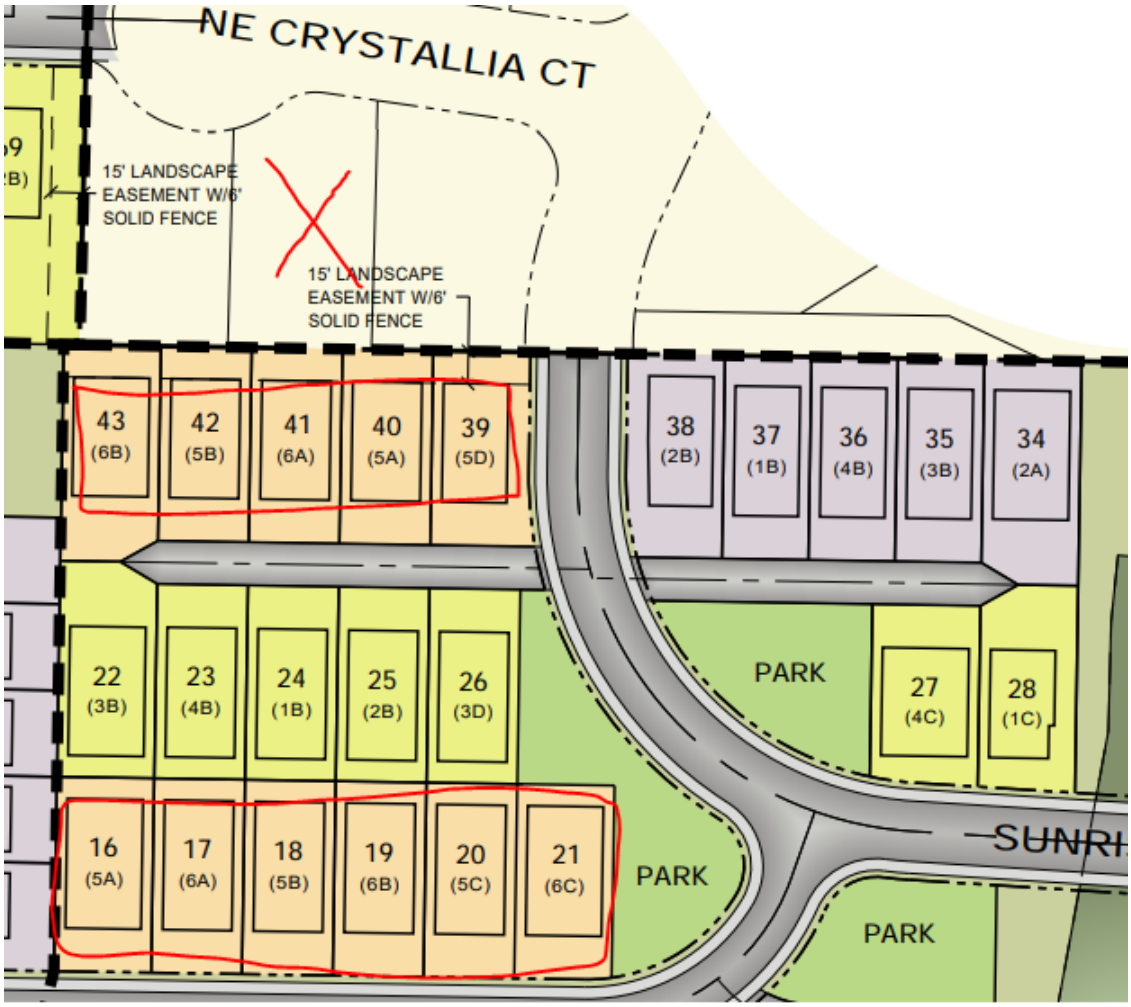
4. On what basis would homes taller than 35 feet (up to 39 feet) be permitted, when the RL zone code prohibits structures exceeding 35 feet?

5. How is the PRD flexibility being applied in this project, and what limits are in place to ensure it does not override fundamental RL standards meant to protect adjacent neighborhoods?

6. What process is in place to ensure that the developer's proposed standards are consistent with both the RL zone and PRD intent?

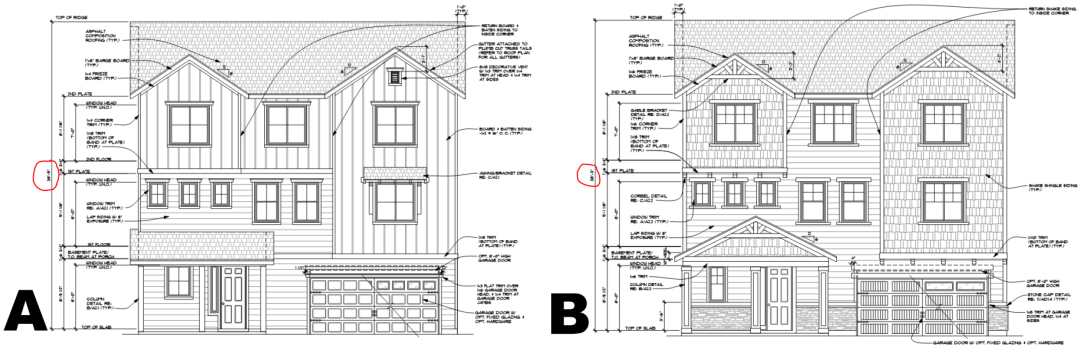
7. What opportunities will Crystal View residents have to formally review and comment on this proposal before any approvals are granted?

As directly impacted homeowners, we want to ensure city code is applied consistently and that neighborhood character, property values, and quality of life are protected. I appreciate your attention to this matter and respectfully request to be added to the official notification list for all hearings and actions related to the Pinnacle at Liberty Bay project.

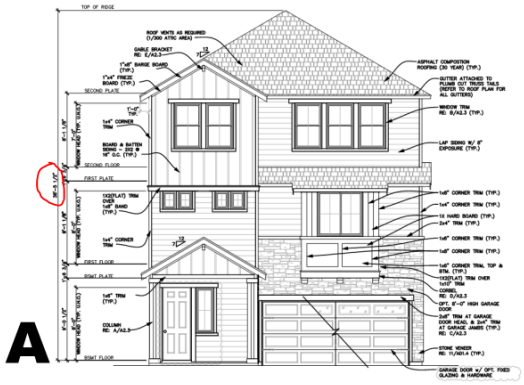


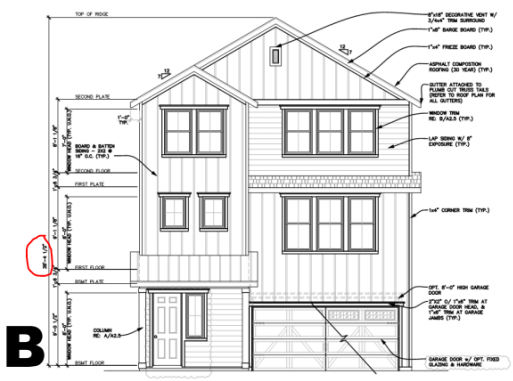
- 3 Story Houses

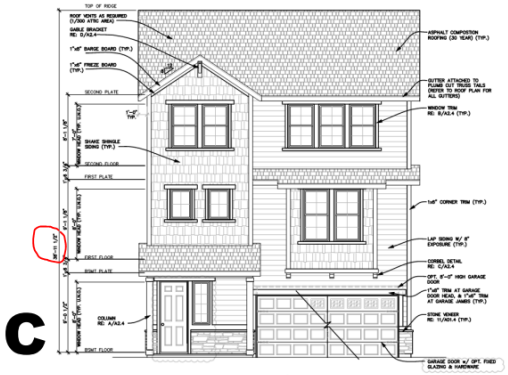
PLAN 6

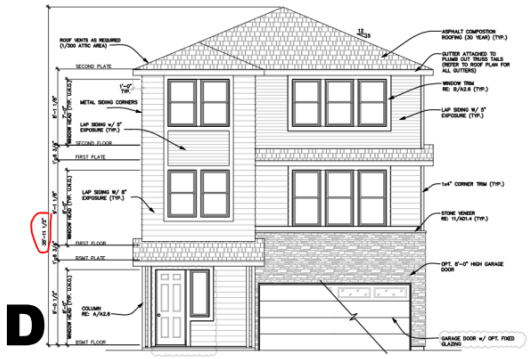


PLAN 5









Sincerely,
Tracie Hannah
Crystal View Neighborhood
1767 NE Crystallia Court
Poulsbo, WA
360-509-0751, thannah47@gmail.com

From:	kathy
To:	Tiffany Simmons
Subject:	Pinnacle at Liberty Bay
Date:	Thursday, August 28, 2025 1:18:26 PM
Attachments:	2025-10-Conserve-Water-and-Reduce-Irrigation.pdf

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On July 17, 2025, the residents of Poulsbo received a letter asking us to conserve on water. Letter attached.

With the addition of households at Pinnacle at Liberty Bay, Sandstone Ridge, Audrey Estates, and Johnson Ridge, and all the other proposed apartments and homes, the water problems will only increase. Please don't ignore this issue.

Also the traffic is already terrible on 305 traveling to Hwy 3. With all the proposed new neighborhoods plus the new apartments on 305, the traffic will be exponentially worse for the current residents. Please do NOT put in more traffic circles, it just adds to people's commutes.

Planning, please consider the current property tax payers before adding to their burden.

Thank you,

Crystal View resident

City of Poulsbo

Public Works Department

FOR IMMEDIATE RELEASE: July 17, 2025

Contact: Ryan Golden, Public Works
(360) 779-4078
rgolden@cityofpoulsbo.com

Water Conservation Advisory

City Encourages Water Conservation and Reduced Irrigation as Temperatures Exceed 80 Degrees

The City of Poulsbo requests all customers make an effort to conserve water and reduce consumption during the next two weeks. The peak water usage during the past week has exceeded 2 million gallons per day. The heavy usage puts a strain on the water system and we currently have Lincoln Well #1 undergoing maintenance due to heavy use.

The following conservation actions are requested:

- **Peak water usage is from 6am to 9am** – if you are able to reduce your consumption during this time period it makes a difference
- Water your plants and lawn **after 7pm** and avoid irrigation during the morning and during heat of the day
- If you have an automatic irrigation system, consider setting the time to irrigate during the night (**10pm to midnight** or **2am to 4am**)
- **Irrigate every other day** instead of daily
- Most lawns and plants need approximately **1" of water weekly** to survive periods of heat – please reduce watering times to provide minimum water.
- **Turn off the tap** – save water.

Every effort to reduce water usage is appreciated. Please call us at (360) 779-4078 if you have questions.

From: Nikole CH. Coleman
To: Ann Holt
Cc: Holt David; Tiffany Simmons
Subject: RE: Pinnacle Development
Date: Friday, August 29, 2025 8:34:00 AM

Thank you for your comment regarding the Pinnacle at Liberty Bay proposal. Your input has been received and will be added to the official public record for this project.

Your comment will also be forwarded to the project applicant for their review and response as part of the City's development review process.

You have been added to the public notice email list for this project and will receive future notifications as the project moves through the review process. You can also follow project updates, view submitted materials, and access public notices on the project website here: https://cityofpoulsbo.com/pinnacleatlibertybay/

Please don't hesitate to reach out if you have any further questions or would like additional information.

Best,

Nikole Coleman, AICP (she/her/hers)
Planning Manager
City of Poulsbo | 200 Moe Street | Poulsbo, WA 98370
PED General Line: (360) 394-9748
Planning and Economic Development | City of Poulsbo
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-----Original Message-----
From: Ann Holt <annholt99@comcast.net>
Sent: Thursday, August 28, 2025 4:55 PM
To: Nikole CH. Coleman <ncoleman@cityofpoulsbo.com>
Cc: Holt David <davidholt12615@comcast.net>
Subject: Pinnacle Development

Ms. Coleman,
My husband and I attended the public meeting on 4/21 regarding the proposed Pinnacle Development adjacent to Bay Watch and Highway 305. Then yesterday we received a Notice of Land Use Development postcard in the mail. Our concerns are primarily about the increased traffic that will be entering the highway due to this proposed development. We and 6 other houses are across the highway from Baywatch and the access for our driveways is directly onto the highway. It can be very challenging to get out onto the highway now, and this development would make it much harder. If this goes forward, we would like to have a proper two way turn lane added to the highway so that we can legally and safely wait there until traffic is clear. We currently have to cross a double yellow line to turn into our driveway when heading north. Our driveway was here before Bay Watch was built and access for these driveways should have been accommodated at that time. We would appreciate the consideration now.

Thank you,
Ann & David Holt
17617 State Highway 305 NE
Poulsbo, WA
206-979-2533

From: Nikole CH. Coleman
To: Terrie Lumsden
Cc: Tiffany Simmons
Subject: RE: Pinnacle at Liberty Bay
Date: Friday, August 29, 2025 3:58:21 PM

Thank you for your comment regarding the Pinnacle at Liberty Bay proposal. Your input has been received and will be added to the official public record for this project.

Your comment will also be forwarded to the project applicant for their review and response as part of the City's development review process.

You have been added to the public notice email list for this project and will receive future notifications as the project moves through the review process. You can also follow project updates, view submitted materials, and access public notices on the project website here: https://cityofpoulsbo.com/pinnacleatlibertybay/

I will be addressing the lot sizes proposed adjacent to Crystal View as part of my request for revisions, which I intend to send to the applicant on September 8.

Please don't hesitate to reach out if you have any further questions or would like additional information.

