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SEPA ENVIRONMENTAL CHECKLIST

CITY OF POULSBO NOLL ROAD CORRIDOR IMPROVEMENTS, PHASE 1

A. Background

1. Name of proposed project, if applicable:

Noll Road Corridor Improvements, Phase 1

2. Name of applicant:

City of Poulsbo

3. Address and phone number of applicant and contact person:

Diane Lenius, P.E., City Engineer
200 NE Moe Street
Poulsbo, WA 98370
(360) 779-4708

4. Date checklist prepared:

May 2019

5. Agency requesting checklist:

City of Poulsbo
Washington State Department of Transportation (WSDOT)

6. Proposed timing or schedule (including phasing, if applicable):

Construction of Phase 1 improvements is anticipated in 2020 and 2021.

The City is using phased SEPA review of the project pursuant to WAC 197-11-060, which coincides with the following project phases:

Phase 1: Lemolo Shore Drive to the intersection of Noll Road and Storhoff Lane, 2020-2021, including State Route (SR) 305. Phase 1 will include intersection improvements at SR305 and Johnson Road and construction of road improvements on the future Johnson Parkway that will connect SR305 and Noll Road.

Phase 2: Noll Road improvements from the Noll Road-Storhoff Lane intersection to Mesford Street, estimated 2023-2024. Phase 2 will include intersection improvements at Poulsbo Elementary School, Hostmark Street and Mesford Street, as well as roadway and non-motorized improvements on Noll Road.

Phase 3: Langaunet Lane and Maranatha Lane improvements from Mesford Street to Lincoln Road, 2026-2027. Phase 3 will include construction roadway and non-motorized improvements on both Langaunet Lane and Maranatha Lane.

Phased review is being done due to the extended schedule for implementing the project. Additional SEPA review will occur prior to each future phase. This checklist provides a general description and review of the entire Noll Road Corridor Improvements project, including evaluation of potential cumulative impacts, as well as detailed review of Phase 1. Refer to later sections of this checklist for additional project detail.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

The corridor project will be implemented in three phases as described in (6) above. Future phases will include additional engineering design as well as public outreach to inform the community of project elements and construction schedules.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

- Noll Road Corridor Plan, 2008.
- SR305-Johnson Road Intersection Feasibility Study, 2016.
- Noll Road Corridor Cultural Resource Assessment Report, March 2016.
- Noll Road Corridor Noise Assessment, 2016.
- Noll Road Corridor Environmental Justice Evaluation, 2016.
- Noll Road ESA No Effect Analysis, 2016.
- Noll Road Corridor National Environmental Policy Act (NEPA) Documented Categorical Exclusion, 2016.
- Noll Road Corridor Engineering Plans, March 2019.
- Noll Road Corridor Wetland Delineation and Stream Characterization Report, May 2019.
- Noll Road Corridor Wetland Mitigation Plan and Habitat Management Plan, May 2019.
- Noll Road Corridor Stormwater Management Design Approach Technical Memorandum, April 2019.
- Noll Road Corridor Preliminary Geotechnical Report, October 2018.

National Environmental Policy Act (NEPA) review of the entire project corridor was completed by the Federal Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT) in 2016.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

Applications will be submitted for a Hydraulic Project Approval (Washington Department of Fish and Wildlife), Nationwide Permit (Corps of Engineers) and Permit to work in the Right of Way (Kitsap County) related to shared use path and stormwater conveyance improvements between SR305 and Lemolo Shore Drive. The segment of shared use path between SR305 and Lemolo Shore Drive and the stormwater conveyance system along Johnson Way NE will be connected to the proposed SR305 roundabout and a portion of the proposed Johnson Parkway and is within Kitsap County. SEPA review for these stormwater conveyance improvements was completed in 2017 by Kitsap County. A Site Development Activity Permit will be obtained from Kitsap County for work outside the City limits.

10. List any government approvals or permits that will be needed for your proposal, if known. [\[help\]](#)

- City of Poulsbo Critical Areas Permit
- Hydraulic Project Approval, Washington Department of Fish and Wildlife (WDFW)
- Section 401 Water Quality Certification Review, Department of Ecology
- Permit to Work in the Right of Way, Kitsap County
- Kitsap County Site Development Activity Permit
- Nationwide Permit, Corps of Engineers

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The project will improve the Noll Road corridor between State Route 305 (SR305) and Lincoln Road in Poulsbo, Washington. The project will include roadway, sidewalk, bike lane and shared use path improvements in various configurations through the corridor. The project will realign Noll Road from ¼ mile south of Poulsbo Elementary school to SR305 (new Johnson Parkway roadway) along with fish passage barrier culvert replacement at Bjorgen Creek. It will also include intersection improvements (roundabout) at the new Johnson Parkway-SR305 intersection at existing Johnson Road and a segment of shared use path that connects the Johnson Parkway path to the existing Liberty Bay Trail on Lemolo Shore Drive. To the north, the project will include roadway improvements connecting Noll Road to Lincoln Road via Langaunet/Maranatha roads. Other project elements include construction of utilities such as stormwater drainage systems, water and sewer; electrical service for street lighting; and minor relocations of existing power lines.

The project will be constructed in three phases:

Phase 1 – SR305 to the intersection of Noll Road and Storhoff Lane. Phase I will include intersection improvements at SR305 and Johnson Road and construction of new Johnson Parkway roadway between SR305 and Noll Road.

Phase 2 – Noll Road from the Noll Road - Storhoff Lane intersection to Mesford Street. Phase II will include intersection improvements at Poulsbo Elementary School, Hostmark Street and Mesford Street, as well as roadway and non-motorized improvements on Noll Road.

Phase 3 – Langaunet Lane and Maranatha Lane from Mesford Street to Lincoln Road. Phase III will include construction of roadway and non-motorized improvements on both Langaunet Lane and Maranatha Lane.

