



Kitsap County Department of Community Development

Staff Report and Recommendation Annual Comprehensive Plan Amendment Process for 2019 Clarifying Edits

Summary

Report Date	8/12/2019; Revised 10/15/2019
Hearing Date	To be determined
Amendment Type	County-sponsored Amendment
Description	This amendment includes edits to the 2016 Comprehensive Plan and Kitsap County Code that are for clarification or consistency purposes only. The edits are non-substantive and do not change intent or interpretations of policies or regulations.
Geographic Area Affected	Unincorporated Kitsap County
SEPA	Determination of Non-Significance (DNS)
Department Recommendation	Adopt as proposed

This report and recommendation are based on information available at the time of publication. If new relevant and material facts are discovered, this staff report will be revised and the department recommendation may change.

<u>Revision No.</u>	<u>Date</u>	<u>Description</u>
1	10/15/2019	Incorporates clarifying edits within the Silverdale Design Standards (Attachment A – Amendment 16), two additional clarifying edits (Attachment A - Amendments 23 and 24), a revised SEPA checklist (Attachment B2) and revised threshold determination (Attachment B1).

1. Background

The Kitsap County Comprehensive Plan describes the 20-year vision for unincorporated Kitsap County and how that vision will be achieved. The plan covers land use, economic development, environment, housing and human services, transportation, capital facilities and utilities as well as parks, recreation, and open space. The Comprehensive Plan is mandated by the Washington State Growth Management Act (GMA, RCW 36.70A).

A. Authority

The GMA mandates that Kitsap County's Comprehensive Plan and development regulations be reviewed and, if needed, revised at least every 8-years [RCW 36.70A.130(5)]. The most recent Kitsap County 8-year update concluded with the adoption of the 2016 Kitsap County Comprehensive Plan on June 27, 2016 by Ordinance 534-2016. The GMA also mandates that Kitsap County's Comprehensive Plan and development regulations be subject to continuing review and evaluation, allowing for annual amendments to the Comprehensive Plan and development regulations [RCW 36.70A.130(1)].

Kitsap County Code sets forth a process and criteria for making amendments to the Comprehensive Plan [KCC 21.08]. In making amendments, the County must consider:

1. Whether the proposed amendments are consistent with and supports other plan elements and or development regulations, and if not, what additional amendments to the plan and/or development regulations will be required to maintain consistency;
2. Whether the proposed amendment to the plan and/or regulation will more closely reflect the goals and policies of the Comprehensive Plan;
3. Whether the proposed amendment is consistent with the Kitsap County-wide Planning Policies; and
4. Whether the proposed amendment complies with the requirements of the GMA.

The final docket adopted by the Board of County Commissioners on April 24, 2019 (Resolution No. 069-2019) allows for consideration of this amendment during Kitsap County's annual Comprehensive Plan amendment process for 2019.

B. Proposed Amendment

This amendment includes edits to the 2016 Comprehensive Plan and Kitsap County Code (KCC) that are for clarification or consistency purposes only. The edits are non-substantive and do not change intent or interpretations of policies or regulations.

The proposed amendments are provided in Attachment A and include the following:

1. KCC 16.04.100 – Expiration of preliminary approval

- Clarify the reference to Title 21 and direct the user to section 21.04.270.B. which describes the requirements for granting an extension for land divisions with preliminary approval.
2. KCC 17.120.010 - Classification of Zones
 - Move the Low Intensity Commercial zone column from under the Urban Low Intensity Commercial land use designation to under the Urban High Intensity Commercial land use designation to be consistent with the Comprehensive Plan Appendix B.
 3. KCC 17.400.080 – Gorst Subarea, Special Provisions
 - Update Highway Tourist Commercial reference to Commercial (C) and clarify Industrial (I) zone. The Highway Tourist Commercial zone no longer exists and was changed to Commercial (C) in 2016.
 4. KCC 17.410.044 – Commercial, Industrial, Parks, and Public Facilities Zones Use Table
 - Same change as Amendment #2.
 5. KCC 17.420.054 - Commercial, Industrial, and Parks Zones Density and Dimensions Table
 - Remove reference to Footnote 5 from the Regional Center Zone as it refers to the Kingston Design Standards.
 6. KCC 17.420.060.A.20 – Keyport Design Standards Footnote
 - Add a footnote to reference Appendix C2 – Keyport Design Standards.
 7. KCC 17.420.060.A.33 – Silverdale Design Standards Footnote
 - Clarify footnote language to reference Appendix C3 – Silverdale Design Standards.
 8. KCC 17.420.060.A.47 – Manchester Design Standards Footnote
 - Clarify footnote language to reference Appendix C4 – Manchester Design Standards.
 9. KCC 17.410.050.A.50 – Manchester Design Standards Footnote
 - Same change as Amendment #8.
 10. 17.430.050.D – Land Use Review, Minimum application requirements
 - Clarify that submittal documents should include setback dimensions for existing & proposed structures.
 11. KCC 17.455.020 – Agriculture Code, Applicability, Table 1: Kitsap County Agriculture Use Permissibility
 - Same change as Amendment #2.
 12. KCC 17.455.060.J.1 – Agriculture Code, Agricultural, accessory use or agritourism
 - Clarify section reference in the Agriculture Code to direct the user to the temporary use permit process found in Section 17.105.090.
 13. KCC 17.700 (Appendices) - Illahee View Protection Overlay Map
 - Update the Appendix numbering for the Illahee View Protection Overlay map to B1 to make it easier for our customers to reference.
 14. KCC 17.700 (Appendices) - Manchester View Protection Overlay Map
 - Add the Manchester View Protection Overlay map to Appendix B2 to make it easier for our customers to reference.

15. KCC 17.700 (Appendices) - Keyport Design Standards & District Map
 - Add the Keyport Design Standards & District Map to Appendix C2 to make it easier for our customers to reference.
16. KCC 17.700 (Appendices) - Silverdale Design Standards & District Map
 - Add the Silverdale Design Standards & District Map to Appendix C3 to make it easier for our customers to reference.
 - Update references to the Highway Tourist Commercial (HTC) zone to Commercial (C) and Regional Commercial zone to Regional Center (RC) because the zones were renamed in 2016.
 - Remove references to the Mixed Use (MU) zone because the zone was eliminated in 2016.
17. KCC 17.700 (Appendices) - Manchester Design Standards & District Map
 - Add the Manchester Design Standards & District Map to Appendix C4 to make it easier for our customers to reference.
18. KCC 21.04.270 - Project Permit Application Procedures, Duration of decisions
 - Same change as Amendment #1.
19. KCC 17.540.100 - Administrative Conditional Use Permit, Effect
 - Clarify that permits shall not take effect until after the appeal period or a decision is completed.
20. KCC 17.550.090 - Hearing Examiner Conditional Use Permit, Effect
 - Same change as Amendment #19.
21. KCC 17.560.070 – Variances, Effect
 - Same changes as Amendment #19.
22. Comprehensive Plan, Land Use Chapter
 - Clarify references to unincorporated Urban Growth Areas.
23. KCC 17.700 (Appendices) – Farm Focus Area Map
 - Add the Farm Focus Area maps referenced in section 17.455 to Appendix D to make it easier for our customers to reference.
24. KCC 21.04.260 – Notice of Decisions, Distribution
 - Clarify that a notice of decision shall be provided by mail or electronic mail.

C. Geographic Description

This amendment affects unincorporated Kitsap County.

2. Department Recommendation

Having analyzed the proposed amendment and other alternatives, if applicable, the Department recommends:

- Adoption of the amendment:
 - as proposed above
 - as described in Alternative ___ below
 - with revisions described below

- with conditions described below
- Deferral of the amendment to a future docket
- Denial of the amendment

A. Revisions

None.

B. Conditions

None.

C. Rationale

The proposed amendment is non-substantive and does not change intent or interpretations of policies or regulations. The proposed amendment will improve clarity and consistency within the 2016 Comprehensive Plan and Kitsap County Code.

3. Other Alternatives Considered

None.

4. Analysis

Amendments to the Comprehensive Plan must be consistent with the criteria outlined in Kitsap County Code (KCC) Chapter 21.08. Applicable criteria are analyzed below. A summary of the State Environmental Policy Act (SEPA) review of this amendment is located at the end of this section.

A. General Decision Criteria (KCC 21.08.070.A)

For each proposed amendment to the Comprehensive Plan, the Planning Commission in reaching its recommendation, and the Board of Commissioners in making its decision, shall develop findings and conclusions, which demonstrate:

1. *How circumstances related to the proposed amendment and/or the area in which the property affected by the proposed amendment is located have substantially changed since the adoption of the Comprehensive Plan or applicable development regulations;*

Staff Analysis: Not Applicable – the proposed amendment contains only clarifying edits that are non-substantive and do not change intent or interpretations of policies or regulations.

2. *How the assumptions upon which the Comprehensive Plan is based are no longer valid, or there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan or development regulations; and*

Staff Analysis: Not Applicable – the proposed amendment contains only clarifying edits that are non-substantive and do not change intent or interpretations of policies or regulations.

3. *How the requested redesignation is in the public interest and the proposal is consistent with the Kitsap County Comprehensive Plan.*

Staff Analysis: Not applicable – this is not a redesignation request.

B. Additional Decision Criteria (KCC 21.08.070.B)

In addition to the findings and conclusions above, for each proposed text amendment, the Planning Commission in reaching its recommendation, and the Board of Commissioners in making its decision, shall develop findings and conclusions which consider:

1. *Whether the proposed amendment is consistent with and supports other plan elements and/or development regulations and, if not, what additional amendments to the plan and/or development regulations will be required to maintain consistency;*

Staff Analysis: The proposed amendment is consistent with and supports other plan elements and/or development regulations. This amendment contains only clarifying edits that are non-substantive and do not change intent or interpretations of policies or regulations.

2. *Whether the proposed amendment to the plan and/or regulation(s) will more closely reflect the goals, objectives and policies of the Comprehensive Plan and reflect the local circumstances of the county;*

Staff Analysis: Not applicable - the proposed amendment contains only clarifying edits that are non-substantive and do not change intent or interpretations of policies or regulations.

3. *Whether the proposed amendment is consistent with the Kitsap County-wide Planning Policy;*

Staff Analysis: The proposed amendment is consistent with the [Kitsap County-wide Planning Policies](#) (CPPs; adopted on 5/11/2015 by Kitsap County Ordinance 522-2015). The proposed amendment contains only clarifying edits that are non-substantive and do not change intent or interpretations of policies or regulations.

4. *Whether the proposed amendment complies with the requirements of GMA, state and local laws and other applicable inter-jurisdictional policies or agreements; and*

Staff Analysis: The proposed amendment is consistent with the requirements of GMA, state and local laws and other applicable inter-jurisdictional policies and agreements. The proposed amendment contains only clarifying edits that are non-substantive and do not change intent or interpretations of policies or regulations.

5. *An explanation of why language should be added to the Comprehensive Plan or why existing language should be modified or deleted.*

Staff Analysis: The proposed amendment is non-substantive and does not change intent or interpretations of policies or regulations. The proposed amendment will improve clarity and consistency both within and between the Comprehensive Plan and the Kitsap County Code, which will improve implementation.

C. State Environmental Policy Act (SEPA)

The Kitsap County SEPA official issued a SEPA threshold determination of non-significance (DNS; Attachment B1) for this amendment after having reviewed the SEPA environmental checklists prepared for this amendment (Attachment B2). The SEPA official’s review found that this amendment is not related to or dependent on any of the other proposed Comprehensive Plan amendments and therefore an independent SEPA threshold determination was made regarding this amendment.

Notice of this SEPA threshold determination was:

- Filed with the Washington State Department of Ecology [SEPA Register](#);
- Published in the Kitsap Sun newspaper; and
- Will be integrated with other public announcements.

The SEPA threshold determination and environmental checklist was also distributed to agencies with jurisdiction, the Department of Ecology, affected tribes, and each local agency or political subdivision whose public services would be changed as a result of implementation of the proposal.

5. Public Involvement and Outreach

Kitsap County’s public involvement and outreach in support of this amendment has exceeded the requirements of the Growth Management Act (RCW 36.70A) and Kitsap County Code (KCC 21.08).

A. Prior Public Involvement and Outreach

Prior public involvement and outreach regarding the 2019 docket, including this amendment, has included the following:

- An [Online Open House](#) with information about previous, current, and upcoming phases of the 2019 amendment process.
- A public comment period (11/1/2018 – 12/11/2018) and a public hearing by the Kitsap County Board of Commissioners (12/10/2019) while setting the initial docket of amendments. Notifications and announcements regarding this comment period and public hearing included the following:
 - Legal notice published in the Kitsap Sun newspaper (11/30/2018);
 - Broadcast announcements via email, text message, Facebook.com, Twitter.com, and Nextdoor.com; and
 - Formal letters to Tribes with usual and accustomed area in Kitsap County.
- Legal notice announcing the docket of amendments was published in the Kitsap Sun newspaper (1/5/2019).

B. Current Public Involvement and Outreach

This staff report provides, in full, the proposed amendment and analysis of the amendment for review by the public and the Kitsap County Planning Commission.

Visit the [Online Open House](http://tinyurl.com/kitsap2019cpa) (<http://tinyurl.com/kitsap2019cpa>) to learn more about the 2019 annual amendment process, important dates and deadlines, and how to participate in the process, including:

- Attending an open house in North Kitsap, Central Kitsap, or South Kitsap.
- Attending Planning Commission meetings.
- Testifying at the Planning Commission's public hearing.
- Submitting written comments.

A new comment period regarding the proposed amendment (Attachment A), this staff report, and the SEPA determination (Attachment B1) opened on the date this report was published. To be included in the official record, written comments must be submitted to the Department of Community Development before the deadline using one of the following methods:

- Entered [online via computer or mobile device](#) (preferred method).
- Emailed to CompPlan@co.kitsap.wa.us.
- Mailed to 614 Division St - MS36, Port Orchard, WA 98366.
- Dropped off at the Permit Center at 619 Division St, Port Orchard.
- Dropped off at one of the scheduled open houses.
- Submitted to the clerk at a scheduled public hearing.

Notifications and announcements regarding this comment period and the Planning Commission's public hearing will include:

- Legal notice published in the Kitsap Sun newspaper.

- Broadcast announcements via email, text message, Facebook.com, Twitter.com, and Nextdoor.com.
- Notice signs posted on site-specific amendment properties.
- Notices mailed to property owners near site-specific amendments and geographically specific amendments covering smaller areas.
- Formal letters to Tribes with usual and accustomed area in Kitsap County.

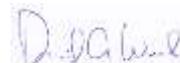
C. Future Public Involvement and Outreach

Additional public involvement and outreach are anticipated to occur during October through December when the Kitsap County Board of Commissioners will be considering the amendments for adoption.

6. Staff Contact

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Report approved by:



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7. Attachments

- A. Proposed Amendment
- B. State Environmental Policy Act (SEPA)
 - 1. Revised SEPA Determination
 - 2. Revised SEPA Checklist

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Attachment A

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Amendment #1 Expiration of preliminary approval (KCC)

Kitsap County Code Section 16.04.100 ‘Expiration of preliminary approval’, last amended by Ordinance 489 (2012), is amended as follows:

16.04.100 Expiration of preliminary approval.

A. Short Subdivisions and Large Lot Subdivisions. Preliminary approval shall automatically expire five years from the date of the notice of decision, unless a complete final short subdivision or large lot subdivision application is submitted to the department prior to that date.

B. Subdivisions. Unless otherwise provided by state statute, preliminary approval shall automatically expire five years from the date of the notice of decision, unless a complete final subdivision application is submitted to the department prior to that date.

C. An extension to preliminary approval may be granted, as set forth in [Title 21 Section 21.04.270.B.](#)

D. It is the responsibility of the applicant to remain aware of expiration dates. Failure to file within the stated time, and any approved extension, will void the preliminary approval and a new application will be required.

