EXHIBIT 9.q: Engineering Memo – Connectivity and Multiple Points of Access/Egress (Bateman, Ranes 10/28/26)

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MEMO

To: Montebanc Management LLC, John Everett

From: Josh Ranes, PE, City Engineer
Michael Bateman, PE, Transportation Engineer

Subject: Noncompliance with PMC 17.80.050 and 17.80.060 - Connectivity and Multiple Points of Access/Egress - Pinnacle at Liberty Bay PRD, P-06-20-25-03

Date: 10/28/2026

Purpose

The purpose of this memo is to document City staff's analysis and findings regarding the proposed Pinnacle at Liberty Bay Planned Residential Development (PRD) and Preliminary Subdivision. The analysis addresses the City's adopted codes, standards, Comprehensive Plan, and related requirements for neighborhood connectivity, multiple points of vehicular ingress and egress, emergency access, and the findings required of the City Engineer under the Poulsbo Municipal Code (PMC).

Overview

The proposed Pinnacle at Liberty Bay PRD and Preliminary Subdivision consists of 130 detached single-family lots on five parcels totaling approximately 41 acres. The site presents substantial topographic and environmental constraints, including approximately 223 feet of elevation change across the property, steep hillside terrain northeast of State Route 305, three regulated streams with associated wetlands and buffers, and areas of geologically hazardous slopes.

These physical constraints have influenced the proposed street layout and are central to evaluating the project's compliance and findings with the City's requirements for street connectivity, multiple points of access, and emergency vehicle circulation.

Primary access to the project is provided by Sunrise Ridge Ave NE, a residential collector. Sunrise Ridge Avenue NE connects through Johnson Parkway NE to State Route 305 to the South and through adjacent Crystal View and Meredith Heights neighborhoods to Caldart Avenue NE to the North.

The project includes 22 lots that will have direct access to Sunrise Ridge Ave NE. The remaining 108 lot project area is served by an internal looped road system that includes looped roads A and C connecting to Sunrise Ridge Ave NE at two locations approximately 330 feet apart and cul-de-sac roads B and D connecting to the road A-C loop. Reference Figure 1 below.

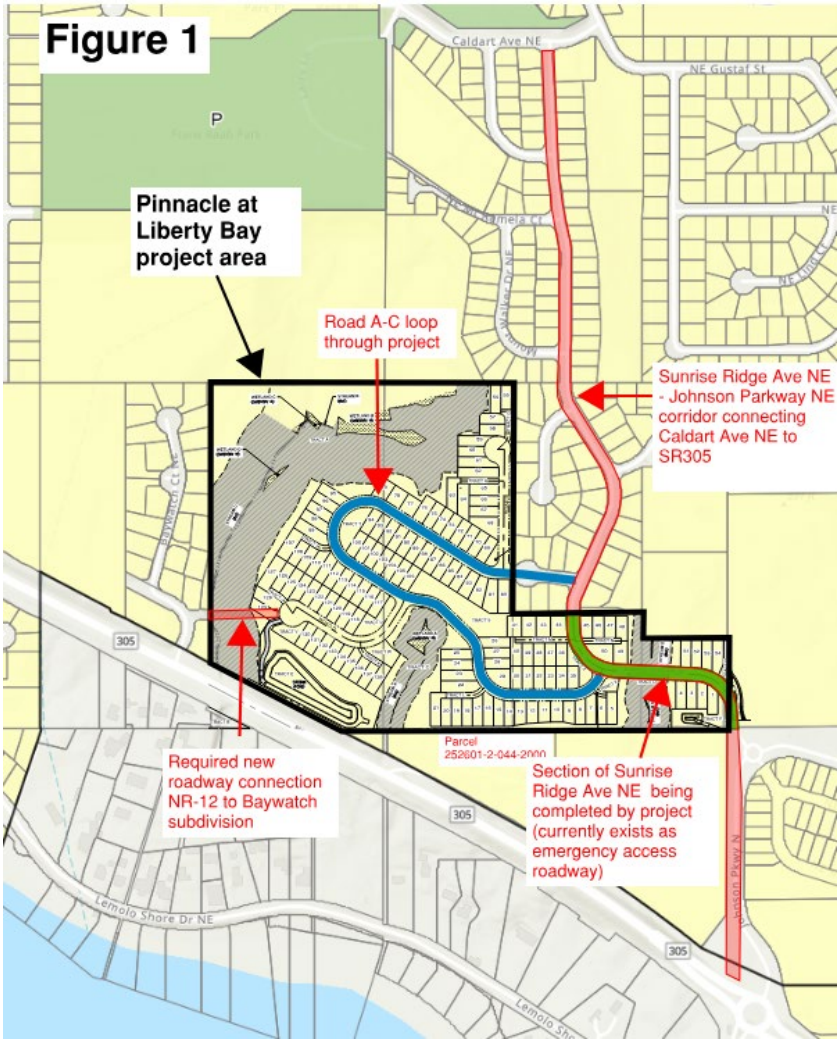
Public safety and emergency response are fundamental considerations in the design of the City's transportation network and development projects. As currently designed and submitted, and absent the recommended conditions of approval, City staff, the City Engineer, and City Fire Code Official have determined that the project's proposed location, size and design do not provide the level of roadway redundancy, connectivity, and emergency access required by the City's adopted codes, standards and Comprehensive Plan to protect the public interest, health, safety, and welfare and to mitigate the project's direct impacts.

The site's topography, significant elevation changes, surrounding critical areas, and reliance on a single primary access corridor result in a roadway network with limited redundancy. As a result, portions of the subdivision could become isolated if Sunrise Ridge Avenue NE were blocked or otherwise inaccessible.

The Fire Code Official's determination is documented in the attached Fire Access and Emergency Egress Review memorandum dated 8/19/2026 in SEPA Exhibit G - Transportation. Additional operational considerations are addressed in the attached Operational Emergency Considerations memorandum from Poulsbo Fire District 18 dated 7/28/2026 prepared in support of the Fire Code Official's determination under International Fire Code (IFC) 503.1.2. Engineering memo ICC Code Interpretation Request dated 10/27/2026 in SEPA Exhibit G – Transportation clarifies that the City's interpretation and application of Internation Fire Code is correct.

In addition to the emergency access safety concerns, the project as proposed does not fully implement the City's adopted requirements and policies for neighborhood connectivity and redundant roadway networks necessary to mitigate the project's direct impacts. The absence of connectivity to existing planned roadway connections and neighboring parcels as required by City codes and standards further limits the redundancy and connectivity envisioned by the City's adopted transportation network. The City's adopted codes, standards and policies support and require interconnected public streets that provide neighborhood circulation, current and future roadway connectivity, roadway redundancy, and emergency access/egress for neighborhood residents.