Best,

Nikole Coleman, AICP (she/her/hers)
Planning Manager
City of Poulsbo | 200 Moe Street | Poulsbo, WA 98370
PED General Line: (360) 394-9748
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From: Terrie Lumsden <terrie_lumsden@hotmail.com>
Sent: Friday, August 29, 2025 3:49 PM
To: Nikole CH. Coleman <ncoleman@cityofpoulsbo.com>
Subject: Pinnacle at Liberty Bay

Hi,

I live in the crystal view neighborhood. My question is why are you allowing such small lot sizes butted up to our neighborhood. I was under the understanding that our Neighborhoods would Mirror each other. So in other words simalar lot sizes and style of homes. This appears to have the houses crammed in next to each other. I see two propblems, one being the traffic and next parking. We don't have parking now in our neighborhood and add homes that are so close together will create a problem.

The next thing is home value. If we have homes on half the size of our lots our home values will go down.

I know development will hapen, but at what cost to existing home owners. When a neighborhood goes from a 7K + lot size into a neighborhood of 4K- neighborhood people will look past our neighborhood and think we are all overpriced when it coms to resale.

Thank you for your time,

Terrie Lumsden
17823 Sunrise Ridge Ave NE, Poulsbo

From: Nikole CH. Coleman
To: Tiffany Simmons
Subject: FW: Pinnacle at Liberty Bay Housing Development Consultation, P-06-20-25-03
Date: Wednesday, September 3, 2025 1:08:08 PM

Please add Taylor to the noticing list.

Thanks!

Nikole Coleman, AICP (she/her/hers)
Planning Manager
City of Poulsbo | 200 Moe Street | Poulsbo, WA 98370
PED General Line: (360) 394-9748
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From: Taylor Harriman <THarriman@suquamish.nsn.us>
Sent: Wednesday, September 3, 2025 11:33 AM
To: Nikole CH. Coleman <ncoleman@cityofpoulsbo.com>
Cc: Stephanie Trudel <strudel@Suquamish.nsn.us>
Subject: Pinnacle at Liberty Bay Housing Development Consultation, P-06-20-25-03

Hello Nikole,

Thank you for consulting with the Suquamish Indian Tribe and providing an opportunity for us to comment on the Pinnacle at Liberty Bay Housing Development Project. The Suquamish Tribe's Archaeology and Historic Preservation Program has reviewed the project area and identified multiple ethnographic placenames associated with the general project area. The project area is also considered to have a moderate probability to contain cultural resources according to DAHP's predictive model, and has never been surveyed. Given the project calls for extensive ground disturbance across a large area, the Suquamish Tribe requests that a professional archaeological survey be conducted prior to ground disturbing activities associated with the project. Please keep us updated as project schedules move forward.

Thank you,
Taylor Harriman

Taylor Harriman
Archaeologist I
Suquamish Tribe
PO Box 498
Suquamish, WA 98392-0498
360-394-8529
tharriman@suquamish.nsn.us

September 1, 2025

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

RE: Proposed Pinnacle at Liberty Bay PRD

Refs:

(1) 2_Pinnacle@LB Preliminary PRD Civil Plans (file submitted with Permit 06-20-25-03 application)
(2) 7_Pinnacle@LB SEPA Checklist (file submitted with Permit 06-20-25-03 application)

Dear Ms. Coleman,

The undersigned live in the Crystal View subdivision, which is situated immediately adjacent to and to the northeast of the proposed Pinnacle at Liberty Bay PRD. Our properties lie closest to the property lines separating Crystal View from the proposed project, and therefore our properties are most directly and adversely impacted by the project. We oppose the project. The following are, without limitation, some of our objections.

1. As proposed, the Pinnacle PRD fails to adhere to the letter and spirit of PMC 18.260.070. There can be no better example of the circumstances contemplated by that section of the PMC than the prospect of the high-density Pinnacle PRD being built in the space between the traditional and well-established Crystal View and Baywatch subdivisions. The average lot size for the 46-lot Crystal View subdivision is approximately 8,200 square feet. For the ten Crystal View lots that are closest to the property lines between Crystal View and the proposed Pinnacle PRD, the average lot size is 8,500 square feet, with the smallest being 7,500 and the largest being about 10,500. From the details of the applicant's submitted preliminary civil plans, (Ref. (1)) it appears that the twenty-four project lots that lie closest to those property lines have an average size of around 4,600 square feet, with the smallest being around 3,800. Only two of those project lots are shown as being larger than 7,000 square feet, and those sizes appear to be forced more by the geometry of laying out the plat than by a sincere intent to comply with the PMC. The Pinnacle applicant has not met the requirements of PMC 18.260.070, paragraph A. That section of the PMC states that "the PRD <u>shall</u> (emphasis added) be designed and developed so as to be consistent with the single-family residential environment at its adjacent perimeter", and the section goes on to give examples for the lots in the proposed project to match the size, lot widths, scale and so forth of the lots in Crystal View, the existing subdivision.

2. The preliminary civil plans (Ref 1) for Pinnacle shows that the applicant proposes to run a full-sized street ("Road B") along the property line between the established Crystal View homes and the proposed high-density project. If "Road B" is built, the result would be that the affected Crystal View homes would be sandwiched between two streets. Road B would expose the Crystal View homes to an unacceptable added burden of traffic, noise and pollution. It may be that the applicant wants the PED and the review authority to ignore the letter and spirit of the PMC and to consider the proposed street ("Road B") as somehow being a buffer and that the proposed homes on the West side of that street as not being "located adjacent to the existing subdivision". To allow such a "word game" interpretation to guide decision making would not respect the intent of PMC 18.260.070 and would produce an unreasonable and unfair outcome for Crystal View.

3. Of further concern, the proposed Pinnacle PRD offers only a token response to the broad intent of PMC 18.260.070, paragraph B. The applicant proposes a 15-foot (replanted) vegetative buffer and a 6-foot wooden fence, in satisfaction of that section of the Code. Astonishingly, the applicant appears to propose for the ten (10) project homesites along the northern side of Phase One of the project that the entire back yard of each would become the applicant's proposed 15-foot buffer (with a solid fence). Is such a thing even allowed by the PMC? How does the seller of those homes explain to buyers that they have no back yard? Incredibly, the applicant also proposes major excavation and 12-foot retaining walls in the same space as it proposes 15-foot, replanted, buffer easements (see item 4 below).

   The recently approved Sandstone Ridge subdivision lying two miles northeast of the proposed Pinnacle subdivision offers an example of reasonable application of PMC 18.260.070, paragraph B. Three sides of the Sandstone Ridge subdivision are bordered by roads. However, for the homesites along the northern edge of the subdivision, the developer of that project has committed to retain native trees for a 35-foot buffer, and to include a further ten-foot grading easement, and to install a 6-foot solid wood fence along the northern property line of each of the homesites. This nearby example of a developer providing a compliant implementation of the PMC should serve as a guide for the proposed Pinnacle project. The PED and review authority should require the proposed Pinnacle PRD to provide a vegetative buffer of <u>no less</u> than 25 feet and that native trees should be retained wherever possible, in accordance with PMC 18.180. In addition to retaining native trees in the buffer zone, applicant should be required to plant additional trees to cover any gaps.

4. To compound the applicant's disregard for meeting the intent of PMC 18.260.070, paragraph B, the applicant proposes to excavate and lower the elevation of Road B and the homesites along that road such that an 8-foot retaining wall would be required to protect what must be presumed to be a vertical face cut along about 300 feet of the property line separating the proposed Pinnacle PRD from Crystal View (see Ref. (1), page 10 of 26). Furthermore, the applicant proposes substantial excavation and another vertical face cut the full length of the ten project homesites on the northern edge of Phase One of the project (see Ref. (1), page 12 of 26).

In that location, the applicant proposes a 12-foot retaining wall! The applicant fails to provide any details or drawings for such vertical face cuts and proposed retaining walls. No engineering plans have been provided. The geotechnical report submitted by the applicant does not address the implications and requirements for the vertical face cuts and retaining walls. The applicant does not explain how the retaining walls, the solid wood fence and the replanted 15-foot buffer would work together. The applicant provides no information, engineering or drawings on how the proposed grading and retaining walls for the ten homesites on the north side of Phase One would possibly work with the downhill grade and curves of the unfinished segment of Sunrise Ridge Ave.

5. Based on the applicant's SEPA and the Ref. (1) plan drawings, development of the project properties would entail clear cutting approximately twenty-nine acres, extending right to the property lines separating the project from Crystal View. There are many mature trees on the project property that are on or very close to the property lines. Any trees on the property lines constitute "boundary trees" for purposes of applicable Washington state and City of Poulsbo laws and codes. While the trees might be felled, any attempt to remove the stumps and root systems would inevitably damage the adjacent Crystal View properties. That damage would likely be exacerbated by the substantial amount of grading described in the applicants submittals, especially the vertical face cuts at the property lines suggested by the applicant's proposed 8-foot and 12-foot retaining walls. Any damage to Crystal View properties caused by tree removal during development of the Pinnacle parcels would violate the provisions of RCW 64.12.030 and PMC 15.35.130. The affected Crystal View property owners do not consent to any damage being done to their properties in connection with tree cutting and development of the project parcels.

6. We are very concerned about the added burden on the utility resources of Poulsbo that would result from building the proposed Pinnacle project homes. Last month we received a Water Conservation Advisory letter from the City of Poulsbo advising that heavy usage was putting a strain on the city's water system. That heavy usage had contributed to the Lincoln Well #1 needing maintenance. Other information from the city has pointed to concerns about the state and future of the city's utility resources. It is reasonable for existing residents of Poulsbo to be apprehensive that new housing developments will put added stress on the city's aging utility infrastructure. If approving and adding new homes to Poulsbo can reasonably be anticipated to put undue strain on that infrastructure, any such residential projects should be deferred by the PED until any necessary utility improvements can be planned, approved, installed and made operational. Of course, city residents would have the opportunity to be adequately informed of and comment on any such utility projects. It does not appear that the applicant has provided any meaningful information as to the adequacy of city utility services for the proposed project. In the absence of the applicant addressing this vital subject, the PED should provide the public with sufficient information for the public to form opinions on this subject.

7. We have not been able to discern from the materials submitted by the Pinnacle PRD applicant what company or companies will be the actual builders of the homes in the subdivision. The applicant should disclose the identity of the builder(s). The public needs to be able to research and consider the reputation, time-in-business, experience, complaint history and other pertinent attributes of those builder(s) when forming a judgement whether or not those builder(s) should be trusted to build homes worthy of a place in our city.

Unless and until the applicant for the proposed Pinnacle at Liberty Bay PRD makes full and adequate disclosure regarding all matters and issues pertaining to the proposed project, the public is unable to make informed judgements whether to support or oppose the project. As of this writing, the undersigned have many unanswered questions and concerns regarding the project. We are opposed to the project being approved.

Respectfully,

Rowell L. Matt

Rowell L Matt

Gary J Casey

1981 NE Eastmont Ct.
Lot #31

From: Nikole CH. Coleman
To: Rowell"s Gmail
Cc: Gary Casey
Subject: RE: Pinnacle Project
Date: Thursday, September 4, 2025 2:30:06 PM

Thank you for your comment regarding the Pinnacle at Liberty Bay proposal. Your input has been received and will be added to the official public record for this project.

Your comment will also be forwarded to the project applicant for their review and response as part of the City's development review process.

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Please don't hesitate to reach out if you have any further questions or would like additional information.

Best,

Nikole Coleman, AICP (she/her/hers)
Planning Manager
City of Poulsbo | 200 Moe Street | Poulsbo, WA 98370
PED General Line: (360) 394-9748
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From: Rowell's Gmail <rowellmatt@gmail.com>
Sent: Thursday, September 4, 2025 1:17 PM
To: Nikole CH. Coleman <ncoleman@cityofpoulsbo.com>
Cc: Gary Casey <scorpgc@gmail.com>
Subject: Pinnacle Project

Dear MS. Coleman,

My husband and I are writing to you to share our concerns with the Pinnacle at Liberty Bay

project. As residents of the Crystal View neighborhood we are very concerned about the increased traffic (an additional 115 cars per day on Sunrise Ridge), adverse impact to our property values, pressure on our schools, water supply and waste water management systems as well as environmental consequences. The density of this project in terms of number of units is outrageous in our opinion. Please see the attached letter that specifically outlines our biggest concerns.

Sincerely,
Rowell Matt and Gary Casey

From: Nikole CH. Coleman
To: kathy
Subject: RE: Pinnacle at Liberty Bay - Comments
Date: Thursday, September 4, 2025 2:31:11 PM

Thank you for your comment regarding the Pinnacle at Liberty Bay proposal. Your input has been received and will be added to the official public record for this project.

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Please don't hesitate to reach out if you have any further questions or would like additional information.

Best,

Nikole Coleman, AICP (she/her/hers)
Planning Manager
City of Poulsbo | 200 Moe Street | Poulsbo, WA 98370
PED General Line: (360) 394-9748
Planning and Economic Development | City of Poulsbo
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From: kathy <kathy6702@yahoo.com>
Sent: Thursday, September 4, 2025 11:01 AM
To: Nikole CH. Coleman <ncoleman@cityofpoulsbo.com>
Subject: Pinnacle at Liberty Bay - Comments

1. Tract Q. There are 5 (five) houses behind the current 3 (Three) residents on NE Crystallia Ct.
   A. Please require at least a 20 foot tree buffer between Crystal View and Pinnacle at Liberty Bay.
   B. Please require that **ALL lots** in Pinnacle at Liberty Bay be the same size as the adjoining communities. Meredith Heights, Crystal Bay, and Bayview.
   C. Please require that **ALL houses** in Pinnacle at Liberty Bay be the same sizes as the adjoining communities. Meredith Heights, Crystal Bay, and Bayview.

