EXHIBIT 2.f.ii: Deviation Request of ROW Standards for Residential Collector Road (12/5/25)

December 5, 2025 Job No. 2090-004-022

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

RE: Deviation Request of ROW Standards for Residential Collector Road (Pinnacle at Liberty Bay Preliminary Plat and Planned Residential Development) P-06-20-25-03

Dear Mr. Ranes:

ESM Consulting Engineers, LLC, is submitting this deviation request to reduce the typical 50-foot dedicated public right-of-way (ROW) standard for Residential Collector Streets, as set forth in Figure 2-03 (Residential Collector Road) of the City of Poulsbo Construction Standards Manual, down to a 45-foot dedicated public ROW. The proposal includes supplementing the dedicated ROW with a 2.5-foot public utility easement along each side of the collector road, so the resulting area for the street section achieves the standard 50-foot width and accommodates all street section elements specified for residential collector roads in the City's design manual. The deviation request meets the approval criteria specified at PMC 12.02.010.D. The deviation request is described in detail below.

Project and Environmental Context

The Pinnacle at Liberty Bay Preliminary Plat is a proposed Planned Residential Development PRD) in Poulsbo, WA, encompassing approximately 42 acres of land. Consistent with City Comprehensive Plan housing and residential neighborhood policies, the Pinnacle project seeks to meet desired density and lot size objectives, while also conforming to City standards for streets, utilities, recreation spaces and protection of critical areas. The site contains certain topographic and critical area features that create some design and engineering challenges, but these challenges can be readily addressed using utilizing flexibility options provided by City code. Notably, building areas within the site are constrained by a mix of regulated Category III/IV wetlands, streams, and expansive critical area buffers, as well as areas of moderately steep grades. The project creates an opportunity to construct a residential collector road across the site, connecting the Crystal View and Bay Watch neighborhoods. The city's recently updated Transportation Plan designates an approximate corridor for this collector road. Integrating the road corridor into the development is challenging due to constraints of the City's Critical Areas Ordinance , along with topographic limitations including slopes and retaining wall requirements.

Fortunately, City code includes provisions allowing flexibility for these types of site constraints, including buffer averaging provisions, and allowances to deviate from typical street standards when specified criteria are met and the deviation is approved by the City. The present proposal to reduce the typical 50-foot ROW section with a 45-foot ROW plus an abutting 2.5-foot public utility easement along each side of the ROW s is designed to precisely maintain every essential roadway and pedestrian element prescribed under city standards. The revised configuration incorporates two 11-foot vehicle travel lanes, one 8' parking lane, 3-foot shoulders and full 5-foot sidewalks on both sides, 4.5-foot planter strips, and the complete suite of curb, gutter, and stormwater features confirmed through detailed cross-section drawings and utility corridor plans attached to this memorandum.

All municipal utilities, including water, sanitary sewer, storm drainage, streetlights and franchise utility conduits fit within the combined 45-foot ROW and adjacent easements without reduction, separation, or compromise to access requirements. There is preservation of full sight distance, clear traffic circulation, and emergency access in accordance with city and AASHTO guidelines. The use of these proposed "edge" easements for public utilities provides adequate utility placement with long-term access for maintenance. In summary, every functional requirement in Figure 2-03's Residential Collector Road cross section fits within this optimized street section, delivering both engineering and environmental best management practice outcomes in alignment with Section 1C1 deviation standards.

Critical Area Constraints

The physical corridor for the residential collector in the Pinnacle at Liberty Bay PRD is constrained by regulatory requirements that protect critical areas (especially streams, wetlands, and geohazard slopes alongside practical topographic and grading constraints). These factors combine to create limitations that leave little flexibility for the required road and utility alignment.