Amendment #2 Classification of Zones (KCC)

Kitsap County Code Section 17.120.010 ‘Classification of Zones’, last amended by Ordinance 565 (2018), is amended as follows:

17.120.010 Classification of zones.

For the purposes of this title, the county is divided into zones classified as follows:

Comprehensive Plan Land Use Designation	Zone Classification	Map Symbol
Rural Residential	Rural Residential	RR
Rural Protection	Rural Protection	RP
Rural Wooded	Rural Wooded	RW
Forest Resource Lands	Forest Resource Lands	FRL
Mineral Resource Overlay	Mineral Resource Overlay	MRO
Urban Low-Density Residential	Urban Restricted	UR
	Greenbelt	GB
	Urban Low Residential	UL
	Urban Cluster Residential	UCR
Urban Medium-Density Residential	Urban Medium Residential	UM
Urban High-Density Residential	Urban High Residential	UH

Comprehensive Plan Land Use Designation	Zone Classification	Map Symbol
Urban High Intensity Commercial	Commercial	C
	Regional Center	RC
	Low Intensity Commercial	LIC
Urban Low Intensity Commercial	Urban Village Center	UVC
	Neighborhood Commercial	NC
	Low Intensity Commercial	LIC
Rural Commercial	Rural Commercial	RCO
Urban Industrial	Business Park	BP
	Business Center	BC
	Industrial	IND
Rural Industrial	Rural Industrial	RI
Public Facilities	Parks	P
	NA (all other zone classifications are allowed within the Public Facilities land use designation)	
Limited Area of More Intensive Rural Development (LAMIRD) Type I	Keyport Village Commercial	KVC
	Keyport Village Low Residential	KVLR
	Keyport Village Residential	KVR
	Manchester Village Commercial	MVC
	Manchester Village Low Residential	MVLR
	Manchester Village Residential	MVR
	Port Gamble Rural Historic Town Commercial	RHTC
	Port Gamble Rural Historic Town Residential	RHTR
	Port Gamble Rural Historic Waterfront	RHTW
	Suquamish Village Commercial	SVC
	Suquamish Village Low Residential	SVLR
	Suquamish Village Residential	SVR
Limited Area of More Intensive Rural Development (LAMIRD) Type III	Rural Employment Center	REC
	Twelve Trees Employment Center	TTEC

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Amendment #3 Gorst Subarea, Special Provisions (KCC)

Kitsap County Code Section 17.400.080 ‘Special Provisions, last amended by Ordinance 540 (2016), is amended as follows:

17.400.080 Special provisions.

A. For other provisions, see Chapter 17.580.

B. Incentives.

1. The incentive measures in this chapter apply to all zones and land uses within the Gorst urban growth area with the exception of ~~highway tourist commercial~~ the Commercial (C) and ~~industrial~~ Industrial (I) zones. Incentives are intended to encourage sustainable development and provide flexibility through voluntary incentives, consistent with the policy direction contained in Chapter 4 of the Gorst Subarea Plan. These incentives are to acknowledge the existing built environment and through redevelopment minimize activities that contribute to storm water issues and/or provide greater protection of the Sinclair Inlet shoreline and Gorst Creek.

2. Relationship with Other Standards. Nothing in this section relieves the applicant from compliance with any other standard set forth in this title, or from compliance with any other provision of the Kitsap County Code, unless specifically exempted in this chapter.

3. Table 17.400.080(C) describes the public benefit and the resulting development incentive earned. Using the incentives, an applicant can earn density, height, or impervious surface coverage above the base standard allowed in the zone. In no case shall the maximum density, height, or impervious surface coverage exceed the maximum allowed by the zone. More than one public benefit and corresponding incentive may be earned up to one hundred percent of the bonus. Table 17.400.080(D) summarizes the minimum, base, and maximum densities, heights, and impervious surface coverages for reference. The full text of the applicable zone should be consulted in addition to the table; in cases of conflict the zone-specific language shall control.

Table 17.400.080(C) – Public Benefit and Incentives

Public Benefit Description	Development Incentive Select one or more bonus items
Habitat	
Provide a landscape plan that demonstrates that at least 20% of the significant trees on the buildable area of the site are retained outside of buffers.	50% Density Bonus 50% Height Bonus 50% Impervious Surface Coverage Bonus
Provide multilayered landscaping including native trees, native shrubs and native groundcover on at least 30% of the site.	50% Density Bonus 50% Height Bonus 50% Impervious Surface Coverage Bonus
Site plan includes a minimum 35-foot habitat corridor (not otherwise required by critical area or shoreline or management overlay regulations) vegetated with native trees, shrubs and groundcover that connect critical areas or permanently preserved natural areas within or adjacent to and across the project site. Site design shall ensure that lighting from adjacent development does not intrude on corridor. The corridor shall be protected	100% Density Bonus 50% Height Bonus 50% Impervious Surface Coverage Bonus

Public Benefit Description	Development Incentive Select one or more bonus items
with a native growth protection easement or maintained to exclude nonnative invasive species, such as blackberry and Japanese knotweed (See noxious weed list for Kitsap County).	
Access Improvements	
Site design for new development is configured in such a way as to allow future businesses and site occupants shared access to roads within or contiguous to the development site.	100% Density Bonus 100% Height Bonus 100% Impervious Surface Coverage Bonus
Shared access driveway is provided and designed to serve two or more development sites (one may be a future site), a joint tenant building is provided on a site, or the project is located within a multi-tenant commercial center.	50% Density Bonus 50% Height Bonus 50% Impervious Surface Coverage Bonus
Shared parking is provided that serves two or more tenants. No additional parking outside of the shared lot(s) may be provided. Shared parking lots shall be located within a 1,200-foot radius of the front door of the building. Number of parking stalls is no more than 50% greater than minimum requirement.	50% Density Bonus 100% Height Bonus 100% Impervious Surface Coverage Bonus
Shared or consolidated loading areas are provided in a central service court or other location that is screened from public view.	25% Density Bonus 25% Height Bonus 25% Impervious Surface Coverage Bonus

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Table 17.400.080(D) – Summary of Development Standards Eligible for Bonus by Zone

Height, Bulk, and Impervious Surface Standards	Low Intensity Commercial	Urban Restricted
Density, Minimum, in units per net acre	0	1
Density, Base, in units per gross acre	20	5
25% of bonus	22.5	6.25
50% of bonus	25	7.5
100% of bonus	30	10
Density, Maximum, in units per gross acre, subject to incentives	30	10
Height, Base, in feet	25	35
25% of bonus	30	NA
50% of bonus	35	NA
100% of bonus	45	NA
Height, Maximum, in feet, subject to incentives	45	NA
Impervious Surface Coverage, Standard Maximum, in percent of lot area	35	45
25% of bonus	38.75	47.5
50% of bonus	42.5	50
100% of bonus	50	55
Impervious Surface Coverage, Maximum, in percent of lot area, subject to incentives	50	55

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1 E. Design Guidelines. The design guidelines outlined in Chapter 10 of the Gorst Subarea Plan are
2 hereby adopted by reference.

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4 **Amendment #4 Commercial, Industrial, Parks, and Public Facilities Zones Use Table (KCC)**

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6 Kitsap County Code Section 17.410.044 'Commercial, Industrial, Parks, and Public Facilities Zones
7 Use Table', last amended by Ordinance 574 (2019), is amended as follows:

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10 **17.410.044 Commercial, industrial, parks, and public facility zones use table.**

Comprehensive Plan Land Use Designation		Urban High Intensity Commercial			Urban Low Intensity Commercial			Rural Commercial	Urban Industrial			Rural Industrial	Public Facilities	
Zoning Classification	C (19)(30)(48)(57)(101)	RC (19)(48)(57)(88)(101)	<u>LIC</u> (48)(57)(101)	UVC (30)(48)(57)(101)	NC (19)(30)(48)(57)(101)	<u>LIC</u> (48)(57)(101)	RCO (12)(64)(101)	BC (31)(42)(101)	BP (101)	IND (32)(42)(101)	RI (12)(42)(101)	P (101)	(Reserved)	
Categorical Use														
RESIDENTIAL USES														
100	Accessory dwelling units (1)	--	--	<u>==</u>	--	--	--	--	--	--	--	--	--	
102	Accessory living quarters (1)	--	--	<u>==</u>	--	--	--	--	--	--	--	--	--	
104	Accessory use or structure (1)(51)	P	P(84)	<u>P</u>	P	P	P	P	P	P	P	P	--	
106	Adult family home	ACUP P (41)	ACUP P (41)(84)	<u>ACUP P</u> (41)(79)	ACUP P (41)	-	<u>ACUP P</u> (41)(79)	ACUP P (41)	ACUP P (41)	ACUP P (41)	ACUP P (41)	ACUP P (41)	--	
108	Bed and breakfast house or vacation rental	--	--	<u>ACUP</u> (79)	ACUP C (34)	ACUP C (34)	<u>ACUP</u> (79)	ACUP C (34)	--	--	--	--	--	
109	Boarding house (102)	P (99)	P (99)	<u>P</u> (99)	P (99)	P (99)	<u>P</u> (99)	P (99)	--	--	--	--	ACUP (99)	
110	Caretaker's dwelling	ACUP	ACUP (84)	<u>ACUP</u>	ACUP	ACUP	<u>ACUP</u>	P	P	P	P	P	P	
112	Convalescent home or congregate care facility (97)	ACUP	ACUP (84)	<u>ACUP</u> (==)(79)	ACUP	C	<u>ACUP</u> (==)(79)	--	--	--	--	--	--	
114	Cottage housing developments	--	--	<u>==</u>	ACUP	--	--	--	--	--	--	--	--	
116	Dwelling, duplex	--	--	<u>==</u>	ACUP	P	--	--	--	--	--	--	--	
118	Dwelling, existing	P	P	<u>P</u>	P	P	<u>P</u>	P	P	P	P	P	--	
120	Dwelling, multifamily	ACUP	ACUP C (85)	<u>P</u> (==)(79)	ACUP	P	<u>P</u> (==)(79)	--	--	--	--	--	--	
122	Dwelling, single-family attached	ACUP	ACUP (84)	<u>P</u> (==)(79)	P	P	<u>P</u> (==)(79)	--	--	--	--	--	--	
124	Dwelling, single-family detached (includes manufactured homes)	--	--	<u>==</u>	--	P	--	--	--	--	--	--	--	
126	Guest house (1)	--	--	<u>==</u>	--	--	--	--	--	--	--	--	--	
127	High-Risk Secured Facility (1)	C	C	<u>==</u>	--	--	--	--	C	C	C	--	--	
128	Home business (1)(53)	--	--	<u>==</u>	P	ACUP	--	ACUP	--	--	--	--	--	
130	Hotel/motel	P	P (84)	<u>ACUP</u> (==)(79)	ACUP	C	<u>ACUP</u> (==)(79)	--	--	--	--	--	--	
132	Mobile homes	--	--	<u>==</u>	--(43)	--	--	--	--	--	--	--	--	
134	Residential care facility	ACUP	ACUP (84)	<u>ACUP</u> (==)(79)	ACUP	--	<u>ACUP</u> (==)(79)	--	--	--	--	--	--	
COMMERCIAL/BUSINESS USES														

Comprehensive Plan Land Use Designation		Urban High Intensity Commercial			Urban Low Intensity Commercial			Rural Commercial	Urban Industrial			Rural Industrial	Public Facilities	
Zoning Classification		C (19)(30)(48)(57)(101)	RC (19)(48)(57)(88)(101)	LIC (48)(57)(101)	UVC (30)(48)(57)(101)	NC (19)(30)(48)(57)(101)	LIC (48)(57)(101)	RCO (12)(64)(101)	BC (31)(42)(101)	BP (101)	IND (32)(42)(101)	RI (12)(42)(101)	P (101)	(Reserved)
Categorical Use														
200	Accessory use or structure (1)(51)	P	P	<u>P</u>	P	P	<u>P</u>	P	P	P	P	P	P	
202	Adult entertainment (1)	C	C (84)	<u>--</u>	--	--	<u>--</u>	--	C	--	C	--	--	
204	Ambulance service	P	P (84)	<u>P</u>	C	C	<u>P</u>	--	P	ACUP	ACUP	--	--	
206	Auction house (55)	P	P (84)	<u>P</u>	ACUP	--	<u>P</u>	C	ACUP	ACUP	P	C	--	
208	Auto parts and accessory stores (65)	P	P (84)	<u>P (83)</u>	--	P	<u>P (83)</u>	C	--	--	--	--	--	
210	Automobile rentals	P	P (61)(84)	<u>P (83)</u>	P (56)	P (56)	<u>P (83)</u>	--	--	--	--	--	--	
212	Automobile repair and car washes (65)	P	P (84)	<u>P (83)</u>	--	ACUP (54)	<u>P (83)</u>	C	P (61)	ACUP	P (33)	C	--	
214	Automobile service station (6)	P	P (61)(84)	<u>P (79)(83)</u>	--	ACUP	<u>P (79)(83)</u>	C	C (33)	C (33)	P (33)	C	--	
216	Automobile, recreational vehicle or boat sales	ACUP	ACUP (84)	<u>P (83)</u>	--	--	<u>P (83)</u>	--	ACUP (35)	--	ACUP (35)	--	--	
218	Nonmotorized recreation rentals (95)	P	P	<u>P</u>	P	P	<u>P</u>	P	--	--	--	--	P	
220	Boat/marine supply stores	P	P (84)	<u>P (83)</u>	--	--	<u>P (83)</u>	C	--	--	--	--	--	
222	Brew pubs	P	P C (85)(87)	<u>P</u>	ACUP	ACUP	<u>P</u>	--	ACUP (33)	ACUP (33)	ACUP	--	--	
224	Clinic, medical	P	P (87)	<u>P</u>	ACUP	ACUP	<u>P</u>	--	P	ACUP	C	--	--	
226	Conference center	P	P C (85)	<u>P</u>	P	--	<u>P</u>	--	--	--	--	--	ACUP	
228	Custom art and craft stores	P	P C (85)(87)	<u>P</u>	P (54)	P (54)	<u>P</u>	C	--	--	--	--	--	
230	Day-care center (14)	P	P C (85)	<u>P (79)</u>	P (54)	P (54)	<u>P (79)</u>	ACUP	P (33)	P (33)	P (33)	--	ACUP (79)	
232	Day-care center, family (14)	P	P (61)(84)	<u>P (79)</u>	ACUP (54)	ACUP (54)	<u>P (79)</u>	--	P (33)(61)	P (33)	--	--	--	
234	Drinking establishments	C	C (87)	<u>P</u>	ACUP	C	<u>P</u>	C	P (33)	C (33)	--	--	--	
236	Engineering and construction offices	P	P (84)	<u>P</u>	P (54)	P (54)	<u>P</u>	ACUP	P	P (33)	P (33)	ACUP (72)	--	
238	Espresso stands (58)(72)	P	P (61)(84)	<u>P</u>	--	P	<u>P</u>	ACUP	P (33)(61)	P (33)	P (33)	ACUP	--	
240	Equipment rentals	P	P (61)(84)	<u>--</u>	ACUP	--	<u>--</u>	ACUP	P	P	P	ACUP (73)	--	
242	Farm and garden equipment and sales	P	P (61)(84)	<u>P</u>	--	--	<u>P</u>	ACUP	--	--	--	C	--	

Comprehensive Plan Land Use Designation		Urban High Intensity Commercial			Urban Low Intensity Commercial			Rural Commercial	Urban Industrial			Rural Industrial	Public Facilities	
Zoning Classification		C (19)(30)(48)(57)(101)	RC (19)(48)(57)(88)(101)	LIC (48)(57)(101)	UVC (30)(48)(57)(101)	NC (19)(30)(48)(57)(101)	LIC (48)(57)(101)	RCO (12)(64)(101)	BC (31)(42)(101)	BP (101)	IND (32)(42)(101)	RI (12)(42)(101)	P (101)	(Reserved)
Categorical Use														
244	Financial, banking, mortgage and title institutions	P	P C (85)(87)	<u>P</u>	P (54)	P (54)	<u>P</u>	--	P	P (33)	ACUP (33)	--	--	
245	Fitness center	P	P	<u>=</u>	C	--	<u>-</u>	P (100)	P (100)	--	P (100)	P (100)	--	
246	General office and management services – less than 4,000 s.f.	P	P	<u>P</u>	P	P	<u>P</u>	ACUP	P	P	P (33)	--	--	
248	General office and management services – 4,000 to 9,999 s.f.	P	P (84)	<u>P</u>	ACUP	ACUP	<u>P</u>	C	P	P	--	--	--	
250	General office and management services – 10,000 s.f. or greater	P	P (84)	<u>P</u>	ACUP	--	<u>P</u>	--	P	P	--	--	--	
252	General retail merchandise stores – less than 4,000 s.f.	P	P	<u>P</u>	P	P	<u>P</u>	ACUP	P (33)	P (33)	ACUP (33)	--	--	
254	General retail merchandise stores – 4,000 to 9,999 s.f.	P	P (84)	<u>P</u>	ACUP	ACUP	<u>P</u>	C	--	--	--	--	--	
256	General retail merchandise stores – 10,000 to 15,000 s.f.	P	P (84)	<u>=</u>	C	--	<u>-</u>	--	--	--	--	--	--	
258	General retail merchandise stores – 15,001 to 24,999 s.f.	P	P (84)	<u>=</u>	C	--	<u>-</u>	--	--	--	--	--	--	
260	General retail merchandise stores – 25,000 s.f. or greater	ACUP (62)	ACUP (62)(84)	<u>ACUP</u>	--	--	<u>ACUP</u>	--	--	--	--	--	--	
262	Kennels or pet day cares (1)	C	C (61)(84)	<u>C</u>	--	C	<u>C</u>	C	P	ACUP	ACUP	C	--	
264	Kennels, hobby	--	--	<u>=</u>	P	P	<u>-</u>	--	--	--	--	--	--	
266	Laundromats and laundry services	P	P (84)	<u>P</u>	P (54)	P (54)	<u>P</u>	--	P (33)	P	ACUP	--	--	
268	Lumber and bulky building material sales	ACUP (42)	ACUP (42)(61)(84)	<u>ACUP (42)</u>	--	--	<u>ACUP (42)</u>	C	P (61)	--	P	ACUP	--	
270	Mobile home sales	ACUP	ACUP (61)(84)	<u>=</u>	--	--	<u>-</u>	--	--	--	--	--	--	
272	Nursery, retail	P	P (84)	<u>P</u>	ACUP	ACUP	<u>P</u>	ACUP	--	--	--	--	--	
274	Nursery, wholesale	P	P (61)(84)	<u>P</u>	ACUP	ACUP	<u>P</u>	P	--	--	--	P	--	
276	Off-street private parking facilities	P	P C (85)	<u>=</u>	ACUP	ACUP	<u>-</u>	--	--	--	--	--	--	
278	Personal services – skin care, massage, manicures,	P	P (87)	<u>P</u>	P (54)	P (54)	<u>P</u>	ACUP (54)	--	--	--	--	--	

