



**THE HAUGEN DEVELOPMENT  
(Short Subdivision)  
(Infill Residential Development)**

**PROJECT NARRATIVE  
for  
PRELIMINARY SHORT PLAT APPLICATION**

**January 2021**

**Name of Project:**

The Haugen Development

**Address of Project:**

721 NE Haugen Street  
Poulsbo WA 98370

**Owner/Applicant:**

Phedra and Matthew Elliott  
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## **Project Location and Legal Description**

The project is located in the City of Poulsbo, in what some residents and planning documents refer to as “Old Town Poulsbo”, south of NE Hostmark Street, west of Highway 305, on the south side of NE Haugen Street, between Torgeson Ave NE and 8<sup>th</sup> Ave NE. It is legally described as the following:

LOT A CITY OF PBO SP P-88, REC UNDER AUD NOS. 200310160028/0029 VOL 17 PG 235-8. PTN OF GL 2, IN THE NE QTR OF THE SW QTR SEC 23, T26N R1E, W.M., IN KITSAP CO, WA; TOG W EASEMENTS AS DEPICTED ON THE SP.

## **Project Location Photograph**



## **Assessor's Account Number**

232601-3-103-2008

## **Comprehensive Plan Designation and Zone**

Residential Low

## **Existing and Adjacent Land Use:**

Site: 1.3-acre parcel, currently occupied by one single-family detached home  
North: ROW of NE Haugen Street and four lots, three of which are occupied by single-family detached homes and one of which is vacant  
East: Two lots with single-family detached home on each, and a vacant lot  
West: Lot B of Short Plat P-88, vacant  
South: ROW of NE Sommerseth Street (dead end), across which are several lots, all occupied by single-family detached homes

**Project Description and Articulation of Compliance with IRD Requirements:**

The site is located in the City of Poulsbo, in what is referred to as “Old Town Poulsbo” – a neighborhood perhaps characterized as “single-family traditional”, but in fact containing a variety of styles and vintages, the latter ranging from 1925 to 2007, and several of the older homes are remodeled post-2000. The site is presently occupied by a single house that – because it is both much older and more historically preserved than all those surrounding it and is thus of a much older architectural style – further “diversifies” the “neighborhood character”. The proposed project will divide the existing parcel into four parcels, preserving the existing home while reducing the size of its parcel, and creating three new parcels alongside NE Haugen Street. The project is conceived of, and designed as, an Infill Residential Development (IRD), primarily because the location precisely matches the description found in the IRD portion of the City of Poulsbo Municipal Code – “in existing but underutilized lots located within established neighborhoods” and “[the purpose being that] [w]ithin the RL district, the opportunity to achieve maximum utilization exists on parcels one and one-half acres or less in size, that have been bypassed in past platting”. (PMC 18.70.070.P.1) In addition, the provision of up to three in-city buildable lots will mean three lots elsewhere, where trees would be cut and habitat destroyed, will not be needed.

The portion of the code addressing lot size, setbacks and coverage that are relevant to this project is shown here, along with articulation of how the proposed project complies.

Minimum Lot Requirements	
Lot Area (Min)	5,000 sq. ft.
Lot Area (Max)	10,000 sq. ft.
Lot Width	50 feet
Lot Depth	80 feet
Front Yard	20 feet
Side Yard	5 feet
Side Yard (Street Side)	10 feet
Rear Yard	5 feet
Max Lot Coverage	50%*
* Lots < 7,500 sq. ft., max lot coverage is 40%	

Haugen Development Lots
Lots are 2 @ 5100 SF (+/-) and 1 @ 5200 SF (+/-)
Lots are 2 @ 5100 SF (+/-) and 1 @ 5200 SF (+/-)
Lots are 2 @ 60' wide (+/-) and 1 @ 65' wide (+/-)
Lots are all approx. 85 feet deep
Setback to be stipulated on Short Plat drawing
Setback to be stipulated on Short Plat drawing
N/A
Setback to be stipulated on Short Plat drawing
PMC 18.70.070.2.d.viii states that this is 45%

The proposed project will achieve (or exceed) full compliance with all requirements of the IRD designation, as follows:

1. Per **PMC 18.70.070.P.2.a**, the infill provisions are being undertaken through the short subdivision and administrative conditional use permit process.