Accordingly, the project will be conditioned to provide the additional new road NR-12 connection to the Baywatch subdivision. This condition is necessary to satisfy applicable City requirements, mitigate the project's direct transportation and emergency access impacts and allow the City Engineer to make the findings required by City codes.



Code requirements and recommended Conditions of Approval

The City's policies and requirements for street connectivity and multiple points of access and egress and emergency access are implemented through the Poulsbo Municipal Code, the City's adopted Comprehensive Plan, City Construction Standards, and International Fire Code. The complete code and policy sections quoted and discussed here are included in Appendix A for reference.

PMC 17.80.060 establishes the purposes of the City's street connectivity requirements including:

> *(1) Implementing the city's comprehensive plan's future street plan;*
> *(2) Providing redundant and efficient routes and connections within the city; and*
> *(3) Providing superior emergency vehicle response times through multiple street access points.*

PMC 17.80.060 – Street Connectivity and Comprehensive Plan

- PMC 17.80.060 requires plats to provide for an interconnected and redundant street network consistent with the City's comprehensive plan new roadways map TR-3, including connecting to adjacent properties.
- The project does not, as currently proposed, construct the planned public street connection identified as Future Street NR-12 in the City's adopted Comprehensive Plan (Figure TR-3: 2044 New Roadway Segments Map) by connecting to Baywatch Court NE.
- Without the NR-12 connection, the project does not provide the level of safe, redundant, and efficient public street connectivity contemplated by the City's adopted transportation network to support multiple emergency response routes as well as current and future neighborhood connectivity. As proposed, large portions of the subdivision rely on a single primary access corridor, reducing roadway redundancy and limiting emergency vehicle access and subdivision resident egress if that route becomes blocked or otherwise impassable.

PMC 17.80.050 – Street Standards

- PMC 17.80.050 requires preliminary plats to provide at least two different standard routes for ingress and egress connecting to different streets.
- Although the project provides two access points to Sunrise Ridge Avenue NE, those access points ultimately connect to the same public roadway corridor and in close proximity to one another. Accordingly, the project does not provide two independent public street routes for vehicular ingress and egress consistent with the requirements of PMC 17.80.050.
- Large portions of the development rely on a single internal circulation route to a single roadway corridor, limiting transportation network redundancy and emergency access should the primary roadway become obstructed.

International Fire Code – Section 503 and Appendix D

- IFC Appendix D, Section D107.1 requires two separate and approved fire apparatus access roads. Section D107.2 requires the separate access roads to be located at a distance apart of not less than one-half the maximum overall diagonal dimension of the area served.
- In addition, IFC Section 503.1.2 authorizes the Fire Code Official to require additional fire apparatus access where there is a potential for impairment of a single road because of vehicle congestion, terrain, climatic conditions, or other factors that could limit access.
- The subdivision does not provide two separate and approved fire apparatus access roads for the area served by roads A-D that satisfy the applicable remoteness requirement of IFC D107.2. The Fire Code Official's determination is documented in the attached Fire Access and Emergency Egress Review memorandum and is further supported the Poulsbo Fire District 18 Operational Emergency Response Considerations memorandum.

Recommended Conditions of Approval

To achieve compliance with the City's adopted codes and standards, mitigate the project's direct impacts, and allow the City Engineer to make the required findings, staff recommends the following conditions, or substantially similar conditions as may be modified at the time of Hearing:

- *Condition 1 – Baywatch Court Connection.* Prior to final plat approval, the applicant shall construct a public street connection between the proposed subdivision roadway system and Baywatch Court NE, consistent with the City's adopted Future Street Plan designation NR-12, unless an alternative alignment is approved by the City Engineer that provides an equivalent level of public connectivity consistent with PMC 17.80.060 and 17.80.050.
- *Condition 2 – Future Street Connection.* Prior to final plat approval, the applicant shall dedicate and construct, or dedicate sufficient right-of-way for, a future public street connection to the adjacent southerly property (Parcel No. 252601-2-034-2002), in a location approved by the City Engineer, consistent with PMC 17.80.060.

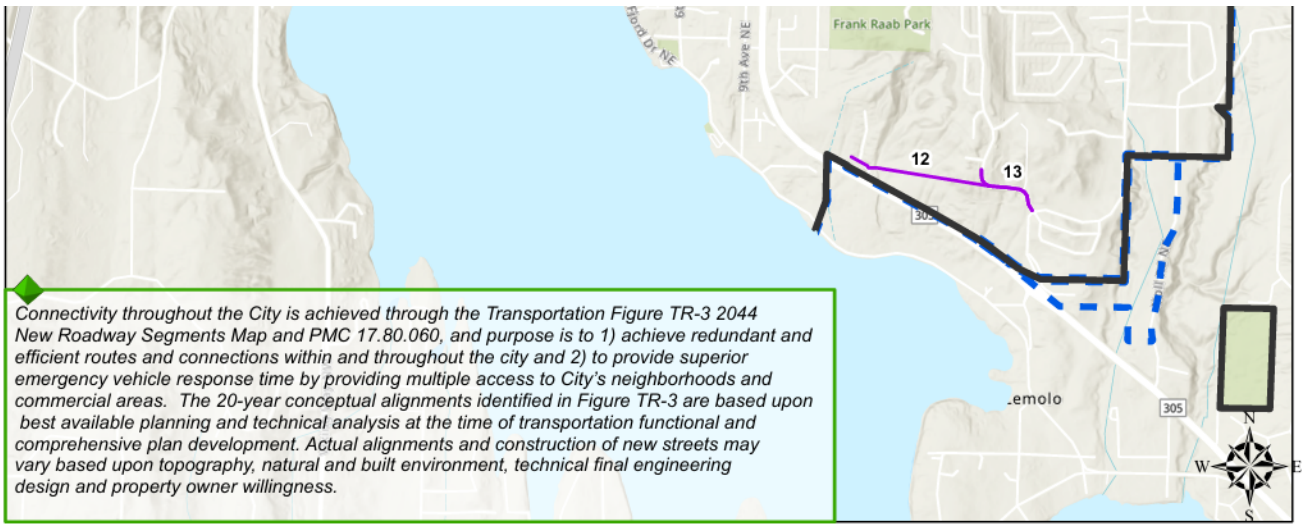
Appendix A

Project Analysis

Comprehensive Plan New Roadway Connection Requirements

The City's adopted Comprehensive Plan (Figure TR-3) and Transportation Comprehensive Plan (Figure 6-2) provides the City's long-term project and roadway connectivity map. There are two required roadways from the City's New Roadway map within the Pinnacle at Liberty Bay project area. Required roadway NR-13 is the completion of Sunrise Ridge Ave NE extension connecting between the existing Crystal View subdivision and Johnson Parkway NE, recently completed by the City. The Sunrise Ridge extension currently exists as an emergency access roadway connecting to and constructed by the Crystal View subdivision as a condition of approval for that subdivision (P-06-22-09-01). Required roadway NR-12 connects NR-13 with the existing planned roadway stub in the Baywatch subdivision to the West.