Comprehensive Plan Land Use Designation		Urban High Intensity Commercial			Urban Low Intensity Commercial			Rural Commercial	Urban Industrial			Rural Industrial	Public Facilities	
Zoning Classification		C (19)(30)(48)(57)(101)	RC (19)(48)(57)(88)(101)	<u>LIC</u> (48)(57)(101)	UVC (30)(48)(57)(101)	NC (19)(30)(48)(57)(101)	LIC (48)(57)(101)	RCO (12)(64)(101)	BC (31)(42)(101)	BP (101)	IND (32)(42)(101)	RI (12)(42)(101)	P (101)	(Reserved)
Categorical Use														
	hairdresser/barber (66)													
280	Pet shop – retail and grooming	P	P (84)	<u>P</u>	ACUP	ACUP	<u>P</u>	ACUP (54)	--	--	--	--	--	
282	Research laboratory	--	--	<u>=</u>	--	--	<u>-</u>	--	P	P	P	C	--	
284	Restaurants	P	P ACUP (85)	<u>P</u>	P (54)	P (54)	<u>P</u>	C	P (33)	C (33)	ACUP (33)	--	--	
286	Restaurants, high-turnover (33)	P	P (63) (84)	<u>P</u>	ACUP	C	<u>P</u>	--	P	P	P	--	--	
288	Recreational vehicle rental	ACUP	ACUP (61)(84)	<u>=</u>	--	--	<u>-</u>	--	ACUP (61)	ACUP	ACUP	--	--	
290	Temporary offices and model homes (27)	--	--	<u>=</u>	--	--	<u>-</u>	--	--	--	--	--	--	
292	Tourism facilities, including outfitter and guide facilities	P	P	<u>P</u>	P	P	<u>P</u>	ACUP	P	P	ACUP	--	--	
294	Tourism facilities, including seaplane and tour boat terminals	ACUP	ACUP (84)	<u>=</u>	--	--	<u>-</u>	C	--	--	--	--	--	
296	Transportation terminals	ACUP	ACUP C (85)	<u>C</u>	C	C	<u>E</u>	--	P	--	ACUP	--	--	
298	Veterinary clinics/animal hospitals	P	P (84)	<u>P</u>	ACUP	ACUP	<u>P</u>	ACUP	P	ACUP	ACUP	--	--	
RECREATIONAL/CULTURAL USES														
300	Accessory use or structure (1)(51)	P	P	<u>P</u>	P	P	<u>P</u>	P	P	P	P	P	P	
302	Amusement centers	ACUP (11)	ACUP (11)	<u>ACUP</u> (11) <u>=</u> (79)	C (11)	C	<u>ACUP</u> (11) <u>-</u> (79)	--	--	--	C (11)	--	ACUP	
304	Carnival or circus	ACUP (11)	ACUP (11)(61)(84)	<u>ACUP</u> (11) <u>=</u> (79)	ACUP (11)	C	<u>ACUP</u> (11) <u>-</u> (79)	--	--	--	ACUP (11)	--	ACUP	
306	Club, civic or social (12)	P	P ACUP (85)	<u>P</u>	ACUP	ACUP	<u>P</u>	C	ACUP	--	ACUP	--	ACUP	
308	Golf courses	ACUP	ACUP (61)(84)	<u>=</u>	ACUP	ACUP	<u>-</u>	--	--	--	--	--	ACUP	
310	Marinas	ACUP	ACUP (61)(84)	<u>=</u>	C	ACUP	<u>-</u>	C	--	--	C	C	ACUP	
312	Movie/performance theaters, indoor	P	P ACUP (85)	<u>P</u>	P	ACUP	<u>P</u>	--	--	--	--	--	--	
314	Movie/performance theaters, outdoor	C	ACUP	<u>C</u>	ACUP	--	<u>E</u>	C	C	ACUP	--	--	C	

Comprehensive Plan Land Use Designation		Urban High Intensity Commercial			Urban Low Intensity Commercial			Rural Commercial	Urban Industrial			Rural Industrial	Public Facilities	
Zoning Classification		C (19)(30)(48)(57)(101)	RC (19)(48)(57)(88)(101)	LIC (48)(57)(101)	UVC (30)(48)(57)(101)	NC (19)(30)(48)(57)(101)	LIC (48)(57)(101)	RCO (12)(64)(101)	BC (31)(42)(101)	BP (101)	IND (32)(42)(101)	RI (12)(42)(101)	P (101)	(Reserved)
Categorical Use														
316	Museum, galleries, aquarium, historic or cultural exhibits (67)	P	P C (85)	<u>P</u>	P	ACUP	<u>P</u>	C	P	ACUP	--	--	ACUP	
318	Parks and open space	P	P	<u>P</u>	P	P	<u>P</u>	P	P	P	P	P	P	
392	Race track, major	C	C (61)(84)	<u>=</u>	--	--	<u>-</u>	--	C (61)	C	C	--	C (12)	
322	Race track, minor	--	--	<u>=</u>	--	--	<u>-</u>	--	--	--	C	--	C (12)	
324	Recreational facilities, private	ACUP	ACUP	<u>ACUP</u>	ACUP	ACUP	<u>ACUP</u>	C	P	C	C	--	ACUP	
326	Recreational facilities, public	ACUP	ACUP	<u>P</u>	ACUP	ACUP	<u>P</u>	ACUP	P	C	C	--	ACUP	
328	Recreational vehicle camping parks	C	--	<u>=</u>	--	C	<u>-</u>	--	--	--	--	--	ACUP	
330	Zoo	C	C (61)(84)	<u>C</u>	--	--	<u>E</u>	--	--	--	--	--	--	
INSTITUTIONAL USES														
400	Accessory use or structure (1)(51)	P	P	<u>P</u>	P	P	<u>P</u>	P	P	P	P	P	P	
402	Government/public structures	ACUP	ACUP	<u>ACUP</u>	ACUP	ACUP	<u>ACUP</u>	ACUP	P	P	P	C	P	
404	Hospital	ACUP	ACUP (84)	<u>ACUP</u>	C	--	<u>ACUP</u>	--	C	C	C	--	--	
406	Places of worship (12)	ACUP	ACUP (84)	<u>ACUP</u>	C	C	<u>ACUP</u>	C	C	--	C	--	--	
408	Private or public schools (20)	ACUP	ACUP	<u>ACUP</u>	C	C	<u>ACUP</u>	C	P	ACUP	ACUP	C	--	
410	Public facilities and electric power and natural gas utility facilities, substations, ferry terminals, and commuter park-and-ride lots (16)	ACUP	ACUP	<u>ACUP</u>	ACUP	ACUP	<u>ACUP</u>	C	ACUP	ACUP	ACUP	C	P	
INDUSTRIAL USES														
500	Accessory use or structure (1)(51)	P	P (84)	<u>P</u>	P	P	<u>P</u>	P	P	P	P	P	--	
502	Air pilot training schools	P	P (84)	<u>=</u>	P	--	<u>-</u>	--	P	P	P	--	--	
504	Assembly and packaging operations	C	C (61)(84)	<u>=</u>	C	--	<u>-</u>	--	P	--	ACUP	C	--	
506	Boat yard	ACUP	ACUP (61)(84)	<u>=</u>	--	--	<u>-</u>	--	P (61)	ACUP	ACUP	C	--	
508	Cemeteries, mortuaries, and crematoriums (10)	ACUP	ACUP (61)(84)	<u>=</u>	C	C	<u>-</u>	C	ACUP (61)	--	ACUP	C	--	

Comprehensive Plan Land Use Designation		Urban High Intensity Commercial			Urban Low Intensity Commercial			Rural Commercial	Urban Industrial			Rural Industrial	Public Facilities	
		C (19)(30)(48)(57)(101)	RC (19)(48)(57)(88)(101)	LIC (48)(57)(101)	UVC (30)(48)(57)(101)	NC (19)(30)(48)(57)(101)	LIC (48)(57)(101)		RCO (12)(64)(101)	BC (31)(42)(101)	BP (101)		IND (32)(42)(101)	RI (12)(42)(101)
Zoning Classification	Categorical Use													
510	Cold storage facilities (69)	--	--	==	--	--	--	C	--	ACUP	P	C	--	
512	Contractor's storage yard (21)	--	--	==	--	--	--	--	P (61)	--	P	ACUP	--	
514	Food production, brewery or distillery	C	C (61)(84)	==	--	--	--	C	ACUP	ACUP	C	C	--	
516	Fuel distributors	C	C (61)(84)	==	--	--	--	--	C (61)	--	C	C	--	
518	Helicopter pads (13)	C	C (84)	C	C	--	--	--	ACUP	--	ACUP	ACUP	--	
520	Manufacturing and fabrication, light	C	C (61)(84)	==	C	--	--	--	P	P	P	C	--	
522	Manufacturing and fabrication, medium	--	--	==	--	--	--	--	C (52)(61)	ACUP	P	C	--	
524	Manufacturing and fabrication, heavy	--	--	==	--	--	--	--	--	--	ACUP	--	--	
526	Manufacturing and fabrication, hazardous	--	--	==	--	--	--	--	--	--	C	--	--	
528	Recycling centers	--	--	==	--	--	--	C	--	--	ACUP	C	--	
530	Rock crushing	--	--	==	--	--	--	--	--	--	C	C	--	
532	Slaughterhouse or animal processing	--	--	==	--	--	--	C (70)	--	--	C	C (70)	--	
534	Storage, hazardous materials	--	--	==	--	--	--	C (75)	--	--	C	C (75)	--	
536	Storage, indoor	C	C (61)(84)	==	--	--	--	C (75)	P (61)	P	P	ACUP	--	
538	Storage, outdoor	--	--	==	--	--	--	C (75)	ACUP (61)	--	P	P (75)	--	
540	Storage, self-service	ACUP	ACUP (61)(84)	ACUP (79)	C	C	--	C (75)	ACUP (61)	--	P	P (75)	--	
542	Storage, vehicle and equipment (1)	ACUP	--	==	--	--	--	C	ACUP (61)	--	P	C (75)	--	
544	Top soil production, stump grinding	--	--	==	--	--	--	C	--	--	ACUP	ACUP	--	
546	Transshipment facilities, including docks, wharves, marine rails, cranes, and barge facilities	--	--	==	--	--	--	--	P (61)	C	C	C	--	
548	Uses necessary for airport operation such as runways, hangars, fuel storage facilities, control towers, etc. (13)	--	--	==	--	--	--	--	--	--	C	C (74)	--	
550	Warehousing and distribution (68)	--	--	==	--	--	--	--	P (61)	P	P	ACUP	--	

Comprehensive Plan Land Use Designation		Urban High Intensity Commercial			Urban Low Intensity Commercial			Rural Commercial	Urban Industrial			Rural Industrial	Public Facilities	
		C (19)(30)(48)(57)(101)	RC (19)(48)(57)(88)(101)	LIC (48)(57)(101)	UVC (30)(48)(57)(101)	NC (19)(30)(48)(57)(101)	LIC (48)(57)(101)	RCO (12)(64)(101)	BC (31)(42)(101)	BP (101)	IND (32)(42)(101)	RI (12)(42)(101)	P (101)	(Reserved)
552	Wrecking yards and junk yards (1)	--	--	--	--	--	--	--	--	--	C	C	--	
RESOURCE LAND USES														
600	Accessory use or structure (1)(51)	P	P (84)	<u>P</u>	P	P	P	P	P	P	P	P	P	
602	Aggregate extractions sites	--	--	--	--	--	--	C	P	--	C	C	--	
606	Aquaculture practices	C	C (84)	<u>C</u>	C	C	C	C	P	--	C	C	P	
608	Forestry	P	P (84)	<u>P</u> (79)	--	P	P (79)	P	P	P	P	P	P -- (79)	
610	Shellfish/fish hatcheries and processing facilities	--	--	--	--	--	--	--	--	--	C	C	--	

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Amendment #5 Commercial, Industrial, and Parks Zones Density and Dimensions Table (KCC)

Kitsap County Code Section 17.420.054 ‘Commercial, Industrial, and Parks Zones Density and Dimensions Table’, last amended by Ordinance 565 (2018), is amended as follows:

17.420.054 Commercial, industrial, and parks zones density and dimensions table.

Standard	Commercial						Industrial				Public Facilities		
	UVC (5)	NC (5)(33)	C (5)(33)	RC (5)(33)	LIC	RCO (12)	BC	BP	IND (5)(36)	RI	P	--	
Min. density (du/acre) (57)	10	10	10	See Section 17.420.058	10	NA	NA	NA	NA	NA	NA		
Max. density (du/acre)	NA	30	30		20; up to 30 in Gorst (53)	0 (19)	0 (19)	0 (19)	0 (19)	0 (19)	0 (19)	0 (19)	
Min. lot size	NA	NA	NA		NA	NA	NA	7 acres (49)	NA	NA	NA	NA	
Max. lot size	NA	NA	NA		NA	NA	NA	NA	NA	NA	NA	NA	
Min. lot width (feet)	NA	NA	NA		NA	NA	NA	NA	NA	NA	NA	NA	
Min. lot depth (feet)	NA	NA	NA		NA	NA	NA	NA	NA	NA	200	NA	
Max. height (feet) (40)(50)	45	35 (17)	35 (17)		25; up to 45 in Gorst (53)	35	35 (17)	35 (17)	35 (17)	35	35 (17)	35 (17)	
Max. impervious surface coverage	85%	85%	85%		35%; up to 50% in Gorst (53)	85%	NA	50%	NA	85%	NA	NA	
Max. lot coverage	Total gross floor area devoted to nonresidential use in any one structure shall not exceed 25,000 square feet.	NA	NA	35%	NA	60% building coverage or as determined by master plan process	NA	60% lot coverage	NA	NA	NA		
Setbacks (34)(48)													
Min. front (feet) (29)(41)(42) (43)(46)	NA	20	20	See Section 17.420.058	NA	20 (26)	20 (23)(26)	20 (23)(26)	20 (27)	20 (26)	20; 0 in Gorst (54)		
Max. front (feet) (41)(42)(43)	NA	NA	NA		10 (52)	NA	NA	NA	NA	NA	NA	NA	
Min. side (feet) (29)(42)(43)	NA	10 (21)	10 (21)		NA	20, 50 when abutting residential zone (26)	20 (23)(26)	20 (23)(26)	NA (27)	20, 50 when abutting residential zone (26)	10		
Min. rear (feet) (29)(42)(43)	NA	10 (21)	10 (21)		15	20, 50 when abutting residential zone (26)	20 (23)(26)	20 (23)(26)	NA (27)	20, 50 when abutting residential zone (26)	10; 0 in Gorst (54)		

1 **Amendment #6 Keyport Design Standards Footnote (KCC)**

2
3 Kitsap County Code Section 17.420.060 ‘Footnotes for tables’, Subsection 20, last amended by
4 Ordinance 565 (2018), is amended as follows:

5
6 A. Where noted on the preceding use tables, the following additional restrictions apply:

7 ...

8 20. ~~Reserved.~~ The Design Standards for the Community of Keyport sets forth policies and
9 regulations for properties within the downtown area of Keyport. All development within this area
10 must be consistent with these standards in KCC 17.700.C2.

11
12 *[Note: This amendment is shown in an abbreviated form to keep this document concise. The rest of*
13 *the footnotes in this section will be inserted, without further amendment, into the final ordinance*
14 *prior to adoption.]*

15
16
17 **Amendment #7 Silverdale Design Standards Footnote (KCC)**

18
19 Kitsap County Code Section 17.420.060 ‘Footnotes for tables’, Subsection 33, last amended by
20 Ordinance 565 (2018), is amended as follows:

21
22 A. Where noted on the preceding use tables, the following additional restrictions apply:

23 ...

24 33. Except for the height and density requirements reflected in Section 17.420.058, Silverdale
25 regional center and design district density and dimension table, all development within the
26 Silverdale design district boundaries must be consistent with the Silverdale Design Standards found
27 in KCC 17.700.C3.

28 *[Note: This amendment is shown in an abbreviated form to keep this document concise. The rest of*
29 *the footnotes in this section will be inserted, without further amendment, into the final ordinance*
30 *prior to adoption.]*

31
32
33 **Amendment #8 Manchester Design Standards Footnote (KCC)**

34
35 Kitsap County Code Section 17.420.060 ‘Footnotes for tables’, Subsection 47, last amended by
36 Ordinance 565 (2018), is amended as follows:

37
38 A. Where noted on the preceding use tables, the following additional restrictions apply:

39 ...