The new roadway improvements on SR305, Noll Road and Johnson Parkway are part of City and state transportation improvement plans that are necessary to reduce congestion, improve safety and provide multi-modal transportation options for the north Kitsap region. Phase 1 of this project is being implemented by the City of Poulsbo in coordination with WSDOT and Kitsap County. Phase 2 and 3 of the project will be implemented by the City.

When completed the corridor will be approximately 2.2 miles long. Of this total length, 70% will be improvement of existing Noll Road, and 30% will be improvement to other roads and new roadway alignment. The project will incorporate treatment facilities for stormwater quality and quantity which will be located in the right-of-way.

In the Phase 1 south segment where wetlands and streams are present, the project will construct a new arterial road, sidewalk and shared use path (SUP). The new arterial alignment (Johnson Parkway) follows the existing Storhoff Lane and Johnson Road alignment, as well as an existing Puget Sound Energy (PSE) utility corridor. The new road alignment was established as part of the 2008 Noll Road Corridor Plan and follows the alignment of a former County Road. The project is a key implementation action of the City's Transportation Plan as described in the City's current approved GMA Comprehensive Plan (2016 as amended). The alignment has been subsequently refined to avoid and minimize impacts to wetlands, streams and buffers. Refer to section B.2.3 of this checklist and the project Mitigation Plan and Habitat Management Plan for additional discussion of mitigation sequencing and impact avoidance.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The Noll Road Corridor is about 2.2 miles in length and is located between SR305 to the south and Lincoln Road to the north (Figure 1). The south segment Phase 1 project area is 0.8-miles in length and is located between Lemolo Shore Drive to the south and the intersection of Noll Road and Storhoff Lane to the north in Sections 24 and 25, Township 26 North, Range 1 East.

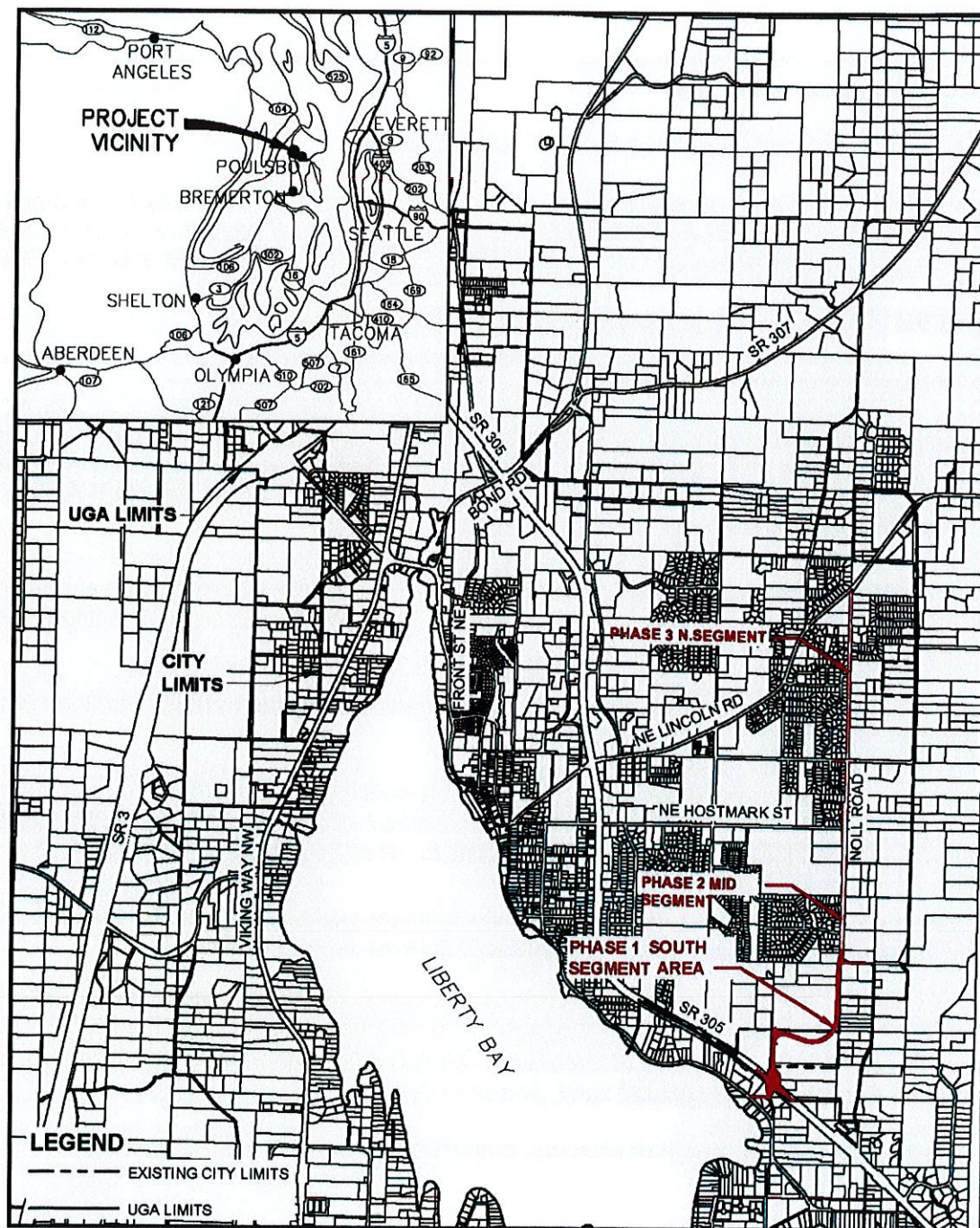


FIGURE 1
Vicinity Map
Noll Road Corridor Improvements
City Of Poulsbo, Washington

Agree | Disagree | Mitigate

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other

A

Terrain in the project area generally slopes south toward Liberty Bay. The eastern portions of the project area slopes eastward toward Bjorgen Creek. Elevations along the proposed right-of-way range from approximately 100 feet at SR305 to approximately 250 feet at Lincoln Road.

b. What is the steepest slope on the site (approximate percent slope)?