Figure 1 – Excerpt from City Transportation Figure TR-3



Per the requirements contained in PMC 17.80.060(A), PMC 17.80.050(C), City Construction Standards Section 2(C)1 and the City's adopted 2044 New Roadway Segments Map (TR-3), the Pinnacle at Liberty Bay PRD project is required to complete both new roadway segments NR-12 and NR-13 through the project area. Completion of these roadway segments is necessary to implement the City's adopted planned transportation network providing safe, redundant and efficient access and egress, mitigate transportation impacts created by the proposed subdivision, and provide improvements that are roughly proportional to those impacts.

The project proposes to complete the construction of new roadway segment NR-13 through the project connecting to the City's existing roadway network. However, the project does not propose to complete the new roadway NR-12 connection to the adjacent Baywatch subdivision as required.

The project will therefore be conditioned to provide the New Road NR-12 Baywatch connection.

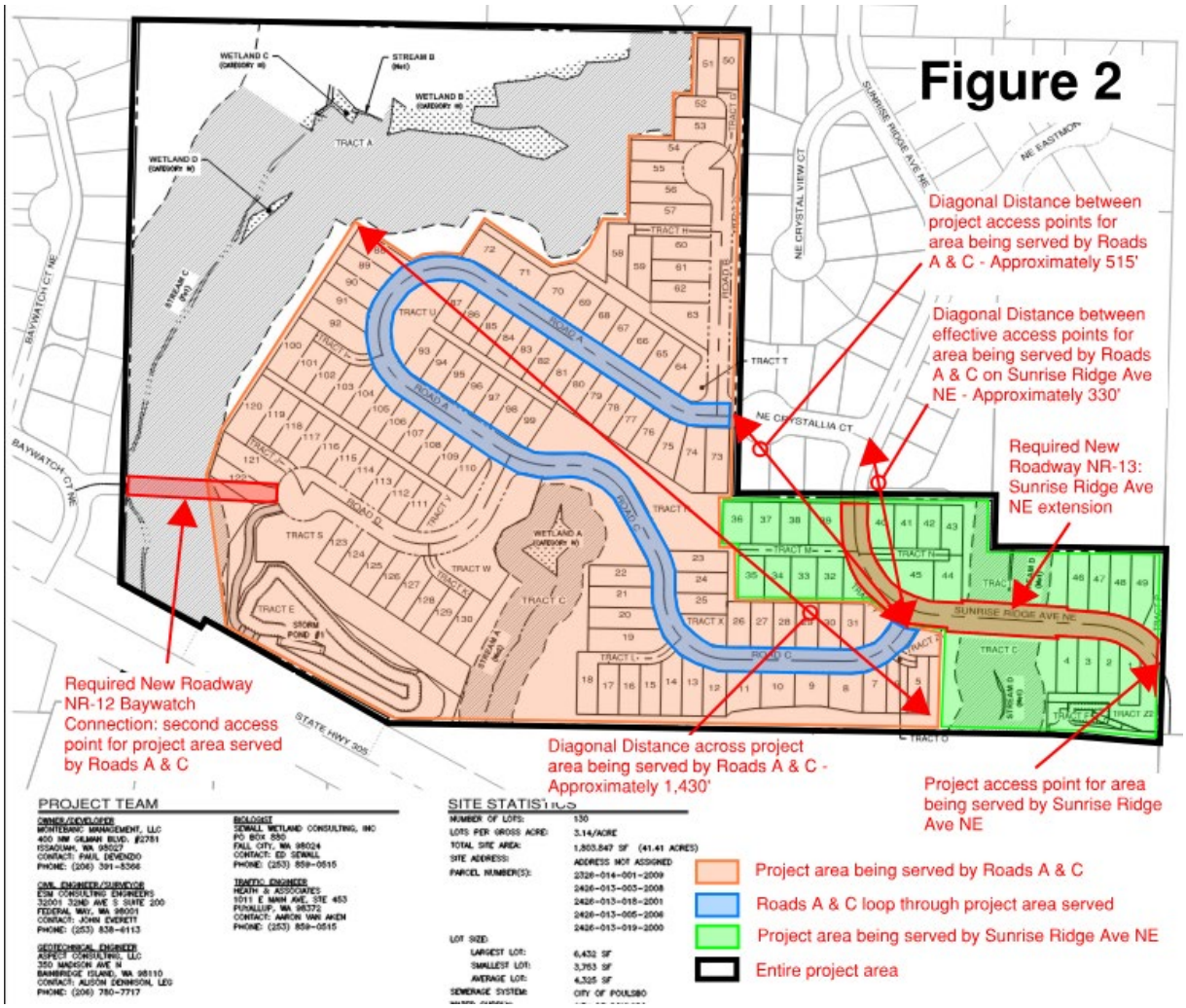
Multiple Points of Access and Egress

Multiple points of access and egress are necessary to mitigate the transportation and public safety impacts generated by the proposed subdivision. These impacts include the need for street connectivity, redundant emergency access and egress, and a transportation network capable of maintaining circulation if an

individual roadway becomes blocked. Specifically, PMC 17.80.050(C) requires preliminary plats to provide at least two different routes for ingress and egress. PMC 17.80.050(C)(2) further provides that, when only one public street provides primary access to the *entrance points* of a residential subdivision, an additional emergency access road must be established that connects to a different road than the primary access points.

PMC 17.80.060(B) requires new subdivisions to connect to, or provide future connections for, adjacent properties. Additionally, PMC 17.80.050(C)(2)(a) establishes additional emergency access requirements, while PMC 17.80.060 requires an interconnected street network that provides future connectivity and roadway redundancy. City Construction Standards Section 2(C)1 further address these requirements.

PMC 17.10.010 Purpose indicates that the purpose of the title is to implement the provisions of the various applicable statutes, codes and comprehensive plans, promoting public health, safety and general welfare, facilitating adequate provision for streets and providing for proper and safe ingress and egress. PMC 17.10.040 Interpretation further indicates that the title shall be liberally interpreted and construed to secure the public health, safety, morals and welfare. PMC 17.60.010 contains similar purpose provisions.