2. Please require that **ALL construction vehicles** enter and exit on Road C down to the circle on hwy 305

3. Please resolve All water issues before any building of any new houses. Letter from the City of Poulsbo attached asking all the residents to not use water between a certain time. Multiply that by hundreds of more homes in the permit stage. Audrey, Liberty Bay Vista, and now potentially Pinnacle at Liberty Bay. Also the 100s of new apartments going in.

4. My main issue is not that another neighborhood is going in, but that it has been condensed to about 1/2 the size lots and homes as adjoining one. Please don't let this builder cram so many homes together in this area.

5. Please consider the home owners who paid a premium for a view and privacy, and pay property taxes on those views. It would be great to move a park to lots 34-43.

Thank you for listening and considering my comments

Resident of Crystal view who will be directly affected by Pinnacle at Liberty Bay. (Traffic, views, and probably property value if allow to build small houses, crammed together, on very small lots.

City of Poulsbo

Public Works Department

FOR IMMEDIATE RELEASE: July 17, 2025

Contact: Ryan Golden, Public Works
(360) 779-4078
rgolden@cityofpoulsbo.com

Water Conservation Advisory

City Encourages Water Conservation and Reduced Irrigation as Temperatures Exceed 80 Degrees

The City of Poulsbo requests all customers make an effort to conserve water and reduce consumption during the next two weeks. The peak water usage during the past week has exceeded 2 million gallons per day. The heavy usage puts a strain on the water system and we currently have Lincoln Well #1 undergoing maintenance due to heavy use.

The following conservation actions are requested:

- **Peak water usage is from 6am to 9am** – if you are able to reduce your consumption during this time period it makes a difference
- Water your plants and lawn **after 7pm** and avoid irrigation during the morning and during heat of the day
- If you have an automatic irrigation system, consider setting the time to irrigate during the night (**10pm to midnight** or **2am to 4am**)
- **Irrigate every other day** instead of daily
- Most lawns and plants need approximately **1" of water weekly** to survive periods of heat – please reduce watering times to provide minimum water.
- **Turn off the tap** – save water.

Every effort to reduce water usage is appreciated. Please call us at (360) 779-4078 if you have questions.

John Warwood
17796 Sunrise Ridge Ave NE
Poulsbo, WA 98370

September 5, 2025

Ms. Nicole Coleman
Planning Manager – Planning and Economic Development Dept.
City of Poulsbo, WA
200 NE Moe Street
Poulsbo, WA 98370

Subject: Response to Proposed Pinnacle at Liberty Bay PRD

Attachment: Letter dated September 1, 2025 from concerned Crystal View Subdivision Homeowners

Dear Ms. Coleman,

I am a homeowner in the Crystal View Subdivision. I, along with many others in Crystal View, do not support the approval of the Pinnacle at Liberty Bay PRD project! I will highlight my personal concerns in this letter. I wish to note that I am fully aligned with the concerns as described in the attached letter to you from my neighbors and me.

My primary concerns are as follows:

1. There will be a negative impact on our quality of life due to increased traffic and ambient noise during construction and beyond. Instinctively, I believe the traffic study performed in support of this project underestimates the incremental traffic on Sunrise Ridge Ave NE. Assuming it is accurate, traffic will be more than 10x the current traffic moving past my driveway daily. Moreover, when Sunrise Ridge Avenue NE is connected to the Johnson Traffic Circle on Hwy 305, drivers other than residents of the proposed development will see it as a shortcut to avoid 305 traffic: further increasing traffic count on Sunrise Ridge Ave NE.
2. Adding 151 single family homes will increase the burden on City of Poulsbo and Kitsap County infrastructure. I routinely receive requests from Puget Sound to reduce electricity consumption during hot and cold weather events. I also recently received a request from the City of Poulsbo to reduce water consumption. What plans are in place to address current utilities shortfalls? Has residential growth been factored into these plans? If there are no concrete plans to address infrastructure shortfalls of this nature, why would you consider exacerbating the existing problems?

3. The pleasant aesthetics of our little corner of Poulsbo will be significantly harmed. We moved into this neighborhood because of the surrounding views and trees. If this project is approved, the view will largely consist of rooftops and the mature trees to the south and west of my property will be gone in favor of houses, fences, retaining walls and immature landscaping.
4. The increased traffic, congestion and degradation of aesthetics will negatively impact the value of my property!
5. The homes and lots in the proposed subdivision appear to be smaller and more densely situated than the surrounding subdivisions. Based on a quick review of the documents provided regarding Pinnacle at Liberty Bay PRD and requirements laid out in PMC 18.260.070, PMC18.180, RCW 64.12.030 and PMC 15.35.130 it seems clear that the proposal as submitted is not compliant or is only loosely compliant with the requirements laid down in these statutes (see attached letter).
6. The proposal as submitted is very thin on engineering and construction plan details. As you know, Washington is a seismically active region. We also are prone to landslides during wet weather events. There are several retaining walls and areas requiring buildup using "fill" to enable this project. Will the latest engineering requirements be met to ensure the safety of the surrounding residents?
7. I believe that I was misled by representatives of Lundgren Homes and the City of Poulsbo Planning Department. In August of 2022, I inquired with both entities as to the likelihood and type of extension to Crystallia Ct NE that could be planned in the future. Simply stated, both in essence told me that nothing was planned at that time and due to the challenges presented by the adjacent topography and wetlands, any future development would be likely be minimal. I do not consider the addition of 151 single family homes to be "minimal."

In closing, I do not support the approval of this project. I hope in its quest to increase their tax base; the City of Poulsbo is not willing to sacrifice the quality of life that we all currently enjoy. Additionally, I expect city management to do all necessary due diligence and to hold all developers/builders accountable as it pertains to applicable state, county and city ordinances.

Sincerely,



John Warwood
Lot 13, Crystal View Subdivision

September 1, 2025

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

RE: Proposed Pinnacle at Liberty Bay PRD

Refs:

(1) 2_Pinnacle@LB Preliminary PRD Civil Plans (file submitted with Permit 06-20-25-03 application)
(2) 7_Pinnacle@LB SEPA Checklist (file submitted with Permit 06-20-25-03 application)

Dear Ms. Coleman,

The undersigned live in the Crystal View subdivision, which is situated immediately adjacent to and to the northeast of the proposed Pinnacle at Liberty Bay PRD. Our properties lie closest to the property lines separating Crystal View from the proposed project, and therefore our properties are most directly and adversely impacted by the project. We oppose the project. The following are, without limitation, some of our objections.

1. As proposed, the Pinnacle PRD fails to adhere to the letter and spirit of PMC 18.260.070. There can be no better example of the circumstances contemplated by that section of the PMC than the prospect of the high-density Pinnacle PRD being built in the space between the traditional and well-established Crystal View and Baywatch subdivisions. The average lot size for the 46-lot Crystal View subdivision is approximately 8,200 square feet. For the ten Crystal View lots that are closest to the property lines between Crystal View and the proposed Pinnacle PRD, the average lot size is 8,500 square feet, with the smallest being 7,500 and the largest being about 10,500. From the details of the applicant's submitted preliminary civil plans, (Ref. (1)) it appears that the twenty-four project lots that lie closest to those property lines have an average size of around 4,600 square feet, with the smallest being around 3,800. Only two of those project lots are shown as being larger than 7,000 square feet, and those sizes appear to be forced more by the geometry of laying out the plat than by a sincere intent to comply with the PMC. The Pinnacle applicant has not met the requirements of PMC 18.260.070, paragraph A. That section of the PMC states that "the PRD shall (emphasis added) be designed and developed so as to be consistent with the single-family residential environment at its adjacent perimeter", and the section goes on to give examples for the lots in the proposed project to match the size, lot widths, scale and so forth of the lots in Crystal View, the existing subdivision.

2. The preliminary civil plans (Ref 1) for Pinnacle shows that the applicant proposes to run a full-sized street ("Road B") along the property line between the established Crystal View homes and the proposed high-density project. If "Road B" is built, the result would be that the affected Crystal View homes would be sandwiched between two streets. Road B would expose the Crystal View homes to an unacceptable added burden of traffic, noise and pollution. It may be that the applicant wants the PED and the review authority to ignore the letter and spirit of the PMC and to consider the proposed street ("Road B") as somehow being a buffer and that the proposed homes on the West side of that street as not being "located adjacent to the existing subdivision". To allow such a "word game" interpretation to guide decision making would not respect the intent of PMC 18.260.070 and would produce an unreasonable and unfair outcome for Crystal View.

3. Of further concern, the proposed Pinnacle PRD offers only a token response to the broad intent of PMC 18.260.070, paragraph B. The applicant proposes a 15-foot (replanted) vegetative buffer and a 6-foot wooden fence, in satisfaction of that section of the Code. Astonishingly, the applicant appears to propose for the ten (10) project homesites along the northern side of Phase One of the project that the entire back yard of each would become the applicant's proposed 15-foot buffer (with a solid fence). Is such a thing even allowed by the PMC? How does the seller of those homes explain to buyers that they have no back yard? Incredibly, the applicant also proposes major excavation and 12-foot retaining walls in the same space as it proposes 15-foot, replanted, buffer easements (see item 4 below).

   The recently approved Sandstone Ridge subdivision lying two miles northeast of the proposed Pinnacle subdivision offers an example of reasonable application of PMC 18.260.070, paragraph B. Three sides of the Sandstone Ridge subdivision are bordered by roads. However, for the homesites along the northern edge of the subdivision, the developer of that project has committed to retain native trees for a 35-foot buffer, and to include a further ten-foot grading easement, and to install a 6-foot solid wood fence along the northern property line of each of the homesites. This nearby example of a developer providing a compliant implementation of the PMC should serve as a guide for the proposed Pinnacle project. The PED and review authority should require the proposed Pinnacle PRD to provide a vegetative buffer of no less than 25 feet and that native trees should be retained wherever possible, in accordance with PMC 18.180. In addition to retaining native trees in the buffer zone, applicant should be required to plant additional trees to cover any gaps.

4. To compound the applicant's disregard for meeting the intent of PMC 18.260.070, paragraph B, the applicant proposes to excavate and lower the elevation of Road B and the homesites along that road such that an 8-foot retaining wall would be required to protect what must be presumed to be a vertical face cut along about 300 feet of the property line separating the proposed Pinnacle PRD from Crystal View (see Ref. (1), page 10 of 26). Furthermore, the applicant proposes substantial excavation and another vertical face cut the full length of the ten project homesites on the northern edge of Phase One of the project (see Ref. (1), page 12 of 26).

In that location, the applicant proposes a 12-foot retaining wall! The applicant fails to provide any details or drawings for such vertical face cuts and proposed retaining walls. No engineering plans have been provided. The geotechnical report submitted by the applicant does not address the implications and requirements for the vertical face cuts and retaining walls. The applicant does not explain how the retaining walls, the solid wood fence and the replanted 15-foot buffer would work together. The applicant provides no information, engineering or drawings on how the proposed grading and retaining walls for the ten homesites on the north side of Phase One would possibly work with the downhill grade and curves of the unfinished segment of Sunrise Ridge Ave.

5. Based on the applicant's SEPA and the Ref. (1) plan drawings, development of the project properties would entail clear cutting approximately twenty-nine acres, extending right to the property lines separating the project from Crystal View. There are many mature trees on the project property that are on or very close to the property lines. Any trees on the property lines constitute "boundary trees" for purposes of applicable Washington state and City of Poulsbo laws and codes. While the trees might be felled, any attempt to remove the stumps and root systems would inevitably damage the adjacent Crystal View properties. That damage would likely be exacerbated by the substantial amount of grading described in the applicants submittals, especially the vertical face cuts at the property lines suggested by the applicant's proposed 8-foot and 12-foot retaining walls. Any damage to Crystal View properties caused by tree removal during development of the Pinnacle parcels would violate the provisions of RCW 64.12.030 and PMC 15.35.130. The affected Crystal View property owners do not consent to any damage being done to their properties in connection with tree cutting and development of the project parcels.

6. We are very concerned about the added burden on the utility resources of Poulsbo that would result from building the proposed Pinnacle project homes. Last month we received a Water Conservation Advisory letter from the City of Poulsbo advising that heavy usage was putting a strain on the city's water system. That heavy usage had contributed to the Lincoln Well #1 needing maintenance. Other information from the city has pointed to concerns about the state and future of the city's utility resources. It is reasonable for existing residents of Poulsbo to be apprehensive that new housing developments will put added stress on the city's aging utility infrastructure. If approving and adding new homes to Poulsbo can reasonably be anticipated to put undue strain on that infrastructure, any such residential projects should be deferred by the PED until any necessary utility improvements can be planned, approved, installed and made operational. Of course, city residents would have the opportunity to be adequately informed of and comment on any such utility projects. It does not appear that the applicant has provided any meaningful information as to the adequacy of city utility services for the proposed project. In the absence of the applicant addressing this vital subject, the PED should provide the public with sufficient information for the public to form opinions on this subject.

7. We have not been able to discern from the materials submitted by the Pinnacle PRD applicant what company or companies will be the actual builders of the homes in the subdivision. The applicant should disclose the identity of the builder(s). The public needs to be able to research and consider the reputation, time-in-business, experience, complaint history and other pertinent attributes of those builder(s) when forming a judgement whether or not those builder(s) should be trusted to build homes worthy of a place in our city.