A

Steepest slopes are approximately 25%.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

A

Site soils consist of Vashon till as well as recessional glacial outwash which consists of poorly to moderately sorted gravel and sand with silt. There are no known agricultural lands of long-term commercial significance on the site.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

A

There are no surface indications or history of unstable soils on the site. Based on the City of Poulsbo and Kitsap County Geologically Hazardous Areas - Landslides Maps, portions of the site are mapped as high and moderate hazard areas for deep-seated and shallow landslides.

Reference Preliminary Geotechnical Assessment

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

A

Filling, excavation and grading will be associated with constructing the roadway and associated underground utilities. Phase 1 of the proposed project will involve approximately 10,000 cubic yards of fill and 5,000 cubic yards of excavation. Imported fill material will consist of standard construction fill such as clean gravel, sand, and/or fill dirt.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

M

Erosion could occur as part of excavation activities. Minor, localized, short-term erosion during construction may occur. No long-term erosion is anticipated as a result of the proposed project. Construction work will take place on relatively level ground, where existing erosion potential is low. A temporary erosion sediment control (TESC) plan and best management practices (BMPs) will be used to reduce the potential for construction-related erosion.

Recommended mitigation identified in Preliminary Geotechnical Assessment and provided for in any final designs will be required as mitigation.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

The corridor right of way area currently has approximately 75% impervious surfaces (asphalt, compacted gravel and concrete) within the right of way that are associated with existing SR305, Johnson Road, Noll Road, Languanet Lane, Maranatha Lane and Storhoff Lane. Impervious surfaces will increase to approximately 85% within the right of way following completion of the corridor project.

A In the Phase 1 project area, impervious surfaces will increase from about 30% to 85% due to the wider road that will be constructed. Sidewalks and SUP that are constructed as part of the project will use pervious pavements, which will significantly reduce the amount of new impervious surfaces.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Best management practices (BMPs) will be used for erosion control during construction in accordance with City, County and state stormwater management standards. A temporary erosion and sediment control (TESC) plan will be developed as part of the project design, approved by the City, and implemented by the contractor. Specific erosion control measures will include:

- Disturbance will be limited to those areas necessary for construction, which will be identified in the field prior to construction.
- Reduce the risk of contaminants entering project area waters by developing and implementing a Stormwater Pollution Prevention Plan and Spill Prevention, Control and Countermeasures (SPCC) Plan.
- Prevent sediment-laden stormwater runoff from entering project area waters by using mulch, matting, and netting; filter fabric fencing; quarry rock entrance mats; sediment traps and ponds; temporary stream bypasses; or surface water interceptor swales and ditches and other approved BMPs.
- Minimize the potential for erosion by balancing cuts and fills to the extent feasible, hauling all excess material that cannot be used for fill off-site for disposal in an approved facility, and limiting and clearly marking the area of construction disturbance.
- Permanent erosion control will be achieved by replacing top soil in disturbed areas, revegetating disturbed areas with native plants, and maintaining all stormwater collection, conveyance, treatment and flow control facilities.
- Work near streams and wetlands will be closely monitored to ensure disturbance is minimized and work areas are cleaned up on a daily basis.
- The contractor will conduct work below Ordinary High Water Mark (OHWM) during the allowed in-water work windows as identified in the Hydraulic Project Approval (HPA) permit issued by the WDFW and USACE-approved work windows for fish species that may occur in the project site.

M See Section e above.

2. Air

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.**

Project construction activities could generate dust and exhaust emissions from equipment operation, but these effects will be temporary, minor, and largely contained at and within a short distance from the project site. Construction equipment and vehicles will generate minor amounts of localized carbon monoxide and other products of combustion and particulate emissions. These emissions would only slightly degrade local air quality and on a temporary basis.

A Vehicle use of the Phase 1 south segment will increase compared to existing conditions which may increase localized vehicle emissions over existing levels. However, there will be no change in land use designation in the project vicinity as a result of the project and no significant long term reduction in air quality is therefore expected. The project has potential to improve air quality in the project vicinity by providing improved non-motorized and public transit transportation facilities, and reduced congestion with improved traffic flow (and less idling) on Noll Road and SR305.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

A No.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:**

A Construction BMPs will be incorporated into construction plans and specifications to reduce carbon monoxide and particulate emissions from gasoline and diesel engines. These measures would include requirements for construction equipment to be well maintained and equipment to be turned off when not in use. BMPs such as watering down open soil areas and covering debris and storage piles will be implemented to reduce dust.

3. Water

- a. Surface Water:**

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

A The site is in the Liberty Bay watershed which is part of Puget Sound. The majority (about 80%) of the project corridor is located in the Bjorgen Creek watershed, which flows into Liberty Bay approximately 0.5 mile south of the site. Approximately 10 percent of the project site is located in an unnamed sub-basin of Liberty Bay, and 5 percent is located in each of the Lemolo Creek and Dogfish Creek watersheds.

The Phase 1 south segment area is located primarily within the Bjorgen Creek watershed. All wetlands and streams in the project corridor are located in the Phase 1 south segment. There are no streams or wetlands in the Phase 2 and 3 project area. Existing wetlands are described in detail in the Wetland Delineation and Stream Characterization Report and are summarized in Table 1.

Table 1. Summary of Wetlands and Streams in the Project Area.

