

# City of Poulsbo PLANNING COMMISSION

Tuesday, May 5, 2015

## MINUTES

### Members Present

James Coleman, Kate Nunes, Ray Stevens, Shane Skelley, Gordon Hanson, James Thayer

### Staff

Eddie Berghoff (EB), Aaron Hulst (AH), Charlie Roberts, Helen Wytko

### Guests

Norm Olson, Pat Lydon, David Carpenter, Barbara Carpenter, Elena Argomany, Walter Chapin

1. **Call to Order**  
Chairman Stevens called the meeting to order at 7:00 pm
2. Flag Salute
3. **Approval of Minutes – January 24, 2015**  
**MOTION: COLEMAN/THAYER:** Move to approve the minutes of March 24, 2015.  
**Vote: 6 FOR**
4. **Modifications to Agenda – NONE**
5. **Comments from Citizens - NONE**
6. **2015 COMPREHENSIVE PLAN AMENDMENTS**  
**PUBLIC MEETING**  
Eddie Berghoff (EB), Associate Planner introduced the project noting the PC recommendation will be provided to the Hearing Examiner. The project is located at the northeast corner of the Mesford, Noll, and Langaunet intersection. The project is for 85 single-family residential lots on 18.5 acres. Stormwater facilities are onsite. The project features an east – west connection from Langaunet to Noll. An internal loop road and connecting blocks provide onsite circulation. Zoning of the site and properties north, south, and west is City Residential Low which is 5 units per acre; to the east is County designated zoning Rural Residential which is 1 home per 5 acres. The Ridgewood development, located west of the site, is developed at City RL density. PRD requirements include tree retention, open space with amenities, storm, and roadway dedications. The conceptual landscape plan provides tree retention and amenity information. Exhibit 6 is conceptual home design which will be consulted to determine substantial conformance at the time of building permit. General architectural style features on outside of the home will assist with

substantial conformance determination. Footprints provided fit various lot sizes. Homes are one, two, and three story. Most have pitched roof, are traditional in design with craftsman and old European accents. Some have modern elements such as solid horizontal awning, metal and metal framed railing, and low pitch roof. The plat drawing is Exhibit 3 sheet 4. The PRD has been reviewed by the City and meets subdivision, zoning, and environmental regulations as conditioned. The Engineering Department has reviewed the plat and determined it meets City construction standards and stormwater regulations as conditioned. The project began with a neighborhood meeting in May of 2009. The Notice of Application was issued in June 2009 and SEPA determination was issued in July 2009. The Staff Report and Public Hearing Notice were issued in April 2015. The Hearing Examiner public hearing is scheduled May 14, 2015.

Three public comments in response to the Noll Mesford Neighborhood Meeting were received questioning stormwater release, third access south to Noll, and Langaunet. Stormwater release, is designed to meet City regulations. Construction of a third access to Noll road south will steepen the existing hill and add visibility concerns at the new and existing intersections. Public comment referring to all developments in the Noll Road corridor from other project Neighborhood Meetings are included in a staff report exhibit. Gravity sewer is being constructed and will be extended through this proposal. Traffic improvements and impact fees are required. Pedestrian connections providing safe routes to schools are required. Required school impact fee payment is to the North Kitsap School District. Noll Road Corridor multi modal improvements are being developed.

Staff has reviewed the application against the City's regulations and standards. We find that with SEPA Mitigations and Conditions of Approval, the project is consistent with the relevant codes.

NORM OLSON (applicant's representative) introduced Pat Lydon representing the owners, and addressed differences between the PRD and standard subdivision. PRD provides 8 additional lots and with open space and amenities along Noll Road with smaller lots. Standard subdivision, with 7,500 square feet lots, would line Noll with back yard fences and houses. PRD lots in Poulsbo are sized similar to standard lots in other County jurisdictions. His opinion is that the PRD is a better design for the area.

STEVENS: Do the Commissioners have any questions for the applicant?

COLEMAN: When the project was vested? EB: In 2009 when the application was technically complete. When the economic downturn hit, the city determined as a policy that we were going to let projects stay on hold indefinitely. COLEMAN: I remembered a certain time limit. EB: Once a project is approved there is a time limit until Final Plat.