The project provides two primary access points from Sunrise Ridge Ave NE serving the majority of homes in the subdivision in close proximity. One access point (Road C) connects directly to the new NR-13 segment of Sunrise Ridge Avenue NE to be constructed as part of the project. The second access point (Road A)

connects to Sunrise Ridge Avenue NE via the planned extension of NE Crystallia Court within the existing Crystal View subdivision. Together, these roads create an internal looped roadway system serving 108 of the proposed 130 residential lots. The remaining 22 lots are served by two private access roads (Tracts M and N) and ten individual driveways with direct access to Sunrise Ridge Avenue NE. Although the subdivision includes two access points to Sunrise Ridge Avenue NE, both ultimately rely on the same public roadway corridor (Sunrise Ridge Ave NE) for ingress and egress from the development. Reference Figures 1 and 2 above. The two primary access points for the main project area have an effective access distance along Sunrise Ridge Ave NE approximately 330' apart.

As proposed, the project does not provide the level of independent street connectivity, roadway redundancy, and multiple points of access and egress required by the City's adopted codes and standards.

> ***The NR-12 Baywatch connection provides the required connection to a different roadway and creates an independent route for vehicular and emergency access and egress. Therefore, the project will be conditioned to provide the New Road NR-12 Baywatch connection.***

International Fire Code Requirements

IFC Appendix D 107.1 requires two separate and *approved* fire apparatus access roads, and the access roads are required to be a distance apart at least one-half the diagonal dimension of the property or area to be served per IFC Appendix D 107.2.

Additionally, IFC section 503.1.2 Additional Access allows the Fire Code Official to require more than one fire apparatus access road where there is the potential for impairment of a single road by vehicle congestion, conditions of terrain, climactic conditions and other factors that could limit access.

The area being served by roads A-D has a diagonal dimension across of approximately 1,430 feet, requiring the access roads to be at least 715 feet apart. These distances quoted here have been determined to be the required distances for the Pinnacle at Liberty Bay project by the City Engineer and the City's Fire Code Official. The proposed roadway layout for the project without completing the NR-12 connection to the Baywatch subdivision does not meet these International Fire Code requirements. Reference the following documents in Planning SEPA Exhibit G - Transportation:

- City of Poulsbo Fire Code Official Fire Access and Emergency Egress Review memo dated 8/19/2026
- Poulsbo Fire District 18 Operational Emergency Response Considerations memo dated 7/28/2026
- Engineering Department International Code Council (ICC) code interpretation request memo dated 10/27/2026

Also reference Figure 2 above.

> ***The project will be conditioned to provide the New Road NR-12 Baywatch connection to meet these code requirements.***

Additional Considerations

Construction of NR-12 connecting to the existing Baywatch subdivision would satisfy the City's adopted Future Roadway Segments Map, neighborhood connectivity requirements, and the requirement for multiple redundant connections to different streets under PMC 17.80.050 and 17.80.060. This connection would also address the applicable requirements identified by the Fire Code Official under IFC section 503.1.2 and IFC Appendix D, Section D107.2.

Constructing NR-12 would further mitigate the project's direct transportation impacts by distributing project traffic across the surrounding street network rather than concentrating project traffic on Sunrise Ridge Avenue NE and the Crystal View neighborhood. It would also provide a more direct westbound access to SR 305. Earlier versions of the project's TIA did include the NR-12 connection to Baywatch. In the November

25, 2025 version of the TIA, the estimated trip distribution routed approximately 35.8% of the project's trips to this connection. Removal of this required connection will result in adding those trips to the project's impacts to Sunrise Ridge NE, increasing the project's impacts to that route.

The NR-12 connection would provide an additional emergency response route to the subdivision using State Route 305 with greatly reduced grade limitation for almost the entire route to the subdivision, as well as reducing elevation gain and loss in the route to the Western project area. The routing analysis shows this connection would reduce the emergency response distance to homes in the Road D cul-de-sac from approximately 2.1 miles via Sunrise Ridge Ave NE from the North or 2.7 miles via SR305/Johnson Parkway from the South to approximately 1.6 miles via SR305/Baywatch Ct NE.

The NR-12 connection would also provide an additional route for subdivision residents to enter/exit the development in the event of roadway blockages or other emergency factors affecting the primary access route(s).

NR-12 Baywatch Connection Construction Feasibility

The applicant submitted a Technical Justification Letter (Planning staff report Exhibit B.5.i, attached) dated April 6, 2025 addressing the feasibility of constructing the required roadway NR-12 connection to the Baywatch subdivision. The applicant's letter identifies geometric constraints that, in the applicant's view, demonstrate that construction of the connection is infeasible.

City staff and the City Engineer reviewed the applicant's technical justification. The City also retained the City's stormwater and transportation consultant, Parametrix, to independently evaluate the feasibility of designing and constructing the NR-12 roadway connection. See attached Parametrix Connection Road Feasibility Independent Evaluation memorandum dated September 16, 2026 in Planning SEPA determination Exhibit G - Transportation.

Based on the City Engineer's review and Parametrix's independent evaluation, the NR-12 roadway connection has been determined to be feasible to design and construct.

> ***Accordingly, staff concludes that the required NR-12 Baywatch connection is feasible to construct and should be required as a condition of project approval.***

NR-12 Baywatch Connection Construction Timing

The project is proposed to be constructed in three divisions. Per PMC 17.60.040(C), all divisions must meet all requirements independently from any other division. Under the current proposal, without construction of the Baywatch connection, the first division will have over 30 homes with only one public street (Sunrise Ridge Ave NE) providing primary access to the entrance points of the subdivision, violating the requirements of PMC 17.80.050(C), IFC D107.1 and IFC D107.2. Sprinklering of those homes would be required in addition to any other mitigation deemed appropriate by the Fire Code Official and City Engineer. Construction of the NR-12 Baywatch connection during the first division would eliminate the need for residential fire sprinklers required by PMC17.80.050(C) and IFC Appendix D due to the access limitation.

> ***The project will be conditioned accordingly to indicate that if the New Roadway NR-12 connection to Baywatch is not constructed in the first phase, additional mitigation such as sprinklering of homes will be required.***

Adjacent Properties

There are two adjacent properties to the South of the project that do not currently have a feasible connection showing from the Pinnacle at Liberty Bay properties – property tax id 252601-2-034-2002 and 252601-2-044-2000. The applicant is required to demonstrate the feasibility of providing these future street connections, unless exempted by the City Engineer pursuant to PMC 17.80.060(B)(6). When required,

demonstration of the feasibility of providing the connection must be included in the development permit application per PMC 17.80.060(B)(4).

