EXHIBIT 9.g: Parametrix Connection Road Feasibility Independent Review (9/16/2026)

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Technical Memorandum

DATE:	September 16, 2026
TO:	Josh Ranes, P.E., City Engineer, City of Poulsbo
FROM:	Craig Buitrago, P.E., Parametrix
SUBJECT:	Pinnacle at Liberty Bay Connection Road Feasibility Independent Review
PROJECT NUMBER:	553-2237-158
PROJECT NAME:	Pinnacle Connection Road Peer Review

This memorandum documents Parametrix's independent engineering review of available site data to determine feasibility of a public roadway connection from Baywatch Court NE to The Pinnacle at Liberty Bay development that crossing over Stream C (also referred to as Barrantes Creek) that meets engineering standards and requirements for emergency vehicle access.

The independent engineering review was done in two parts: first a review of the Applicant's engineering feasibility documentation, and second an independent engineering evaluation.

Summary of Applicant's Feasibility Assessment

The documents reviewed were the Applicant's technical justification letters and critical areas report (CAR) and habitat management plan (HMP). The Applicant's engineering feasibility evaluations were prepared by ESM Consulting Engineers. The letter dated April 6, 2026, presents an explanation of design factors, and the letter dated July 21, 2026, responds to the City's letter of noncompliance to the Applicant and presents an explanation of design factors for an alternative road location. The Pinnacle at Liberty Bay Critical Area Report & Habitat Management Plan and Addenda, prepared by Sewall Wetland Consulting, Inc., and peer review letters by Grette Associates, describes the critical areas within the proposed development area, which includes Stream C.

The CAR & HMP and addenda describe Stream C as a Type F, fish bearing stream, and as having bankfull width (BFW) between 2-feet and 6-feet and notes that upstream of an existing culvert near the proposed crossing the channel consists of a BFW of approximately 4 feet, an upstream gradient of six percent, and moderate spawning gravels for fish species.

The technical design evaluations include a geometric analysis of possible roadway crossing alternatives over Stream C. The feasibility evaluations considered the following design factors:

- *Crossing Standard*: Per the City's finding that Stream C is fish-bearing, the crossing must comply with WAC 200-110-070 and WDFW 2013 Guidelines. This requires a bottomless structure with a minimum 3.0-foot vertical freeboard above the ordinary highwater mark/top of bank to allow for debris and sediment transport.
    - The crossing structure dimensions included in the evaluations have width of 14-ft and 3.0-foot vertical freeboard.
- *Max Grade*: Per City of Poulsbo Constructions Standards, the maximum allowable road grade is 12% .
- *Intersection Landing* per King County Road Standard Figure 2-013. This City adopted figure establishes the geometric profile and cross-slope tolerances for intersection landing requiring a flat approach zone extending 20 feet for residential streets from the major road's right-of-way line. Within this defined landing zone, the vertical profile is controlled to a 1-foot

maximum variation from the finished grade to eliminate abrupt transitions before vehicles enter the primary travel way.

- *Fire Truck considerations and Fire Access Standards*:
    - Truck: Poulsbo E-One Pumper; Length: 30 feet; Width: 8.33 feet, Ground Clearance: 1.1 feet
- *Bridge Deck Structural Thickness*: A preliminary structural thickness of the lid/slab at the crossing is estimate at 12-inches (1.0-foot) to support standard AASHTO HL-93 structural loading.
- *Roadway Section Cover*: A preliminary assumption of 12-inches of structural cover and pavement section is estimated to be necessary overtop of the bridge deck.
- *Total Structural Depth Assembly*: Incorporating a standard 1.0-foot precast structural lid with the 1.0-foot of structural cover establishes a 2-foot depth required between the final finished centerline road grade and the bottom of the crossing structure.

Both technical justification letters concluded that there is no mathematical solution that satisfies the mandatory WDFW 3.0-foot freeboard while also meeting City standards for road grade and emergency vehicle access, and therefore a roadway crossing at this location is technically infeasible.