City of Poulsbo, Kitsap County & Ecology					
Wetland	Area (ac/sf)	Category ^a and Habitat Score	Minimum Buffer Width (ft)	USFWS Classification ^b	HGM Classification
1	0.33/14,425	IV(5)	50	PEM	Slope
2/A	1.86/80,913	IV(7)	50	PEM	Slope
3/E	0.85/36,980	IV(6)	50	PEM/PSS	Slope/ Depressional
4/F	0.27/11,683	IV(6)	50	PEM	Slope/ Depressional
5/Bjorgen Creek	0.02/884	II(6)	150	PFO	Riverine
6	0.044/1,938	III(6)	150	PSS	Slope
7	0.028/1,207	III(6)	150	PSS	Slope/Riverine
Stream 1	N/A	Type F	200	N/A	N/A
Stream 2	N/A	Type Ns1	75	N/A	N/A
Bjorgen Creek	N/A	Type F	200	N/A	N/A
Stream 3	N/A	Type Ns	50	N/A	N/A

^a PMC 16.20; KCC Title 19; Hruby (2014).

^b Cowardin et al. (1979).

PEM = palustrine emergent; PSS = palustrine scrub-shrub; PFO = palustrine forested; ac = acre; sf = square feet; ft = feet

There are four streams within the project area. Bjorgen Creek is a Type F, fish-bearing stream crossed by the existing Storhoff Lane near the northern end of the Phase 1 project area. A hanging culvert under Storhoff Road creates a barrier to fish passage upstream of the project area. Two small, seasonal tributaries, called Stream 1 and Stream 2, enter Bjorgen Creek from the west, draining across the utility corridor that the proposed road follows through the Phase 1 project area. Stream 1 has been designated a Type F Stream by the Washington Department of Fish and Wildlife (WDFW) due to presence of fish habitat. Stream 2 does not support fish or fish habitat and is designated a Type Ns stream. Stream 3 is an intermittent Type Ns non-fish bearing stream located between SR305 and Lemolo Shore Drive.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Yes. Construction of the project will affect wetlands, streams and their buffers. All work that is over, in or adjacent to the described waters is located in the Phase 1 south segment. Specific work activities that will occur within wetland and steam areas consist of the following:

- Wetland 1: A new driveway must be constructed to serve existing residences because the existing driveway is located on state right of way and will be eliminated by the new SR305 intersection. The only available location for the new driveway is near Wetland 1.
- Wetland 3, 4 and 5: A portion of these wetlands must be filled for roadway construction. Multiple avoidance and minimization measures (see Mitigation Plan below) were implemented to reduce wetland fill impacts at these locations.

- A portion of the regional shared use path will be located in the buffer of Wetlands 6 and 7. This segment of path is located adjacent to existing Johnson Way NE, which is the only feasible location for the path. This segment of path connects the Johnson Parkway path to the existing Liberty Bay Trail on Lemolo Shore Drive.
- A new 14-ft wide bottomless box culvert is proposed to replace the existing 2-ft diameter pipe on Bjorgen Creek at Storhoff Lane. The existing pipe is a complete fish passage barrier that prevents upstream salmon and resident trout migration.
- A new 18-ft wide bottomless box culvert is proposed on Stream 1. This culvert is wider than the minimum required by WDFW Stream Simulation design guidelines and is intended to avoid disturbing the existing channel and a glacial erratic boulder that provides important habitat functions.
- A 4-ft box culvert is proposed under the roadway on intermittent Stream 2.
- About 80-ft of new stream channel is proposed to replace the segment of Stream 3 that currently flows within the Johnson Way NE roadside ditch.

Table 2 summarizes specific wetland and stream impacts. Wetlands 1, 3/E, 4/F, and 5/Bjorgen Creek have approximately 0.27 acre (11,711 square feet) of wetland area impacts that result from construction of the project. The majority of project wetland impacts (7,090 square feet) are at Wetland 3 where impacts cannot be avoided due to adjacent wetlands, stream buffers and right of way constraints.

There will be no permanent wetland impacts on Wetland 2/A because the road was designed to avoid the wetland. Impacts to Wetland 4/F were minimized and almost totally avoided. Wetland 5/Bjorgen Creek will be affected as a result of the fish passage barrier culvert replacement project. There are no in-water impacts to Wetlands 6 or 7.

The project will cross Stream 1, Stream 2 and Bjorgen Creek; and restore an 80-ft segment of Stream 3 channel. Total permanent impacts on stream channels will be approximately 92 linear feet and 1,486 sq-ft. These impacts are associated with culvert placement on Bjorgen Creek and restoring the portion of the Stream 3 channel that currently flows in the Johnson Way roadside ditch.

Project construction will disturb existing vegetation within the buffers of wetlands and streams in the project area. The total area of impacts on wetland buffers will be approximately 0.79 acre (34,265 square feet). Stream buffer impacts result from the road crossing over Bjorgen Creek, Stream 1 and an alignment that is parallel to a portion of the Bjorgen Creek stream buffer. The total area of impacts on stream buffers will be approximately 1.067 acre (46,439 square feet).

MITIGATION PLAN SUMMARY

The project will mitigate impacts by proceeding in accordance with the mitigation sequencing requirements established by the National Environmental Policy Act (NEPA), the Clean Water Act, and local critical area protection programs (PMC 16.20 and KCC Title 19). Avoidance and minimization of impacts to wetlands and streams was achieved through the following measures:

Table 2. Summary of Wetland, Stream, and Buffer Impacts.