40 47. The ~~2007 Manchester Community Plan, Appendix A—~~ Manchester Design Standards, sets forth
41 policies and regulations for properties within the Manchester ~~village-commercial-district~~ Village
42 Commercial (MVC) zone. All developments within the MVC ~~district zone~~ must be consistent with
43 these the standards found in Chapter 17.700 – Appendix C4.

44 *[Note: This amendment is shown in an abbreviated form to keep this document concise. The rest of*
45 *the footnotes in this section will be inserted, without further amendment, into the final ordinance*
46 *prior to adoption.]*

1 **Amendment #9 Manchester Design Standards Footnote (KCC)**

2
3 Kitsap County Code Section 17.410.050 'Footnotes for tables', Subsection 50, last amended by
4 Ordinance 550 (2018), is amended as follows:

5
6 A. Where noted on the preceding use tables, the following additional restrictions apply:

7 ...

8 50. The ~~Manchester Community Plan, Appendix A –~~ Manchester Design Standards, sets forth
9 policies and regulations for properties within the Manchester ~~village commercial district~~ Village
10 Commercial (MVC) ~~district zone~~. All developments within the MVC district zone must be consistent
11 with ~~these the~~ standards found in Chapter 17.700 – Appendix C4.

12 *[Note: This amendment is shown in an abbreviated form to keep this document concise. The rest of*
13 *the footnotes in this section will be inserted, without further amendment, into the final ordinance*
14 *prior to adoption.]*

15
16
17 **Amendment #10 Land Use Review, Minimum application requirements (KCC)**

18
19 Kitsap County Code Section 17.430.050 'Minimum application requirements', last amended by
20 Ordinance 534 (2016), is amended as follows:

21
22 **17.430.050 Minimum application requirements.**

23 All applications shall be accompanied with fourteen copies or electronic copies (if authorized by
24 state law) of complete site plans drawn to scale and produced in such a way as to clearly indicate
25 compliance with all applicable requirements, and shall include the following:

26 A. A vicinity map showing the location of the property and surrounding properties. A copy of the
27 assessor's quarter section map may be used to identify the site;

28 B. Dimensions and orientation of the parcel;

29 C. Location of existing and proposed buildings and structures showing the setback dimensions,
30 intended use of each, and, if appropriate, the number of dwelling units;

31 D. Drawings and dimensions of proposed buildings and structures;

32 E. Location of walls and fences, indication of their height and construction materials;

33 F. Existing and proposed topography at contour intervals of no more than five feet as stamped by a
34 certified surveyor or engineer;

35 G. Streets adjacent to, surrounding or intended to serve the property, curbcuts and internal
36 pedestrian and vehicular traffic circulation routes;

37 H. Existing and proposed exterior lighting;

38 I. Location and size of exterior signs and outdoor advertising;

39 J. Preliminary landscaping plan;

- 1 K. Location and layout of off-street parking and loading facilities;
- 2 L. Proposed location of utility, sewage and drainage facilities;
- 3 M. Other architectural or engineering data which may be necessary to determine compliance with
- 4 applicable regulations;
- 5 N. Location of any critical areas and their associated buffer and/or setback requirements; and
- 6 O. Other information as required.

7
8
9 **Amendment #11 Agriculture Code, Applicability, Table 1: Kitsap County Agriculture Use Permissibility**
10 **(KCC)**

11
12 Kitsap County Code Section 17.455.020 ‘Applicability’, last amended by Ordinance 565 (2018), is
13 amended as follows:
14

15 **17.455.020 Applicability.**

16 Primary agricultural uses and accessory agricultural uses or agritourism, as defined by this chapter,
17 shall be allowed in farm focus areas and in zones as indicated in Table 1: Kitsap County Agriculture
18 Use Permissibility. Farms that file a schedule F or schedule C with the Internal Revenue Service or
19 have an agricultural land designation tax exemption status with the Kitsap County assessor shall
20 have the same permissibility and protections as farm focus areas.

21 **Table 1: Kitsap County Agriculture Use Permissibility**
22

Comprehensive Plan Land Use Designation	Zone Classification	Map Symbol	Permissibility
Rural Residential	Rural Residential	RR	P
Rural Protection	Rural Protection	RP	P
Rural Wooded	Rural Wooded	RW	P
Forest Resource Lands	Forest Resource Lands	FRL	P
Mineral Resource	Mineral Resource Overlay	MRO	P
Urban Low-Density Residential	Urban Restricted	UR	P (2) / --
	Greenbelt	GB	P
	Urban Low Residential	UL	-- (1)
	Urban Cluster Residential	UCR	-- (1)
Urban Medium-Density Residential	Urban Medium Residential	UM	--
Urban High-Density Residential	Urban High Residential	UH	--
Urban Low Intensity Commercial	Urban Village Center	UVC	--
	Neighborhood Commercial	NC	--
	Low Intensity Commercial	LIC	--

Comprehensive Plan Land Use Designation	Zone Classification	Map Symbol	Permissibility
Urban High Intensity Commercial	Commercial	C	--
	Regional Center	RC	--
	<u>Low Intensity Commercial</u>	<u>LIC</u>	<u>--</u>
Rural Commercial	Rural Commercial	RCO	-- (1)
Urban and Rural Industrial	Business Park	BP	P
	Business Center	BC	P
	Industrial	IND	P
	Rural Industrial	RI	P
Public Facilities	Parks	P	P
Limited Area of More Intensive Rural Development (LAMIRD) Type I	Keyport Village Commercial	KVC	-- (1)
	Keyport Village Low Residential	KVLR	P
	Keyport Village Residential	KVR	P
	Manchester Village Commercial	MVC	-- (1)
	Manchester Village Low Residential	MVLR	P
	Manchester Village Residential	MVR	P
	Port Gamble Rural Historic Town Commercial	RHTC	-- (1)
	Port Gamble Rural Historic Town Residential	RHTR	P
	Port Gamble Rural Historic Waterfront	RHTW	P
	Suquamish Village Commercial	SVC	-- (1)
	Suquamish Village Low Residential	SVLR	P
Suquamish Village Residential	SVR	P	
Limited Area of More Intensive Rural Development (LAMIRD) Type III	Rural Employment Center	REC	P
	Twelve Trees Employment Center	TTEC	P

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Footnotes:

(1) Residents or community gardens may keep up to eight hens (no roosters) and two bee colonies for their own use.

(2) Use prohibited within the Gorst Urban Growth Area.

Amendment #12 Agriculture Code, Agricultural, accessory use or agritourism (KCC)

Kitsap County Code Section 17.455.060 ‘Agricultural, accessory use or agritourism’, last amended by Ordinance 536 (2016), is amended as follows:

1 **17.455.060 Agricultural, accessory use or agritourism.**

2 An accessory agricultural use or agritourism use is allowed on a farm where a primary agricultural
3 use exists and is allowed. The accessory agricultural or agritourism use shall be operated so as to not
4 interfere with the primary agricultural use and shall not significantly interfere with the rural
5 character of an area.

6 A. A farm stand or farm market is an allowed accessory agricultural use; provided, that:

7 1. At least fifty percent of farm products available for sale must be grown or processed on the
8 farm where the farm stand is located;

9 2. At least seventy-five percent of farm products available for sale must be grown or
10 processed within Kitsap County or counties immediately adjacent to Kitsap County;

11 3. Farm support items or other incidental items available for sale must directly relate to the
12 farm products sold at the farm stand such as seeds, garden and hand tools and supplies, feed
13 and forage, agricultural education and training or show materials, compost, and other similar
14 items. Sales of farm support or incidental items shall not exceed ten percent of the products
15 available for sale;

16 4. A farm stand does not include structures designed for occupancy as a residence or for
17 activities other than the sale of farm crops, livestock, and incidental items identified in
18 subsection (A)(3) of this section and does not include structures for banquets, public gatherings
19 or public entertainment; and

20 5. A farm stand shall use legal access, off-street parking, and implement traffic planning
21 measures so that adjacent properties are not impacted.

22 B. Mobile agricultural processing or production facilities, including for slaughtering, are allowed;
23 provided, that:

24 1. The facility and operations are shielded to minimize visibility from immediately adjacent
25 residences and public rights-of-way; and

26 2. The facility must have all appropriate registrations and licenses necessary to operate as a
27 mobile slaughtering facility.

28 C. A permanent use meeting the Food Safety and Inspection Service definition of a very small
29 processing facility or a very small slaughtering facility may be allowed on a farm as an accessory
30 agricultural use; provided, that a site plan review permit is acquired.

31 D. A permanent use meeting the Food Safety and Inspection Service definition of a small or large
32 processing or slaughtering facility may be an allowed use in industrial zones subject to a conditional
33 use permit (CUP).

34 E. A use meeting the state or federal definition for a certified feed lot, public livestock market,
35 stockyard, warehouse, or grain elevator may be allowed in industrial zones subject to a conditional
36 use permit (CUP).

37 F. A facility used to breed, maintain, and sell herding dogs as defined by the American Kennel Club
38 or livestock guardian dogs shall be considered an accessory agricultural use.

- 1 G. Farm stays and agricultural schools may be allowed as an accessory agricultural use subject to
2 an administrative conditional use permit (ACUP).
- 3 H. Wineries, Breweries, Cideries, and Distilleries. A winery, brewery, cidery, or distillery as defined
4 in this chapter is allowed as an accessory agricultural use; provided, that:
- 5 1. A tasting room under this chapter may be allowed in conjunction with a winery, brewery, or
6 distillery licensed by the Washington State Liquor and Cannabis Board subject to an
7 administrative conditional use permit (ACUP). As part of the ACUP applications shall include:
- 8 a. A site plan review with a fee established by county resolution;
- 9 b. A traffic management plan;
- 10 c. A parcel(s) without direct access to a Kitsap County maintained right-of-way shall
11 require the farm owner to obtain written consent by a majority of the owners of an
12 easement used to access the farm. A notice to title for each owner of the easement shall be
13 required and submittal of the associated fee established by county resolution;
- 14 d. A written agreement to not serve products in serving glassware, cups, or containers
15 greater than a four-ounce capacity;
- 16 2. Structures and equipment related to the operations of a winery, brewery, cidery, or
17 distillery shall comply with Titles 14 and 17 and are not exempted from building permits; and
- 18 3. Retail sales are directly related to the facility, such as sales of wine, beer, cider, or spirits
19 and related merchandise.
- 20 I. Assembly Events. Assembly events as defined in this chapter are allowed on a farm; provided,
21 that:
- 22 1. The event(s) must be incidental and secondary to a primary agricultural use and may be
23 subject to an assembly permit pursuant to Title 14;
- 24 2. All operations comply with Title 10, Peace, Safety and Morals;
- 25 3. A parcel(s) without direct access to a Kitsap County maintained right-of-way shall require
26 the farm owner to obtain written consent by a majority of the owners of an easement used to
27 access the farm. A notice to title for each owner of the easement shall be required and
28 submittal of a fee established by county resolution;
- 29 4. Attendance shall not exceed two hundred persons at any given time. A venue where the
30 attendance will exceed two hundred persons may be allowed subject to an administrative
31 conditional use permit (ACUP);
- 32 5. Up to eight assembly events per calendar year are allowed; provided, that:
- 33 a. Not more than one event can occur per twelve days;
- 34 b. A permit is obtained after a site plan review and submittal of a fee established by
35 county resolution;

- 1 c. Access, egress, and parking facilities must be clearly identified on site. Adjacent
2 properties can be used for parking if:
- 3 i. A written agreement between the assembly event location owner and the owner of
4 the parcel used for parking is provided; and
- 5 ii. The off-site parking is included in the site plan review.
- 6 d. Written notification shall be provided to the owner of any parcel immediately adjacent
7 to the farm either six weeks prior to each event, or four weeks prior to the first event of the
8 year where such notice is provided with a calendar indicating the date of future events.
9 Noticing shall include the event, hours of the event, and contact information for the event
10 manager that is available at all times during the event;
- 11 6. Nine or more assembly events may be allowed subject to an administrative conditional use
12 permit (ACUP). Kitsap County staff may restrict the number of events or timing of events during
13 the administrative conditional use permit process;
- 14 7. Each scheduled assembly event shall be considered a separate assembly event from any
15 that preceded or came after;
- 16 8. The duration of an assembly event or activity shall not exceed forty-eight consecutive hours
17 including set-up and clean-up;
- 18 9. Sanitation and solid waste shall conform to Kitsap Public Health District requirements; and
- 19 10. Land use approvals for events or activities are transferable with the land. Occupancy and
20 assembly permits are not transferable.
- 21 J. Farm workers or interns may be housed on a farm in structures permitted through one of the
22 two following processes:
- 23 1. A temporary permit issued pursuant to Section ~~17.455.090~~ 17.105.090 for a farm worker or
24 intern to occupy a recreational vehicle (RV) on the farm where he or she works subject to the
25 following conditions:
- 26 a. The subject property must be located on a farm;
- 27 b. The RV must be occupied by the farm worker or intern;
- 28 c. The RV must be provided with water, electrical power, and obtain health district
29 approval;
- 30 d. The location of the RV must meet all setbacks required by the underlying zone;
- 31 e. The minimum RV size shall be two hundred square feet; and
- 32 f. A permit will be required each time the RV is placed on a parcel. If the RV is placed on
33 the same parcel each year the application fee will be half of the initial fee.

1 2. Where farm workers are needed to assist in the operation of a farm, a manufactured home
2 or mobile home may be placed upon the same lot as a single-family dwelling for occupancy by
3 the individual and their family subject to the following limitations:

4 a. The subject property must be located on a farm;

5 b. The farm worker must be actively working on the farm where the manufactured or
6 mobile home is located;

7 c. The manufactured/mobile home must meet the setback requirements of the zone in
8 which it is situated;

9 d. A permit must be obtained for a manufactured/mobile home. Such permit shall remain
10 in effect for one year and may, upon application, be extended for one-year periods,
11 provided there has been compliance with the requirements of this section;

12 e. The manufactured/mobile home must be removed when the structure is no longer
13 used for housing a farm worker; and

14 f. Placement of the manufactured/mobile home is subject to applicable health district
15 standards for water service and sewage disposal.

16
17
18 **Amendment #13: Illahee View Protection Overlay Map (KCC)**

19
20 Kitsap County Code Chapter 17.700 'Appendices', last amended by Ordinance 565 (2018), is
21 amended as follows:

22
23 **Appendix B1 - Illahee View Protection Overlay Map.**

24
25
26 **Amendment #14: Manchester View Protection Overlay Map (KCC)**

27
28 NEW SECTION. The Manchester View Protection Overlay Map, adopted by Ordinance 405 (2007)
29 and provided in Exhibit 1, is added (as a linked PDF document in its original formatting) as Appendix
30 B2 to Kitsap County Code Chapter 17.700 'Appendices', as follows:

31
32 **Appendix B2 - Manchester View Protection Overlay Map.**

33
34
35 **Amendment #15: Keyport Design Standards & District Map (KCC)**

36
37 NEW SECTION. The Keyport Design Standards and District Map, adopted by Ordinance 402 (2007)
38 and provided in Exhibit 2, are added (as a linked PDF document in its original formatting) as
39 Appendix C2 to the Kitsap County Code Chapter 17.700 'Appendices', as follows:

40
41 **Appendix C2 Keyport Design Standards & District Map.**

1 **Amendment #16: Silverdale Design Standards & District Map (KCC)**
2

3 NEW SECTION. The Silverdale Design Standards and District Map, adopted by Ordinance 381 (2007)
4 and provided in Exhibit 3, **are amended and** added (as a linked PDF document in its original
5 formatting) as Appendix C3 to the Kitsap County Code Chapter 17.700 'Appendices', as follows:
6

7 **Appendix C3 Silverdale Design Standards & District Map.**
8
9

10 **Amendment #17: Manchester Design Standards & District Map (KCC)**
11

12 NEW SECTION. The Manchester Design Standards and District Map, adopted by Ordinance 405
13 (2007) and provided in Exhibit 4, are added (as a linked PDF document in its original formatting) as
14 Appendix C4 to the Kitsap County Code Chapter 17.700 'Appendices', as follows:
15

16 **Appendix C4 Manchester Design Standards & District Map.**
17
18

19 **Amendment #18: Project Permit Application Procedures, Duration of decisions (KCC)**
20

21 Kitsap County Code Chapter 21.04.270 'Duration of decisions', last amended by Ordinance 539
22 (2016), is amended as follows:
23

24 **21.04.270 Duration of decisions.**

25 A. Duration of Approval.

26 1. Except as otherwise provided in code, all project permit approvals shall be valid for a period
27 of four years, after which they shall automatically expire, unless a subsequent permit has been
28 issued, the use has been legally established, or approval or a development agreement states
29 otherwise.

30 2. Preliminary approval of land divisions shall be subject to the duration and extension
31 requirements set forth in ~~Title 16~~ Sections 21.04.270.A. and B.

32 3. Approval duration for performance based developments shall be the same approval period
33 established for the accompanying project permit application.