Independent Engineering Review and Findings

For the stream crossing, Parametrix reviewed the information provided by City of Poulsbo and performed a desktop review of available information on Stream C. The CAR & HMP and addenda and technical justification letters do not include a stream assessment, stream hydrology, or hydraulic calculations. The review conclusion is that there is no basis for the assumed dimensions of the stream crossing structure included in the technical justification letters for feasibility. It is true that stream crossings must comply with WAC 220-660-190 and the 2013 WDFW Water Crossing Design Guidelines. However, when considering design feasibility, the crossing structure type, size, and location varies depending on stream characteristics and geomorphology. Consequently, the stream crossing structure and roadway presented in the technical justification letter appear to be overly conservative for Stream C.

Parametrix also reviewed available online information for Stream C. The USGS StreamStats web application (https://streamstats.usgs.gov/ss/) and was used to delineate a drainage basin area, estimate channel width, and estimate hydrology based on Washington Region 3 Regression Equations. The WDFW's Fish Passage and Diversion Screening Inventory database webmap application (https://geodataservices.wdfw.wa.gov/hp/fishpassage/index.html) was used to determine if any WDFW habitat biologists had evaluated Stream C for crossings or barriers. Four site identification reports were found: three downstream (Site ID #936731, 936734, and 994328) and one upstream (Site ID #933725) of the possible Baywatch Court NE connector road.

From the Applicant's CAR & HMP, StreamStats web application, and WDFW Site ID reports, it is reasonable to assume the following:

1. Crossing Structure Span of 10-feet.
    a. Using BFW of 6-feet, and Equation 3.2 from the 2013 WDFW Water Crossing Design Guidelines (1.2 x BFW plus 2 feet and rounding up to nearest whole foot).
2. Vertical Clearance of 1-feet or 2-feet
    a. Based on 2013 WDFW Water Crossing Design Guidelines in Chapter 1 discussion for suggested clearances based on potential debris loading and stream sizes. While 3-

feet is a common bridge clearance, a smaller stream suitable for a culvert crossing should require less clearance such as, 1-foot clearance for small streams with BFW less than 8-feet, or 2-feet clearance for streams with BFW from 8-15 feet.

3. Stream Hydrology (based on StreamStats report using USGS Region 3 Regression Equation)
    a. Estimated Drainage Area = 0.06 square miles
    b. Mean Annual Precipitation = 36.84 inches
    c. 100-year design flood = 5.01 cubic feet per second (cfs).
        i. 100-year design flood is also referred to as 1% Annual Exceedance Percentage (AEP) flood.
    d. 500-year design flood = 0.2% Annual Exceedance Percentage (AEP) flood = 6.51 cfs.
        i. 500-year design flood is also referred to as 0.2% AEP.

Independent Analysis Results

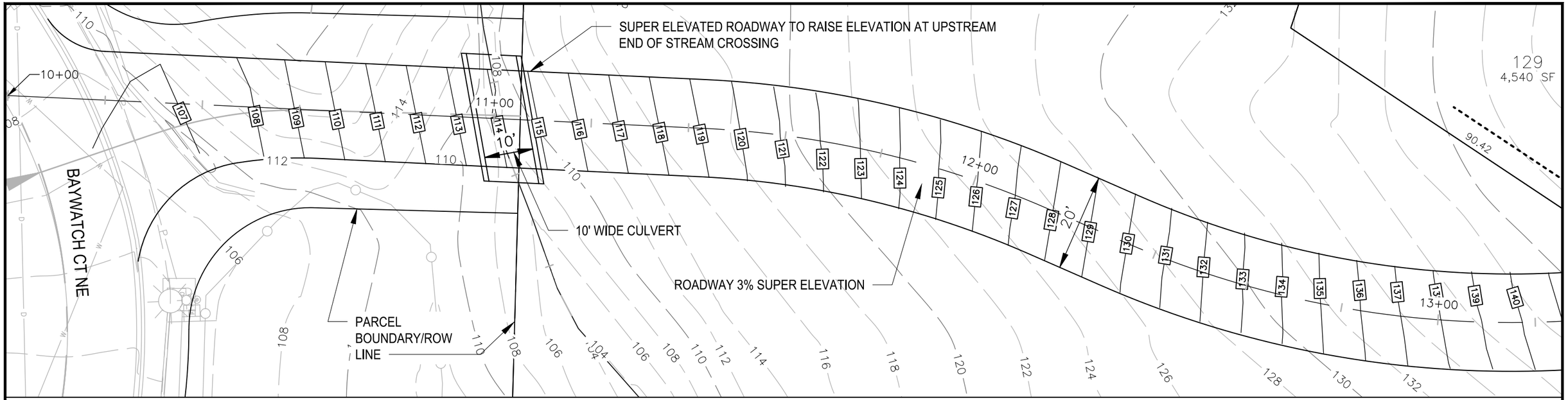
Parametrix used the stream crossing design parameters identified above as well as the roadway design factors and geometric design considerations listed above in the Applicant's feasibility assessment to analyze if a connection roadway is feasible.