During the public comment period, the owner of property tax id 252601-2-034-2002 requested connection to that property from the Pinnacle at Liberty Bay project be provided. The applicant has submitted connection feasibility analysis documents for parcel 252601-2-034-2002 (Divoky) and 252601-2-044-2000 (Skelley) – these documents are in Planning SEPA Exhibit G. The City Engineer has determined that the applicant has adequately documented infeasibility of providing a connection to the Skelley parcel. The City Engineer has determined that provision for future connection to the Divoky property is feasible and will be required.

Decision Criteria

PMC 17.60.040 requires the City Engineer to make the following findings. The criteria related to the items analyzed in this memo are in highlighted in bold italic:

A. A proposed preliminary subdivision may be approved only if the following findings are made by the review authority:
   1. The proposed preliminary subdivision conforms to the requirements of this title.
   2. The proposed preliminary subdivision conforms to the site requirements for the zoning district in which the property is located and/or other applicable zoning provisions.
   3. The proposed preliminary subdivision:
      a. ***Makes adequate provision for streets, roads, alleys, other public ways, and transit stops as required; and the proposed street system provides for the safe, orderly and efficient circulation of traffic.***
      b. Will be adequately served with water, sewer, storm drainage, and other utilities appropriate to the nature of the subdivision, and meets all current and applicable standards.
      c. Makes adequate provision for parks, recreation and playgrounds, as required.
      d. Makes adequate provision for schools and school grounds, as required.
      e. Makes adequate provisions for sidewalks and other planning features that provide safe walking conditions for students who walk to and from school.
      f. Makes adequate provisions for critical area protection pursuant to Chapter 16.20.
      g. ***Makes adequate provisions for fire and emergency access and protection.***
      h. ***Serves the public interest and makes appropriate provisions for the public health, safety, and welfare.***

PMC 18.260.140 further requires the following findings be made. The criteria related to the items analyzed in this memo are in highlighted in bold italic:

In approving a planned residential development, the review authority must make the following findings:

A. The proposal, through its design and submitted supporting documents, has clearly demonstrated it meets the stated purposes of this chapter.
B. The proposal complies with all of the applicable provisions of this title, except those provisions from which deviation has been allowed under this chapter.
C. The proposal provides overall site design features through its conceptual architectural renderings for the entire project, and has included open space areas, pedestrian walkways and connections, recreational amenities, and outdoor features.

D. The proposal would not impair the integrity and character of the zoning district in which it is to be located.

E. The site is physically suited for the type and intensity of land use being proposed.

F. The proposal would be compatible with existing and future land uses within the general area in which the proposal is to be located by providing screening or buffering between parcels and providing consistency between any existing single-family subdivisions and the proposal.

G. The proposal would preserve natural features and critical areas and would preserve and incorporate existing significant stands of trees within the project design as much as possible.

H. There are adequate provisions for water, sanitary sewer, and public utilities (electric, gas, phone) and services to ensure that the proposal would not be detrimental to public health and safety.

I. There will be adequate provisions for public access to serve the subject proposal, as well as providing for neighborhood connectivity as appropriate and as required by the city.

J. The proposal is consistent with the comprehensive plan and the city's adopted development standards.

K. There will not be significant unmitigated harmful effects upon environmental quality and natural resources.

L. The proposed location, size and design of the proposal would not be detrimental to the public interests, health, safety or welfare of the city.

With the recommended condition of approval to provide the required New Roadway NR-12 connection to the Baywatch subdivision, the decision criteria listed above are satisfied and the City Engineer can recommend approval of the project.

Conclusion

The required construction of planned roadway segments NR-12 (Baywatch connection) and NR-13 (Sunrise Ridge Ave NE extension) is directly related to and proportionate to the transportation, connectivity, access, egress, and emergency response impacts generated by the proposed Pinnacle at Liberty Bay development.

The requirements are consistent with how other development projects throughout the City have been required to provide connections to existing and planned future roadway networks. The required improvements are also consistent with prior City actions requiring transportation connectivity despite environmental constraints, including the adjacent Crystal View subdivision, which constructed an emergency access roadway across a stream, and the Johnson Parkway project, which required crossings of two streams and approximately 2.3 acres of wetland mitigation to implement the City's adopted transportation network. Both of these projects directly benefit the Pinnacle at Liberty Bay project and are consistent with the requirements of the Pinnacle development.

The City Engineer has determined that construction of new roadway segment NR-12 (Baywatch Connection) is feasible and required to provide adequate roadway connectivity and safe, redundant and efficient access and egress to the subdivision as required by City codes and adopted standards.

Construction of roadway segments NR-12 (Baywatch connection) and NR-13 (Sunrise Ridge Avenue NE extension) shall be required as conditions of approval for the project.

Providing for future public street connection Parcel No. 252601-2-034-2002, as required by PMC 17.80.060, shall be required as a condition of approval and reflected in the project plans and supporting application materials.

Findings of Fact

The requirement to construct new roadways NR-12 and NR-13 is directly related and proportionate to the direct transportation and emergency services impacts generated by the proposed subdivision. These roadway improvements implement the City's adopted Comprehensive Plan, Transportation Comprehensive Plan, development regulations and adopted international fire code; support the City's obligations under the Growth Management Act to provide an adequate transportation system to serve planned growth; improve neighborhood connectivity, roadway redundancy, and emergency access/egress; distribute project trips among the roadway network to avoid concentrating project trip impacts to a single roadway and are feasible to construct as part of the proposed development. With the project conditions of approval as recommended, staff, the City Engineer and the City Fire Code Official have determined that the project adequately mitigates the project's direct transportation and emergency services impacts. With the recommended conditions of approval, the project complies with City adopted codes and standards, meets the decision criteria required, and staff and the City Engineer recommend approval.

Appendix B

Codes, Standards and Comprehensive Plan References

Note that Poulsbo Municipal Code is the implementation of the City's Comprehensive Plan policies. As such, relevant comprehensive plan policies are included here to inform interpretation of Poulsbo Municipal Code referenced and analyzed in this document. The following section provides a comprehensive list of codes and comprehensive plan policies and requirements related to street connectivity, multiple points of access and egress and the City's new road map requirements. The complete code and policy sections referenced are included for reference.

Street connectivity purposes as required by PMC 17.80.060 Street Connectivity and the associated relevant goals, policies, PMC and Fire code:

The purpose of street connectivity is threefold: (1) to implement the city's comprehensive plan's future street plan; (2) to provide redundant and efficient routes and connections within the city; and (3) provide superior emergency vehicle response time by providing multiple access to streets.

