EXHIBIT 9.k: Skelley Property Connection Feasibility Analysis

September 16, 2026 Job No. 2090-004-022

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

RE: City Engineer Exemption Connection to Parcel 252601-2-044-2000
(Skelley Property)
Pinnacle at Liberty Bay Preliminary Plat and Planned Residential Development
P-06-20-25-03

Dear Mr. Ranes:

ESM Consulting Engineers, LLC is requesting an exemption from the City's connectivity requirement for the Skelley property south of the proposed Pinnacle at Liberty Bay development. The site plan has been revised based on existing site conditions and project feasibility, and the request is meant to keep the project as currently designed while matching the intent of the City's standards.

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

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

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

The Skelley access easement is an existing substandard easement that does not meet current street connection standards. Its existing configuration is not suited for adjustment to meet those standards without affecting the properties that rely on it.

Instead of modifying the existing easement, this development provides a new easement and street connection to Johnson Parkway NE, which meets the intent of the connectivity standard and results in a more efficient connection than the existing substandard access easement.

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

Road C Alignment & Grade Constraints
Road C circulates internally within the project site and cannot be extended south to connect with the Skelley property due to topographic differences and required City roadway geometry standards (specifically minimum vertical curve K-values).

Primary Connection Evaluation: The lowest point along Road C is established at approximately elevation 205. The City's minimum vertical curve criteria (minimum K=26 for sag curves) physically preclude the road profile from being designed much lower. This low point is approximately 295 feet north of the Skelley property line and 65 feet higher in elevation. Extending a road across this distance holding the maximum allowed slope of 12% would result in the road being elevated approximately 36 feet above existing grade at the Skelley property.

Result: Road stub would be too far in the air at the property line.

Secondary Connection Evaluation (Eastern Option): An alternative connection location was evaluated further east along Road C at a higher elevation. However, due to steeper terrain, extending a road south at this location results in an even more severe 43% grade, nearly four times the City's allowable maximum.

Because any potential physical alignment between Road C and the south parcel exceeds municipal maximum grade limits, adding a new street connection to the south is geometrically infeasible.

(Refer to the enclosed Figure 1 for a detailed profile depiction of both evaluated alignments.)

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

Temporary emergency vehicle access to the Skelley property is provided primarily via the existing access easement directly from State Highway 305. The newly dedicated easement and street connection at the Johnson Parkway NE/Sunrise Ridge Ave NE roundabout, as shown on the civil plans, will provide secondary emergency vehicle access to the Skelley property. Together, these routes maintain emergency access while preserving the option for a future public street connection to the Skelley parcel to support potential future development.

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

The City's transportation maps do not show a future public street or required north-south connection into the parcel to the south, also known as the Skelley property.

The street connectivity exemption request meets PMC 17.80.060(B)(6)(a-d) and is supported by what's shown in the proposed project plans and fits the intent of the code.

The project preserves the existing grandfathered easement serving the Skelley property and dedicates a new easement to the Sunrise Ridge Ave NE/Johnson Parkway NE roundabout, as shown on the plan set. A direct public street connection is not feasible because the Skelley property is at a significantly lower elevation and the grades to Road C are too steep to meet applicable street design standards (see enclosed Figure 1).

The proposal provides temporary emergency vehicle access using the existing grandfathered access from State Highway 305, together with secondary emergency vehicle access via the newly dedicated easement to the Johnson Parkway NE/Sunrise Ridge Ave NE roundabout. The connection is also not shown on the City of Poulsbo's Comprehensive Plan transportation maps.