2. Per **PMC 18.70.070.P.2.b**, all public services and facilities are immediately available and adequate to the site, and such provision is articulated and/or depicted in the Utilities Plan and/or on the face of the Short Plat.
3. Per **PMC 18.70.070.P.2.c**, given that the proposed project will increase the local traffic by only approximately 30 ADT, the public roads and streets serving the site are adequate to carry the additional traffic generated by the development of the site.
4. For substantiation of the proposed lots' compliance with the lot requirements of **PMC 18.70.070.P.2.d**, see tables on the previous page.
5. Per **PMC 18.70.070.P.2.e**, a **Neighborhood Meeting** was held, and comments were collected, synthesized and responded to, and provided – separately -- to the City of Poulsbo Department of Planning and Economic Development. The City of Poulsbo Planning Department has archived the original responses received by them via email.
6. Per **PMC 18.70.070.P.3.a.i.1** and **18.70.070.P.3.a.i.3**, the **definition of block face** was determined. The methodology used and definition were also confirmed and approved by City of Poulsbo Planning staff on a map of the vicinity.
7. Per **PMC 18.70.070.P.3.c**, the **front setback** on the proposed lots “shall be the average of the existing residences along the block face”. Therefore, that setback will be the 18.25’ shown in the table on the following page. PMC 18.70.070.P.2.d.iv also states that the “front yard minimum lot requirement” for an IRD lot is twenty feet. Because a front yard must fit in the front setback, guidance is sought on which of these two requirements prevails.
8. **Building heights** were determined by precise survey for all structures within that block face, and the average was calculated. Those figures are shown in the table on the following page. Per **PMC 18.70.070.P.3.d**, if the height of proposed structures on the proposed lots exceeds that average by five or more feet, the rules for “stepbacks” on the upper floor(s) of those proposed structures shall be put into effect.

Address	Parcel #	Height (ft)	Front Setback
647 Haugen	3-106	29.0	18.0
670 Haugen	2-012	15.7	20.0
671 Haugen	3-105	26.0	18.0
18423 Torgeson	2-011	21.1	-7.0
701 Haugen	3-104	N/A (vacant)	N/A
18420 Torgeson	2-003	16.2	20.0
756 Haugen	2-254	17.2	35.0
789 Haugen	3-001	15.6	18.0
758 Haugen	2-255	23.7	24.0
<b>Average</b>		<b>20.6</b>	<b>18.25</b>

9. **Predominant character of the existing residences' block face (PMC 18.70.070.P.f):**

The “character” of the block face consists of a great variety of architectural styles, sizes, shapes and quality – certainly a great deal of “architectural variety”. Styles encountered along the block face include what could be described as “classic early 20th century Craftsman-style farmhouse”, “bungalow”, “multi-story, post-modern”, “single-story 70’s rambler”, or “ranch”. In other words, the character is quite diverse and challenging to encapsulate in a single description other than, perhaps, “20<sup>th</sup> Century American”, which doesn’t mean much. This diversity should be apparent in the photos of the block face below.





Given the PMC requirement to develop a description of the “predominant” character despite this diverse mix, and given the concern about this facet of the development as expressed by attendees of the Neighborhood Meeting, it is concluded that the most code-compliant and neighborhood-acceptable “conceptual architectural style” is what could be called “a mix of Traditional Cottage, Bungalow (which includes Craftsman style) and Farmhouse”. Inspiration for an example of this is found in a nearby development known as the Antonson Lane Community; an architecture plan typical of the homes in that community is among the examples shown on pages 8 and 9.

10. Also per **PMC 18.70.070.P.f** – the “detailing how the proposed infill residences’ size, height, placement and design meet the above design