Wetland /Stream	USFWS Classification	City of Poulsbo/Kitsap County Rating ^a	Wetland/Stream	Buffer
			Permanent Impacts (ac/sf)	Permanent Impacts (ac/sf)
Wetland 1	PEM	IV	0.084/3,663	0.21/10,805
Wetland 2/A	PEM	IV	0/0	<0.01/884
Wetland 3/E	PEM/PSS	IV	0.163/7,090	0.38/16,517 ^c
Wetland 4/F	PEM	IV	0.002/74	0/0 ^c
Wetland 5/ Bjorgen Creek	PFO	II	0.02/884	0/0 ^b
Wetland 6	PSS	III	0/0	0.078/3,411
Wetland 7	PSS	III	0/0	0.061/2,648
Wetlands Total	-	-	0.269/11,711	0.79/34,265^c
Stream 1	N/A	Type Ns 1	0 lf (0/0)	0.39/18,939
Stream 2	N/A	Type Ns 1	0 lf (0/0)	0/0
Bjorgen Creek	N/A	Type F	73 lf ^d (0.03/1261) ^d	0.57/27,500
Stream 3	N/A	Type Ns	19 lf (0.001/38)	0/0 ^e
Ditch 4	N/A	NA	0.004/187	0/0 ^e
Streams Total	-	-	92 lf (0.03/1,486)	1.067/46,439
US Waters Total			0.30/13,197	

^a Wetland 1,2,3,4,5 and Stream 1,2 and 3 rating according to PMC 16.20.210; Hraby (2014). Wetland 6,7 and Stream 3 rating per KCC Title 19.

^b Wetland buffer contained within Bjorgen Creek stream buffer. Stream buffer takes precedence.

^c Total wetland buffer impact area value is an overlap of the impact areas for the buffers on Wetland 3/E and Wetland 4/F. This overlap is only counted once in the total of Wetland 3/E.

^d Area within ordinary high water mark as surveyed for the 2013 Bjorgen Creek Culvert Replacement, subtracting length of existing culvert.

^e Stream 3 buffer contained within Wetland 6 and 7 buffer.

ac = acre; sf = square feet; lf = linear feet; N/A = Not applicable

- Alternative alignments were evaluated as part of the original 2008 Corridor Plan and the proposed alignment was selected as the preferred option with least environmental impact.
- The original roadway alignment was moved to avoid direct impacts to Wetland 2/A.
- The driveway alignment at Wetland 1 is the minimum possible to enable access to the existing residences.
- The roadway alignment is kept within the footprint of existing public roads and utility corridor access roads to avoid disturbing in-tact buffers and wetlands.
- The road width was reduced to the minimum allowed under City standards in areas that coincide with wetland and stream buffers.

- Retaining walls are used to minimize the amount of clearing and fill material that is needed in buffer areas.

The project will mitigate unavoidable impacts to wetlands and streams by implementing restoration and enhancement elements designed to meet the following goals:

- Create and enhance wetlands
- Improve biological diversity in existing wetlands and streams
- Improve stream hydrology
- Increase the production of organic matter
- Increase wildlife habitat and improve biological diversity

These goals will be achieved by converting existing degraded upland area into wetland habitat, planting highly disturbed and degraded weed-infested wetlands and buffers with diverse native plant species, planting native emergent and sub-emergent species in the Bjorgen Creek riparian flood channel, replacing a fish passage barrier culvert with a wider bottomless box culvert, installing large woody debris in and alongside the Bjorgen Creek and Stream 1 channel (thereby restoring channel geometry and enhancing slope and habitat features), and planting native woody species to enhance upland buffers that protect the streams and wetlands from adjacent land uses.

Compensatory mitigation includes creating (establishing) 0.42 acre (18,377 square feet) of new wetland area adjacent to Wetland 2/A. In addition, 0.96 acre (41,650 square feet) of Wetland 2/A will be enhanced to mitigate wetland impacts. This represents a combined 1.07:1 ratio of required creation/establishment area to impact area for Wetlands 1, 3/E, and 4/F and 5, resulting in no net loss of area. In addition, 0.96 acre (41,650 square feet) of Wetland 2/A will be enhanced to mitigate wetland impacts, which exceeds required enhancement area by 0.79 acre. The combination of wetland creation and enhancement exceeds required City and federal wetland mitigation replacement ratios. The total wetland mitigation area in Wetland 2/A will be 1.38 acres (60,027 square feet).

In order to compensate for wetland buffer impacts and to protect the created and enhanced Wetland 2/A, the adjoining Wetland 2/A buffer will be expanded and enhanced. A total of 1.43 acres (62,141 square feet) of wetland buffer will be enhanced by removing invasive species and replanting with native species. This mitigation area is greater than the wetland buffer area impacted by the project by a ratio of 1.8:1.

Stream restoration will total 2,361 square feet (0.05 acre) exceeding the stream channel impacts of 1,486 square feet (0.03 acre). The project will replace affected stream habitat with habitat that is functionally equivalent to or greater than the altered stream in terms of hydrological, biological, physical, and chemical functions. Based on the improvements in fish passage, stream channel conditions, and restoration of the adjacent wetland and buffer to a more dynamic native vegetation complex, the project will result in a substantial net positive effect on Bjorgen Creek. A total of 1.11 acre (48,338 square feet) of stream buffer will be enhanced by removing invasive species and replanting with native species. The proposed mitigation for stream impacts exceeds federal, WDFW, Kitsap County and City of Poulsbo mitigation requirements.

Overall, the project will provide over 3.9-acres of wetland, stream and buffer mitigation to compensate for approximately 2.16-acres of wetland, stream and buffer impact. The majority of wetland, stream and buffer impacts are occurring in areas that have been significantly disturbed and degraded by prior development, utilities, invasive vegetation and land clearing.

Wetland, stream and buffer mitigation is provided at ratios that exceed City, County, state and federal mitigation requirements and guidelines. Refer to the project Wetland Delineation and Stream Characterization Report, and Mitigation Plan for additional information.

- 3) **Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

A

Approximately 1,000 cubic yards of fill material will be placed in Wetland 1, 3, 4 and 5 to construct the new roadway and path. Approximately 100 cubic yards of streambed aggregate would be placed in the new bottomless box culvert on Bjorgen Creek. No dredging is proposed. All fill material would be from an approved off site gravel pit.