Unless and until the applicant for the proposed Pinnacle at Liberty Bay PRD makes full and adequate disclosure regarding all matters and issues pertaining to the proposed project, the public is unable to make informed judgements whether to support or oppose the project. As of this writing, the undersigned have many unanswered questions and concerns regarding the project. We are opposed to the project being approved.

Respectfully,

[Signature pages follow]

From: S C
To: Nikole CH. Coleman
Subject: Concerns on Proposed Pinnacle at Liberty Bay PRD
Date: Sunday, September 7, 2025 8:43:29 PM

Dear Ms. Coleman,

As a homeowner in the Crystal View subdivision, I am writing to express my concerns and objections regarding the proposed Pinnacle at Liberty Bay Planned Residential Development (PRD), currently under review by the City of Poulsbo Planning and Economic Development Department. After reviewing the project details available on https://cityofpoulsbo.com/pinnacleatlibertybay/ and the applicable Poulsbo Municipal Code (PMC), I believe the proposal raises several significant issues that warrant reconsideration and revision.

1. Inconsistent Lot Density with Adjacent Development

The proposed PRD includes 151 single-family lots with an average lot size of approximately 4,962 square feet, with some as small as 3,398 square feet. This density is markedly inconsistent with the existing homes in the Crystal View subdivision, which were developed under traditional city subdivision standards with lot sizes of 7,500 square feet or larger.

According to PMC 18.260.070(A), when a PRD is proposed adjacent to an existing single-family residential zone developed with traditional standards, the PRD must be "designed and developed so as to be consistent with the single-family residential environment at its adjacent perimeter." This includes matching lot sizes, lot widths, and house scale. The current proposal fails to meet this requirement, especially along the shared boundary with Crystal View, where smaller lots are directly adjacent to larger, traditionally zoned lots. This inconsistency undermines the character and integrity of our neighborhood and violates the intent of the municipal code.

2. Traffic Noise and Pollution from Proposed Roadway

The proposed development includes a new internal road that runs directly along the property line between the Pinnacle PRD and Crystal View. This design places several Crystal View homes between two roads—our existing neighborhood street and the new PRD road—effectively sandwiching these homes and exposing them to increased traffic noise, vehicle emissions, and reduced privacy.

This configuration raises serious concerns about livability and environmental impact. The City should consider alternative road alignments that do not disproportionately burden existing residents or compromise their quality of life.

3. Lack of Required Vegetated Buffer

PMC 18.260.070(B) requires that when a PRD is adjacent to a single-family residential zone, the perimeter must include screening provisions such as "a six-foot sight-obscuring fence or a minimum twenty-five-foot vegetated buffer (designated as an open space tract)." The current Pinnacle proposal does not include any vegetated buffer or adequate screening along the

shared boundary with Crystal View.

This omission is a clear violation of the municipal code and fails to provide the necessary visual and environmental separation between the two neighborhoods. A vegetated buffer is essential not only for privacy but also for mitigating noise, preserving habitat, and maintaining the aesthetic continuity of the area.

In light of these concerns, I respectfully urge the Planning Department to require the applicant to revise the Pinnacle at Liberty Bay PRD to:

- Increase lot sizes and adjust home scale along the shared boundary to match Crystal View standards.
- Reroute or redesign the proposed internal road to avoid placing Crystal View homes between two traffic corridors.
- Include a minimum 25-foot vegetated buffer along the property line with Crystal View, as mandated by PMC 18.260.070(B).

Thank you for your attention to this matter and for your continued commitment to responsible and community-sensitive development in Poulsbo. I appreciate the opportunity to provide input and look forward to seeing a revised proposal that better aligns with the City's planning principles and the interests of its residents.

Sincerely,

Suwei Chen

Crystal View Subdivision Homeowner

From: Leigh Hwa
To: Nikole CH. Coleman
Subject: Comment on the proposed Pinnacle at Liberty Bay project
Date: Saturday, September 6, 2025 4:11:22 PM

Dear Ms. Coleman,

I am writing to express my concerns regarding the proposed Pinnacle at Liberty Bay project. I attended the project's neighborhood meeting at the Poulsbo Fire Station in April, where many questions and concerns were raised. The development applicant company and city representatives promised to revise the project plan and add a treeline buffer between the proposed development and the existing Crystal View property line. However, upon reviewing the recently updated information, I was disappointed to see that no significant changes were made, particularly near Road B's border with the Crystal View neighborhood.

As a resident whose property is directly adjacent to the proposed project's property line, I am deeply concerned about the impact this project will have on our daily lives and our property. The proposed full-sized street ("Road B") behind our backyard, with minimal tree buffer, will expose our property to direct construction dust, dirt, and increased car traffic and noise going forward. Our once peaceful and tree-filled backyard will be significantly affected, impacting the quality of our family life living at the property.

I strongly believe that preserving the existing mature trees and tree lines behind our backyard is crucial. These trees, some of which are hundreds of years old, serve as a natural buffer between the two neighborhoods. With the project's proposal of cutting them down and replanting new trees, it would require decades for new trees to grow and recover. I respectfully request that our city consider retaining these native trees with a 35-foot buffer between the two properties. This would help mitigate construction and road noise for the existing neighborhood.

Therefore, I oppose the Pinnacle at Liberty Bay project in its current form and urge significant revisions to address the tree line buffer and mitigate construction and road traffic issues. I would appreciate it if our city representatives could take our concerns and pass our comments to the development company to address these issues.

Sincerely,
Lee

From: Cool Whip
To: Nikole CH. Coleman
Subject: Comments on Pinnacle at Liberty Bay proposal
Date: Monday, September 8, 2025 10:01:40 AM

Comments on Land use Application for the Pinnacle at Liberty Bay Development

I have several comments regarding the subject project. I am a nearby landowner/homeowner and will be very negatively affected by this development.

I attended the April public meeting and expressed my concerns, along with many others. I don't recall any positive comments from the public. I am sure all comments were ignored, and the developers and city employees all went away satisfied that they had gone through the necessary step of holding a mandatory meeting. I do see the project has changed – now it is 151 single family detached homes, with no townhomes. This seems significant; shouldn't this require another public meeting?

I live on Highway 305, directly across the highway from this project. The traffic this development will bring to Highway 305 will only make the congestion on the highway in this area worse than it already is. There are seven homes (one is mine) that are directly across 305 from the proposed project, all served by only 3 driveways coming off the west side of 305. As it is now, access to 305, especially turning north, is difficult and unsafe most of the time during the day. Much of the traffic will probably enter and leave this project by moving through the Baywatch subdivision, accessing Highway 305. We were told at the April meeting that the State would not allow another traffic light in this area. Even if they did, it would still be difficult access for us since our driveways don't align with Baywatch.

In the traffic study I see some items which make me question it's conclusions. Table 1: Roadway Network erroneously states the speed limit on highway 305 is 40 MPH, it's 50 MPH. It also has only 2 lanes, no sidewalks, and no bike facilities in the area near the project. They need to clarify their description of 305 is totally different in the area of the project (near Baywatch) than at Hostmark or the round-about. Also, the report makes no mention of how our

access to 305 will be affected; or mitigated.

The Geotechnical Engineering Report identifies high and moderate landslide hazards (section 5.1) and implies they are of no concern. I find it concerning they do not address how the property will be affected by the removal of 60% of the healthy trees needed for development, as stated the Tree Protection Plan. I, and my neighbors, are directly in the Critical Area below this project.

I did not find any information about the effect of the water runoff from this development. My understanding from the April meeting was that runoff would be collected in a "storm pond" directly across 305 from my property, and the overflow would be directed to the existing steam next to the pond. This stream borders my property and empties into Liberty Bay. Do you really allow a project of this size to channel road runoff to Liberty Bay?

As you can glean from my comments, I would very much like this property to not be developed with the density of housing proposed. Fewer units would be more tolerated. I am very concerned by the big push recently for dense housing to come to the Poulsbo area. You are promoting the loss of the appeal of this region. There is plenty of land away from Poulsbo that could be developed with much less impact to the quality of life in our existing community.

Bruce Brockett
17373 State Highway 305 NE
Ph: 907-250-1248

From: Rian Schlyper
To: City of Poulsbo Planning and Economic Development; Nikole CH. Coleman
Subject: Pinnacle at Liberty Bay Planned Residential Development - COMMENT
Date: Monday, September 8, 2025 11:18:57 AM

Nicole Coleman/To Whom it may concern,

As a neighbor who lives just up the street from the proposed Pinnacle at Liberty Bay development off Noll Road near Poulsbo Elementary, I want to share my concerns about whether our existing infrastructure—particularly our roads and schools—can handle the significant population increase this project would bring.

The current plan shows the development tying into existing small residential neighborhoods for vehicle access. This will likely channel substantial new traffic through Crystal View, Baywatch, and Sunrise Ridge. These neighborhoods are currently quiet and walkable, and such a change would negatively impact safety, livability, and likely property values.

The third planned outlet connects to Johnson Parkway. I walk my child to Poulsbo Elementary daily and already see that this road is over capacity during school drop-off and pick-up times. In addition, speeding is a persistent issue despite the installation of cameras. Adding more traffic will increase both congestion and the likelihood of accidents in an area heavily used by children walking to Poulsbo Elementary, Poulsbo Middle School, and North Kitsap High School. Strawberry Field also draws children and families nearly every evening, further compounding safety concerns.

Even more pressing is the strain on Poulsbo schools. Poulsbo Elementary is already over capacity: my son's 4th grade class has 28 students, and the school recently had to relocate a 5th grade class into a portable due to lack of classroom space. This means children must walk outside and across the playground—often in the rain—just to use the bathroom. With additional homes already being built in Liberty Bay Vista and near the Noll/Langaunet intersection, the situation will only worsen over the next two years. Without new facilities or expansions, adding hundreds of new students will push schools even further beyond their limits.

I understand Poulsbo is a wonderful place to live, and I do not want to "gatekeep" our community from others. My concern is simply that growth is outpacing infrastructure. Roads, schools, and other essential services are not being expanded in step with the population. I want my child—and all children—to be able to safely walk or bike to school. Right now, that is increasingly difficult.

For these reasons, I respectfully urge the City to consider delaying or scaling back large new developments until infrastructure can catch up. This includes giving the school district time to secure funding for rebuilding Pearson Elementary and evaluating whether another new school is needed.

Thank you for your time and consideration. Please feel free to contact me if you have any questions about my comments. I have also submitted a request to North Kitsap School District regarding the enrollment capacities of Poulsbo and Vineland Elementary and will follow up with that information when available.

Sincerely,

--
Thank you
Rian Schlyper
(503) 866-2131

From:	Katie Mooney
To:	Nikole CH. Coleman
Cc:	John Mooney
Subject:	Opposition for Pinnacle at Liberty Bay PRD
Date:	Tuesday, September 9, 2025 5:33:20 PM

September 9, 2025

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

Dear Ms. Coleman and the City of Poulsbo,

I am writing as a concerned resident of Poulsbo (Crystal View) regarding the proposed development of Pinnacle at Liberty Bay PRD. While I understand the need for growth and the desire to accommodate new residents, I have several serious concerns about the impact this development will have on our community specifically.

First and foremost, I fully agree with the collective ten neighbors and the CVHOA Board who expressed their concerns with Pinnacle at Liberty Bay dated September 1, 2025.

In addition, the influx of new homes will inevitably affect our city's infrastructure. Living specifically on Sunrise Ridge NE, the opening of the road down to Johnson would create what I predict will be the overwhelming burden of traffic to the residential road currently at 20 MPH. I can only predict the additional congestion of noise, pollution, and additional traffic disruptions throughout the day, not just during school hours. As a 47-home planned subdivision, Crystal View was reasonable for growth and supporting new residents, but now increasing the number of additional houses by 3x (Pinnacle at Liberty Bay) adjacent to our community will put a significant strain on all resources, detrimental for daily usage and catastrophic upon unplanned emergency events.

The proposed site for the new neighborhood raises environmental questions but also significant risks on the strain of our city's water system. With Lincoln Well #1, already requiring maintenance, it seems that heavy usage predicted from this new development would further deteriorate this resource, very quickly.

Lastly, another concern is the potential impact on Poulsbo's unique character and small-town feel. Rapid expansion risks eroding the sense of community that makes our city so special. I do not believe this project aligns with the long-term vision for Poulsbo and whether it truly serves the best interests of current and future residents.

At this juncture, I respectfully oppose the approval of this project. With so many unanswered questions to this project from my fellow neighbors who are directly impacted along the property lines, it is important for all fellow Poulsbo citizens to have direct access to transparent information that highlights intentional and thoughtful growth balanced alongside the preservation of Poulsbo's charm and quality of life.

Thank you for your time and consideration of these concerns.

Sincerely,

Katie and John Mooney
17893 Sunrise Ridge Avenue NE
Poulsbo, WA 98177

Katie Mooney
(she/her)
206-755-5652
hellokatiemooney@gmail.com

From:	kathy
To:	Nikole CH. Coleman
Subject:	RE: Montebanc letter of June 20, 2025 to Planning and Economic Development
Date:	Wednesday, September 10, 2025 9:06:51 AM
Attachments:	13_Pinnacle@LB-Cover-Letter.pdf 2025-10-Conserve-Water-and-Reduce-Irrigation.pdf

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Dear Ms. Coleman,

As a long time resident of Poulsbo, I object to the bypassing/ignoring of current zoning rules for Montebanc.

Per their letter

Paragraph 2: The community WILL NOT be excited or SUPPORTIVE to the new proposed neighborhood. And I hope Poulsbo Planning and Engineering staff will not be excited either.

Paragraph 3: Pushing that road in will disturb the current tax paying residents on Sunrise Ridge Avenue NE. Some people may be happy to be able to travel all the way down to Hwy 305, some will not be happy about it.