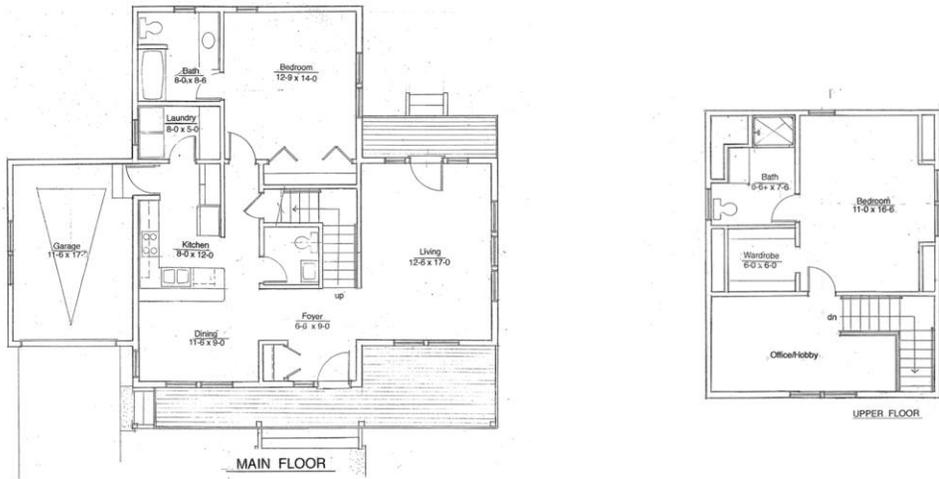
standards; and describing how compatibility along the predominant block face has been met”:

The proposed lots could eventually include as many as three homes. Below are three examples of conceptual architectural plans that could serve as examples of possible designs that would comply with each and every one of the Design Standards.

Although most of the ways in which these plans will comply the Design Standards have already been discussed in this Narrative, to re-state, in brief:

- Variety: In addition to the fact that these are three completely different plans to begin with, variety in the plans below could be achieved – as it is in the Antonson Lane Community – by a combination of orientation of the building elements and variety of building materials, window types and locations, etc.
- Height: As discussed, the maximum of 35’ for the RL zone will be adhered to, as well as the requirements for “stepbacks” if/when the height of the street face of a structure exceeds the average of block face structures. If the review authority – per **PMC 18.70.070.P.3.d.iv** – determines
- Placement/Orientation: Due to the size of the proposed lots, the placement and orientation of future homes is governed almost entirely by setbacks. This is the case with most homes on the block face, and is therefore consistent. Additionally, if the future owner decides to build only one home across the three proposed lots, those homes in the block face provide clear direction regarding what placement and orientation are “predominant”, and shall be followed.
- Design: As discussed, will match the eclectic and varied nature of the design of homes in the block face, and can include elements of the examples on the following pages.

*Again, it is important to note that the proposed project includes only the division of the existing parcel and the provision of all required utilities, engineering, stormwater management and frontage improvements. Further development of the lots – to the point at which they can be built upon, and compliance with the corresponding relevant Design Standards sections of the PMC – shall be the responsibility of the eventual individual lot owner(s).*



Architectural Plan Style Example #1: Similar to Antonson Lane Infill Project in Poulsbo



Architectural Plan Style Examples #2 and #3

### **Water and Sanitary Sewer Utilities:**

The proposed lots will be served by the same public utilities as are the existing, surrounding lots, which are provided by the City of Poulsbo on NE Haugen Street. Connections to existing infrastructure are depicted on the Utilities Plan.

### **Stormwater Management:**

The project will include design and construction of stormwater management for two sources of runoff: from the proposed three new lots, and the runoff from NE Haugen Street. Those systems are depicted in detail in the Stormwater/Drainage Plan, and described as follows, in brief:

- Drainage from the proposed lots (to be undertaken by future owner[s]): roof runoff conveyed via downspouts and cleanout to piped system (6" PVC) along south boundary, to the 12" N-12 running to the existing stormwater system on NE Sommerseth Street. Otherwise, potential runoff will be managed by the use of pervious pavement and amended soils in landscaped areas.
- Runoff from NE Haugen Street (to be undertaken as part of this short subdivision):

As depicted on the Grading and Paving Plan and the Storm/Drainage and Utilities Plan, the proposed rolled/raised curb along the south side of Haugen Street will convey the existing street runoff to a catch basin near the downhill (western) boundary of Lot B. That catch basin will then convey the runoff to the aforementioned 12" N-12 and existing stormwater system on Sommerseth Street. Among other benefits, this system will address the "sheeting" of stormwater on Haugen Street and the ponding on Parcel 104 (to the west of this project), issues both of which were chronicled during the IRD Neighborhood Meeting process.

Otherwise, the existing swale will continue to channel runoff from the hill on Lot A into the same existing stormwater system on Sommerseth Street.