COLEMAN: I kept reading about groundwater surcharge shallow aquifer. EB: The CAO identifies that we are required to have additional review for certain uses. This proposal does not have special uses so in turn, there are no additional requirements.

COLEMAN: I see that larger lots are around the perimeter small lots in the interior. I believe they should be spread across the site. EB: One of the things we try to do

when we have an adjacent development is try to match the lot size, the applicant has chosen to provide the larger lots around the perimeter. This is an acceptable option.

COLEMAN: What happens when the stormwater retention pond located at the east corner when the pond reaches fill level? AH: Water will be discharging along to the existing culvert along Noll road through a ditch. County recently updated the culvert. COLEMAN: is the current system able to handle the additional water flow? AH: the 1997 Kitsap County Stormwater Manual requires report has post developed to match predeveloped flow rates which account for the water.

COLEMAN: At Noll Rd and Mesford, what is the current traffic flow there? AH: This project does not trigger a level of service concurrency improvements, so they are not required to put a signal. They are doing improvements to Langaunet lane.

THAYER: Looking at the plot it looks like a natural point of access would have been down Noll Rd midpoint. It looks like people coming from Poulsbo, unless they live on the east side of the development, are going to come in from Langaunet. People are going to use Langaunet instead of Noll. South side would have been a logical access. EB: That potential access point was looked at, but the existing hill slope is too steep and we create more problems.

THAYER: How much are they widening Langaunet? AH: 24 ft of pavement 12 foot lanes with sidewalk. The City recently selected consultant who will do improvements in that area. So applicant is doing 24ft street improvements now, and when we come through with the Noll Road Corridor projects we will add any required pavements to the west side. OLSON: There will be a 10ft footpath.

NUNES: So Langaunet is going to go all the way through to Lincoln? EB: Yes, it is in City's Comprehensive Plan.

NUNES: How are we going to take care of Noll pedestrians? AH: They will be adding a separated sidewalk that they will have to create along Noll Rd to the north of the plat. It will be located on a public easement on their land.

COLEMAN: Will it be paved? AH: Yes, they are required to per Kitsap County and US ADA requirements.

NUNES: Will there be pervious asphalt? AH: It could be if they chose to do it that way.

STEVENS: At some point the property north will develop, I am concerned about cutting off the access kids will have to go to school. Was there consideration about a future access point? EB: What I have heard in the past is that the property owners are not interested in developing. OLSON: There is a fence that blocks the pedestrian access through open space. I don't know if the owner is willing to have a path go through fence.

DAVE CARPENTER: There is a fence at that location.

THAYER: In the PW comments under streets, item 59, how do you have a shared

driveway? AH: There will be one driveway apron. The purpose is to avoid too many driveway curb cuts in the sidewalk. One curb cut will be shared. THAYER: is the driveway wider? AH: The minimum driveway width is 20ft.

HANSON: That is a problem, what if someone parks their car in the middle of the driveway and blocks access to the other house? EB: there can be green dividing the driveway. AH: Yes, one apron and they go off to their own lot.

HANSON: On the preliminary plat application, it talks about 90 lots, but on the final there is 85, why? EB: Modifications to the project have been made, some calculations for the stormwater pond ended up making it bigger, more open space, and so on, it is not unusual for that number to be adjusted.

COLEMAN: Looking at the drawings of the housing types, they all to me appear to be with garages under the home with living space above are they all two stories? EB: They are different stories (one, two, and three). Most of them are two stories. COLEMAN: I am glad that they are putting in some single story homes. OLSON: architectural style will be done at building permit.

OLSON: We would like to propose an amendment to the conditions of approval (3rd paragraph on page 10).

COLEMAN: I would have liked to have seen some ideas about what you are thinking about regarding amendment. OLSON: We are not architects, we have some pictures of quadrant homes and nicer. I though the intent of this is to get nice houses without T1-11 siding.

EB: What is being shown in the packet is traditional style, but someone could come in with more aesthetic modern style. We are not identifying the product used on the surface of the building or construction of it. If someone wanted to use cement to make their own frank Lloyd Wright style, there are ways to make those houses still meet those guidelines. If a developer is considering buying this property, a developer would have to meet condition of approval and might not interpret it the same way we do. The amendment does not change the condition as written.