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

Encl. Figure 1

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

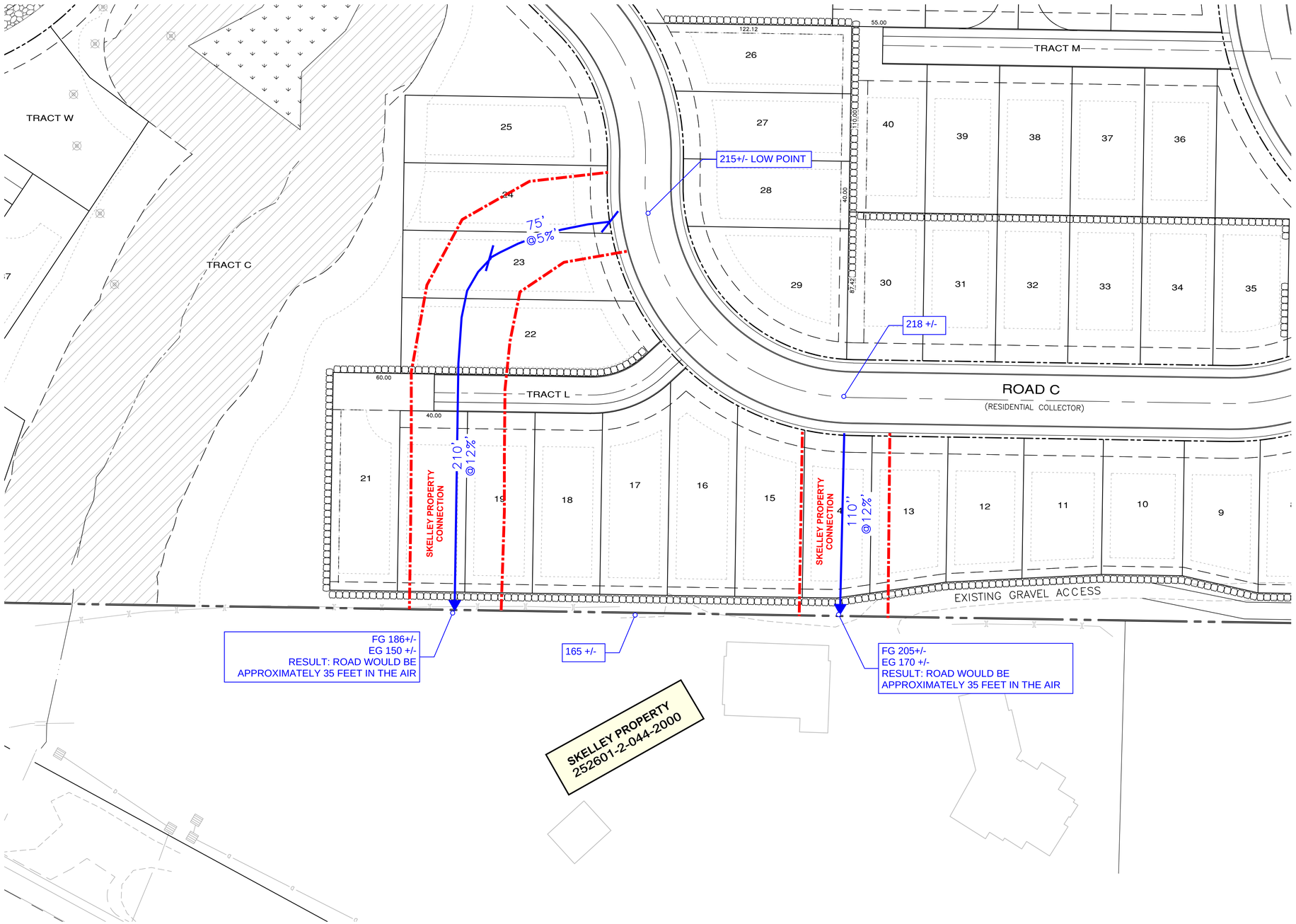

FIGURE 1

REVISIONS

NO.	DESCRIPTION/DATE	BY

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MONTEBANC MANAGEMENT, LLC

PINNACLE AT LIBERTY BAY SUBDIVISION

CITY OF POULSBO SKELLEY PROPERTY ACCESS FEASIBILITY WASHINGTON

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DWG. NAME:	EN-40
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DRAWN BY:	
CHECKED BY:	
DATE:	07/21/2026
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1 OF 1 SHEETS

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