Paragraph 4: Bribery

Paragraph 5:

Paragraph 6: All of this permanent open space does not benefit the current tax paying residents of Crystal View. Please don't let them brag about something they can't use and them crowd/cram their development into a small area all along the yards of current tax paying residents of Crystal View, taking away their views and privacy, and safety.

Paragraph 7: Residents of Meredith Heights, Bay View, and Crystal View will see a substantial increase in traffic. No, we will not be happy with this.

Paragraph 8: DO NOT allow them to make narrow streets. That isn't safe for anyone that would live there. Fire Trucks, Ambulances, police, garbage trucks, recycle trucks, etc, need to be able to EASILY move around in any neighborhood. DO not make allowance for this. I believe there are already rules in place for street width.

Paragraph 9: Please do not allow them to build smaller lots and houses. This is not right and I believe there are already rules and ordinances about this. Make them build the same size houses and lots as adjoining neighborhoods. Their whole issue is making money, not providing affordable housing. With all the infrastructure they need, drainage, land stabilization, roads, etc, will cost them tons of money which they will have to pass on. NO TINY HOUSES please. DO not allow this. Not fair to adjoining neighborhoods who had to abide by building codes. If they want to build there, then make them abide by the current building codes.

Paragraph 11. Please DO NOT approved allowance modifications to the stand zoning regulations.

Paragraph 13. More flattery to get what they want. Don't buy into it. The employees work for the current residents, not developers who don't live here or give a damn about the people who do.

I've attached Montebanc's flattery letter. Asking for many allowances. Please stick to current code, protect the residents of Poulsbo.

And please, remember the 'water' letter you sent out this summer, asking us to curtain our water use. How is adding 100's of homes, and 1000 apartments going to affect our water?

Thank you, and thank you for protecting the current Poulsbo population.

Resident of Crystal View, but long time Poulsbo resident (35 years)

Two letters attached: Montebanc's flattery letter and City of Poulsbo Water letter.

From:	Lee-Ann Comrie
To:	Nikole CH. Coleman
Cc:	Lee-Ann Comrie; djlockhart@verizon.net
Subject:	Objection to proposed Pinnacle at Liberty Bay PRD
Date:	Wednesday, September 10, 2025 11:50:13 AM
Attachments:	Lee-Ann Comrie objection to Pinnacle PRD 10 Sept 2025.pdf Objection to Pinnacle PRD - Neighborhood Letter.pdf

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Dear Ms Coleman

Please find attached my letter objecting to the proposed Pinnacle at Liberty Bay PRD development and the letter from Dana Lockhart which my letter references dated 1 September 2025.

Kind regards

Lee-Ann Cmrie
Lot 32 Crystal View

September 1, 2025

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

RE: Proposed Pinnacle at Liberty Bay PRD

Refs:

(1) 2_Pinnacle@LB Preliminary PRD Civil Plans (file submitted with Permit 06-20-25-03 application)
(2) 7_Pinnacle@LB SEPA Checklist (file submitted with Permit 06-20-25-03 application)

Dear Ms. Coleman,

The undersigned live in the Crystal View subdivision, which is situated immediately adjacent to and to the northeast of the proposed Pinnacle at Liberty Bay PRD. Our properties lie closest to the property lines separating Crystal View from the proposed project, and therefore our properties are most directly and adversely impacted by the project. We oppose the project. The following are, without limitation, some of our objections.

1. As proposed, the Pinnacle PRD fails to adhere to the letter and spirit of PMC 18.260.070. There can be no better example of the circumstances contemplated by that section of the PMC than the prospect of the high-density Pinnacle PRD being built in the space between the traditional and well-established Crystal View and Baywatch subdivisions. The average lot size for the 46-lot Crystal View subdivision is approximately 8,200 square feet. For the ten Crystal View lots that are closest to the property lines between Crystal View and the proposed Pinnacle PRD, the average lot size is 8,500 square feet, with the smallest being 7,500 and the largest being about 10,500. From the details of the applicant's submitted preliminary civil plans, (Ref. (1)) it appears that the twenty-four project lots that lie closest to those property lines have an average size of around 4,600 square feet, with the smallest being around 3,800. Only two of those project lots are shown as being larger than 7,000 square feet, and those sizes appear to be forced more by the geometry of laying out the plat than by a sincere intent to comply with the PMC. The Pinnacle applicant has not met the requirements of PMC 18.260.070, paragraph A. That section of the PMC states that "the PRD <u>shall</u> (emphasis added) be designed and developed so as to be consistent with the single-family residential environment at its adjacent perimeter", and the section goes on to give examples for the lots in the proposed project to match the size, lot widths, scale and so forth of the lots in Crystal View, the existing subdivision.

2. The preliminary civil plans (Ref 1) for Pinnacle shows that the applicant proposes to run a full-sized street ("Road B") along the property line between the established Crystal View homes and the proposed high-density project. If "Road B" is built, the result would be that the affected Crystal View homes would be sandwiched between two streets. Road B would expose the Crystal View homes to an unacceptable added burden of traffic, noise and pollution. It may be that the applicant wants the PED and the review authority to ignore the letter and spirit of the PMC and to consider the proposed street ("Road B") as somehow being a buffer and that the proposed homes on the West side of that street as not being "located adjacent to the existing subdivision". To allow such a "word game" interpretation to guide decision making would not respect the intent of PMC 18.260.070 and would produce an unreasonable and unfair outcome for Crystal View.

3. Of further concern, the proposed Pinnacle PRD offers only a token response to the broad intent of PMC 18.260.070, paragraph B. The applicant proposes a 15-foot (replanted) vegetative buffer and a 6-foot wooden fence, in satisfaction of that section of the Code. Astonishingly, the applicant appears to propose for the ten (10) project homesites along the northern side of Phase One of the project that the entire back yard of each would become the applicant's proposed 15-foot buffer (with a solid fence). Is such a thing even allowed by the PMC? How does the seller of those homes explain to buyers that they have no back yard? Incredibly, the applicant also proposes major excavation and 12-foot retaining walls in the same space as it proposes 15-foot, replanted, buffer easements (see item 4 below).

   The recently approved Sandstone Ridge subdivision lying two miles northeast of the proposed Pinnacle subdivision offers an example of reasonable application of PMC 18.260.070, paragraph B. Three sides of the Sandstone Ridge subdivision are bordered by roads. However, for the homesites along the northern edge of the subdivision, the developer of that project has committed to retain native trees for a 35-foot buffer, and to include a further ten-foot grading easement, and to install a 6-foot solid wood fence along the northern property line of each of the homesites. This nearby example of a developer providing a compliant implementation of the PMC should serve as a guide for the proposed Pinnacle project. The PED and review authority should require the proposed Pinnacle PRD to provide a vegetative buffer of no less than 25 feet and that native trees should be retained wherever possible, in accordance with PMC 18.180. In addition to retaining native trees in the buffer zone, applicant should be required to plant additional trees to cover any gaps.

4. To compound the applicant's disregard for meeting the intent of PMC 18.260.070, paragraph B, the applicant proposes to excavate and lower the elevation of Road B and the homesites along that road such that an 8-foot retaining wall would be required to protect what must be presumed to be a vertical face cut along about 300 feet of the property line separating the proposed Pinnacle PRD from Crystal View (see Ref. (1), page 10 of 26). Furthermore, the applicant proposes substantial excavation and another vertical face cut the full length of the ten project homesites on the northern edge of Phase One of the project (see Ref. (1), page 12 of 26).

In that location, the applicant proposes a 12-foot retaining wall! The applicant fails to provide any details or drawings for such vertical face cuts and proposed retaining walls. No engineering plans have been provided. The geotechnical report submitted by the applicant does not address the implications and requirements for the vertical face cuts and retaining walls. The applicant does not explain how the retaining walls, the solid wood fence and the replanted 15-foot buffer would work together. The applicant provides no information, engineering or drawings on how the proposed grading and retaining walls for the ten homesites on the north side of Phase One would possibly work with the downhill grade and curves of the unfinished segment of Sunrise Ridge Ave.

5. Based on the applicant's SEPA and the Ref. (1) plan drawings, development of the project properties would entail clear cutting approximately twenty-nine acres, extending right to the property lines separating the project from Crystal View. There are many mature trees on the project property that are on or very close to the property lines. Any trees on the property lines constitute "boundary trees" for purposes of applicable Washington state and City of Poulsbo laws and codes. While the trees might be felled, any attempt to remove the stumps and root systems would inevitably damage the adjacent Crystal View properties. That damage would likely be exacerbated by the substantial amount of grading described in the applicants submittals, especially the vertical face cuts at the property lines suggested by the applicant's proposed 8-foot and 12-foot retaining walls. Any damage to Crystal View properties caused by tree removal during development of the Pinnacle parcels would violate the provisions of RCW 64.12.030 and PMC 15.35.130. The affected Crystal View property owners do not consent to any damage being done to their properties in connection with tree cutting and development of the project parcels.

6. We are very concerned about the added burden on the utility resources of Poulsbo that would result from building the proposed Pinnacle project homes. Last month we received a Water Conservation Advisory letter from the City of Poulsbo advising that heavy usage was putting a strain on the city's water system. That heavy usage had contributed to the Lincoln Well #1 needing maintenance. Other information from the city has pointed to concerns about the state and future of the city's utility resources. It is reasonable for existing residents of Poulsbo to be apprehensive that new housing developments will put added stress on the city's aging utility infrastructure. If approving and adding new homes to Poulsbo can reasonably be anticipated to put undue strain on that infrastructure, any such residential projects should be deferred by the PED until any necessary utility improvements can be planned, approved, installed and made operational. Of course, city residents would have the opportunity to be adequately informed of and comment on any such utility projects. It does not appear that the applicant has provided any meaningful information as to the adequacy of city utility services for the proposed project. In the absence of the applicant addressing this vital subject, the PED should provide the public with sufficient information for the public to form opinions on this subject.

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Unless and until the applicant for the proposed Pinnacle at Liberty Bay PRD makes full and adequate disclosure regarding all matters and issues pertaining to the proposed project, the public is unable to make informed judgements whether to support or oppose the project. As of this writing, the undersigned have many unanswered questions and concerns regarding the project. We are opposed to the project being approved.

Respectfully,

[Signature pages follow]

Maria C. Costello

1772 NE Crystal View Ct.
Poulsbo, WA 98370

Additional Comment: Existing plans show use of existing cul de sac as major ingress/egress for development. That cul de sac is too small for through traffic which would create major safety hazard for the residents, including children and pets, who reside there.

From: Joan Lockyear
To: Nikole CH. Coleman
Subject: Pinnacle at Liberty Bay
Date: Thursday, September 11, 2025 11:36:07 AM

Hello Ms.Coleman,

I'm writing to you to express my concern of the the notice of land application for Pinnacle at Liberty Bay. I haven't had enough time to put together all my thoughts and gather facts regarding this new development. I really want this whole proposal to be put on hold until our community and government can do a deep assessment of how this new development will impact our community. I have concerns of traffic, safety, the loss of surrounding forest, the impact on our health care with the shortage of physicians in our area.
Our city has what appears to be development infection and I think we need to stop, take a breath and reflect on what we have already going on development wise.
I'm an original owner of a home in Meredith Heights and really don't want to see the Owl Ridge plan approved. Ironically I had an owl in one of my trees in my yard last week and I haven't heard the owls around our development ever since Crystal View went in.
I hope to be able to get involved with any group that opposes this new development, but I have yet to find that group.

Thank you for taking the time to read my message.

Joan E. Lockyear
18063 Mt Walker Dr NE,
Poulsbo, WA 98370

Rec'd By
Nikole Coleman
SEP 11 2025

September 8, 2025

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

RE: Proposed Pinnacle at Liberty Bay PRD

Refs:

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Respectfully,

[Signature pages follow]

Cooper, Tom and Jennifer 1788 NE Crystal View Ct. Poulsbo, WA 98370-6352

_____ _____

Downing, Patricia P.O. Box 293 Poulsbo, WA 98370

Patricia Downing 09/02/25

Hannah, Tracie & Troy 1767 NE Crystalia Ct. Poulsbo, WA 98370-6352

_____ _____

Langley, John & Tracey 1783 NE Crystalia Ct. Poulsbo, WA 98370-6352

_____ _____

Lockhart, Dana & Katharine 1780 NE Crystal View Ct. Poulsbo, WA 98370-6352

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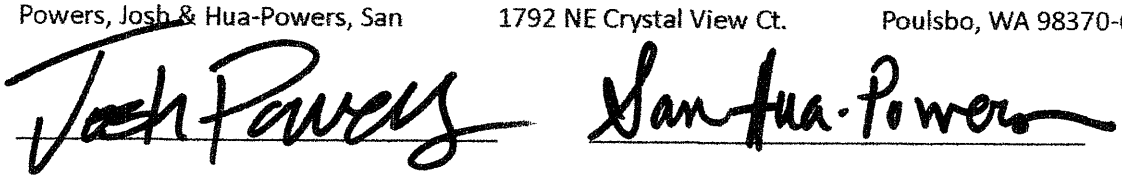
Magraw, Scott & Mary Kay	1755 NE Crystalia Ct.	Poulsbo, WA 98370-6352
McNulty, Sean & Pham	1776 NE Crystal View Ct.	Poulsbo, WA 98370-6352
Powers, Josh & Hua-Powers, San	1792 NE Crystal View Ct.	Poulsbo, WA 98370-6352
Womack, Brian & Dana	1762 NE Crystalia Ct.	Poulsbo, WA 98370-6352
Wright, Kathrine L. & Tessman, Chase	17751 Sunrise Ridge Ave. NE	Poulsbo, WA 98370-6352

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Rec'd By
Nikole Coleman

SEP 11 2025

September 8, 2025

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

RE: Proposed Pinnacle at Liberty Bay PRD – Sunrise Ridge Avenue Safety

Refs:

(1) 13_Pinnacle@LB PRD Narrative (file submitted with Permit 06-20-25-03 application)
(2) 2_Pinnacle@LB Preliminary PRD Civil Plans (file submitted with Permit 06-20-25-03 application)
(3) 14_Pinnacle@LB Traffic Impact Analysis (file submitted with Permit 06-20-25-03 application)

Dear Ms. Coleman,

The applicant for the proposed Pinnacle at Liberty Bay PRD submitted the Ref. (1) narrative describing various features and aspects of the project. The narrative includes the statement: "The site is bisected by the uncompleted section of Sunrise Ridge Avenue NE and the applicant is proposing to complete and dedicate this new critical arterial (emphasis added) to the City of Poulsbo." Sometimes you should look a gift horse in the mouth!