- 4) **Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**

A

No.

- 5) **Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

A

No.

- 6) **Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

A

No.

b. Ground Water:

- 1) **Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.**

A

Stormwater from the roadway will be treated via bioretention and treatment vaults prior to infiltration and/or detention.

- 2) **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

A

Not Applicable.

c. Water runoff (including stormwater):

- 1) **Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

The roadway will generate stormwater runoff from 4.22 acres of new and redeveloped hard surfaces created by the new roadway and path. The project will install new stormwater collection, conveyance and treatment facilities and will provide enhanced runoff treatment for all new and redeveloped impervious surfaces. There is currently no stormwater treatment or flow control for the existing roads that are proposed for improvement.

A New stormwater treatment facilities will consist of a combination of Modular Wetland System treatment vaults (5 total), a Compost Amended Vegetation Filter Strip (CAVFS) adjacent to Wetland 2, and bioretention and infiltration cells where suitable soils are available. In areas where infiltration is not feasible due to poor soil conditions, stormwater flow control will be provided via one new detention pond near SR305 and a new below ground detention vault near Bjorgen Creek. The new stormwater system will treat both new and existing impervious surfaces associated with the roadway. All stormwater facilities will be designed, constructed and maintained as required under the 2014 Stormwater Management Manual for Western Washington.

Runoff from the project flows into several receiving waters, all of which drain to Liberty Bay and Puget Sound. Approximately 80 percent of the project drains to Bjorgen Creek, 10 percent to an unnamed Liberty Bay sub-basin and 5 percent each to Lemolo Creek and Dogfish Creek. Maximum peak 100-year flows at a single outfall are estimated at approximately 35 cubic feet per second (cfs) in the basin that discharges directly to Liberty Bay. Peak discharges are lower in the other project basins due to use Low Impact Development (LID) permeable pavements and infiltration BMPs.

2) **Could waste materials enter ground or surface waters? If so, generally describe.**

A No.

3) **Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

A The proposal modifies drainage patterns by collecting, conveying, treating and discharging stormwater from the roadway. Wetland and stream hydrology will be maintained consistent with City and state stormwater management requirements.

4) **Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:**

The following BMPs will be used to prevent and reduce impacts to surface water:

- The project will provide enhanced treatment of all new roadway surfaces in accordance with City and state stormwater management requirements.
- The project will retrofit existing impervious surfaces in the right of way to provide water quality treatment where none currently exists.
- Low Impact Development (LID) bioretention and infiltration facilities will be used where feasible in portions of the project area that discharge to Bjorgen, Lemolo or Dogfish Creek.

- Permeable pavement will be used for the sidewalk and the shared use path in portions of the project area that discharge to Bjorgen, Lemolo or Dogfish creeks.
- Flow dispersion and filtration BMPs will be used adjacent to wetlands to maintain wetland hydrology.
- A construction Stormwater Pollution Prevention Plan and Spill Prevention, Control and Countermeasures (SPCC) Plan will be prepared and implemented.
- All equipment used for construction activities will be cleaned and inspected prior to arriving at the project site to ensure no potentially hazardous materials are exposed, no leaks are present, and the equipment is functioning properly.
- All construction-related debris will be cleaned up on a daily basis.
- Disturbance will be limited to those areas necessary for construction, which will be identified in the field prior to construction.
- The contractor will conduct work below Ordinary High Water Mark (OHWM) during the allowed in-water work windows as identified in the Hydraulic Project Approval (HPA) permit issued by the WDFW and USACE-approved work windows for fish species that may occur in the project site.

4. Plants

a. Check the types of vegetation found on the site:

- ☒X_deciduous tree: alder, maple, aspen, other
☒X_evergreen tree: fir, cedar, pine, other
☒X_shrubs (ornamental)
☒X_grass (lawn)
☒X_pasture
☐crop or grain
☐Orchards, vineyards or other permanent crops.
☒X_wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
☐water plants: water lily, eelgrass, milfoil, other
☐other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

Approximately 3.8-acres of trees, shrubs and brush will be cleared as part of the project. Approximately 3.9-acres of degraded wetland and stream and associated buffer will be enhanced with native vegetation plantings.

c. List threatened and endangered species known to be on or near the site.

None known.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

A The project will enhance 3.9-acres of degraded wetland and buffer by establishing native plants in disturbed areas.

e. **List all noxious weeds and invasive species known to be on or near the site.**

A Himalayan blackberry, Reed canary grass, Scots Broom, English Ivy.

5. Animals

a. **List any birds and other animals which have been observed on or near the site or are known to be on or near the site.**

A birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other: coyote, raccoon

fish: bass, salmon, trout, herring, shellfish, other:

b. **List any threatened and endangered species known to be on or near the site.**

A The only fish-bearing stream that would be directly affected by project activities is Bjorgen Creek. No ESA-listed species are known or expected to occur in the project action area, and the creek does not include any proposed or designated critical habitat for ESA-listed species. Salmonid species listed by WDFW as present in Bjorgen Creek are coho salmon and cutthroat trout, neither of which is listed or proposed for listing under the ESA in this region.

A The nearest location where ESA-listed or proposed species are known to occur is Liberty Bay, which supports populations of fall-run Chinook salmon and winter-run steelhead. Designated critical habitat for Chinook salmon and southern resident killer whales is also present in Liberty Bay. Liberty Bay is located 300-ft from the southern termini of the project.