Stream and Wetland Buffer Constraints

Wetlands A-D and Streams A-D described in the civil plans fall under the City of Poulsbo's Critical Areas Ordinance, which mandates protective buffers based on wetland category, stream type, and adjacent habitat value. These buffers range from 50 feet for lower-function Category IV wetlands up to over 150 feet for higher-functioning Category I or II wetlands and fish-bearing streams, with further increases possible if adjacent habitat is particularly sensitive. While buffer averaging and reduction are allowed under certain conditions (per wetland report and mitigation requirements), these must maintain the overall area and ecological function of the buffer and are not discretionary in steep or highly constrained areas. For streams, increased buffer widths and construction setbacks are enforced if channel migration zones or flood hazard areas overlap the corridor.

Geohazard, Slope, and Retaining Wall Requirements

Site topography creates additional limitations. These require setback distances, erosion control BMPs, and in many cases retaining walls to safely support road infrastructure and

utilities on steep grades. Retaining walls and maximum heights are recommended both for safety and to minimize ground disturbance near critical areas. Walls must be engineered to limit settlement, account for groundwater movement, and maintain structural integrity.

Grading, Corridor Design, and Permit Constraints

Grading activities are subject to strict regulations intended to protect environmental resources and reduce erosion risks. Permit requirements typically include measures for managing stormwater, restoring disturbed areas to stable conditions, and reestablishing native vegetation where impacts cannot be avoided. Corridor designs must balance functional needs, such as space for transportation and utilities, with environmental and topographic constraints. Overall, design decisions are formed by both regulatory requirements and site conditions, supported by engineering practices to maintain compliance.

Section 1C1 Deviation Criteria Analysis

A. Comparable or Superior Design and Quality

The revised 45' ROW with 2.5' utility easements on each side is validated through engineering cross section, plan, and grading detail exhibits.

- All city-required improvements specified under Figure 2-03 (two 11' travel lanes, 8’ parking lanes, 3' shoulders, 5' sidewalks, planter strips, full curb/gutter, utilities, and lighting) are shown in the attached cross sections to fit within the proposed section, with no dimensional or functional reductions.

- Comparable infrastructure performance is achieved. Planter width and sidewalk adjacencies are still provided by the easement configuration, enabling stormwater treatment and streetscape greening.

- Limiting ROW to 45' minimizes the overall land disturbance, especially within the mapped wetland and buffer system, by reducing clear and grade areas, and shrinking the permanent footprint of roadway and utilities which allows the project to avoid additional reduction or reconfiguration of the required buffers.

B. Safety and Operational Performance

The design achieves full code compliance for vehicle/traffic/pedestrian safety, sight distances, emergency service access, and utility serviceability.

- Design sheets model full City fire vehicle turning radii, lane clearance, and intersection sight triangles, none of which are reduced compared to the standard 50' section.
- Pedestrian circulation is preserved with 5' sidewalks on both sides at all points. No ADA or city accessibility standards are compromised.
- Design standards for separation, location and protection are fulfilled within the right-of-way and proposed easement areas, while maintaining space for existing and future utilities, access and maintenance.

C. Maintainability, Efficiency, and Economic Benefit

- The utility easements minimize buffer excavation, allowing future maintenance, upgrades, and repairs to be accomplished without adverse ROW or landscape impacts to protected buffer areas.

- Long term maintenance costs are not expected to be affected, as the utility and structural designs provide efficient layouts that maintain existing levels of infrastructure upkeep and operational effort over the project's lifespan.

- O & M liability is not expected to change, as the design maintains consistent buffer and slope disturbance levels, stormwater load, and accessibility for routine emergency repairs.

D. Legal and Regulatory Compliance

The proposed deviation is designed to fully conform with Poulsbo's Critical Area Ordinance, Land Division Code, and applicable state statutes.

- The narrowed ROW was engineered to avoid further buffer impacts while delivering the full suite of required public improvements, directly satisfying both the "avoidance" and "minimization" in accordance with municipal and state law.

- Mitigation documentation for the Pinnacle at Liberty Bay PRD shows impact minimization and overall compliance at a level comparable with the deviation request.

- No variance or code exception is required beyond the requested ROW deviation; all other geometric and operational standards are met.

The deviation request is not only technically justified but accomplishes the goal of sustainable building, supporting broader municipal priorities for habitat protection, stormwater management, cost-effective public works operation, and overall best management practices.