34 4. Development agreements shall be subject to the duration and extension requirements set
35 forth in the agreement.

36 5. Site development activity permits shall be subject to the duration and extension
37 requirements set forth in Title 12.

38 B. Duration Extensions.

39 1. Phased Development Extensions. Approved phased development may receive one two-year
40 extension from the phasing schedule in accordance with the criteria in subsection (B)(3) of this
41 section, so long as at least one phase was given final approval within the two years prior to each
42 such subsequent extension request. The first extension shall be processed as a Type I
43 application; subsequent extensions shall be processed as a Type II application.

1 2. Nonphased Development Extensions. Except as otherwise provided in code, approved
2 permits may receive one one-year extension in accordance with the criteria in subsection (B)(3)
3 of this section. Extensions shall be processed as a Type I application.

4 3. Criteria for Extensions. The director may approve, approve with conditions, or deny any
5 timely request for an extension provided the following criteria have been met:

6 a. The extension request is submitted in writing at least thirty calendar days prior to the
7 expiration of the permit or any prior extension approval;

8 b. The director finds there are no significant concerns presented with a granting of an
9 extension, or those concerns can be adequately mitigated by minor revisions to the original
10 approval;

11 c. The director finds that there is tangible progress being made; and

12 d. The director finds there are no significant changes in conditions which would render
13 approval of the extension contrary to the public health, safety or general welfare.

14 4. No permit extension shall be granted where there are outstanding fees on the permit and
15 the balance is not current.

16 C. Effect of Expiration. Once a permit is expired, it cannot be used to support further development.

17 D. Permit Denials. If a project permit application is denied, the department shall not accept an
18 application for substantially the same matter within one year from the date of the final county
19 action denying the prior application, unless the denial was without prejudice, or in the opinion of
20 the director, new evidence is submitted or conditions have changed to an extent that further
21 consideration is warranted.

22
23 **Amendment #19: Administrative Conditional Use Permit, Effect (KCC)**

24
25 Kitsap County Code Chapter 17.540.100 'Effect', last amended by Ordinance 534 (2016), is amended
26 as follows:

27
28 **17.540.100 Effect.**

29 No building or other permit shall be issued until after the end of the period allowed to appeal the
30 administrative and/or hearing examiner's decision. An appeal of the decision shall automatically stay
31 the issuance of a building or other permit until such appeal has been completed ~~heard and a~~
32 ~~decision rendered by the board of county commissioners.~~

33
34
35 **Amendment #20: Hearing Examiner Conditional Use Permit, Effect (KCC)**

36
37 Kitsap County Code Chapter 17.550.090 'Effect', last amended by Ordinance 534 (2016), is amended
38 as follows:

39
40 **17.550.090 Effect.**

41 No building or other permit shall be issued until after the end of the period allowed to appeal the
42 hearing examiner's decision. An appeal of the decision shall automatically stay the issuance of a

1 building or other permit until such appeal has been ~~completed has been heard and a decision~~
2 ~~rendered by the board of county commissioners.~~

3
4
5 **Amendment #21: Variances, Effect (KCC)**

6
7 Kitsap County Code Chapter 17.560.070 'Effect', last amended by Ordinance 550 (2018), is amended
8 as follows:

9
10 **17.560.070 Effect.**

11 In any case where a variance is granted under the terms of this title, no building or other permit
12 shall be issued until after the end of the appeal period allowed to appeal the ~~administrative and/or~~
13 hearing examiner's decision. An appeal of the decision shall automatically stay the issuance of a
14 building or other permit until such appeal has been completed.

15
16
17 **Amendment #22: Comprehensive Plan, Land Use Chapter**

18
19 The Kitsap County Comprehensive Plan, Chapter 1 (Land Use), page 1-16, adopted by Ordinance 534
20 (2016), is amended as follows:

21
22 Land Use Policy 23. Address the issues related to the association of unincorporated Urban Growth
23 Areas with their corresponding incorporated cities, consistent with the CPPs. The following
24 unincorporated Urban Growth Areas are currently associated: Poulsbo (City of Poulsbo), East
25 Bremerton (City of Bremerton), West Bremerton (City of Bremerton), Gorst (City of Bremerton),
26 Puget Sound Industrial Center, ~~Urban Growth Area~~ (City of Bremerton), ~~ULID No. 6/McCormick~~
27 ~~Urban Growth Area (City of Port Orchard)~~ and ~~South Kitsap~~/Port Orchard (City of Port Orchard).

28
29
30 **Amendment #23: Kitsap County Agricultural Lands - Farm Focus Area Maps (KCC)**

31
32 **NEW SECTION.** The Farm Focus Area Maps located in Appendix E of the Kitsap County Agricultural
33 Strategic Plan and Inventory, adopted by reference by Ordinance 534 (2016) and provided in Exhibit
34 5, are added (as a linked PDF document in its original formatting) as Appendix D1 to the Kitsap
35 County Code Chapter 17.700 'Appendices', as follows:

36
37 **Appendix D1 Kitsap County Agricultural Lands - Farm Focus Area Maps.**

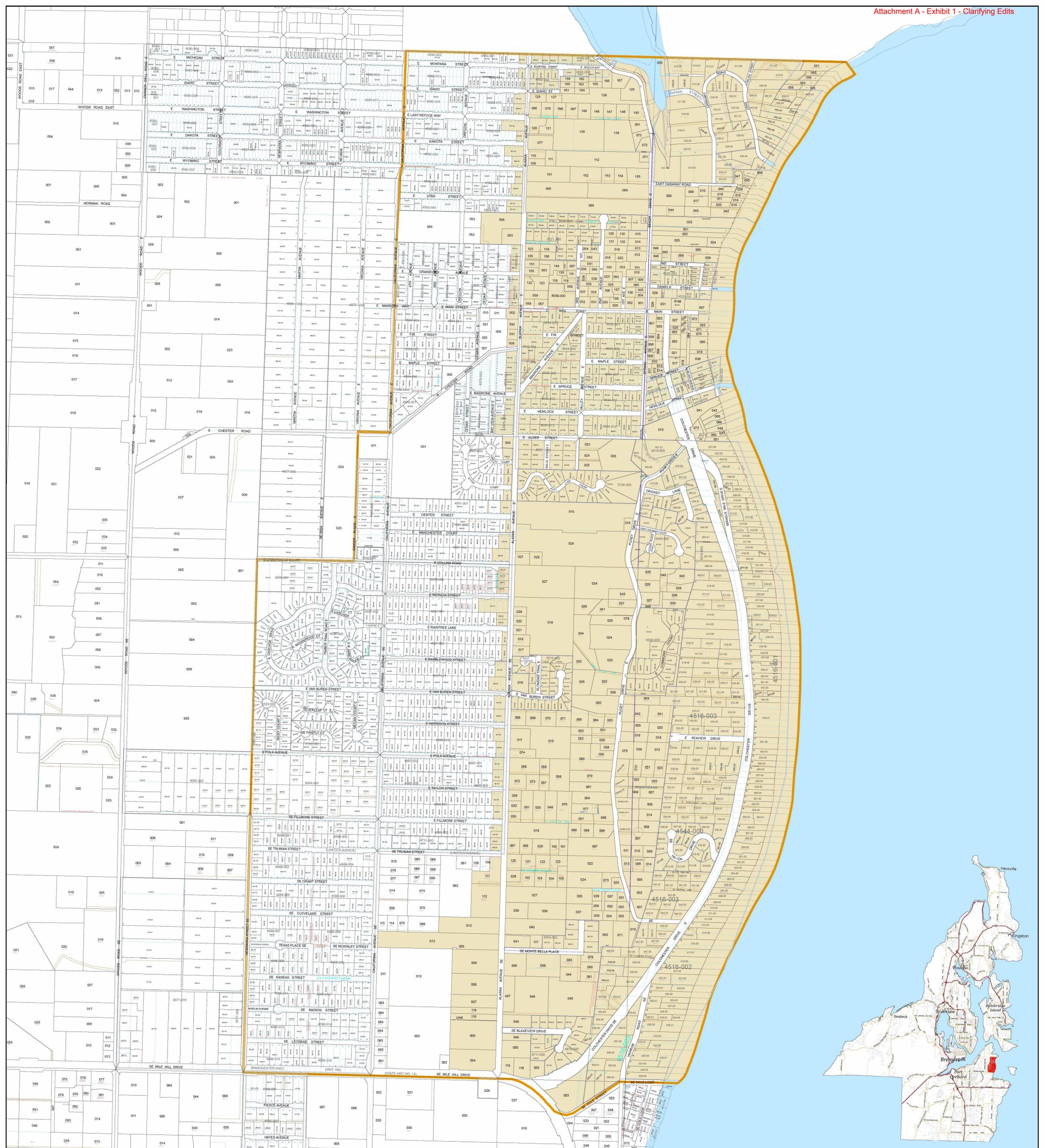
38
39
40 **Amendment #24: Notice of decisions, Duration**

41
42 Kitsap County Code Chapter 21.04.260 'Notice of decisions', last amended by Ordinance 490 (2012),
43 is amended as follows:

44
45 **21.04.260 Notice of decisions.**

46 A. Timing. Whenever a final decision has been made that requires a notice of decision, the review
47 authority shall issue the notice within seven days of the final decision.

- 1 B. Content. The notice of decision shall include, at a minimum, the following information:
- 2 1. The decision on the project permit application.
- 3 2. Any SEPA threshold determination made pursuant to Chapter 43.21C RCW.
- 4 3. The procedure for administrative appeal, if any.
- 5 4. A statement that the complete case file, including findings, conclusions and any conditions
- 6 of approval, is available for review, and shall list the place, days and times when the case file is
- 7 available and the name and telephone number of the department representative to contact
- 8 about reviewing the file.
- 9 5. A statement that affected property owners may request a change in valuation for property
- 10 tax purposes notwithstanding any program of revaluation.
- 11 6. The notice of decision may be a copy of the report or decision, if such report or decision
- 12 contains the information required in this subsection (B).
- 13 C. Distribution. The notice of decision shall be ~~mailed~~ provided by mail or electronic mail to the
- 14 following:
- 15 1. The applicant.
- 16 2. To any parties of record.
- 17 3. To any agencies with jurisdiction over the project permit application or any agencies that
- 18 commented on the project permit application.
- 19 4. To any person who, prior to rendering the decision, has requested a copy of the notice of
- 20 decision.
- 21 5. To the Kitsap County assessor's office.
- 22 D. Notices and Shoreline Management Master Program. Notices of decision on project permits
- 23 governed by Title 22 shall also be immediately filed in accordance with applicable procedures
- 24 governing the shoreline management master program.
- 25 E. Exemptions. A notice of decision shall not be required for any project or legislative permit that is
- 26 exempt from a notice of application under Chapter 21.04.



Manchester

Limited Area of More Intense Rural Development

View Protection

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-7181 * <https://spf.kitsapgov.com/dcd>



This map was created from existing map sources, not from field surveys. While great care was taken in using the most current map sources available, no warranties of any sort, including accuracy, fitness, or merchantability accompany this product. The user of this map assumes responsibility for determining its suitability for its intended use.

* THIS MAP IS NOT A SUBSTITUTE FOR FIELD SURVEY *

DRAFT
 Data Source: Zoning and Development Regulations (4) of the Manchester Community Plan, March 18, 2002
 Map Date: July 20, 2018

- View Protection Parcels
- Limited Areas of More Intense Rural Development
- Tax Parcels
- Plat-Line
- Easement
- Salt Water



Keypoint Design District



Legend

-  Tax Parcels (Full Ownership)
- Limited Areas of More Intense Rural Development**
- TYPE**
-  Type I
-  Design District boundary



Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * FAX (360) 337-4925

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 Ord No. 534-2016 Comprehensive Plan 10-year update
 Map Published Date July 18, 2019

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APPENDIX G: DESIGN GUIDELINES

One of Keyport's unique features is its pedestrian oriented small town "main street" character within the Keyport Rural Village and specifically upon Washington Avenue NE. This character and historical context are of great value and importance to the Keyport community and expressed in their responses reflecting these issues in the comments received and the Keyport Online Survey (Appendix A).

In an effort to reduce the future impacts of commercial and mixed-use infill development in the small commercial core of the Keyport Rural Village, a proposal for design guidelines was proposed to the community group at the May 22nd, 2007 Keyport Improvement Group meeting and was unanimously supported for inclusion in the Keyport Community Plan. The design guidelines would provide guidance for new construction on the commercial parcels in a way that will be sensitive to the pedestrian context of the community and is intended significantly reduce the negative impacts of new development.

Design Guidelines Overlay Zone

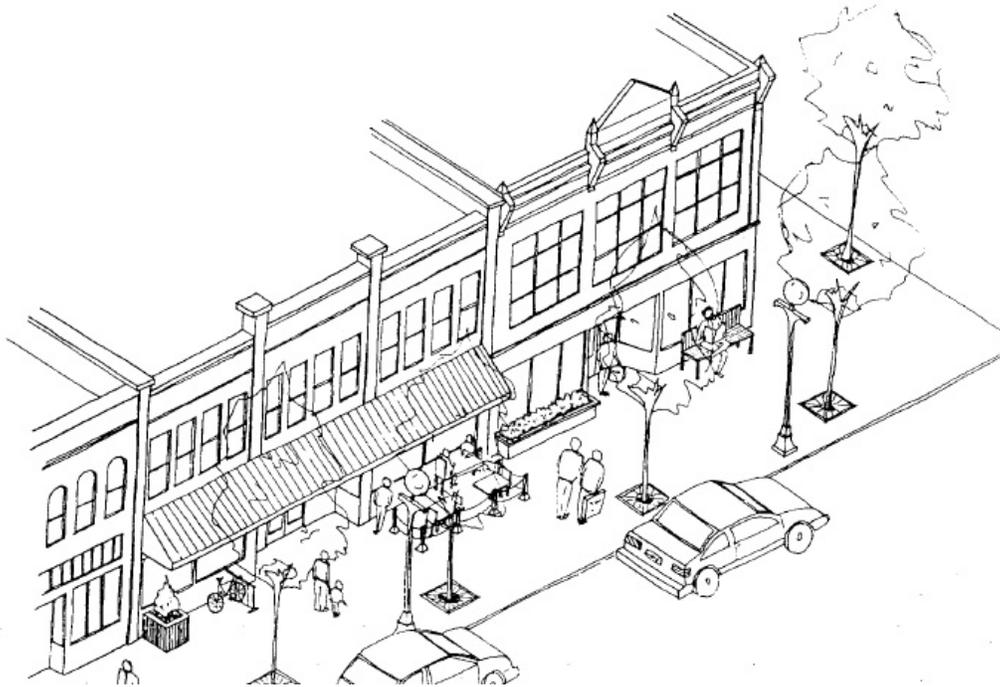
Within the Keyport village boundary, a Design Guidelines overlay zone would be established for all commercial parcels. The following design guidelines will only apply to the commercially zoned properties including Keyport Village Commercial (KVC) and Neighborhood Commercial (NC).

Design Guidelines

The main intent of the Keyport Design Guidelines are focused on building facades, streetscape, transparency at the ground floor, of entrances, and the location of balconies and terraces at second floors. Additional items of review would include window types, canopies and weather protection, landscaping around blank walls and how the back of buildings are treated.

Also addressed are building corners at the major intersections and how they could be emphasized or enhanced. Specialized treatment of the building facades are encouraged where different base, middle, and cap portions of a building façade could be differentiated with materials, paint, or embellishment. Additionally, signage is discussed with a focus on pedestrian oriented blade signs along Washington Avenue, illuminating Washington as the "front door" to Keyport and the main interaction with tourists and visitors.