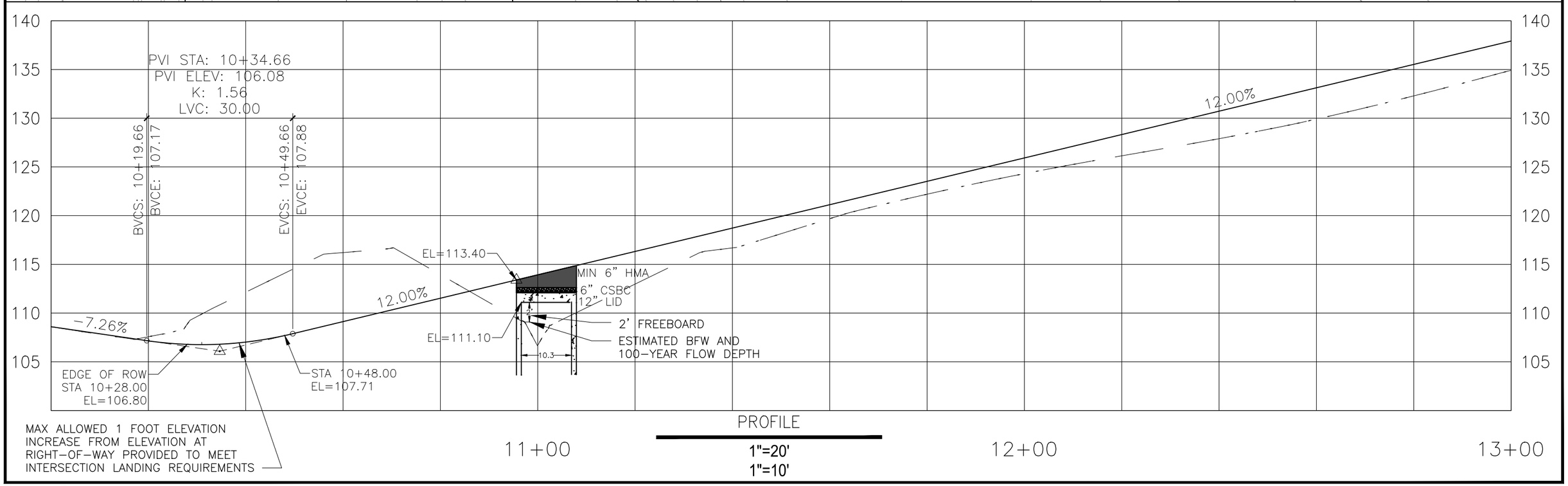
The result of the design analysis is that it is possible to design a connector roadway from Baywatch Court NE to the proposed land development that meets the road requirements described in this memo, and using the stream crossing structure dimensions of 10-feet minimum span and vertical clearance assumption of 2-feet. Figure 1 provides a depiction of a feasible design.

It should be noted that this preliminary design analysis presents one feasible alternative for a connector road over Stream C, and the analysis does not include all design (stormwater, geotechnical, structural engineering, etc.) and construction elements required for final design and permitting. For example, in addition to obtaining City permits for the connection roadway, the Applicant would also need to obtain a HPA permit from WDFW for the stream crossing, and a stream assessment and design report would be necessary to confirm the crossing design.

Conclusion

Parametrix performed independent engineering analysis and concludes that it is feasible to design a connector road based on the reasonable design assumptions noted in the independent review, findings, and analysis results sections above (see Figure 1).





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0 N 20

1 INCH = 20 FT.

FIGURE 1

CONNECTION ROAD ALTERNATIVE
PLAN AND PROFILE