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Public comments response narrative:

In response to the application for site plan review for the proposed Aktiv apartments community, a high degree of interest from neighbors and citizens has been expressed, raising questions and concerns regarding the proposed project. While the applicant cannot respond directly to every concern raised, several recurring questions and concerns were identified. This narrative strives to address and answer, to the best degree we can, those concerns shared by the community.

Environmental concerns:

Has the proposal accounted for its proximity to Poulsbo Creek?

With this resubmittal, the applicant has provided an assessment prepared by Ecological Land Services, Inc., identifying and assessing nearby Poulsbo Creek and its associated buffers. ELS's biologist found that due to separation distance and intervening existing permanent substantial improvements (9th Avenue), there are no stream or wetland buffers that would impact the proposed development. A copy of ELS's assessment is provided with the latest site plan review resubmittal.

Will stormwater be directed into Poulsbo Creek? How will contamination sources be mitigated?

All stormwater drainage collected on-site will be directed to on-site underground stormwater detention vaults, which serve to restrict and release drainage into the City's stormwater system at a rate matching pre-development conditions. All discharged water from this system will pass through a filtration pod before entering the City's stormwater system at our south property line, which will also include the replacement and upsizing of underground stormwater pipes to the south. No stormwater from the project will be discharged directly into Poulsbo Creek.

Why is this proposal under review for approval, when proximity to Poulsbo Creek has prohibited other nearby projects?

While we cannot comment on previous proposals by others, this proposal is not encumbered by stream or wetland buffers due to separation distance and intervening existing permanent substantial improvements as noted above. We presume other proposals did not have intervening permanent substantial improvements and were therefore contiguous with a required buffer, or would otherwise encroach into a required buffer.

Will parking garage exhaust be a nuisance for adjacent neighbors?

The parking garage will be mechanically ventilated, directing exhausted air in a shaft up and out the rooftop, rather than laterally towards neighbors.

Traffic & parking concerns:

9th Avenue is too narrow for two-way traffic and consistently blocked by delivery vehicles. Won't this development exacerbate that issue? Will deliveries to neighboring businesses be hindered?

As part of this proposal, the applicant will be dedicating 4.5 feet of the western portion of this property to widen 9th Avenue to two full lanes along the full length of our frontage, and will be providing curb and sidewalk along our full frontage. We understand that there is an ongoing issue with large delivery vehicles serving the adjacent retail businesses to the north, which regularly block or restrict traffic on 9th avenue – this is a city enforcement matter outside the applicant's ability to address. Deliveries and move-in vehicles serving this community will primarily stage in the north parking lot for this project, as that will be where the primary entrance is and allows the closest proximity to the mail and parcel management on site. Garage access from 9th will be access-controlled, thus delivery vehicles serving this project would be greatly inconvenienced if they chose to park on 9th.

Won't this project generate a lot of traffic? Will the added traffic will be dangerous to children and pedestrians in the area?

It is a general misconception that apartments generate an undue amount of additional traffic. An independent, third-party traffic assessment has been prepared at the request of the City – the anticipated additional traffic for this project as projected by the traffic engineer is expected to be approximately 200 additional average daily trips, with 16 of those during the AM peak commute and 17 of those during the peak PM commute. That equates to roughly 1 additional car every 2 minutes, so relatively low impact. This additional traffic had very little impact on the level of service delay on adjacent roadways.

Only half of the parking provided by this project is directed to 9th Avenue; the other half connects directly at Hwy 305, and we expect will enter the city street system there. Therefore, we anticipate the additional traffic on 9th, Harrison and other adjacent neighborhood streets generated by this project will be relatively minor.

For pedestrian safety, a raised sidewalk will be added along the east side of 9th at our frontage.

Finally, the project will be paying more than \$112,000 in traffic impact fees, which are utilized by the City to further enhance and develop the City's public streets and transportation facilities.

The parking proposed does not seem to be adequate for this project. Will parking overflow on to adjacent residential streets?

The proposed parking is consistent with the City of Poulsbo's municipal code requirements.

With the apartment sizes and styles proposed, the anticipated tenant profile will be predominantly singles and couples. It will be clear to tenants that parking is limited within the project, and that will be a consideration potential tenants will need to account for in their decision-making process.

For those without vehicles, there are nearby mass transit options. Four different bus routes are available within walking distance of the project, providing mass transit opportunities direct to Winslow and Silverdale, with transfer to Bremerton and throughout Kitsap County.

Utilities & Infrastructure concerns:

Is there capacity in the adjacent sewer infrastructure for this project? Resident's report the City having to pump sewage regularly at a manhole on 9th.

City staff have, on multiple occasions, reviewed and confirmed that the water and sewer system capacity is adequate to serve the project. Most recently, the following confirmation was received by City staff in support of this response narrative:

"As indicated in the October 30, 2022 preapplication memo for the Aktiv project, the City currently has adequate water and sewer capacity to serve this project. That statement is still true today, and into the foreseeable future for this project's likely approval window. Additionally, there are no known sewer capacity limitations in the sewer main(s) in the vicinity of this project, and the water system modeling performed by our water system consultant BHC for this project indicates that the water main(s) in the vicinity of this project are adequate to support the project."