KEYPORT DESIGN GUIDELINES



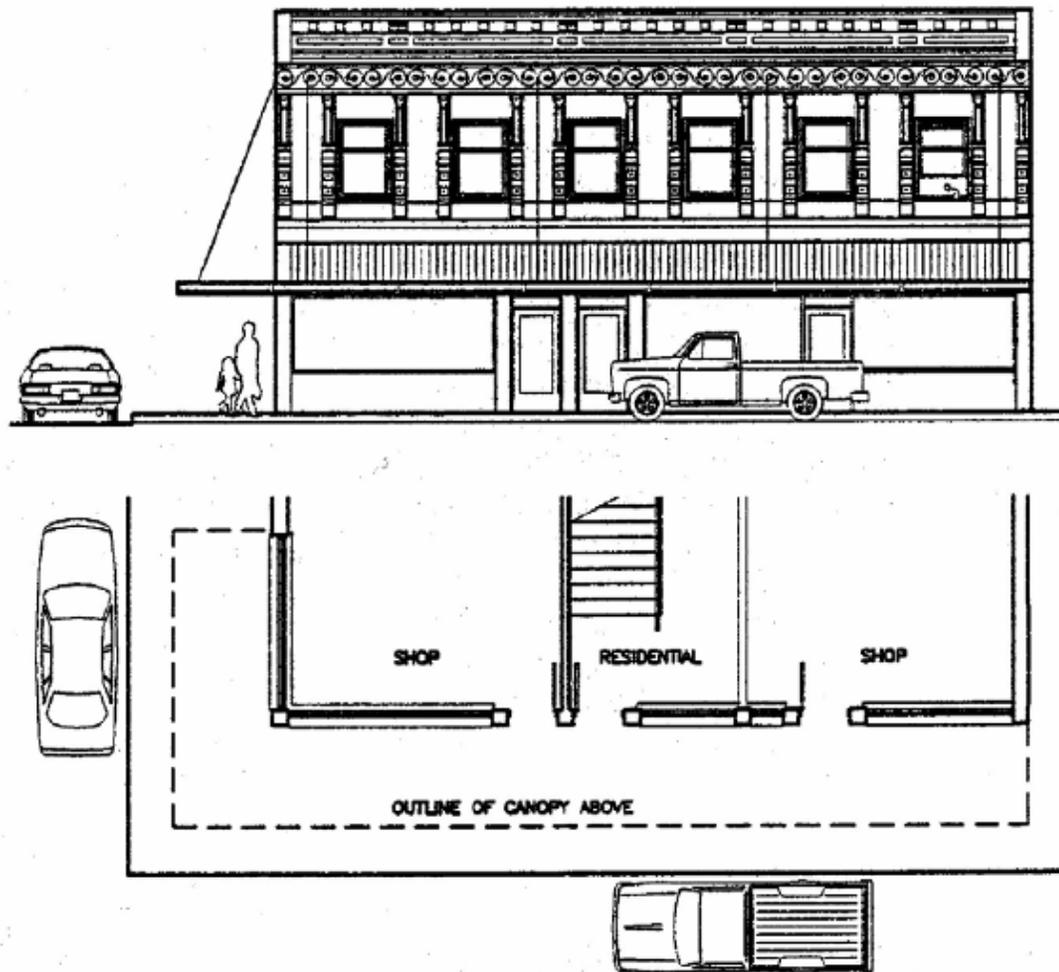
BUILDING DESIGN STANDARDS.

A. Application

1. Design Guidelines shall apply to all new development within commercial zones (Keyport Village Commercial, KVC and Neighborhood Commercial, NC Zones).
2. Design Guidelines shall apply to all rehabilitation projects with a value of more than fifty percent of the current assessed value of the property

B. Articulated building mass, bulk, and transparency.

1. Offsets to facades and multi-planed roof design shall be provided to add interest to the building and emphasize entries.
2. Design shall incorporate wall insets, canopies, awnings, wing walls, trellises, or other features which diminish or eliminate large, blank featureless walls.
3. Windows shall be enhanced by trim, awnings or other articulation.
4. On Washington Avenue NE, construction at the street level shall be a minimum of sixty percent transparent with a maximum of eighty-five percent transparency.



5. Any building located at a corner intersection of Washington Avenue NE is encouraged to provide an enhanced corner or corner entrance consisting of specialized façade treatment including awnings, towers, parapets, or similar.

C. Roof Design.

1. Roof top mechanicals shall be screened and architecturally integrated with the main structure. Vents, ducts, chimneys and steeples are exempt from this requirement.

D. Color and materials.

1. Glaring, obtrusive, or high-contrast color schemes are not encouraged except as small accents.
2. Trim and detailing (fascia, cornice, pediments, windows, doors and trims, moldings) color is encouraged to contrast or compliment the main color or materials.

3. Large graphics or bright accent colors shall be limited to fifteen percent of the main facade area, excluding glass. Bright, high-contrast color banding is limited to maximum four inches in width.

E. Awnings, trellises, permanent building canopies, and weather protection.

1. Awnings, trellises, permanent building canopies, and other structures which do not restrict pedestrian or vehicular movement may project into the front right-of-way.
2. The minimum height above the sidewalk of a canopy or sign hung over a pedestrian walkway shall be eight feet to the lowest point of the sign or canopy.
3. Pedestrian oriented blade signage may be attached to Awnings, trellises, and permanent building canopies and may project into the front right-of-way.



F. Landscape

1. Building facade landscaping shall be required along a building facade twenty feet in height or fifty feet in length.
2. The review authority may increase landscaping, and screening to minimize conflicts with adjacent uses. This may be in addition to the setback or landscaping requirements outlined in KCC zoning chapters.

G. Exterior Lighting.

1. In all zones, artificial outdoor lighting shall be arranged so that light is shaded, directed downward and away from adjoining properties.

H. Compatibility.

1. The proposed development shall be designed and oriented to be compatible with existing land uses and structures adjacent to the site, and with the surroundings. Elements influencing compatibility include size, mass and scale; color and materials; building and wall articulation; intensity of adjacent uses; relationship to adjacent sites and/or streetscapes.



2. Corporate franchise design shall be reviewed for compatibility with adjacent sites and above design standards.

PUBLIC STREET FRONTAGE IMPROVEMENTS.

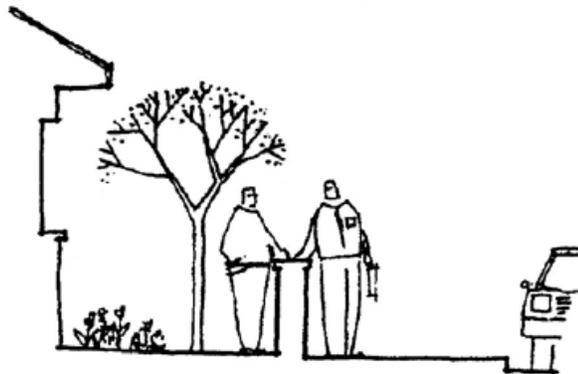
A. Public Improvements

1. Any new construction shall require the improvements of public right-of-way for public pedestrian purposes at minimum for Washington Avenue NE. This requirement may be determined through conditions of approval on the site plan, as determined by the review authority.

B. Pedestrian circulation.

1. The review authority may require that commercial and mixed-use developments include pedestrian circulation and access to adjacent land uses, bicycle facilities, and transit facilities in the review process.
2. Existing buildings not adjacent to the sidewalk should be encouraged to create pedestrian courtyard, squares, or seating areas with the space between the sidewalk and building wall.
3. New commercial or mixed-use buildings shall be placed adjacent to the front property line or sidewalk on Washington Avenue NE in order to maintain the existing style of downtown, except where a courtyard or square is provided.
4. Courtyard / square. Increased front yard setbacks are allowed at the ground level on Washington Avenue NE if the area is designed as a pedestrian courtyard or square:

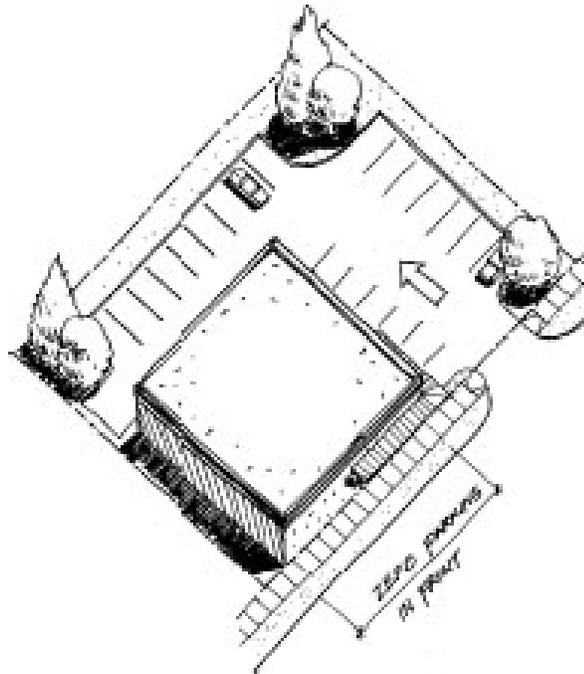
- a. Front yard setbacks at ground level shall be paved in a decorative brick, textured concrete, or enhanced paving. If the setback area is not used for retail or restaurant purposes, it shall be maintained as an urban park area, with benches, waste receptacles, potted plantings, and similar features.

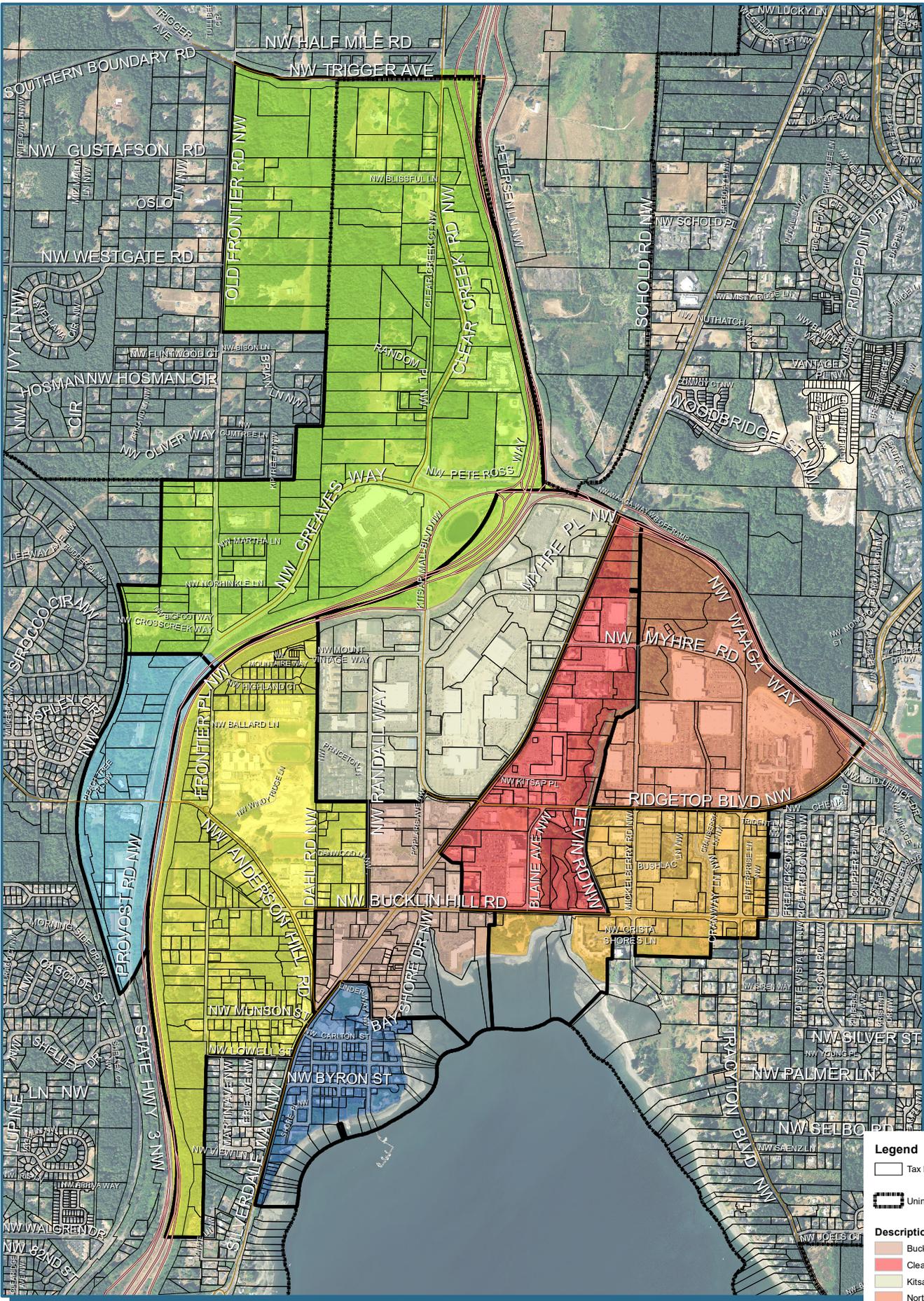


- b. An optional low wall (maximum thirty inches high) may be located as enclosure for restaurants or other uses utilizing the plaza for active retailing or other entertainment uses. The wall shall not encroach on the minimum width of the public sidewalk.

B. Parking and vehicular access.

1. Parking lots and structures, if provided, shall be located to the extent possible at the rear or side of buildings away from Washington Avenue NE.
2. Locating parking lots or structures between the front property line of Washington Avenue NE and the primary building or storefront is prohibited.
3. Vehicular entry points to parking lots shall receive special paving accents where the drive crosses a public sidewalk or walkway.





Silverdale Design District



Legend	
	Tax Parcels (Full Ownership)
	Unincorporated Urban Growth Area
Description	
	Bucklin Hill Center
	Clear Creek Village
	Kitsap Mall Center
	Old Town Center District
	Provost Commercial District
	Waaga Way Town Center
	Waterfront District
	West Hill Neighborhood



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 Ord No. 534-2016 Comprehensive Plan 10-year update
 Map Published Date July 18, 2019

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And last, but certainly not least...

**ALL THE MANY CITIZENS WHO HAVE VOLUNTERRED COUNTLESS
HOURS OVER MANY YEARS TO BRING THESE DESIGN STANDARDS TO
COMPLETION AND ADOPTION.
WE THANK YOU.**

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Chapter 1. Introduction & Background

1.1 Silverdale & the Regional Growth Center

The Silverdale Urban Growth Area (UGA), located in Central Kitsap County at the north end of Dyes Inlet, was established in 1998 with the adoption of the Kitsap County Comprehensive Plan. In 2006, as part of the adoption of the 10-year update to the Kitsap County Comprehensive Plan, the Silverdale UGA was expanded to encompass approximately 7,400 acres, the Silverdale Sub-Area Plan was adopted, and Draft Silverdale Design Guidelines were referenced in the Integrated Comprehensive Plan and Draft Environmental Impact Statement, Volume 3, Appendix B.

In 2003, the Kitsap Countywide Planning Policies and Puget Sound Regional Council (PSRC) recognized portions of the Silverdale UGA as a regional growth center for employment and population. Regional growth centers are intended to be dense and diverse urban centers with a regional focus on significant business, cultural, governmental, residential and recreational activities. Development should result in compact and centralized working, shopping and activity areas linked by transit.

The downtown design guidelines support and describe design actions that are consistent with the vision, goals and policies of the Silverdale sub-area plan, which was built around Vision 2052, Silverdale Urban Design Study (SUDS), the Central Kitsap School District (CKSD) Youth Summit, and Silverdale Vision 2022.

Key aspects of the Vision 2052 “blueprint vision” are as follows:

Identify the unique amenities that we want to preserve and enhance, ensuring that our community remains a great place to live, work and play.¹

1. **Urban Form:** To encourage a compact growth pattern that makes wise use of available land and promotes sound investment throughout the community by encouraging infill, redevelopment, and building that goes "up, rather than out," while at the same time preserving marine and mountain vistas.
2. **Transportation:** To improve the convenience of our road system, reduce congestion, promote alternatives to reliance on the automobile, promote transit opportunities, and create environments that are inviting to pedestrian activity in selected areas of town.
3. **Quality of Life & Public Safety:** To promote quality housing and encourage the development of safe, distinctive, well-designed, pedestrian-friendly neighborhoods and districts which are provided with adequate public facilities.
4. **Community Gathering Places:** To develop and maintain urban gathering places that:
 - Provide a venue and focus for Silverdale's civic life and identity, which creates the "sense of community" that serves to anchor citizens.