STEVENS: The purpose of the PRD was to have someone come in with design intent. Problem with this project is we need to have an architected design concept, and we want to make sure we have a consistent design element throughout the project. Like a mini master plan where someone is coming into this with forethought about what houses will fit together nicely. Streetscape is going to be an important element throughout the approval process. I do have a problem with immediately jumping in and letting them deviate, turning the building department into a Design Review Board, design elements should be given to us and then the Building Department can approve. Rather than us putting a blanket saying that they can deviate. I thought our wording did cover us. If a developer wants to give us a proposal to deviate 5-10 years from now, it should be presented to us then.

OLSON: The problem is getting a developer to match the design. Snowberry Bungalows developer Holly White had a vision, Poulsbo Place the same thing. When you say these are closely pact lots, they are not. These are standard size and larger in other jurisdictions with PRD.

COLEMAN: I am looking for a variety, not tract homes. Without something more to go on I don't feel comfortable approving this amendment.

OLSON: If you didn't have PRD, you get developments like Olympic Crest where there is no open space. Same with the Cook Addition and the other Quadrant plats. Holly White is having a hard time selling her lots because she needs a builder to abide by her division.

EB: If condition is changed, something like modification design concept should be submitted with construction drawings.

COLEMAN: As far as trying to amend the condition, I am not in favor of it. I am not going to open up that door. If in the future we want to redesign the PRD we can.

STEVENS: good news is you (the applicant) have given us lots of different examples.

STEVENS: I will now open the floor for public comment.

#### **PUBLIC COMMENT**

DAVID CARPENTER: Owns property one lot removed from the project. I was part of the original community involvement group reviewing Noll Road Corridor Improvements with Parametrix it was never completed roughed out Johnson drive connection. Parametrix has been given a contract to resurrect. We are concerned about the amount of traffic and cars, without a plan to finish that corridor. There is a lot of ferry and school traffic. The Lincoln traffic circle has been an improvement. Commissioner Thayer pointed out that a lot of cars are going to head out through Langaunet, for those of us who live back there it jams us; 9 homes in there. Wetland determination is more than five years old. Ecology recommends that the determinations have a five year shelf life. Federal standards for wetlands hydrology have changed substantially. I used to be a senior wetland engineer. If you read through the wetland determination, it does not say what that indicators species are or the amount of water. Having lived there for over 20 years, hydrology has gotten substantially worse. Land is mushy; at the very least the wetland determination should be brought up to date. The records have the wrong property owners listed to the north.

BARBARA CARPENTER: You mentioned the Noll Rd project is going to finish the Langaunet connection. AH: We have preliminary design. No exact timeframe because we are dependent on federal and state funding. We are potentially looking at two to five years. The project is complicated on Johnson and 305 because right of way deeds need to be worked out. However, half street improvements are enough to serve the plat. It is too early to talk about construction sequencing.

BARBARA CARPENTER: What is timeframe for this project? OLSON: realistically the project could reach approval in June, and if a builder purchased the plat they probably would not start building at the end of summer because that is not an ideal time. So somebody would want to move right into construction plans and in reality construction could start next year. Also building 85 houses takes a while, so we would be looking at 3-5 years of construction, and the Noll Rd Corridor might be

finished by then.

DAVID CARPENTER: PW says there is no funding for improvements. AH City Engineer Andrzej Kasiniak anticipates a lot of money coming in; funding is not looking like a problem at this point. You are welcome to come in to City Hall and talk to him about it.

BARBARA CARPENTER: There are power poles right in the middle of retention area. AH: One pole does have to be moved. OLSON: That is a construction plan issue. AH: there is a condition of approval to coordinate with PSE.

BARBARA CARPENTER: We are concerned about being stuck while road is being worked on. AH: Roads are not allowed to be closed during construction.

ELENA ARGOMANY: Traffic on Langaunet is concern because most of the traffic is going to 305 or Poulsbo. There are lots of people emptying out at one time of the day. Just seems like a lot. Other concern when the improvements take place what would happen during the street improvements? AH: improvements must be complete or project will not receive final plat approval. Road size is large enough to move volume of cars.