-City of Poulsbo Engineering Department

Neighborhood context & design concerns:

Who is the target tenant for this project? The apartment sizes and design are not conducive to family households.

Aktiv will offer affordable market-rate, entry-level housing, for one and two-person households. The availability of such housing in the City of Poulsbo is limited at best; Aktiv will help to diversify housing options within the City.

The proposed building does not match the scale of the Old Town Poulsbo neighborhood.

*Many respondents stated that the project as proposed is not consistent with the comprehensive plan description and vision for the Old Town Poulsbo neighborhood. Note that per the comprehensive plan description, 9th Avenue is the easternmost boundary of the Old Town Poulsbo neighborhood. So, while the project shares *adjacency* with the Old Town Poulsbo neighborhood, it is functionally located in the SR305 commercial corridor, and the property's C-3 zoning is reflective of that reality.*

That said, the proposed mass and height of the project complies with the City of Poulsbo's municipal code requirements.

Additionally, while not required by municipal code, the design as proposed incorporates two additional voluntary features to help mitigate concerns about overall mass and height. First, the top story is held back from the western edge by more than 26', reducing the apparent height on the western façade to 4 stories rather than 5. Secondly, the western façade is held back an additional 10' from the western property line (15' minimum required, 26'-10" provided), again in

an effort to be sensitive to the scale of the adjacent established neighborhood by allowing greater horizontal separation and denser landscape buffering.

The existing topography shown in the plans does not appear to be accurate.

The topography shown in the plans to date is based upon professional surveying prepared by a state licensed professional surveyor, and matches state LIDAR measurements of the site. To the best of our knowledge, we believe the survey information to be accurate.

Will the proposed building's shade risk the health of adjacent trees?

A comprehensive shadow study of the project has been provided. The study shows that the structure's shadows do not extend beyond 9th Avenue (except for very early morning hours) during the spring, summer, and autumn seasons. In the winter, shadows will extend across 9th until late morning. Deciduous vegetation does not photosynthesize during winter, and shadows from the project will have shifted north and east by late morning, preserving sun access for the full afternoon.

Will the proposed building's roof deck impact neighbor's privacy? Will the roof deck be a noise nuisance?

As several respondents have observed, the proposed design includes a 750 square foot roof top deck facing westward. The deck is purposefully held back 30' from the western edge of roof, which will allow views toward the horizon for views of Liberty Bay, while restricting downward views into adjacent properties for privacy. This horizontal separation with intervening roof will also help mitigate sound. The roof will be furnished with lounges, tables and chairs, and barbeque facilities for resident's use. Lastly, just like all properties within City limits, use of the rooftop deck is subject to enforcement of noise nuisance laws.

How does the proposed design adhere to the character of Old Town Poulsbo?

As previously noted, this project lies on the boundary of the Old Town Poulsbo neighborhood but is located within the SR305 commercial corridor. A wide variety of architectural styles are present in the adjacent neighborhood, with many quality examples of maritime-influenced cottage and craftsman style homes. This design of Aktiv incorporates several features either present in the neighborhood or which speak to a maritime-influenced interpretation of craftsman style design, including:

- *Broad, sheltering roof forms*
- *Crafted or customized detailing, present in timber brackets at the roof overhangs and around primary building entrances*
- *Use of materials, including lap siding, shingle accent areas, and stone veneer pilasters in a cliff-stone pattern.*
- *A color scheme with muted, natural colors, consistent with a maritime-theme*

How does the proposed project meet the requirements of the property's commercial zoning?

The proposed project is a mixed-use building, incorporating short-term rental units with associated common amenities on the first floor, and traditional market rate apartments on the stories above.

Demand for commercial space, outside of clustered retail/office hubs, has been soft for many years. This can be attributed to many societal changes, including the rise of on-line and web-based services in lieu of in-person transactions, the rise of home delivery for goods, and the rise in popularity of work-from-home solutions in lieu of centralized office spaces. Furthermore, the location and site specifics of this site do not lend themselves to successful retail or office uses – the site slopes significantly away from the highway, such that the “first floor” is nearly a story below the highway, making visibility and access difficult. Both visibility and convenient access are critical for the success of commercial uses. Retail uses would also create increased delivery and service vehicle needs, which as many have noted, are already a problem on 9th Avenue. For those reasons, short term rentals seemed a viable option for a mixed-use commercial component, and one that is entirely consistent with the zoning requirements of this property. It is our belief that short-term rentals will have a lighter impact on the project and neighborhood, are easily managed, and are more compatible with the apartment community above it.

Will the project increase crime in the area?

While there is a common belief that multifamily housing contributes to higher crime rates, there’s very little impartial research to support this conclusion. Rents will be market-rate, therefore anticipated tenants will be of similar socio-economic makeup as that of the rest of the City. This will not be a low-income or subsidized housing project.

Additionally, The Aktiv will employ several Crime Prevention Through Environmental Design (CPTED) strategies, including:

- *Well-defined and controlled entry points*
- *Shared, well-lit entries, easily observed from adjacent spaces*
- *Safety via natural surveillance – windows overlooking outdoor public spaces and points of access*