1 - Implementing the City's future street map:

Comp Plan goals & policies:
Goal TR-1, Policy TR1.1

Implementing PMC:
PMC 17.80.060(A) and (B)

2 - Redundant and efficient routes and connections:

Comp Plan goals & policies:
Goal TR-1, Policies TR-1.1 & TR1.4,
Goal TR-4, Policy TR-4.5,
Goal TR-5, Policies TR-5.1, TR-5.2, TR-5.3 & TR-5.10,
Goal TR-6, Policies TR-6.1 and 6.2

Implementing PMC:
PMC 17.80.050(C)
PMC 17.80.060(B)

Relevant International Fire Code:
IFC 503.1 and 503.1.2
IFC Appendix D, Section 107.1 and D107.2

3 - Providing superior emergency vehicle response time by providing multiple access to streets

Comp Plan goals & policies:
Goal TR-1, Policies TR-1.1 & TR-1.4
Goal TR-4, Policy TR-4.5
Goal TR-5, Policies TR-5.1, TR-5.3 and TR-5.10
Goal TR-6, Policy TR-6.2

Implementing PMC:
PMC 17.80.050(C)
PMC 17.80.060(A) & (C)

Relevant International Fire Code:
IFC 503.1 and 503.1.2
IFC Appendix D, Section 107.1 and D107.2

Referenced City Municipal Code Sections:

Title 17.10 General Provisions:

PMC 17.10.010 Purpose.

The purpose of this title is to implement the provisions of the various applicable state statutes, including but not limited to Chapters 58.17, 35.63 and 65.08 RCW, and the city of Poulsbo comprehensive plan and Poulsbo Municipal Code. The regulations contained herein are intended to:

A. Regulate the subdivision of land and to promote the public health, safety and general welfare in accordance with standards established by the state and city.

B. Promote the effective utilization of land and infrastructure.

C. Make adequate provision for the housing, commercial and industrial needs of the city.

D. Prescribe procedures for the expeditious review of proposed subdivision of land in accordance with officially adopted plans, policies and standards, including the provisions of the zoning code (Title 18).

E. Provide for the efficient processing of subdivision applications.

F. Implement the Growth Management Act and the policies of the city of Poulsbo comprehensive plan.

G. Facilitate adequate provision for streets, water, sanitary sewer, utilities, stormwater drainage, schools and park and recreation areas, and other public requirements.

H. Provide for proper and safe ingress and egress.

I. Provide for uniform monumenting of land subdivisions and conveyance by accurate legal descriptions.

J. Provide for access to utilities for ease of installation, inspection and maintenance.

PMC 17.10.040 Interpretation.

This title shall be liberally interpreted and construed to secure the public health, safety, morals, and welfare, to implement the city of Poulsbo comprehensive plan, and to comply with all applicable requirements of Washington State law, and the rule of strict construction shall have no application.

PMC 17.60.010 Purpose.

Pursuant to Chapter 58.17 RCW, it is the intent of this chapter:

A. To establish processing and approval of a division of land.

B. To promote the public health, safety and general welfare, and to further the goals and policies of the city comprehensive plan.

C. To facilitate adequate provisions for water, sewer, stormwater drainage, ingress and egress, and public uses.

D. To protect critical areas and critical area buffers as designated in Chapter 16.20.

E. To require conveyance by accurate legal description.

Connectivity:

PMC 17.80.060 Street Connectivity

The purpose of street connectivity is threefold: (1) to implement the city's comprehensive plan's future street plan; (2) to provide redundant and efficient routes and connections within the city; and (3) provide superior emergency vehicle response time by providing multiple access to streets. Street connectivity shall be implemented as follows:

A. New streets shall be provided and located consistent with the city's comprehensive plan transportation map series and new roadway segments map:
   1. Where topography, adjacent property owner willingness, natural features or other conditions make achievement of a planned alignment impractical, the street alignment, connection and/or location shall be as approved by the city engineer consistent with the intent of planned alignment.
   2. The required improvement must be related in nature and extent to the impact of the development.
   3. When requiring a new street to be provided consistent with the city's comprehensive plan new roadway segments map, the city shall provide a finding of fact with the subdivision decision, setting forth that the requirement of the new street is supported under the city's Growth Management Act responsibility to provide for adequate streets and roads for its allocated population, and, based upon the city's adopted comprehensive plan, there is a reasonable assurance the new street shall be completed.

B. New subdivisions shall connect to or provide a future connection to adjacent property.
   1. New subdivisions shall use existing street connections, if provided, unless it is technically infeasible to do so as determined by the city engineer.
   2. When providing for street connectivity, the public streets and utilities shall be extended to the property boundary.
   3. When a street connection is required to undeveloped property zoned for residential development, a sign is required to be posted at the connection point indicating the intent of a future road connection.
   4. When a street is required to undeveloped property, a preliminary engineering analysis of the feasibility of the future street connection shall be submitted with the development permit application.
   5. Pedestrian and bicycle connection to adjacent subdivisions or property shall be provided as feasible and as consistent with the intent of the city's comprehensive plan's identified sidewalk and path connections.
   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.
      b. The existing development and ownership pattern, site and/or surrounding area's topography make connectivity technically and physically unfeasible.
      c. Temporary emergency vehicle access is provided, and street connectivity will occur in the future.
      d. The street connection is not identified on the comprehensive plan transportation map series.

Multiple points of access and egress:

PMC 17.80.050(C) - Preliminary plats shall provide for at least two different standard routes for ingress and egress.

1. The requirement for an existing or future street connection(s) in Section 17.80.060 shall contribute to meeting this requirement.

2. If, based upon existing development pattern, topography, adjacent property owner willingness, or street connectivity to adjacent property will occur in the future, and only one public street provides primary access to the entrance points of a new residential subdivision, the following shall apply:
    a. A secondary emergency access road of a minimum of twenty feet unobstructed width shall be established within an access easement and connect to a different street than the primary access points. The emergency access road shall be constructed as an all-weather surface as approved by the city fire official and city engineer. When street connection to adjacent property or a second public street access is provided, the emergency access road may be abandoned, if approved by the city's fire official and city engineer.
    b. If a secondary emergency vehicle access easement cannot be provided, and the plat is greater than thirty lots, the following shall be required:
        i. Sufficient evidence must be provided to the city that an emergency access road could not be acquired due to adjacent property owner willingness, topography, or other technically acceptable reason.
        ii. Additional fire protection and emergency vehicle access measures, such as but not limited to sprinklering, widening the primary access street with turn-outs, building in phases, shall be proposed by the applicant of the preliminary plat and incorporated into the plat design and/or conditions of approval.
    c. The city engineer may determine the secondary emergency access is not required, upon consultation and concurrence by the city fire official, based upon the size of plat, topography, existing land development pattern, access to public streets or other technical reasons that will be entered into as a finding for the preliminary plat.