### **Street/Road Connections:**

The site has direct access to NE Haugen Street. The frontage improvements are depicted on the Grading and Paving Plan and Storm/Drainage and Utilities Plan. The street-side improvements include the following:

- providing the required two on-street parking spaces
- providing a paved driveway stub to each of the three new proposed lots, from the existing street to the property line of each lot
- providing landscaping – (grass lawn and small foliage), to match existing and nearby frontages – between the aforementioned pavings
- grading, paving and constructing rolled curb on the north end of the existing driveway to achieve integrity of stormwater management in that area

### **Transit:**

The site is served by Kitsap Transit bus stops on NE Hostmark (2/5 mile) and on Highway 305 (1/4 mile).

### **Non-Motorized Transportation:**

The site is located on a street with very low motorized traffic volumes and thus comfortable and conducive to walking and bicycling. It is also located close enough to downtown Poulsbo and other amenities to render the use of non-motorized transportation practical.

### **Land Use Review Process:**

This project will be subject to Preliminary Short Plat review and Final Short Plat review, both under the Infill Residential Development standard.

### **Site Data:**

Existing lot = 56,607 SF

Proposed lots:

Lot A = 40,859 SF, +/-

Lot B = 5,200 SF, +/-

Lot C = 5,100 SF, +/-

Lot D = 5,100 SF, +/-

**Parking:** Each proposed new lot will have two off-street parking spaces – likely one in-garage and one in the driveway. Per PMC, 0.5 on-street parking spaces are required per lot. 3 new lots = 1.5 new spaces required = 2 new spaces required. These will be located on the south side of NE Haugen Street fronting the new lots, as depicted in the Grading and Paving Plan.

### **Critical Areas (discussed also in the Critical Areas Report):**

1. **Poulsbo Creek:** The very western extreme of the project site falls within 300' of the centerline of Poulsbo Creek. Therefore, and per PMC, the eligibility for stream buffer was investigated and analyzed. Those undertakings revealed that no part of the project site is within the 200' buffer required along Poulsbo Creek. Therefore, no environmental report is required, no review of any report is required and therefore no fee for review is warranted.
2. **Site Slopes/Geologic Hazard:**
  - Per the Kitsap County parcel GIS, the closest area of geological hazard or geological concern to the project site is 495 feet distant.

- The Coastal Zone Atlas designates the project site – and everything within at least 1,050 feet – as “Stable”.
- A small area of 15-18% slope exists on the project site, but no springs or groundwater seepage are present.
- No areas on the project site were found by a qualified geologist to meet criteria for U, URS or UOS.
- PMC 16.20.405 states that uses must be within 300 feet of a geologic hazard or area of concern to be regulated, and there are no such areas. Therefore, no environmental report is required, no review of any report is required and therefore no fee for such review is warranted.

3. Aquifer Recharge:

- According to the City of Poulsbo mapping available online (<https://cityofpoulsbo.com/codes-amendments-maps>), the site is within the following Critical Area: “Aquifer Recharge Area of Concern (Shallow Aquifer)”.
- Per "Soil Survey of Kitsap County Area, Washington", the soils on the site are “Soil Map Unit 39”, which is termed "Poulsbo gravelly sandy loam, 0 to 6 percent slopes"
- Per “Table 16.20.510.A—Soil Types” in the PMC, Soil Map unit 39 is not a soil type among those that are “considered to have relatively high permeability and are aquifer recharge areas of concern”.
- Additionally, there are not present on the site – nor will there be – any of the “Activities with Potential Threat to Groundwater”, as presented in Table 16.20.515 of the PMC.
- Therefore, there is no threat to groundwater or any aquifer, no environmental report is required, no review of any report is required and therefore no fee for such review is warranted.

**Permits required for this Short Plat process:**

- Preliminary Short Plat approval, including Conditional Use Permit approval
- Preliminary Storm Report approval
- Conceptual Drainage Plan and Grading Plan Permit
- Preliminary Utilities Plan approval
- Final Plat approval by Poulsbo City Council

**Permit(s) Possibly Required by Others (not part of Short Plat process):**

- Building permit(s)
- Grading permit(s)

**Utilities:**

- Water: City of Poulsbo
- Sewer: City of Poulsbo

- Refuse Collection: City of Poulsbo
- Recycling: City of Poulsbo
- Telephone: Century Link
- Electrical Power: Puget Sound Energy
- Cable: Comcast