A bald eagle nesting/roosting site is located approximately 4,000-ft from the project. The entire project is greater than the required 600-ft minimum eagle nest/roost buffer.

c. **Is the site part of a migration route? If so, explain.**

A Fish and waterfowl may use the site during migration periods.

d. **Proposed measures to preserve or enhance wildlife, if any:**

AM Mitigation is designed to ensure no net loss of habitat function or quantity due to the project. This includes both upland buffer and in-water habitat elements. The barrier culvert replacement on Bjorgen Creek will allow fish access to approximately 2,500-linear ft of upstream habitat that is currently not accessible. Overall, the project will meet or exceed all required mitigation ratios for wetland, stream and buffer impacts.

During construction, the following BMPs will be used to minimize construction impacts of project actions on species and habitat:

- Define construction limits clearly with stakes prior to the beginning of ground-disturbing activities and prohibit disturbance beyond those limits.
- Install high-visibility construction fencing to mark sensitive areas (streams, wetlands,

and their buffers) located within the project limits.

- Prohibit construction equipment from entering the ordinary high water mark of project area wetlands and streams, except where allowed by a permit.
- Divert streams prior to culvert work. Adhere to permit terms and conditions, remove fish within the diverted reach, and prevent fish from moving into the work area. If required by the HPA permit, a biologist will monitor the removal and transfer of fish to a new channel.
- Locate staging and stockpile areas away from streams and wetlands.
- Install appropriate temporary erosion and sediment control (TESC) measures in work areas prior to beginning construction activities. The TESC measures will be monitored for effectiveness throughout construction.
- Use mulching, matting, and netting; filter fabric fencing; quarry rock entrance mats; sediment traps and ponds; temporary stream bypasses; or surface water interceptor swales and ditches.
- Cure concrete sufficiently prior to contact with water to avoid leaching (i.e., prohibit fresh concrete from coming into contact with waters of the State).
- Schedule excavation and grading work to avoid disturbances during wet winter months.
- Develop a spill containment plan, educate workers about the plan, and have the necessary materials on site prior to and during construction.
- Clean equipment that is used for in-water work prior to operations below the ordinary high water mark and prevent untreated wash and rinse water from discharging into surface waters.
- Refuel equipment within a designated refueling containment area away from the shoreline, streams, or any designated wetland areas.
- Inspect all vehicles daily for fluid leaks before leaving the vehicle staging area and repair any leaks before the vehicle resumes operation.
- Trees to be saved will be individually flagged to prevent inadvertent removal or damage.

Include high visibility fencing to protect root area of preserved tree.

f. List any invasive animal species known to be on or near the site.

A

None known.

6. Energy and Natural Resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

Electricity will be needed for a new illumination system in the Phase 1 south segment of the project. The energy source for this lighting will be existing electrical utilities that are available at the site. In Phase 2 and 3 of the project, installed lighting and underground utilities will use existing infrastructure.

Lighting analysis will be done to design a light system that meets lighting standards but does not unnecessarily light areas where people and vehicles are not present. Light shields and optic lenses will focus light onto hard surfaces and minimize light spillage.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

A

No.

N:
USE PMC
18.180.026
Tree Protective
Measures as
BMPs where
applicable.

- c. **What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:**

A Energy efficient LED lighting will be used for illumination of the roadway. Speed control signs may utilize solar panels.

7. Environmental Health

- a. **Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.**

A During construction, the potential exists for accidental spills of small quantities of petroleum products used in support of construction, such as diesel fuel or lubricating oil. BMPs will be in place to prevent spills.

- 1) **Describe any known or possible contamination at the site from present or past uses.**

A None known.

- 2) **Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

A None known.

- 3) **Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**

A Equipment fuels, oils, and liquids will be on site during construction and will be removed after project completion.

- 4) **Describe special emergency services that might be required.**

A During construction First Aid services may be required if an accident were to occur.

- 5) **Proposed measures to reduce or control environmental health hazards, if any:**

A A site-specific health and safety plan will be available for the proposed project. BMPs will be in place to ensure any minor spillage of equipment liquids (fuel, oil, etc.) is properly contained and disposed of. Any spill of materials such as diesel fuel and lubricating oil will be cleaned up immediately.

b. Noise

- 1) **What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**

A None.

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

A Noise from machinery and construction equipment while the project is being completed. All Construction will be conducted between the hours of 7:00 am to 7:00 pm. Traffic from the completed project will generate noise.

- 3) Proposed measures to reduce or control noise impacts, if any:

Construction of the proposed project will generate short-term increases in noise levels at adjacent and nearby areas. Construction activities are planned to occur only during daytime hours. The Noise Impact Analysis (2016) performed for the project included noise measurement and modeling. The assessment concluded that noise abatement ~~was not warranted~~ based on City and WSDOT criteria.

did not meet the reasonable criteria

Re-vegetation using native shrubs and trees will be used proposed adjacent to the road, sidewalk and path, which will mitigate noise impacts from the completed project to adjacent critical areas.

M If specific noise complaints are received during construction, the contractor may be required to implement one or more of the following noise mitigation measures, as directed by the City:

- Locate stationary construction equipment as far from nearby noise-sensitive properties as possible.
- Shut off idling equipment.
- Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.
- Notify nearby residents whenever extremely noisy work will be occurring.
- Install temporary or portable acoustic barriers around stationary construction noise sources.

Standard Noise Mitigation measures listed in the Noise Impact Analysis (May 2016, Pg. 52) shall be required, where appropriate.

8. Land and Shoreline Use

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

A Current use of the site and adjacent areas is a combination of undeveloped right of way, school and developed residential property. This project will not affect current land use.

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

A Not Applicable.

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal

business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

A

Not Applicable.

c. Describe any structures on the site.

A

There are no above ground structures on the site with the exception of several fences, utility poles and rock retaining walls.

d. Will any structures be demolished? If so, what?

A

No.

e. What is the current zoning classification of the site?

A

Residential Low.

f. What is the current comprehensive plan designation of the site?

A

Residential Low.

g. If applicable, what is the current shoreline master program designation of the site?