Construction Standards reference:

Construction Standards adopting Code:

PMC 17.80.050(B) - All street frontage improvements, new street design, grades, widths, street lighting and construction shall comply with the standards and specifications as set forth in the city's construction standards and specifications, including current ADA standards. Additional right-of-way may be required where future conditions and development impacts warrant, or where topographical requirements necessitate cuts or fills for proper grading of the streets.

Construction Standards Section 1:

Section 1(B) General Considerations

B. General Considerations Well-designed projects that result in maintainable and economical public works are a goal of the City of Poulsbo Public Works Department. Although these standards are intended to apply to any physical development within the City, they may not apply for all situations. Compliance with these standards does not relieve the designer, owner or engineer of any project of the responsibility to apply sound professional judgment and acceptable engineering standards. These are minimum standards and are intended to assist, but not substitute for competent work by design professionals. The City may, at its sole discretion due to special conditions and/or environmental constraints, require more stringent requirements than would normally be required under these standards.

Section 2(C)1:

C. Standards

1. Connectivity: In addition to specific municipal code requirements, it is the policy of the City to connect adjacent neighborhoods to one another to the extent safe and practical in conformance with

the City's adopted Comprehensive Transportation Plan. The purpose is to provide safe, redundant and efficient access, and egress to both residents and emergency and safety equipment.

Section 1(C) Deviations from the Manual

C. Deviations from the Manual

1. Requests for changes to, or deviations from, these standards may be considered by the City. Generally the decision to grant, deny or modify the standards will be based upon evidence that the request can meet the following criteria:
   a. The change will achieve the intended result in a comparable or even superior design and a better quality of improvement; and,
   b. The change will not adversely affect safety and/or operation; and,
   c. The change will not adversely affect maintainability or economical considerations; and,
   d. The change is permitted under City Ordinance and applicable state and federal laws.
2. A request for approval of a deviation to City standards shall be submitted in writing to the City Engineer. The request shall include a description of the proposed deviation, the rationale for it, and any supporting documentation that would justify approval of the request in terms of the criteria listed above. When applicable, a drawing or other graphical material shall be included. The City Engineer will review the proposal, determine his recommendation for approval or denial, and prepare a presentation for City Council consideration. The City Council shall make their decision based upon the fulfillment of the criteria.
3. The request may be submitted prior to, with, or after, making an application; however, if submitted with or after making an application, the project timeline may be affected and an extension for additional processing time will be requested from the applicant.
4. In the Old Poulsbo district, the City Engineer shall have the authority to allow a deviation from these standards in order to allow new streets to be consistent with existing street conditions if, in the discretion of the City Engineer, the adjacent existing conditions are unlikely to be replaced in the foreseeable future, and if the deviation satisfies criteria (b) and (c) above.

Revised Code of Washington (RCW) Reference:

RCW 58.17.110 – Approval or disapproval of subdivision and dedication – Factors to be Considered – Conditions for Approval – Finding – Release from damages.

(1) The city, town, or county legislative body shall inquire into the public use and interest proposed to be served by the establishment of the subdivision and dedication. It shall determine: (a) If appropriate provisions are made for, but not limited to, the public health, safety, and general welfare, for open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and schoolgrounds, and shall consider all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school; and (b) whether the public interest will be served by the subdivision and dedication.

(2) A proposed subdivision and dedication shall not be approved unless the city, town, or county legislative body makes written findings that: (a) Appropriate provisions are made for the public health, safety, and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and schoolgrounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school; and (b) the public use and interest will be served by the platting of such subdivision and dedication.

If it finds that the proposed subdivision and dedication make such appropriate provisions and that the public use and interest will be served, then the legislative body shall approve the proposed subdivision and dedication. Dedication of land to any public body, provision of public improvements to serve the subdivision, and/or impact fees imposed under RCW 82.02.050 through 82.02.090 may be required as a condition of subdivision approval. Dedications shall be clearly shown on the final plat. No dedication, provision of public improvements, or impact fees imposed under RCW 82.02.050 through 82.02.090 shall be allowed that constitutes an unconstitutional taking of private property. The legislative body shall not as a condition to the approval of any subdivision require a release from damages to be procured from other property owners.

(3) If the preliminary plat includes a dedication of a public park with an area of less than two acres and the donor has designated that the park be named in honor of a deceased individual of good character, the city, town, or county legislative body must adopt the designated name.

(4) If water supply is to be provided by a groundwater withdrawal exempt from permitting under RCW 90.44.050, the applicant's compliance with RCW 90.44.050 and with applicable rules adopted pursuant to chapters 90.22 and 90.54 RCW is sufficient in determining appropriate provisions for water supply for a subdivision, dedication, or short subdivision under this chapter.

Decision Criteria and required findings:

PMC 17.60.040 Decision Criteria.

B. A proposed preliminary subdivision may be approved only if the following findings are made by the review authority:

2. The proposed preliminary subdivision conforms to the requirements of this title.

3. The proposed preliminary subdivision conforms to the site requirements for the zoning district in which the property is located and/or other applicable zoning provisions.

4. The proposed preliminary subdivision:

a. Makes adequate provision for streets, roads, alleys, other public ways, and transit stops as required; and the proposed street system provides for the safe, orderly and efficient circulation of traffic.

b. Will be adequately served with water, sewer, storm drainage, and other utilities appropriate to the nature of the subdivision, and meets all current and applicable standards.

c. Makes adequate provision for parks, recreation and playgrounds, as required.

d. Makes adequate provision for schools and school grounds, as required.

e. Makes adequate provisions for sidewalks and other planning features that provide safe walking conditions for students who walk to and from school.

f. Makes adequate provisions for critical area protection pursuant to Chapter 16.20.

g. Makes adequate provisions for fire and emergency access and protection.

h. Serves the public interest and makes appropriate provisions for the public health, safety, and welfare.

B. If the findings in subsection A of this section have not been met, the review authority shall deny the proposed preliminary plat, unless specified conditions have been issued to fully satisfy the criteria.

C. Where a preliminary plat subdivision is to be developed in divisions with a final plat approved and recorded separately for each division, the applicant shall request approval of divisions as part of the preliminary plat subdivision application. Each separate division shall be required to meet the requirements of subsection A of this section and all other applicable city codes when considered independently from any other division. When an applicant requests divisions after preliminary plat

approval has been granted but prior to recording, divisions may be approved only through modification of the preliminary plat subdivision as set forth in Section 17.60.070.