The request from the standard 50-foot right-of-way to 45 feet right-of-way, combined with dedicated 2.5-foot public utility easements along each side the revised cross-section, accommodates all required elements including travel lanes, sidewalks, appropriate shoulders, stormwater management features, curb and gutter infrastructure, planter strips, and municipal utility corridors, fully preserving the safety, accessibility, and operational standards required for residential collector roads in Poulsbo.

Attachments and Exhibits:

- Figure 1: Site Layout and ROW Cross Sections
- Figure 2: Critical Area Buffer Mitigation Sheets

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

Respectfully,

ESM CONSULTING ENGINEERS, LLC



ROBBY OVERFIELD
Project Manager

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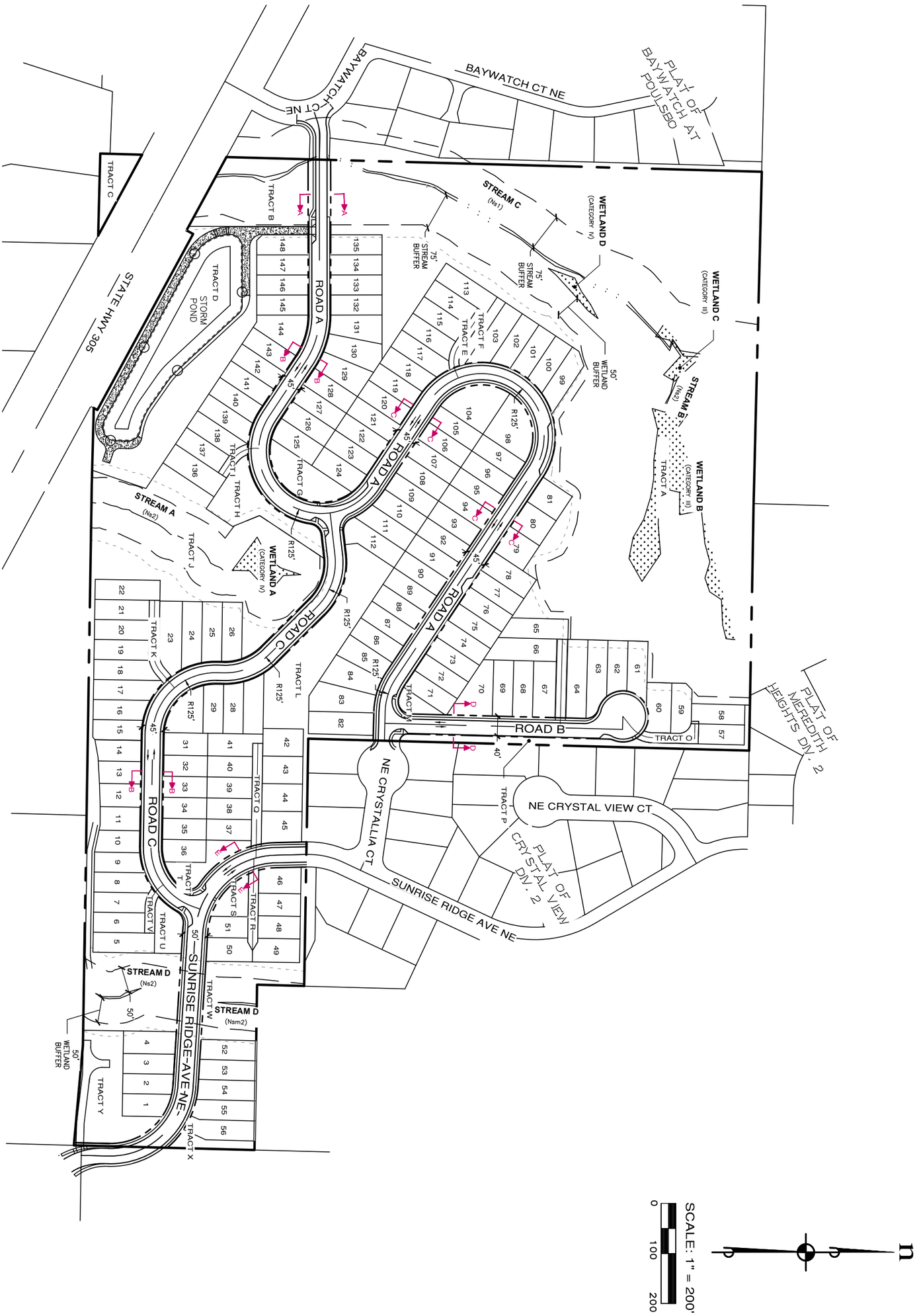