The Ref. (2) Civil Plans submitted by the applicant, at page 6 of 26, shows the proposed arrangement of Phase 1 of the Pinnacle project, a portion of which straddles the uncompleted section of Sunrise Ridge. Significantly, the proposed arrangement has a street ("Road C"), two alleyways and the individual driveways of nine homes opening onto that section of Sunrise Ridge.

The configuration of the uncompleted section of Sunrise Ridge can be described as an "S-Curve". Additionally, that section is a downhill grade from the Crystal View subdivision to the compact roundabout at Johnson Parkway. It is also important to note that the sole entrance/exit of the proposed Audrey Estates 60-home subdivision would open onto the uncompleted Sunrise Ridge about 200 feet north of the compact roundabout. This places the proposed Audrey Estates entrance just feet away from Pinnacle project lots number 1 and number 33. Furthermore, there is currently a private driveway that opens onto Sunrise Ridge between the same lot number 33 and the Audrey entrance.

Such an arrangement appears very unsafe. A simple internet search produces the following safety assessment:

"Opening a side street, alleyway, or individual driveway onto an S-curve is not considered approved street planning due to significant safety risks. Leading design guidelines from the Federal Highway

Administration (FHWA) and local municipalities strongly advise against placing intersections or access points near or within sharp curves. [1, 2, 3, 4]

Here is a breakdown of the specific problems and standard safety principles that apply.

Major safety risks

- **Poor sight distance:** The geometry of an S-curve and its surrounding features (such as trees, buildings, or other structures) often limit a driver's ability to see oncoming traffic and hidden access points. This is dangerous for vehicles leaving a side street, alley, or driveway, and for drivers on the main road who may not see a turning vehicle in time.
- **Higher crash risk:** Intersections on or near curves have a significantly higher crash rate than those on straight sections of road. Curve-related crashes account for over 25% of fatal accidents.
- **Visual traps:** In some cases, a horizontal curve can create a "visual trap" where drivers mistakenly think the road continues straight. An unexpected access point can compound this hazard, as drivers may be unprepared for turning vehicles.
- **Compromised braking and handling:** Vehicles navigating a curve require different handling, braking, and speed than those on a straight road. Introducing intersections or driveways adds complex maneuvers that interfere with a driver's ability to safely maintain control on the curve. [1, 5, 6, 7, 8]
-

Standard planning guidelines and practices

- **Straight and flat intersections:** The American Association of State Highway and Transportation Officials (AASHTO) recommends that intersections be located on straight and flat road segments wherever practical. This allows for easy recognition of potential conflicts for all users.
- **Sufficient tangent length:** Many local codes require a minimum length of straight road, known as a tangent, between horizontal curves. For example, some jurisdictions require at least 100 feet of tangent between adjacent curves to give drivers time to adjust. Intersecting another road on this tangent is the preferred practice.
- **Perpendicular intersections:** Driveways and side streets should intersect the main roadway at a perpendicular angle (close to 90 degrees). Skewed or acute-angle intersections are difficult for drivers, especially the elderly, and often require expensive geometric improvements to manage safely.
- **Clearance from curves:** Driveways are generally prohibited near sharp curves. Design standards specify setbacks, requiring a driveway to be placed where the roadway alignment is favorable and not obscured by curves or steep grades.
- **Access management:** Transportation agencies use access management strategies to control the placement of driveways and side streets. This can include consolidating driveways, using raised medians, or requiring off-arterial roads to reduce conflict points. [1, 2, 3, 9, 10, 11, 12, 13]

AI responses may include mistakes.

[1] https://highways.dot.gov/media/11636
[2] https://highways.dot.gov/safety/rwd/keep-vehicles-road/horizontal-curve/low-cost-treatments-horizontal-curve-safety-2016-7
[3] https://highways.dot.gov/safety/rwd/keep-vehicles-road/horizontal-curve/low-cost-treatments-horizontal-curve-safety-2016-7
[4] https://www.codepublishing.com/WA/EastWenatchee/html/EastWenatchee12/EastWenatchee1252.html

[5] https://highways.dot.gov/safety/rwd/keep-vehicles-road/horizontal-curve/low-cost-treatments-horizontal-curve-safety-2016-7
[6] https://highways.dot.gov/safety/rwd/keep-vehicles-road/horizontal-curve-safety
[7] https://highways.dot.gov/safety/other/older-road-user/handbook-designing-roadways-aging-population/chapter-7-intersections
[8] https://greenfieldny.gov/documents/driveway-permit-application-form/
[9] https://sfbetterstreets.org/design-guidelines/non-right-angle-streets/index.html
[10] https://highways.dot.gov/safety/other/older-road-user/handbook-designing-roadways-aging-population/chapter-7-intersections
[11] https://www.dot.state.al.us/publications/Design/pdf/TrafficSafetyOp/FHWA_ProvenSafetyCountermeasures.pdf
[12] https://content.civicplus.com/api/assets/03cb44d0-a5fc-4afa-bcb2-002bb866c4b1?cache=1800
[13] https://online.encodeplus.com/regs/lincoln-ne-ds/doc-viewer.aspx?secid=613"

The downhill serpentine curves of Forest Rock Ln, less than two miles from the proposed Pinnacle project, offers a relevant point of comparison. By driving downhill on that street, it is possible to imagine the many ways that something could go wrong if the street were intersected in that stretch by two streets, two alleyways and ten driveways.

Although the applicant's indicated plan for the Sunrise Ridge S-curve does not show provisions for on-street parking, there are many circumstances where vehicles could be stopped on that stretch. The following are just a few of the many questions that can be asked about hazardous situations that could arise daily on the Sunrise Ridge S-curve. Add in the predictable complications of rain or wintry conditions on the S-curve and the potential for vehicle related accidents rises significantly.

- Where will garbage, recycling and yard waste be picked up for the project homes that will have a Sunrise Ridge address?

- Where will the drive-up USPS communal mailbox (cluster box unit - CBU) be located on Sunrise Ridge? USPS drivers servicing the boxes and residents accessing their mail from the street would be put in jeopardy while stopped at the CBU.

- Where will delivery service drivers (Amazon, UPS, FedEx, DHL) stand their vehicles while making deliveries or pickups?

- Where will moving trucks and furniture/appliance delivery vehicles park while loading and unloading?

- Where will landscapers/lawncare vehicles park while servicing clients?

- Do the two alleyways meet requirements of the Fire Department for access by emergency equipment?

The Ref. (3) Traffic Impact Analysis submitted by the applicant completely avoids addressing any aspects of the potential hazards created by the applicant's plans for Phase 1 of the project. At Section 4.5 of the Ref. (3) Traffic Impact Analysis, the author merely lists site access points, including Access C/D (these are the two alleyways) and Access E (this is Road C per the Ref. (2) Civil Plans), but offers no comment on whether any of them reflect sound or safe engineering principles. Instead, the author states: "Design of on-site streets, intersections, and frontage improvements should be coordinated with the City of Poulsbo." Such a delay in providing the public with adequate disclosure about critical aspects of the Pinnacle project is unacceptable. As of this writing, the period for public comment on the Pinnacle project is about to end. If such design details are not to be available until some point in the future, how is the public to be given the opportunity to review and comment on the applicant's proposal regarding Phase 1 of the project in relation to the Sunrise Ridge S-curve?

The applicant should be required to submit sight distance analyses for all appropriate points along the Sunrise Ridge S-curve. Instead, the author of the Ref. (3) Traffic Impact Analysis, at Section 4.7 of the report, provides analysis and comment only for the proposed site access at Baywatch Court NE. The author dodges any responsibility to address any of the other streets or roads for the Pinnacle project by stating: "All other site access points and internal roadways will be designed in compliance with City of Poulsbo standards and will be subject to review and approval during the civil engineering plan review process." Again, such a delay is unacceptable.

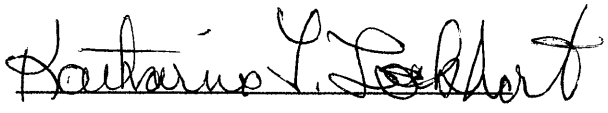
We have not been able to discern from the materials submitted by the Pinnacle PRD applicant what company or companies will be the actual builders of the homes in the subdivision and also be responsible for completing the construction of the S-curve segment of Sunrise Ridge. The applicant should disclose the identity of the builder(s). The public needs to be able to research and consider the reputation, time-in-business, experience, complaint history and other pertinent attributes of those builder(s) when forming a judgement whether or not those builder(s) should be trusted to build homes and roads worthy of a place in our city.

Unless and until the applicant for the proposed Pinnacle at Liberty Bay PRD makes full and adequate disclosure regarding all matters and issues pertaining to the proposed project, the public is unable to make informed judgements whether to support or oppose the project. We have many unanswered questions and concerns regarding the project. We oppose approval of the project.

Respectfully,

Dana & Katharine Lockhart 1780 NE Crystal View Ct. Poulsbo, WA 98370-6352





Brian and Gayla Walsh **17979 Sunrise Ridge Ave NE** **Poulsbo, WA. 98370**

September 1, 2025

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

RE: Proposed Pinnacle at Liberty Bay PRD Refs:

Dear Ms. Coleman,

We live in the Crystal View subdivision, which is situated immediately adjacent proposed Pinnacle at Liberty Bay PRD. We oppose the project because the density is too high and it will greatly increase traffic in our neighborhood. The following are, without limitation, some of our objections.

1. As proposed, the Pinnacle PRD fails to adhere to the lefter and spirit of PMC 18.260.070. There can be no better example of the circumstances contemplated by that section of the PMC than the prospect of the high-density Pinnacle PRD being built in the space between the traditional and well-established Crystal View and Baywatch subdivisions. The average lot size for the 46-lot Crystal View subdivision is approximately 8,200 square feet. For the ten Crystal View lots that are closest to the property lines between Crystal View and the proposed Pinnacle PRD, the average lot size is 8,500 square feet, with the smallest being 7,500 and the largest being about 10,500. From the details of the applicant's submitted preliminary civil plans, (Ref. (1)) it appears that the twenty-four project lots that lie closest to those property lines have an average size of around 4,600 square feet, with the smallest being around 3,800. Only two of those project lots are shown as being larger than 7,000 square feet, and those sizes appear to be forced more by the geometry of laying out the plat than by a sincere intent to comply with the PMC. The Pinnacle applicant has not met the requirements of PMC 18.260.070, paragraph A. That section of the PMC states that "the PRD shall (emphasis added) be designed and developed so as to be consistent with the single-family residential environment at its adjacent perimeter", and the section goes on to give examples for the lots in the

proposed project to match the size, lot widths, scale and so forth of the lots in Crystal View, the existing subdivision.

September 1, 2025 1 Crystal View Residents

2. The preliminary civil plans (Ref 1) for Pinnacle shows that the applicant proposes to run a full- sized street ("Road B") along the property line between the established Crystal View homes and the proposed high-density project. If "Road B" is built, the result would be that the affected Crystal View homes would be sandwiched between two streets. Road B would expose the Crystal View homes to an unacceptable added burden of traffic, noise and pollution. It may be that the applicant wants the PED and the review authority to ignore the lefter and spirit of the PMC and to consider the proposed street ("Road B") as somehow being a buffer and that the proposed homes on the West side of that street as not being "located adjacent to the existing subdivision". To allow such a "word game" interpretation to guide decision making would not respect the intent of PMC 18.260.070 and would produce an unreasonable and unfair outcome for Crystal View.

3. Of further concern, the proposed Pinnacle PRD offers only a token response to the broad intent of PMC 18.260.070, paragraph B. The applicant proposes a 15-foot (replanted) vegetative buffer and a 6-foot wooden fence, in satisfaction of that section of the Code. Astonishingly, the applicant appears to propose for the ten (10) project homesites along the northern side of Phase One of the project that the entire back yard of each would become the applicant's proposed 15- foot buffer (with a solid fence). Is such a thing even allowed by the PMC? How does the seller of those homes explain to buyers that they have no back yard? Incredibly, the applicant also proposes major excavation and 12-foot retaining walls in the same space as it proposes 15-foot, replanted, buffer easements (see item 4 below).
   The recently approved Sandstone Ridge subdivision lying two miles northeast of the proposed Pinnacle subdivision offers an example of reasonable application of PMC 18.260.070, paragraph B. Three sides of

the Sandstone Ridge subdivision are bordered by roads. However, for the homesites along the northern edge of the subdivision, the developer of that project has committed to retain native trees for a 35-foot buffer, and to include a further ten-foot grading easement, and to install a 6-foot solid wood fence along the northern property line of each of the homesites. This nearby example of a developer providing a compliant implementation of the PMC should serve as a guide for the proposed Pinnacle project. The PED and review authority should require the proposed Pinnacle PRD to provide a vegetative buffer of no less than 25 feet and that native trees should be retained wherever possible, in accordance with PMC 18.180. In addition to retaining native trees in the buffer zone, applicant should be required to plant additional trees to cover any gaps.