PMC 18.260.140 Findings.

In approving a planned residential development, the review authority must make the following findings:

A. The proposal, through its design and submitted supporting documents, has clearly demonstrated it meets the stated purposes of this chapter.

B. The proposal complies with all of the applicable provisions of this title, except those provisions from which deviation has been allowed under this chapter.

C. The proposal provides overall site design features through its conceptual architectural renderings for the entire project, and has included open space areas, pedestrian walkways and connections, recreational amenities, and outdoor features.

D. The proposal would not impair the integrity and character of the zoning district in which it is to be located.

E. The site is physically suited for the type and intensity of land use being proposed.

F. The proposal would be compatible with existing and future land uses within the general area in which the proposal is to be located by providing screening or buffering between parcels and providing consistency between any existing single-family subdivisions and the proposal.

G. The proposal would preserve natural features and critical areas and would preserve and incorporate existing significant stands of trees within the project design as much as possible.

H. There are adequate provisions for water, sanitary sewer, and public utilities (electric, gas, phone) and services to ensure that the proposal would not be detrimental to public health and safety.

I. There will be adequate provisions for public access to serve the subject proposal, as well as providing for neighborhood connectivity as appropriate and as required by the city.

J. The proposal is consistent with the comprehensive plan and the city's adopted development standards.

K. There will not be significant unmitigated harmful effects upon environmental quality and natural resources.

L. The proposed location, size and design of the proposal would not be detrimental to the public interests, health, safety or welfare of the city.

Referenced Relevant Comprehensive Plan Goals & Policies:

GOAL TR-1: Streets shall be constructed to improve the function, safety and appearance of the citywide street system.

Policy TR-1.1 All streets constructed or reconstructed within the City shall meet the City's Street Construction Design Standards. Roads providing access to and within each development from the City's arterial and collector system must be designed and constructed to maintain the required level of service. Each development's site access and circulation plan shall include frontage improvements and other relevant features identified in City Street Construction Standards, Transportation Comprehensive Plan Update 2024 included as Appendix B.4a to this Comprehensive Plan, and Figures TR-3 and TR-4 as applicable.

Policy TR-1.4 Each new development in the City shall mitigate its traffic impacts by providing safety and capacity improvements to the City's transportation system in order to maintain the adopted level of service on transportation facilities and to provide for the safe and efficient movement of people and goods using multiple modes of travel. Concurrency shall be the minimum required. Mitigation required of any individual development shall be related and roughly proportional to the impacts of that development

where so required by law. Mitigation of traffic impacts may be achieved in any number of ways, including but not limited to, actual construction of improvements, financial contribution in lieu of such construction, payment of impact fees imposed under RCW 82.02, implementation of transportation demand strategies, transit services, or any other method that is acceptable to the City and that will result in actual mitigation for the impacts of the development. The City may use any and all authority granted to it under state law to require mitigation of the traffic impacts of development, including but not limited to, the State Environmental Policy Act, the State Subdivision Act, and the Growth Management Act.

Goal TR-4: Provide a safe, efficient, equitable and reliable transportation system that works towards eliminating traffic injuries and deaths.

Policy TR-4.5 Protect Poulsbo's transportation system against disasters by maintaining prevention and recovery strategies that are coordinated locally and regionally. Continue to participate with Kitsap County Emergency Management, with development of emergency management plans and emergency response activities.

GOAL TR-5: Provide safe and reliable transportation facilities and services to promote and accommodate the growth that is anticipated under this plan.

Policy TR-5.1 Develop and maintain an interconnected and overlapping transportation system grid of pedestrian walkways, bicycle facilities, shared use paths, roadways for automobiles and freight, and transit service. The system should increase safety and mobility, facilitate mode integration and intermodal connections, improve access to local centers and provide increased opportunities for healthy activities and alternatives to driving. Develop mode-share goals that reduce dependence on personal automobiles and support implementation of complete street design features. Support and implement programs such as traffic operations, transportation demand management including telecommuting, and neighborhood traffic management, which support the efficient circulation of the City's traffic system.

Policy TR-5.2 Develop a transportation grid that provides good connections between residential and commercial activity centers and allows for multiple circulation routes to/from each location. Close gaps and complete system connections through the development and capital improvement processes.

Policy TR-5.3 All new residential developments shall be required to provide multiple vehicular, bicycle and pedestrian through connections with adjacent existing or future residential developments, when such requirement is consistent with legal nexus parameters. When requiring a connection to undeveloped property which is zoned for residential development, the City shall require a sign be posted at the connection point indicating future road connection.

Policy TR-5.10 Increase the resilience of the City's transportation system and support strategies for security and emergency management responses.

GOAL TR-6: Coordinate land use and transportation planning to manage growth.

Policy TR-6.1 Improve connectivity of the City's neighborhoods and commercial areas by planning an integrated grid of public paths, bikeways and complete streets that supports a compact, urban, and accessible transportation facilities to centers, parks, shopping, services, healthcare, residential and commercial development.

Policy TR-6.2 Connectivity throughout the City is achieved through the Transportation Figure TR-3 2044 New Roadway Segments Map and PMC 17.80.060 and purpose is to 1) achieve redundant and efficient routes and connections within and throughout the city and 2) to provide superior emergency vehicle response time by providing multiple access to City's neighborhoods and commercial areas. The 20-year conceptual alignments identified in Figure TR-3 are based upon best available planning and technical

analysis at the time of transportation functional plan development. Future roadways depicted on Figure TR-3 should avoid pre-existing occupied structures, public parks, designated and protected open space areas and tracts. Actual alignments and construction of new roadways may vary based upon topography, natural and built environment, technical final engineering design and property owner willingness. Reasonable alternative alignments may be considered by the City Engineer consistent with the intent of the conceptual alignment, including pedestrian and bicycle connections.

GOAL TR-10: Improve access and capacity of public transportation to help alleviate congestion and expand transportation options that provide connections within Poulsbo and connect the City to other local and regional centers.

Policy TR-10.6 Support transit-oriented development by promoting residential land uses and development which are within walking distances of transit service and facilities. Provide high quality pedestrian and bike facilities that link residential and commercial areas with transit service and facilities.

GOAL TR-11: Transportation improvements within the City shall promote transportation equity through services and infrastructure improvements.

Policy TR-11.1 Build an accessible transportation system focused on intermodal connectivity and removal of barriers to personal physical mobility.