FIGURE 1

DRAWING: FIGURE 2

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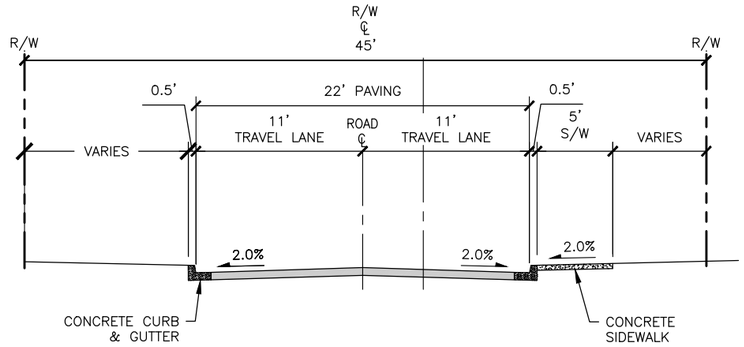
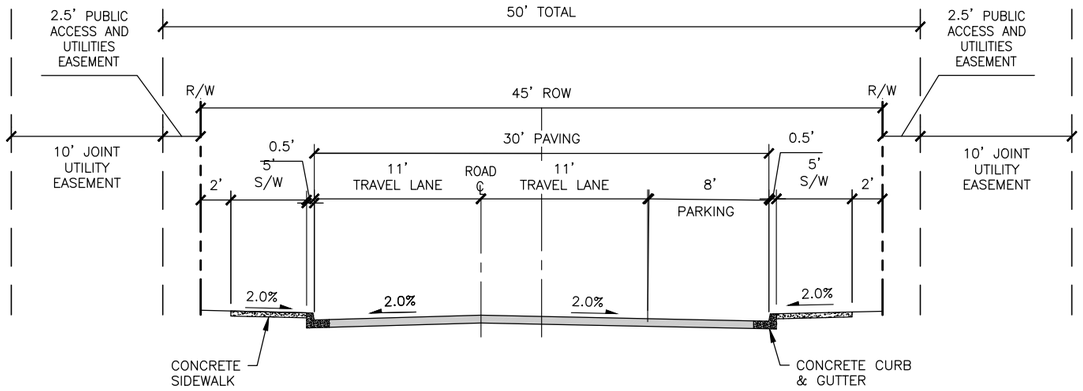
PINNACLE AT LIBERTY BAY SUBDIVISION