4. To compound the applicant's disregard for meeting the intent of PMC 18.260.070, paragraph B, the applicant proposes to excavate and lower the elevation of Road B and the homesites along that road such that an 8-foot retaining wall would be required to protect what must be presumed to be a vertical face cut along about 300 feet of the property line separating the proposed Pinnacle PRD from Crystal View (see Ref. (1), page 10 of 26). Furthermore, the applicant proposes substantial excavation and another vertical face cut the full length of the ten project homesites on the northern edge of Phase One of the project (see Ref. (1), page 12 of 26).

In that location, the applicant proposes a 12-foot retaining wall! The applicant fails to provide any details or drawings for such vertical face cuts and proposed retaining walls. No engineering plans have been provided. The geotechnical report submitted by the applicant does not address the implications and requirements for the vertical face cuts and retaining walls. The applicant does not explain how the retaining walls, the solid wood fence and the replanted 15-

foot buffer would work together. The applicant provides no information, engineering or drawings on how the proposed grading and retaining walls for the ten homesites on the north side of Phase One would possibly work with the downhill grade and curves of the unfinished segment of Sunrise Ridge Ave.

5. Based on the applicant's SEPA and the Ref. (1) plan drawings, development of the project properties would entail clear cutting approximately twenty-nine acres, extending right to the property lines separating the project from Crystal View. There are many mature trees on the project property that are on or very close to the property lines. Any trees on the property lines constitute "boundary trees" for purposes of applicable Washington state and City of Poulsbo laws and codes. While the trees might be felled, any attempt to remove the stumps and root systems would inevitably damage the adjacent Crystal View properties. That damage would likely be exacerbated by the substantial amount of grading described in the applicants submittals, especially the vertical face cuts at the property lines suggested by the applicant's proposed 8-foot and 12-foot retaining walls. Any damage to Crystal View properties caused by tree removal during development of the Pinnacle parcels would violate the provisions of RCW 64.12.030 and PMC 15.35.130. The affected Crystal View property owners do not consent to any damage being done to their properties in connection with tree cutting and development of the project parcels.

6. We are very concerned about the added burden on the utility resources of Poulsbo that would result from building the proposed Pinnacle project homes. Last month we received a Water Conservation Advisory lefter from the City of Poulsbo advising that heavy usage was putting a strain on the city's water system. That heavy usage had contributed to the Lincoln Well #1 needing maintenance. Other information from the city has pointed to concerns about the state and future of the city's utility resources. It is reasonable for existing residents of Poulsbo to be apprehensive that new housing developments will put added stress on the city's aging utility infrastructure. If approving and adding new homes to Poulsbo can reasonably be anticipated to put undue strain on that

infrastructure, any such residential projects should be deferred by the PED until any necessary utility improvements can be planned, approved, installed and made operational. Of course, city residents would have the opportunity to be adequately informed of and comment on any such utility projects. It does not appear that the applicant has provided any meaningful information as to the adequacy of city utility services for the proposed project. In the absence of the applicant addressing this vital subject, the PED should provide the public with sufficient information for the public to form opinions on this subject.

7. Since there is potential for a great increase in traffic once the project is completed, we are urging the city to require speed bumps on Sunrise Ridge Avenue to calm traffic and maintain safety for residents of Crystal View and Meredith Heights neighborhoods. We are also urging a lower speed limit - from 25 mph to 20 mph.

September 1, 2025 3 Crystal View Residents

7. We have not been able to discern from the materials submitted by the Pinnacle PRD applicant what company or companies will be the actual builders of the homes in the subdivision. The applicant should disclose the identity of the builder(s). The public needs to be able to research and consider the reputation, time-in-business, experience, complaint history and other pertinent attributes of those builder(s) when forming a judgement whether or not those builder(s) should be trusted to build homes worthy of a place in our city.

Unless and until the applicant for the proposed Pinnacle at Liberty Bay PRD makes full and adequate disclosure regarding all matters and issues pertaining to the proposed project, the public is unable to make informed judgements whether to support or oppose the project. As of this writing, the undersigned have many unanswered questions and concerns regarding the project. We are opposed to the project being approved.

Respectfully,

Brian Walsh and Gayla Walsh

Gayla Walsh Brian Walsh

From:	Andrew Hitchings
To:	City of Poulsbo Planning and Economic Development
Subject:	Fwd: My Public comment on - Pinnacle at Liberty (please submit for me)
Date:	Thursday, September 11, 2025 1:28:43 PM

I was trying to submit this as a comment on the development proposal. I could not find anywhere on the cites website to do that?

---------- Forwarded message ---------
From: **Andrew Hitchings** <andyhitchings@gmail.com>
Date: Thu, Sep 11, 2025 at 1:26 PM
Subject: My Public comment on - Pinnacle at Liberty (please submit for me)
To: Tiffany Simmons <tsimmons@cityofpoulsbo.com>, Ashley Weller <Aweller@cityofpoulsbo.com>, <David.Aldridge@esmcivil.com>

PINNACLE AT LIBERTY BAY PLANNED RESIDENTIAL DEVELOPMENT AND PRELIMINARY PLAT

Buffer
***:** something that serves as a protective barrier*

Comments on proposed plan:

At the public meeting it was stated by the city that the developer was requesting that buffer zones be reduced and lot size minimums be reduced because of additional green space wetlands on the Baywatch side of proposal.

It was a general consensus at the meeting that the adjourning properties did not want either exception. The definition of a buffer "**something that serves as a protective barrier"** does not work when the buffer is all on one side and the other side has a proposed 15ft buffer.

With the amount of excavation that is going to be needed to develop this land, a minimum of a 20ft buffer would be needed with old growth trees intact and additional medium size shrubs on both sides of the buffer to provide protection to the existing neighborhoods. Ideally a walking path could be included in the buffer around the development.

With this neighborhood being close to existing neighborhoods the minimum lot size should be consistent with Baywatch and Crystal View. This would keep the new development from lowering property values with smaller lots adjourning the existing neighborhoods.

My other concern is dangerous height retaining walls that were allowed in Liberty Bay Vista. In developing this multiple retaining walls are heights where serious injuries could result from a fall. These are normally only protected with flimsy

orange construction fences. In developing this an effort/limitation should be set for walls of a safe height for accidental falls. This development is going to be near houses with lots of small children.

I feel that the city should contact adjourning neighborhoods and poll the households to see if they want to give the developers exceptions or keep the buffer at the size needed to protect the homes.

Andrew P. Hitchings
Crystal View resident

9/11/25

To: City of Poulsbo/City Planner
Nikole Coleman,

My name is Andrea Baldonado Ast, I live in "Baywatch" next to the new planned community "Pinnacle at Liberty Bay". The Baywatch entrance/exit was designed almost 38 years ago for the 24 planned homes to be built. Adding 151 homes/300 cars to use the same entrance/exit that was designed for 24 homes/48 cars seems a bit reckless. I have been paying extra attention to traffic the last 10 days before writting this. It is my opinion that addressing the need for a stop light, a round about or some proper way for 348 cars to enter and exit should be done first. I also

have concern for the bus stop on both sides of Hwy 305 in front of Baywatch. More people means more people crossing street to catch bus. Baywatch has always had a few families with school age children. Waiting for bus in morning and getting dropped off in afternoon has become more dangerous over the years.

Please take into consideration the safety of people who live in Poulsbo. The entrance/exit for Baywatch was designed for only 24 homes. Befor adding to the already dangerous situation look at all the aspects. Thank you for your time and open mind.

Andrea Baldonado

From: Dana Womack
To: Nikole CH. Coleman
Subject: Feedback regarding Pinnacle at Liberty Bay PRD
Date: Friday, September 12, 2025 2:22:37 PM

Dear Nikole Coleman,

Thank you for the opportunity to provide feedback regarding the Proposed Pinnacle at Liberty Bay PRD. We request a response from city planning, and request that this message become part of the permanent public record for the project.

Our primary questions and concerns are:

1. The proposed lots 54-58 in Tract N, are smaller than the lots across the street. Under PMC 18.70.050 – Development standards in the RL zone, the code states: "No lot less than the required RL minimum lot size (7,500 sq. ft.) may be placed adjacent to previously developed lots which meet the minimum lot size requirements." Please have the applicant make revisions as necessary to meet this requirement.

2. Tract P between 1762 NE Crystallia Court and Road B is only 15 feet wide, with no retaining wall. After the land is graded on the Pinnacle side, there will be a steep "hill" between Road B and 1762 NE Crystallia Ct, and the soil is likely to start sliding toward Road B, or 1762 NE Crystallia, or both. Would the applicant agree to flatten this hill, and use the removed soil as fill dirt for the new development?

3. The applicant acknowledges that "the project proposes a couple of **exceptions to road standards** in unique areas of this project by using the PRD Process." We anticipate that the intersection of Crystallia Court and Roads A and B will be one of the exceptions. Per 2025/07/9_Pinnacle@LB-Geotech-West_RED.pdf, the elevation of Crystallia Court is 310 feet, but the elevation of Road B, is 295 feet. This means that the road will need to drop 15 feet in height, in about 15 feet of linear distance, because the Tract P buffer is only 15 feet wide. It seems the resulting incline will be well above road standards.
    a. If a change to the elevation of Crystallia Court is planned, please request that the applicant provide more detail about where and how the current cul-de-sac will be modified.
    b. If Crystallia Court will not be modified, please request the applicant provide a detailed grading plan for the intersection of Crystallia Court, Roads A and B, and ensure that this is within allowable road standards.

4. The applicant, in 2025/07/9_Pinnacle@LB-Geotech-West_RED.pdf, acknowledges the proposed development overlaps geologically hazardous areas. Section 4.1.3 states that "The pre-Vashon deposits underlying the Site are find-grained and glacially over-ridden; therefore, not susceptible to soil liquefaction." This project will require massive land fill. The applicant estimates this at 262,200 cubic yards of soil. The new soil moved into the area will *not* have these same characteristics as those described in 2025/07/9_Pinnacle@LB-Geotech-West_RED.pdf, as the new fill dirt will be packed by

machines, rather than glaciers. Given the associated risk to homes and city infrastructure, please request that the applicant provide an *official* grading plan, and review an official grading plan against applicable regulations *prior* to approval of the Pinnacle PRD application.

Sincerely,

Dana & Brian Womack
1762 NE Crystallia Court
Poulsbo, WA 98370

September 9, 2025

SEP 11 2025

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

RE: Proposed Pinnacle at Liberty Bay PRD – Traffic Impact Analysis – Construction Traffic

References:

(1) 14_Pinnacle@LB Traffic Impact Analysis (file submitted with Permit 06-20-25-03 application)
(2) 2_Pinnacle@LB Preliminary PRD Civil Plans (file submitted with Permit 06-20-25-03 application)
(3) 7_Pinnacle@LB SEPA Checklist (file submitted with Permit 06-20-25-03 application)
(4) 6_Pinnacle@LB-Tree-Protection-Plan_RED (file submitted with Permit 06-20-25-03 application)
(5) 9_Pinnacle@LB-Geotech-West_RED (file submitted with Permit 06-20-25-03 application)

Dear Ms. Coleman,

As part of the application for the Pinnacle at Liberty Bay PRD, the applicant thereof was required to submit a traffic impact analysis, Reference (1) (the "TIA"). The Poulsbo Engineering Department publishes a checklist titled "Traffic Impact Analysis (TIA) Requirements". The TIA submitted by the applicant must meet the requirements and include all the items outlined in that checklist.

While the TIA appears to address many of the items required by the Engineering Department checklist, it fails to accurately cover the critical subject of construction traffic. Instead, it contains wholly inaccurate and misleading estimates of the amount and duration of construction traffic that would result from the Pinnacle project. The deficiencies in the TIA make the document insufficient to provide the public with the accurate information they need to make informed decisions regarding the project. Unless and until the deficiencies in the TIA are satisfactorily addressed, and the public has been given reasonable additional time to review and comment on any new material, the Planning and Economic Development Department (the "PED") and the review authority should withhold approval of the Pinnacle project. Furthermore, any peer review of the TIA should be conditioned on the peer reviewer being well informed on the details of the Pinnacle project in order to preclude the peer reviewer from replicating the errors found in the original TIA.

The TIA devotes only 74 words, in a brief paragraph, to the subject of Construction Traffic. It states, in part: "Truck activity will vary throughout project construction, an estimated maximum of 60-80 trucks per day during a 3-4-week mass grading and import phase." A further statement in the Conclusion section of the TIA adds: "Construction activity will vary over the anticipated 12-month construction

period." These statements grossly understate the amount of construction traffic that will be generated by the project, based on the applicant's statements. As a consequence, the public is misled as to the nature and duration of the adverse impact the project will have on the City and its residents.

As a stark comparison, the developer of the Oslo Bay project submitted an impressive TIA for that project that also included a section addressing construction traffic. That section included so much detailed information that it required three full pages to cover the subject. The construction traffic for the Pinnacle project will equal, if not exceed, that for the very much larger Oslo Bay project. The subject deserves a lot more analysis and discussion.

The PED should require the applicant to procure a replacement traffic impact analysis report that is accurate and in appropriate detail. Once that replacement traffic impact analysis report has been made available to the public, a further period should be allowed for the public to review and comment on the report.