A

Not applicable.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

A

Yes. Portions of the site have been designated by the City of Poulsbo as wetlands, Fish and Wildlife Habitat Conservation Areas (streams), Geologic Hazards, and Aquifer Recharge Area of Concern. Assessments of these each of these critical areas has been completed and appropriate impact avoidance, minimization and mitigation measures have been identified consistent with City, state and federal requirements.

i. Approximately how many people would reside or work in the completed project?

A

Not Applicable.

j. Approximately how many people would the completed project displace?

A

None.

k. Proposed measures to avoid or reduce displacement impacts, if any:

A

Not Applicable.

L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

A The Noll Road Corridor Improvements Project has been in development since the 1990's and was initiated in response to safety and congestion problems on both Noll Road and SR305. In response to these problems, the City prepared a Corridor Plan in 2008 that evaluated a wide variety of alternatives for achieving safety, level of service and non-motorized facility goals. Concurrent with the City's process, in 2017 WSDOT completed the SR305 Corridor Plan which identified the City's Noll Road-SR305 intersection as the top project for implementation. Both of these planning processes included extensive public outreach and participation and are reflected in current City Comprehensive Land Use Plans.

- m. **Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:**

A Not Applicable.

9. Housing

- a. **Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**

A Not Applicable.

- b. **Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**

A Not Applicable.

- c. **Proposed measures to reduce or control housing impacts, if any:**

A Not Applicable.

10. Aesthetics

- a. **What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

A New light poles will be a maximum of approximately 40-ft high. No other structures are proposed.

- b. **What views in the immediate vicinity would be altered or obstructed?** Retaining walls are proposed with varying heights. Made of concrete, some will be sloped and be vegetated.

A No views will be obstructed. Views would be altered in some locations by roadway improvements.

- i. **Proposed measures to reduce or control aesthetic impacts, if any:**

A No significant aesthetic impacts are expected. Landscaping of the streetscape and restoration of adjacent areas with native plantings will be provided as part of the road improvements to present an attractive appearance.

11. Light and Glare

- a. **What type of light or glare will the proposal produce? What time of day would it mainly occur?**

The proposed project may produce minor glare from roadway illumination.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

A No. Proposed lighting will be designed to enhance public safety.

c. What existing off-site sources of light or glare may affect your proposal?

A None.

d. Proposed measures to reduce or control light and glare impacts, if any:

AM Lights used for roadway illumination will be shielded and aimed to reduce glare and light scatter. Lighting analysis will be done to design a light system that meets lighting standards but does not unnecessarily light areas where people and vehicles are not present. Light shields and optic lenses will focus light onto hard surfaces and minimize light spillage.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

A There is an existing soccer field on the North Kitsap School District campus at the corner of Hostmark Street and Noll Road.

b. Would the proposed project displace any existing recreational uses? If so, describe.

A No.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

A Not Applicable.

13. Historic and cultural preservation

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.

A None known or listed on the Department of Archeology and Historic Preservation (DAHP) data base.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

A None known. A Cultural Resource Study was conducted of the project area in 2016 and updated in 2018.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

A Cultural Resource Assessment Report and consultation with Suquamish Tribe representative.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

A No impacts or disturbances are anticipated due to the highly disturbed nature of site uplands. An Inadvertent Discovery Plan will be prepared and used during the construction process.

14. Transportation

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

A The project is a public road and non-motorized path that serves the east Poulsbo and north Kitsap County region. The site is served by Noll Road, Johnson Road, Storhoff Lane, Maranatha Lane, Lemolo Shore Drive and SR305 with multiple cross road connections.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

A The site is served by public transit and will enhance transit use and accessibility.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

A Not Applicable

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

A The project will provide improvements to existing public roadways and includes pedestrian and bicycle improvements.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

A No.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

A The completed project is not expected to change the number of vehicle trips in the project corridor. In the Phase 1 project segment, peak PM hour traffic on Johnson Road at the intersection with SR305 will increase from approximately 50 to 200, with approximately 30 vehicles turning south on Johnson Road and 170 turning north onto the new Johnson Parkway. Traffic analysis was completed as part of the Johnson Road-SR305 Intersection Feasibility Study (City of Poulsbo 2016).

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

A No.

- h. Proposed measures to reduce or control transportation impacts, if any:

A No long term permanent impacts are expected. The project is part of the City and state transportation system improvement plan. Motorists traveling along SR305, Johnson Road and Johnson Way may experience some disruptions and inconveniences during construction. Construction may require temporary lane or shoulder reductions or closures. The City, WSDOT and its contractor will work together to ensure the maximum access through and around the project area during construction. Lane closures will typically be restricted to nighttime hours. Pedestrians and bicyclists may encounter minor shoulder restrictions on SR305 during construction.

15. Public Services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

A No.

- c. Proposed measures to reduce or control direct impacts on public services, if any.

A The project will not result in an increased need for public services.

16. Utilities

- A a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

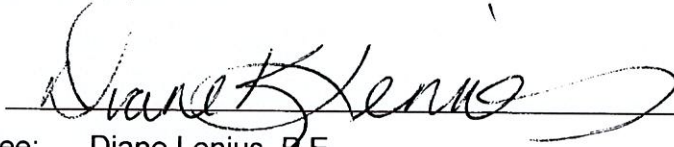
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

A Installation of lighting is proposed and will be connected to existing electric utilities. The City of Poulsbo may install new water and sewer mains as part of the roadway project.

C. Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

A handwritten signature in black ink, appearing to read "Diane Lenius", written over a horizontal line.

Name of signee: Diane Lenius, P.E.

Position and Agency/Organization: City of Poulsbo, City Engineer

Date Submitted: May 10, 2019

Reviewed by Marla S. Powers, Associate Planner June 14, 2019