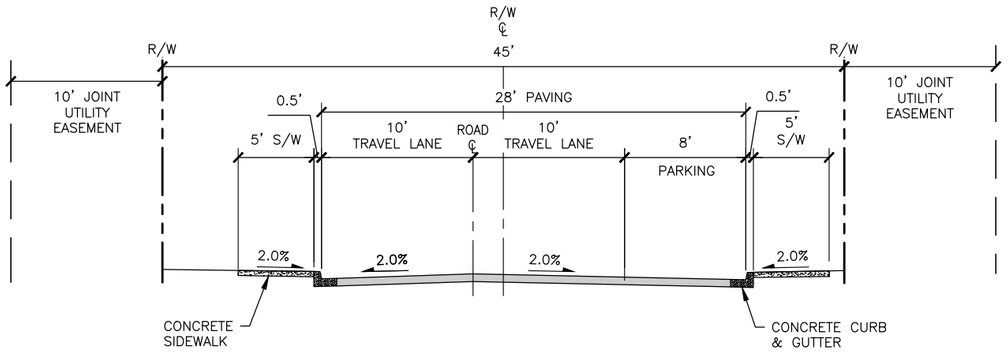
SITE LAYOUT



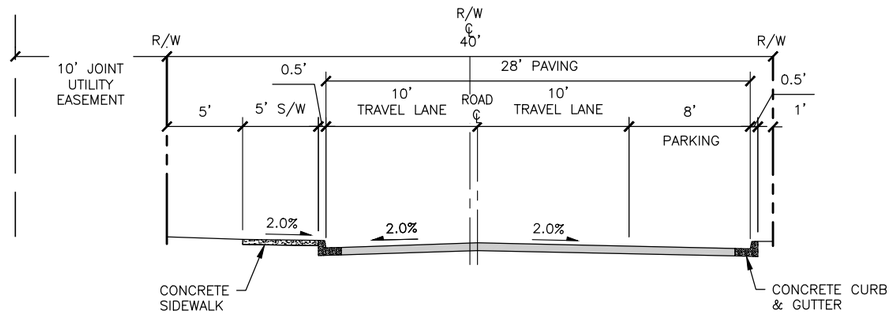
TYPICAL ROAD SECTION A-A
ROAD A MODIFIED COLLECTOR
(STREAM CROSSING)
SCALE: 1"=10'



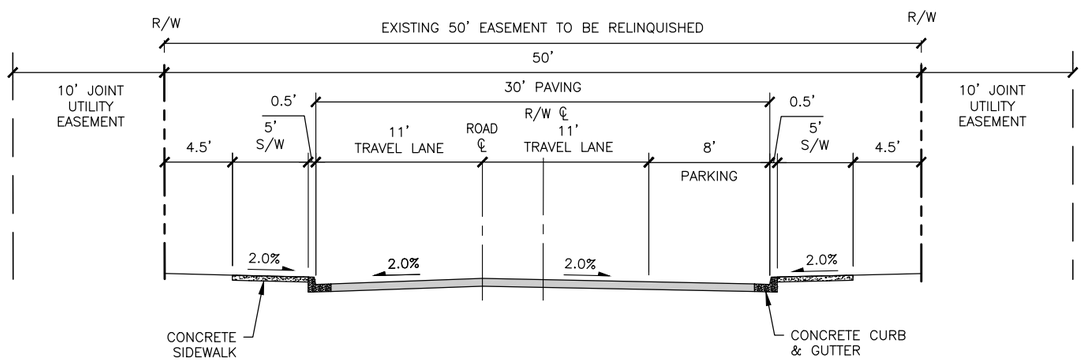
TYPICAL ROAD SECTION B-B
ROAD A MODIFIED COLLECTOR
SCALE: 1"=10'



TYPICAL ROAD SECTION C-C
ROAD A RESIDENTIAL ACCESS
SCALE: 1"=10'



TYPICAL ROAD SECTION D-D
ROAD B RESIDENTIAL ACCESS
SCALE: 1"=10'



TYPICAL ROAD SECTION E - E
SUNRISE RIDGE AVE NE COLLECTOR
SCALE: 1"=10'

FIGURE 1

DRAWING: FIGURE 3

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PINNACLE AT LIBERTY BAY SUBDIVISION

ROAD SECTIONS

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



BUFFER GIVE/TAKE ANALYSIS			
	WETLAND A	WETLAND B	STREAM C
TOTAL GIVE	2,119 SF	11,571 SF	7,246 SF
TOTAL TAKE	1,941 SF	11,509 SF	7,196 SF
NET GIVE	178 SF	62 SF	50 SF

Figure 2

REVISIONS

NO.	DESCRIPTION/DATE	BY

BRANDON MICHAEL LOUCKS, STATE OF WASHINGTON, 50985, REGISTERED PROFESSIONAL ENGINEER
12/01/2025

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MONTEBANC MANAGEMENT, LLC

PINNACLE AT LIBERTY BAY SUBDIVISION

BUFFER MITIGATION PLAN

CITY OF POULSBO WASHINGTON

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DWG. NAME: PP-06
DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 11/26/2025
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