The applicant is responsible for submitting an accurate traffic impact analysis that complies with all requirements of the Engineering Department and the PED. The applicant should have ensured that the firm hired to perform the TIA was adequately informed of relevant details of the project before undertaking their work. The inaccurate statements in the TIA suggest that the firm preparing the report did not receive essential inputs from the applicant, including the following:

A. The SEPA Environmental Checklist submitted by the applicant (Reference (3)) states several facts about the project:
   1. Phasing of the project

      Phase 1 sitework construction 2027 with home construction in 2028
      Phase 2 sitework construction – 2028; home construction 2029/2030
      Phase 3 sitework construction – 2029; home construction 2030/2031

   2. Description of the project
      Subdivision of 5 parcels totaling approximately 41.41 acres into 151 resultant single-family lots; clearing and grading of appx 29 acres; installation of structural retaining walls; installation of utilities including under two non-fish-bearing streams; installation of appx 5,000 lineal feet of public road and sidewalks; installation channel-spanning culvert across a non-fishbearing stream to facilitate public road construction; installation of landscaping and critical area buffer mitigation plantings associated with temporary and permanent impact to buffers; installation of public park improvements; installation of soft-surface recreational trails within 200' of wetlands and non-fish bearing streams; construction of 151 single-family homes.
   3. Grading activity
      Grading activity of appx 450,000cy (cubic yards) with import of appx 275,000cy of clean local structural material suitable for placement and circumstance.

4. Clearing and tree removal
   What kind and amount of vegetation will be removed or altered? Appx 29 acres will be cleared of all vegetation to facilitate necessary grading activity. This will include the removal of appx 1,200 healthy mature trees.

B. The Preliminary PRD Civil Plans (Reference (2)) submitted by the applicant, at page 10 thereof, provides some details regarding the anticipated grading activities for the project.
   - Stripping (assumed 18") 63,720 CYDS
   - Useable cut 176,590 CYDS
   - Required fill 262,200 CYDS
   - Net fill 85,610 CYDS

Based on the foregoing information provided by the applicant, errors and misstatements in the TIA include the following:

1. TIA: "Construction activity will vary over the anticipated 12-month construction period."
   WRONG.
   Applicant states that the three phases of the project would commence in 2027 and conclude in 2031.
2. TIA: "Truck activity will vary throughout project construction, an estimated maximum of 60-80 trucks per day during a 3-4-week mass grading and import phase."
   WRONG – for many factors, including the following:
   a. The applicant states that the project requires clearing and grading of approximately 29 acres. Clearing is understood to mean that all trees will be cut down, all stumps will be removed, all slash will be removed, and all undergrowth and remaining vegetation will be removed. Neither the applicant nor the company that produced the Reference (4) Tree Protection Plan has provided the public with any estimates of the duration of those clearing activities. Nor are such activities or their traffic impacts discussed in the TIA. Nor have the description and number of vehicles required to accomplish those steps been disclosed by the applicant. The duration of those activities would likely be longer than 3-4 weeks. All cut trees and other material would be exported from the project site. How many vehicle trips would be required?
   b. Once the 29 acres have been cleared of all trees and vegetation, the applicant indicates that stripping (assumed 18 inches) would result in 63,720 cubic yards of material being exported from the site. Applying the methodology laid out in the Oslo Bay traffic impact analysis, that amount of material would require 2,655 dump trucks of 24 CY capacity to haul it all away. That is 2,655 inbound trips and 2,655 outbound trips. The preparer of the TIA guesses that 60-80 trucks per day might be utilized during grading activities. Let's assume 70 trucks per day. Dividing 2,655 by 70 derives 38 days of 70 inbound and 70 outbound trips. That calculates to 5.4 weeks of trucking activity, just to haul away the stripping material. Not 3-4 weeks. And, the 38-day calculation assumes 7-day a week operations. Are such intense operations planned, or permissible?

Referring again to the impressively thorough Oslo Bay traffic impact analysis, the authors of that report considered the hours between 9 a.m. and 3 p.m. as the realistically available daily window during which construction-related truck trips would not be unduly intrusive on the critical transportation routes (especially Route 305) to and from the construction site. For 70 truck loads per day to be exported from the Pinnacle site between 9 a.m. and 3 p.m. would require a truck to leave every 5 minutes! Is such a rate possible? If not, then the duration of export of stripped material will take longer than 5.4 weeks. Furthermore, the scheduling of trucks in and out of the project site must take into account the round-trip time for a truck to leave the project site, travel to the dump site, dump its load and then return to the project site. Probably longer that 5 minutes! Also, to have trucks moving through the site every 5 minutes implies that waiting trucks need to be staged somewhere. What is the applicant's plan for staging construction vehicles?

c. The SEPA Checklist (Reference (3)) signed and submitted by the applicant, states "Grading activity of appx 450,000cy" would be required for the project. Though vague, this statement might be construed to mean that 450,000cy of material would be cut. However, the Preliminary PRD Civil Plans (Reference (2)) submitted by the applicant, at page 10, states that only 176,590 CYDS would be "useable cut". If so, the remaining 273,410 cubic yards must be estimated to be "unusable". Unless any portion of the unusable material would be retained on-site for some future use, then all of the unusable material would have to be exported. The full amount of unusable material would require 11,392 dump trucks of 24 CY capacity. If, as the TIA speculates, exporting that much material could be done at the rate of 70 trucks per day, then 163 days would be required, operating at 7 days a week, and at 5-minute intervals. That is 23.3 weeks, or 5.4 months! Not, 3-4 weeks. And 70 trucks per day means 70 trips in and 70 trips out.
d. Also, in the SEPA Checklist (Reference (3)), grading activity would require the "import of appx 275,000cy of clean local structural material ..." That amount of imported material translates to 11,458 dump trucks of 24 CY capacity. At the rate of 70 trucks per day 164 days would be required, operating 7 days a week, and at 5-minute intervals. That is 23.4 weeks, or 5.4 months! Not, 3-4 weeks. Another 70 trips in and 70 trips out.
e. In the interest of operational efficiency and to minimize deadheading trucks, it may be that the project would attempt to perform exporting of unusable cut material and importing of structural fill material in parallel. Despite any efforts to maximize efficient use of trucks, earthmoving equipment and personnel, it is questionable whether both 70 trucks of export and another 70 trucks of import could be achieved for a typical day. If the number of daily truck loads produced for either activity were to fall below the assumption of 70, the calculated duration of the associated activity would have to lengthen to compensate.
f. The Reference (5) geotechnical report, at sections 6 Construction Considerations and 7 Additional Project Design and Construction Monitoring, contains observations, cautions and recommendations about factors that could impact project activities of clearing, grading and filling, including the variable of wet weather. Construction-related truck traffic could be affected, either up or down, by circumstances described in that report.

Overall, the TIA fails to provide the public with accurate descriptions of the nature, timing, duration and intensity of construction-related traffic that would burden Poulsbo if the Pinnacle project were to be approved and proceed. The issues and questions raised in this letter require full written responses from the Pinnacle project applicant.

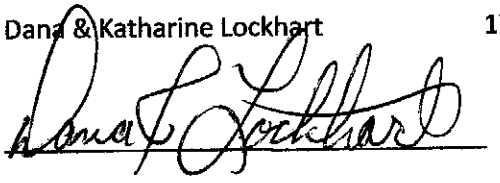
We have not been able to discern from the materials submitted by the Pinnacle PRD applicant what company or companies will be the actual builders of the homes in the subdivision and also be responsible for completing all site clearing and earthworks aspects of the project. The applicant should disclose the identity of the builder(s). The public needs to be able to research and consider the reputation, time-in-business, experience, complaint history and other pertinent attributes of those builder(s) when forming a judgement whether or not those builder(s) should be trusted to efficiently and safely prepare the project site and to build homes worthy of a place in our city.

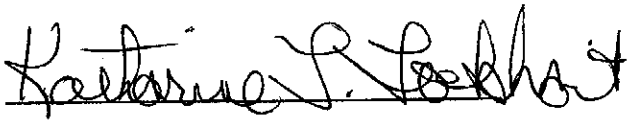
The Planning and Economic Development Department, in a letter to the Pinnacle at Liberty Bay PRD applicant dated September 8, 2025, advised the applicant that the PED had completed its technical staff review of the application and made the determination that the application was technically complete on August 14, 2025. We respectfully suggest that the significant deficiencies in the TIA described in this letter should cause the PED to withdraw or suspend such determination.

Unless and until the applicant for the proposed Pinnacle at Liberty Bay PRD makes full and adequate disclosure regarding all matters and issues pertaining to the proposed project, the public is unable to make informed judgements whether to support or oppose the project. We have many unanswered questions and concerns regarding the project. We oppose approval of the project.

Respectfully,

Dana & Katharine Lockhart 1780 NE Crystal View Ct. Poulsbo, WA 98370-6352





September 10, 2025

Ms. Nikole Coleman
Planning Manager
Planning and Economic Development Director
City of Poulsbo
200 NE Moe Street
Poulsbo, WA 9+8370

SEP 11 2025

RE: Proposed Pinnacle at Liberty Bay PRD – Retaining Walls

References:

(1) 2_Pinnacle@LB Preliminary PRD Civil Plans (file submitted with Permit 06-20-25-03 application)
(2) 6_Pinnacle@LB-Tree-Protection-Plan_RED (file submitted with Permit 06-20-25-03 application)

Dear Ms. Coleman,

The Reference (1) Preliminary PRD Civil Plans, at pages 10 and 12 thereof, show that the applicant proposes to install 8-foot and 12-foot retaining walls very close to the property lines between the Crystal View subdivision and the proposed Pinnacle at Liberty Bay PRD development. After searching the numerous other files submitted by the applicant we can find no explanation, details, engineering drawings or renderings of such proposed retaining walls. The placement of the walls, including along much of the property line between our lot in Crystal View and the easternmost Johnson Forest LLC parcel proposed to be incorporated in the Pinnacle project, is very concerning. We are apprehensive about potential damage to our property resulting from the grading required to make space for the walls and the construction of the walls themselves. Other of our Crystal View neighbors similarly have proposed Pinnacle project retaining walls shown on the Civil Plans drawings to be installed along their property lines and we are certain that those neighbors share our concerns.

That the applicant states that 8-foot and 12-foot retaining walls would be required along the property lines between the Pinnacle development and the Crystal View neighborhood suggests a magnitude of excavation at the boundary between the two subdivisions that justifies a great deal more explanation and detail than the applicant has provided. It would not be surprising that many reviewers of the applicant's submissions might miss the miniscule notations on the Reference (1) civil drawings that indicate the location and height of the proposed retaining walls.

A related concern that we have is the potential for damage to our property and other properties in Crystal View caused by the removal of trees on or along the property lines between Crystal View and the proposed development. The removal of trees, stumps and roots at the properties lines would likely damage our property and those of other Crystal View property owners similarly situated. The combination of tree removal at the property lines and extensive excavation in the same locations to

prepare for the proposed retaining walls elevates to a certainty that damage will be done to Crystal View properties.

If any of the trees at the property lines between Crystal View and the proposed Pinnacle project satisfy the requirements for being boundary trees, then such trees cannot be removed without the consent of the Crystal View co-owners of such trees. The Reference (2) Tree Protection Plan submitted by the applicant does not address the subject of boundary trees. The applicant should be required to supplement the Tree Protection Plan with a further survey of the project site to identify and mark potential boundary trees.

The civil plans submitted by the applicant also show, in the same areas where the retaining walls are indicated, that the applicant proposes to provide a 15-foot-wide replanted vegetative buffer AND a 6-foot-tall wooden fence. The applicant has offered no drawings or reasonably detailed written descriptions of how the significant excavations, retaining walls, vegetative buffers AND wooden fences could be made to work together.

We understand that for retaining walls over four feet tall the builder must submit engineering plans, with supporting calculations, prepared by a Washington State registered engineer and also file for a permit from the City of Poulsbo. We cannot find that the applicant has fulfilled either of these requirements. Unless and until the applicant has provided such plans and applications and we, other Crystal View property owners and the general public have had a reasonable opportunity to review and comment on the retaining walls proposed by the applicant, the application for the proposed Pinnacle project should not be approved by the Planning and Economic Development Department or the review authority.

We have not been able to discern from the materials submitted by the Pinnacle PRD applicant what company or companies will be the actual builders of the homes in the subdivision and also be responsible for completing all site clearing and earthworks aspects of the project and for construction of any retaining walls. The applicant should disclose the identity of the builder(s). The public needs to be able to research and consider the reputation, time-in-business, experience, complaint history and other pertinent attributes of those builder(s) when forming a judgement whether or not those builder(s) should be trusted to efficiently and safely prepare the project site and to build homes worthy of a place in our city.

The Planning and Economic Development Department, in a letter to the Pinnacle at Liberty Bay PRD applicant dated September 8, 2025, advised the applicant that the PED had completed its technical staff review of the application and made the determination that the application was technically complete on August 14, 2025. We respectfully suggest that the applicant's failure to provide to the public the required engineering drawing and permit application for any proposed retaining walls should cause the PED to withdraw or suspend such determination.

Unless and until the applicant for the proposed Pinnacle at Liberty Bay PRD makes full and adequate disclosure regarding all matters and issues pertaining to the proposed project, the public is unable to make informed judgements whether to support or oppose the project. We have many unanswered questions and concerns regarding the project. We oppose approval of the project.

Respectfully,

Dana & Katharine Lockhart 1780 NE Crystal View Ct. Poulsbo, WA 98370-6352