¹ Silverdale 2022 Plan

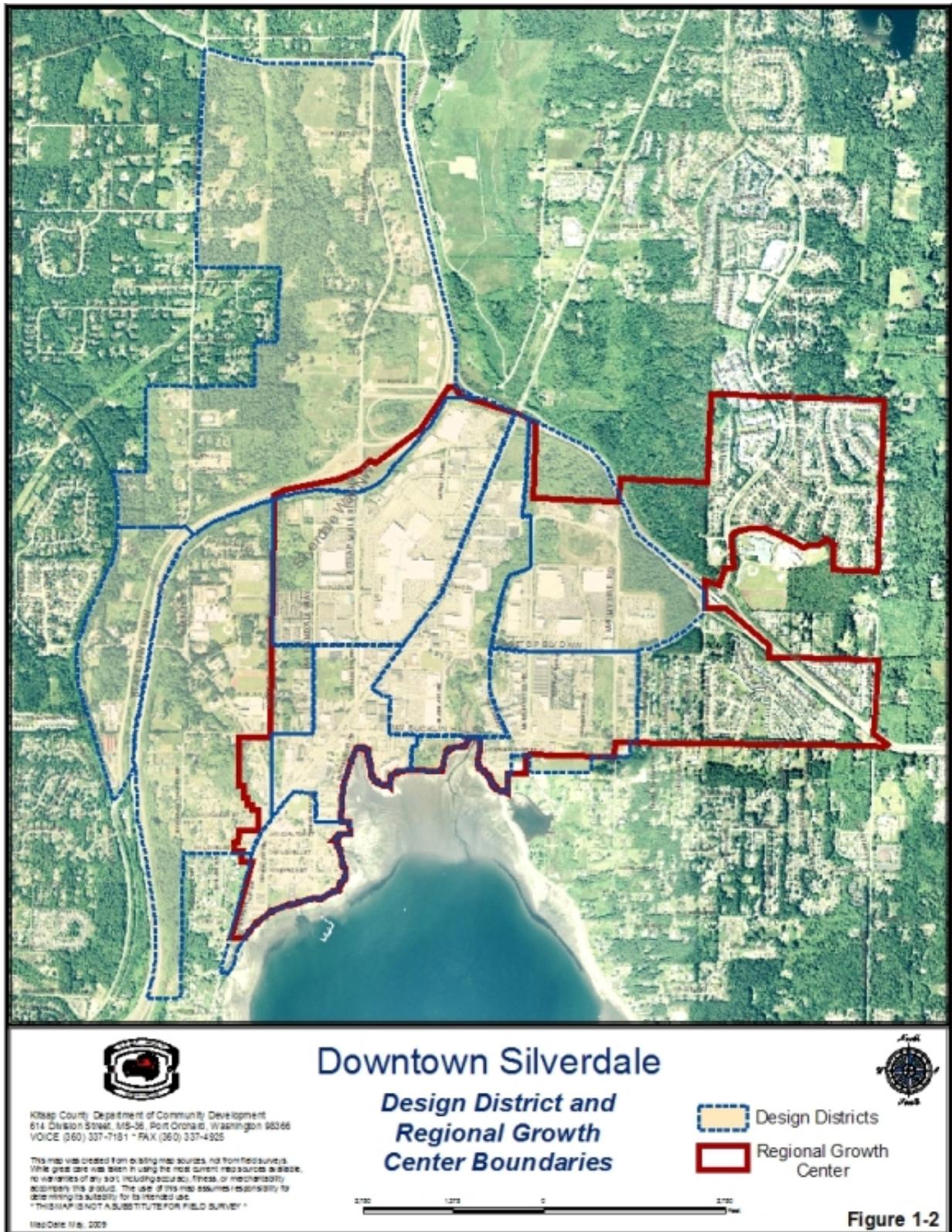
-
- Offer educational, recreational, entertainment, and cultural enrichment opportunities for residents of all ages.
5. **Quality of Life & Public Safety:** To promote quality housing and encourage the development of safe, distinctive, well-designed, pedestrian-friendly neighborhoods and districts which are provided with adequate public facilities. **Community Gathering Places:** To develop and maintain urban gathering places that:
Provide a venue and focus for Silverdale's civic life and identity, which creates the "sense of community" that serves to anchor citizens.
Offer educational, recreational, entertainment, and cultural enrichment opportunities for residents of all ages.
 6. **Economic Development:** To enhance the diversity and strength of Silverdale's economic and employment base, retain our youth, capitalize on our strategic location and promote technology based enterprises that provide good jobs while placing fewer demands on public facilities and services.
 7. **Parks, Trails & Open Spaces:** To promote and enhance the beauty and "walkability" of Silverdale by protecting our tree cover, expanding our parks and scenic open spaces, and providing "non-motorized" links between the parks and greenways and surrounding neighborhoods and districts.
 7. **Community Character & Design:** To build and enhance Silverdale's character and sense of community by setting standards for, and requiring, higher quality design and amenities (e.g., design review; development of pocket parks, courtyards, landscaping and public art).
 8. **Environmentally Sensitive Areas:** To preserve and enhance Silverdale's high quality of life by ensuring that new urban development conserves wetlands. Fish and wildlife habitat and maintains surface and ground water quality.

The design guidelines identify "special features" for each design district that describe and articulate the "unique (or special) amenities" contained within each district and strive to implement the above seven vision statements.

1.2 Design Guidelines Approach

The design guidelines present and describe overall urban design intent for Silverdale as a compact, diverse, mixed-use urban center. The guidelines use "unique (special) amenities" of Silverdale as a foundation for design intent and actions, organized in nine districts to focus on physical amenities and features specific to each district.

The Guidelines provide as much detail as possible by district to guide development that is compatible with existing development patterns, incorporates unique or special features, or influences a significant change in those patterns. The methodology is more complex by



intent. It requires extra effort from all stakeholders to assure the implementation of a compact pedestrian-friendly and safe downtown.

1.3 Standards & Guidelines

The Silverdale Design Guidelines are composed primarily of Community Design *Guidelines*—the larger scale design principles that address overall development patterns, circulation, building configurations as well as mass, bulk, height, landscaping and setbacks and the *Standards* that implement the Guidelines. They address how districts relate to one another and the entire downtown, pedestrian and vehicular connection and circulation, and overall design composition within each district.

Mandatory vs. Interpretive Standards/Guidelines

Mandatory refers to the obligatory application of design guidelines and are commonly referred to as standards. The words “will,” “must,” and “shall” indicate a mandatory standard.

Interpretive refers to a translation of a design intent, where a variety of conceptualizations is possible and may require more flexibility in implementation. Words such as “could,” “can,” and “should” indicate a preference, but not a requirement.

1.4 Kitsap County Code & Silverdale Design Guidelines

1.4.1 Applicability. The design guidelines are specific to physical elements and contexts within downtown Silverdale and its districts and apply to all new construction or substantial reconstruction within the Silverdale Design Districts.

- A. For all existing structures in the design districts with exterior improvements or additions or both valued at less than 50 percent of the replacement value of the structure, only the new portion(s) of the structure and associated site improvements are subject to the design guidelines
- B. For all existing structures in the design districts with exterior remodels greater than 50 percent of the replacement value of the structure in any three-year period, then the standards apply to the entire structure and associated site improvements.

1.4.2 Conflicts. Where there is a conflict between the design guidelines and other Kitsap County regulations not associated with the adopted Building Code, the provisions in the design guidelines govern where applicable. If the design guidelines are silent on an issue that is addressed in Kitsap County Code, the code shall be followed.

1.4.3 Interpretation. If there is a question regarding the interpretation of the guidelines, the Director of the Community Development Department is authorized to make an official interpretation.

1.4.4 Appeals. Appeal procedures follow those outlined in KCC Chapter 21.04.

1.4.5 Variations. Variations from the design guidelines may be allowed as specified in KCC Title 17.

1.4.6 Building Heights. Height requirements will be based on the requirements of the underlying zone as outlined in KCC Title 17, ~~except base maximum building height in the MU zone will be 65 feet except where otherwise stipulated in Kitsap County Code.~~ In each design district, the base maximum height will be shown, as well as the maximum height that may be allowed if the increase in height:

- A. is consistent with recommendations of the fire marshal/fire district;
- B. is compatible with surrounding uses and zones or creates a buffer between incompatible uses; and
- C. results in a decrease in building coverage, an increase in public amenities, or a more creative use of land.

1.5 How to Use This Document

The Silverdale design guidelines differ from conventional urban design guidelines by focusing on geographically distinct districts that comprise the Silverdale commercial center, and by using the unique or special features within that district as a basis for many design actions.

To use the report, first refer to the Big Picture in Chapter Two for an overview of building composition, open space and circulation objectives for downtown as a whole. Second, in conjunction with the Site Plan Review Process, refer to the specific design district of interest. If a proposed project straddles the boundaries of two or more districts, the project shall abide by the standards/guidelines that will result in the most cohesive design overall, the Director will assist in making this determination. Third, for each district within the Site Plan/Land Use Review Process, refer to the design guidelines and their subcategories as follows:

1.5.1 Physical Identity Elements & Opportunities

Physical Identity Elements and Opportunities is a summary of the unique or special physical characteristics of the district. These can include creeks, building context, wooded slopes and emerging development patterns. These features set the stage for the application of specific design guidelines.

1.5.2 Design Intent

The design intent is a general statement of the vision or aspired design outcome for a district. There are many acceptable ways for public and private interests to accommodate the design intent, providing stakeholders with options and flexibility for innovation and creativity in achieving the objectives of the design intent.

1.5.3 Design Principles

Design principles are the essential rules or directions for accomplishing the design intent. They address the relationships between and among the physical components of development (streets, buildings, walkways, parking, uses, etc.) rather than detailed design features.

1.5.4 Design Actions

Design actions are the specific ways to accomplish design intent and principles such as:

-
- Compositional structure (how the major physical parts of a district are assembled: allowable building area, street and sidewalk network, and key open space features)
 - Building Orientation, Height and Type
 - Open Space
 - Vehicular Circulation
 - Pedestrian Space and Circulation

1.5.5 Design Examples

In many districts, examples are provided to demonstrate various ways to accomplish the design guidelines. These examples are not mandatory; they are instructional sketches and diagrams, visually portraying ways to accomplish design intent for specific sites.

1.6 Silverdale Commercial Center: An Emerging Downtown

Downtown Silverdale is an unincorporated regional growth center with different types of commercial, office, civic and residential patterns. Taken as a whole, there is not currently a coherent or integrated downtown/community center area because of the historical, incremental growth pattern. However, most of the activities and functions of a downtown and civic/community center are present. Lacking are well-defined centers, a compact human-scale, and strong physical and circulation connectors between and among the various centers and districts. The design guidelines address these issues of coherence and physical integration.

1.6.1 Elements of Community Form

The community form of downtown Silverdale provides a foundation for an underlying design strategy for a coherent and integrated downtown. Silverdale is divided into nine design districts, each with a different set of physical or functional conditions. These form the basis or framework of the downtown Silverdale design guidelines and are summarized below.

1.6.2 Silverdale Geophysical Boundaries

- Downtown Silverdale is located on a small delta or water discharge area from surrounding ridges and hills, forming a triangular shape lowland along the north edge of Dyes Inlet, characterized by two, possibly three, creek drainages (Strawberry Creek, Clear Creek, and a culvert drainage referred to in the handbook as “Silverdale Creek”)
- Limited access Highway 303 to the north and northeast
- Bucklin Hill ridge to the east with intermediate topographical benches in the vicinity of the Northeast Business Park district
- Dyes Inlet in Puget Sound to the south
- West Hill topographical bench between the west side of Silverdale Way and Highway 3; and the source of Strawberry Creek flowing to the southeast through Old Town and into Dyes Inlet

1.6.3 Nine Distinct Districts of Activities & Development Patterns

- Kitsap Mall Center (Kitsap Mall and surrounding shopping outlets including big box retail and shopping plazas).

- Old Town (Waterfront area and along Washington Ave NW and Strawberry Creek and portions of Silverdale Creek, emerging from a culvert south of Bucklin Hill Road).
- Waterfront (Waterfront area and along NW Bucklin Hill Road east of Silverdale Way).
- Northeast Business District to the north and east.
- West Hill Neighborhood (residential around Silverdale Loop NW), located on a western rise or topographical bench west of Silverdale Way
- Clear Creek Village, a corridor formed by the eastern edge of the Kitsap Mall Center and Bucklin Hill Districts, and forming the western edge of the Waterfront and the Northeast Business Districts.
- Bucklin Hill Center, for the area around the intersection of Silverdale Way and Bucklin Hill Road.
- Waaga Way Town Center, for commercial areas north of Highway 303 and Anderson Hill Road.
- Provost Commercial District, for commercial areas west of Highway 3 and south of Anderson Hill Road.

1.6.4 Road Types & Development Patterns

Community Arterials & Boulevards

- Silverdale Way (with connections to Highway 3 with a half diamond interchange on north edge of project area)
- Ridgetop Boulevard NW (with connections to Highway 3 via Kitsap Mall Boulevard and Highway 303 along the north and east boundaries of downtown Silverdale)
- NW Bucklin Hill Road
- Clear Creek Road
- Kitsap Mall Boulevard
- Anderson Hill Road
- Mickelberry Road
- Myhre Road
- Randall Way
- Waaga Way Extension and connector roads

Community Streets	}	
Residential Streets	}	Existing throughout Silverdale
Residential Lanes/Alleys	}	

1.6.5 Physical Connections Between & Among Districts

Connectivity Challenges:

- Major arterials throughout Silverdale act as barriers and edges between districts rather than as connecting features, characterized by five lanes, with limited pedestrian paths that are safe and comfortable.

-
- Shopping plaza, center and mall development types are “islands,” with buildings set back from arterials and surrounded by large parking lots with few if any driveway connections to adjacent parcels.
 - Old Town is a small peninsula oriented to Dyes Inlet and bounded and contained essentially by Silverdale Way and Bucklin Hill Road.
 - West Hill Neighborhood is insulated from the remainder of downtown by a sharp rise in topography along its eastern edge.

Connectivity Opportunities:

- Clear Creek and its riparian area form both a boundary and a connecting open space element in a triangular shape north to south, affecting the Kitsap Mall Center, Clear Creek Village, Northeast Business, Waterfront, and portions of Old Town Districts.
- The waterfront edge of Dyes Inlet is a visual connector as well as partial physical connector for the Old Town and Waterfront Districts.
- Significant land now providing surface parking could provide a future development opportunity to infill and connect development throughout the downtown.

1.7 Changing Nature of Shopping Center Industry: An Opportunity

Shopping centers throughout North America are undergoing significant design changes due to market forces, competition, and aging malls. Two development patterns are emerging as a result of these pressures: mixed-use centers and town centers.

1.7.1 Mixed-use Centers

Mixed-use centers are retail-based developments with residential or office uses or both. They are well-served by transit, with a walkable, pedestrian-oriented environment that provides effective access to goods and services. Residential or office uses are configured in both horizontal developments with separate street access or vertical or above grade configurations with secondary uses above ground level retail or office. A major benefit of mixed-use centers is ease of access between housing, employment, and shopping in a compact active area. Many existing shopping centers are converting to mixed-use centers with peripheral or perimeter commercial developments and open-air pedestrian concourses connecting the core of the older centers to adjacent streets.

1.7.2 Town Centers

Town Centers are mixed-use developments with residential or office/retail uses combined with civic or cultural uses. They often serve as a focus of community life for surrounding areas. They provide basic retail services and gathering or leisure places for local residents. They contain shared parking, provide town squares or village greens as central focus areas, and capitalize on natural environmental features as desired amenities. The residential uses are deemed the “glue” for Town Centers, providing an on-site population. Libraries, community centers, exercise facilities and other public or semi-public uses are often included.

Major components of town or village centers include:

- A “main street” forms the heart of the center with two or three story buildings, pedestrian-oriented retail at the ground floor level and offices or residential above or along the periphery.
- Parking is distributed throughout the site in smaller lots with landscaping and clearly separated pedestrian walkways that connect to buildings.
- A village green provides passive recreation opportunities as well as outdoor retail sales space.
- Decreased front and side yard setbacks for non-residential uses generate a compact development pattern.
- A continuous local or interior street network, public or private, connects the “main street,” buildings, open space, parking to adjacent arterials and local street network.

Chapter 2. The Big Picture

The overall design vision outlines the “big picture” and summary of design intent for Silverdale, composed of the following major components:

- *physical identity elements*--these form the basis for area specific design guidelines
- the overall *preferred physical composition* of downtown (how major components are related and arranged)
- a conceptual downtown *local street network* and associated pedestrian walkways
- preferred *building types and configurations*
- public and private *open space patterns*

2.1 Physical Identity Elements

Physical Identity Elements identify and describe key natural and built physical elements and activities of each district. These features and elements distinguish districts from others, giving each a special identity. Design guidelines are based on these special features where possible, protecting, enhancing or incorporating these features in a new development pattern.

Figure 2-1 *Silverdale Physical Features* summarizes and describes the key physical characteristics of Silverdale that can positively affect new development patterns in downtown. For example, wooded slopes can be used as buffers between land use or density changes and as natural open space amenities for adjacent developments. Creek corridors can provide visual and environmental amenities for adjacent new developments. Smaller block grid street networks can facilitate pedestrian movement and sidewalk activities. Continuous pedestrian corridors can be accommodated as a part of the larger creek and wooded slope network, connecting major activity centers throughout downtown.

Special physical features of Silverdale, identified as assets and opportunities for the physical identity of Silverdale, include:

- Dyes Inlet and its northern shoreline;
- Clear Creek and riparian corridor extending south into Dyes Inlet from the Silverdale highlands to the west, north and east;
- Wetlands to the north/northeast of downtown, buffering downtown from Highway 303;
- Strawberry Creek and riparian corridor extending south and east into Dyes Inlet from West Hill;
- An underground drainage in a culvert that flows into Dyes Inlet at Bay Shore Drive, referred to in the design guidelines as “Silverdale Creek”;
- Wooded slopes along the eastern edge of West Hill Neighborhood and along the western slopes of lower Bucklin Ridge south of Highway 303;
- Old Town, a compact block grid district along the northwest shoreline of Dyes Inlet; and
- A regional commercial and office center, with Kitsap Mall as the dominant retail type (enclosed mall).