BARBARA CARPENTER: Will there be a sidewalk? AH Yes, there will be a 10ft wide raingarden and then a 10 ft wide sidewalk from the road.

DAVID CARPENTER: Will there be stop signs when you exit the development? AH: Yes

BARBARA CARPENTER: School bus traffic makes it hard to see. Because of proximity of schools it will be extremely congested. AH: Intersection improvement, updated pedestrian curb ramps, and crosswalks are all required.

NUNES: Why does the city only like to have crosswalks on two sides instead of all four? Especially with kids to make it flow. AH Pedestrian volumes determine how many crosswalks are located at an intersection. EB For the intersection closest to the project there will be a crosswalk located at the north and west sides.

WALTER CHAPIN: I live on Langaunet and am wondering about the west side 24 ft of pavement bio swale, sidewalk. Where is PSE power easement? AH: It is where the city right of way is now. This project is dedicating 15 ft of right away for the necessary Noll Rd improvements. WALTER CHAPIN: Where are the power poles? AH: They have to work it out with PSE at time of construction drawing. They could be moved a couple feet east, could be on edge of bioswale as long as they are not encroaching on ADA path.

WALTER CHAPIN: What is going to be on the other side? EB: Some fences and 10 - 16ft+ of vegetation greenbelt. OLSON: North and west fence line. EB: They will have to provide fence plans in construction drawings. There will also be a fence between the play area and Noll Rd.

DAVID CARPENTER: This will be 60ft where everything else will be 50ft on the Noll Rd Corridor. OLSON: Parametrix is farther along and these are just preliminary

plans. We are dedicating 15ft.

BARBARA CARPENTER: How much are you taking little off backyards? AH: We are not taking any. EB: Ridgewood dedicated right of way to the city. It is quite a bit wider than you are visualizing. The existing gravel road, and 15ft dedication by this project, and existing dedication from Ridgewood which has large trees.

EB requested to respond to the wetland comment of David Carpenter. The Non-Wetland Determination Report is dated December 31, 2008; the SEPA Determination issue date is July 24, 2009. The document was current when the SEPA determination was completed. If SEPA review had not already been done for the project, then a supplement or addendum to the Non-Wetland Determination would have been required. DAVID CARPENTER: it is based on a document that is no longer current. EB: The SEPA determination was completed with current documentation, and carries through with the proposal.

OLSON: The reason the project was on hold was that gravity sewer was a major issue. The owners did not want to put the project on hold.

WALTER CHAPIN: I have a concern that has nothing to do with the project. These folks are giving you 15ft of their land. I am not going to give you that land. AH: No the Noll Rd Corridor is not fully designed if it has to neck down to smaller pavement to accommodate land availability, that is fine. Feel free to come in and talk to the City Engineer. We are just getting started and just selected consultant 2 weeks ago. OLSON: Noll road doesn't have to be a straight line. AH: Improvements are doable with 50ft. OLSON: roadway is in 50ft right away.

DAVID CARPENTER nice to work with Edie and Aaron we appreciate that.

Public comment closed at 8:11

#### **PLANNING COMMISSION DISCUSSION**

**HANSON/COLEMAN:** That the Poulsbo Planning Commission recommend approval to the Hearing Examiner, the Noll/Mesford Planned Residential Development and Preliminary Plat, Planning File 06-09-0-1, subject to the SEPA Mitigations and Conditions of Approval. **VOTE: 6 for**

**8. Comments from Citizens- none**

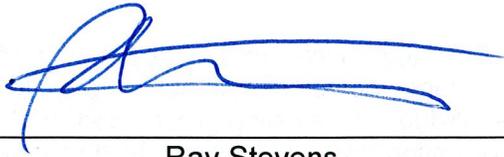
**9. Commissioner Comments**

COLEMAN: What is plan for improving Mesford past Mariner Landing? What is the plan to go from there to the end? AH: It is on 6yr TIP.

NUNES: any news on liveboards? EB: No application has been submitted to the City.

**10. Automatic Adjournment (unless meeting is extended by a majority vote)**

The meeting was adjourned at 8:14



---

Ray Stevens  
Chairman, Poulsbo Planning Commission