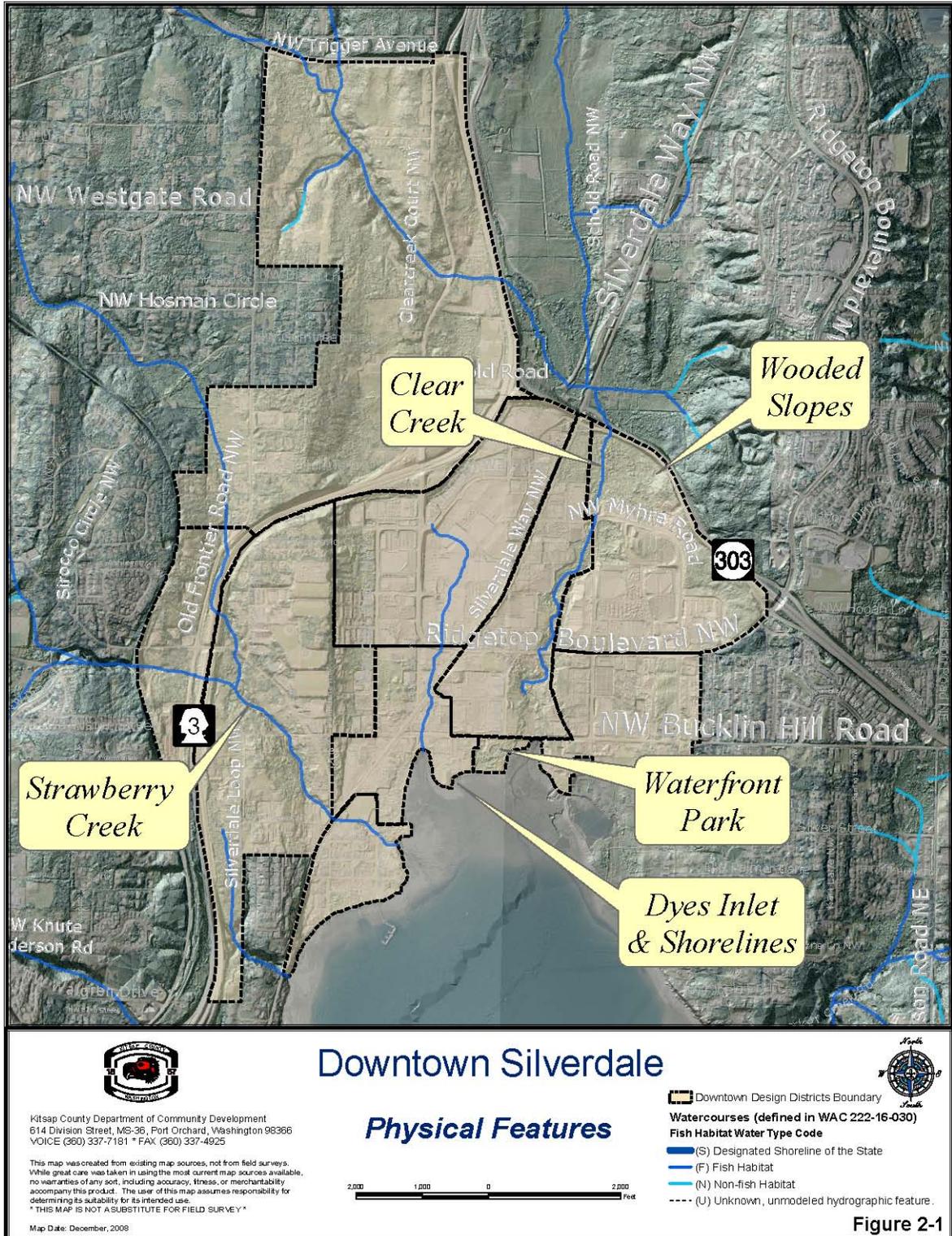


Figure 2-1

2.2 Preferred Physical Composition

The physical composition of Silverdale is the manner in which Silverdale is arranged or structured. Key aspects include natural features such as slopes and waterways, well defined historic patterns such as Old Town and its street grid pattern, the overall street network, and the manner by which buildings and open spaces are related, such as mixed use buildings surrounding a village green or pedestrian corridor.

2.2.1 Existing

Excluding Old Town and portions of West Hill, Silverdale is composed of large, super-blocks served by a meandering, partial-grid street network of arterials. The development type or pattern is suburban in nature, i.e., dispersed buildings with adjacent surface parking lots, most with individual access drives from arterials, with buildings set back from the streets and sidewalks. The suburban pattern is represented by Kitsap Regional Mall--an enclosed pedestrian concourse building type surrounded by surface parking lots, big box retail outlets, smaller “L” shaped shopping centers and plazas, and individual free-standing commercial and office buildings with surface parking lots.

Existing development along Clear Creek and its riparian area forms abrupt hard edges along the creek consisting of service drives, parking lots and rear facades of buildings. The creek and riparian area consist of a wedge of open space surrounded by an asphalt plain, separate and unrelated to adjacent development.

2.2.2 Intent

The Silverdale sub-area plan encourages a compact and interconnected pedestrian-oriented downtown and surrounding area, including the following characteristics:

- Protection of the existing compact scale of Old Town;
- Protection and maintenance of natural features such as Clear Creek and its riparian area, Strawberry Creek and an expanded riparian area, enhancement and maintenance of open space and public access within the Dyes Inlet shoreline area, incorporation of wooded slopes into new development in both the West Hill Neighborhood and Northeast Business Park districts;
- Development of a mixed-use village composed of one or more *town center(s)* along Silverdale Way, south of Bucklin Hill Road;
- Bucklin Hill Center, at the intersection with Silverdale Way, composed of an expanded Community Campus, and additional office and lodging activities;
- Clear Creek Village, a mixed use village along both sides of the Clear Creek corridor featuring ancillary residential uses oriented to the creek corridor;
- Kitsap Mall Center, consisting of Kitsap Mall and adjacent retail facilities with improved pedestrian connectors between the mall and adjacent streets, expanded mixed-use activities on and around the mall site, and a slow moving local street system to distribute mall oriented traffic;
- Waterfront District with improved orientation of mixed-use buildings and pedestrian corridors to Dyes Inlet and Clear Creek corridor;
- West Hill Neighborhood, with higher density mixed-use infill development that relates to existing residential patterns and protects and enhances the Strawberry Creek drainage and forested slopes; and

-
- Northeast Business, campus-type development highlighted by buildings set in a wooded landscaped setting, with new buildings oriented toward landscaped quadrangles and other campus-type open spaces.

2.3 Local Street Network

2.3.1 Existing

The major arterial street network consists of Silverdale Way as the primary north to south route, with Kitsap Mall Blvd/Clear Creek Road providing north-south access north of Ridgetop Boulevard; Bucklin Hill Road-Anderson Road and Ridgetop Boulevard provide the east-west routes with interior downtown connections provided by Randall Way, Mickleberry Road, and NW Myhre Road. Extensive land area is occupied by paved parking surfaces, which are used as “connectors” by some.

2.3.2 Intent

The existing super block street network is supported by a slow moving, continuous local street network. The network provides access to and through the interior of the major super blocks, connecting buildings and parking lots to major arterials. The local streets are comprised of public and private streets and lanes with articulated edges (curbs, bollards, and other elements), which separate the traffic lanes from pedestrian sidewalks. The local street network is developed as incremental redevelopment occurs, with each succeeding development connecting to the previous network increment.

Figure 2-2 *Potential Local Street Network* illustrates a suggested conceptual pattern of local streets connected with major arterials; the exact location of the local streets may vary as redevelopment takes place.

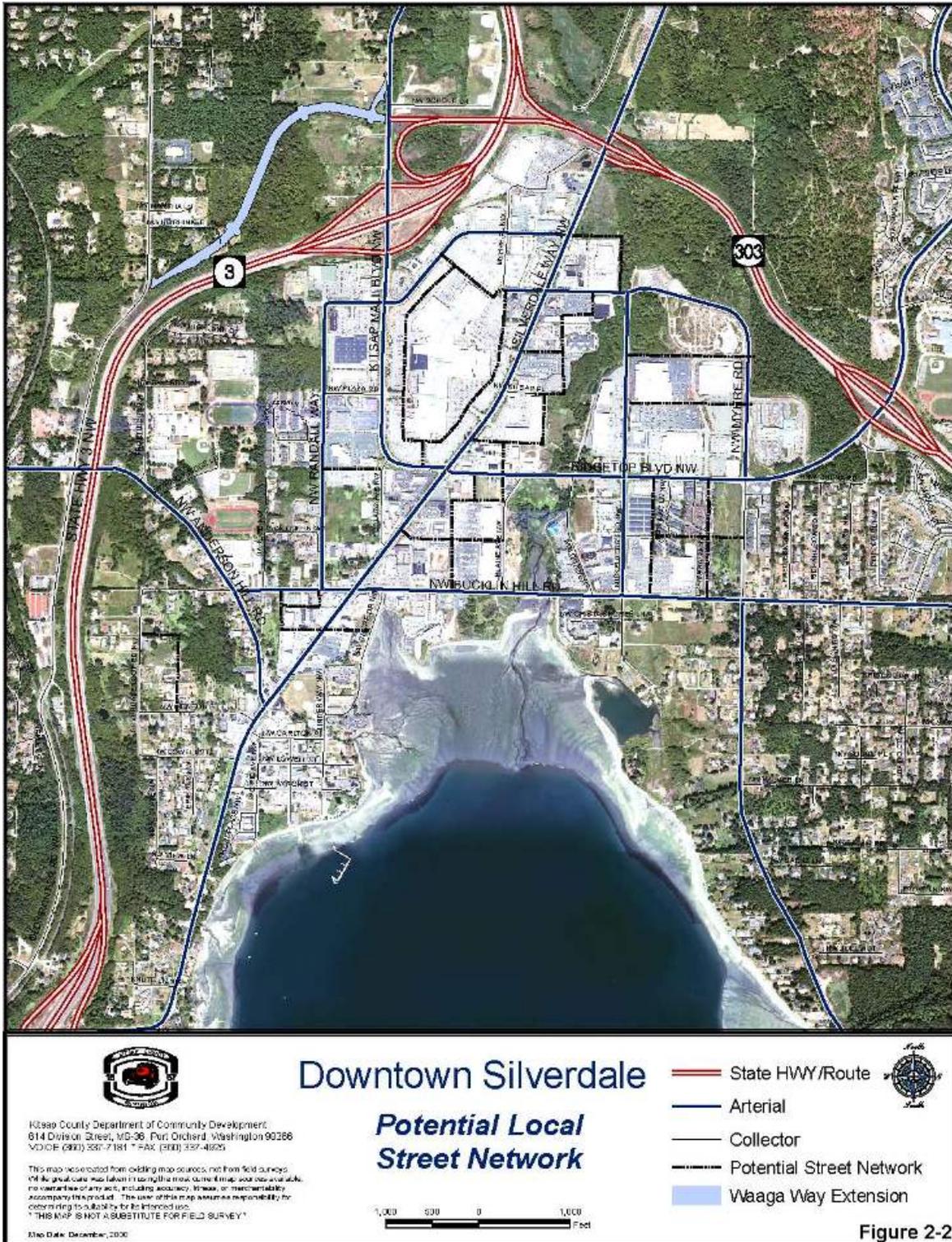
2.4 Building Configurations & Types

2.4.1 Existing

Buildings in Silverdale, excluding major portions of Old Town and the West Hill Neighborhood, are shopping malls, shopping centers and plazas composed of one- story commercial buildings oriented to large surface parking areas, and stand-alone commercial or office buildings with parking on two to four sides of the buildings. Pedestrian entrances for most buildings are from the parking lots rather than streets. Most buildings have individual access drives to arterials, are one-story in height with higher buildings at Kitsap Mall, Bucklin Hill Road/Silverdale Way intersection, Northeast Business Park and a scattering throughout downtown.

2.4.2 Intent

Silverdale will have a compact development pattern with building heights ranging from 35 feet to 65 feet depending on district and location or as determined in Kitsap County Code. Residential and office uses can be accommodated in mixed use buildings, with retail and general commercial uses at grade levels. Existing surface parking lots will be reduced in area, with more parking located in and under buildings as well in selected parking structures. Many front and side yard setbacks will be eliminated for the interior of super-blocks where new and reconfigured development will be located along and in conjunction with a local street network. Building types along Clear Creek corridor will



be oriented to the creek, providing private open space courtyards and plazas, which will, at a minimum, visually relate to the creek corridor.

2.5 Open Space Patterns

2.5.1 Existing

Silverdale has an open space pattern represented by natural features such as Dyes Inlet and shoreline, Strawberry Creek and riparian corridor, Clear Creek and riparian corridor, and wooded slopes to the west in West Hill Neighborhood and to the northeast in the Northeast Business Park. The existing Community Campus site provides tree cover and open space. Kitsap Mall provides a privately owned enclosed pedestrian mall and courts for consumers using that facility. There is a deficiency of pedestrian open space in the commercial development pattern of downtown Silverdale.

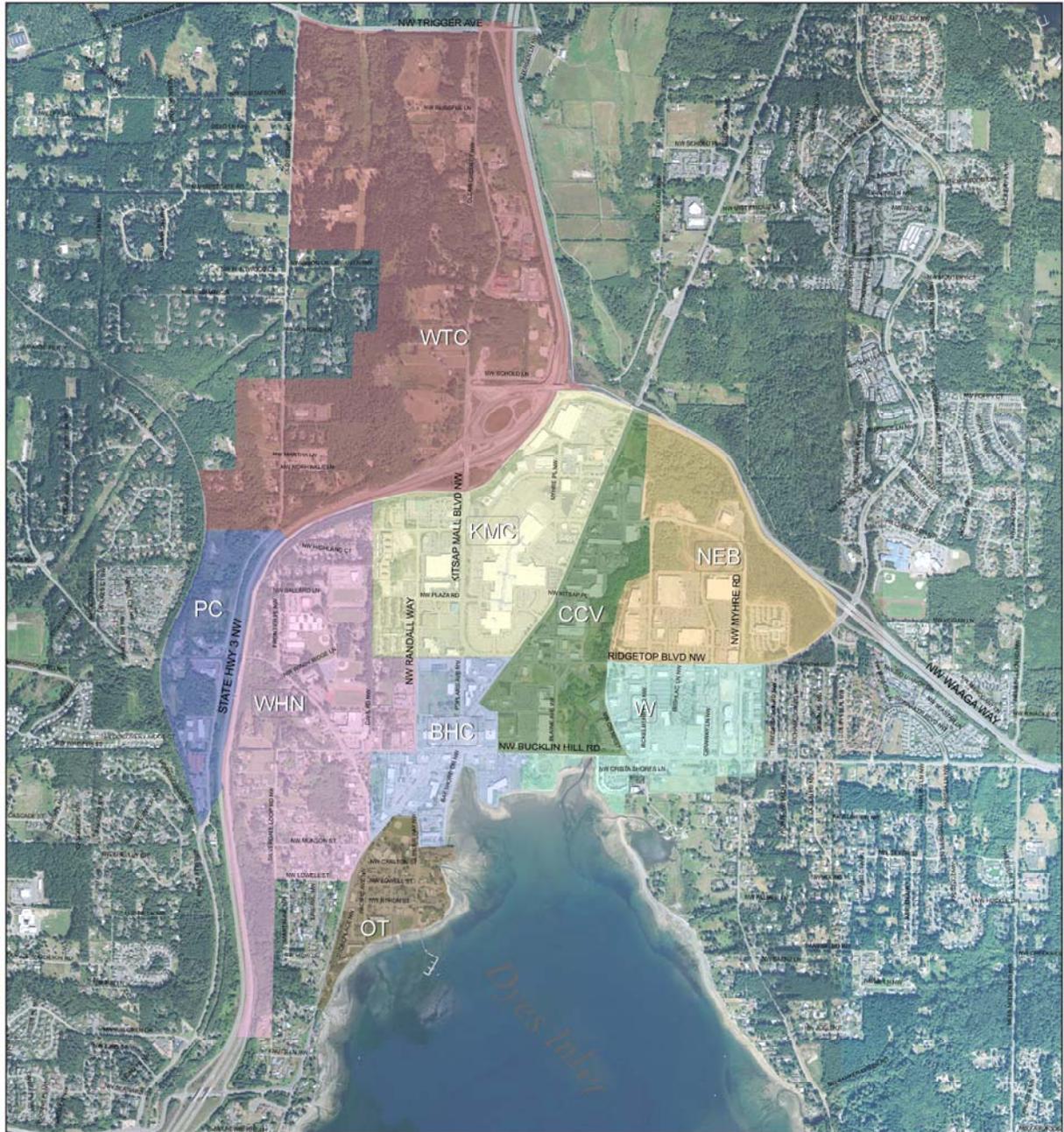
The natural open space pattern forms a north/south “V” shape within Silverdale, providing an existing open space spine that extends from Dyes Inlet on the south edge of downtown to Highway 303. Strawberry Creek drains out of West Hill to and through Old Town and into Dyes Inlet. A drainage channel, named “Silverdale Creek” for reference in the guidelines, enters Dyes Inlet immediately southeast of Bucklin Hill Road and Bay Shore Drive.

2.5.2 Intent

The open space system for Silverdale will protect and expand the natural open space corridors and relate new public and private parks, plazas, green areas and courtyards to the creek corridors, Dyes Inlet and new mixed use residential/commercial developments. The larger open space system, composed of public and private components, will be connected with continuous pedestrian walkways, paths, or trails. Key features of the Silverdale open space systems will include:

- Dyes Inlet and Shoreline, including public access points, parks and shoreline walkways;
- Clear Creek and riparian corridor, including public access or viewing facilities, pedestrian bridge(s) and continuous trails and paths along both sides;
- Strawberry Creek and riparian corridor, including an expanded riparian area in the vicinity of Linder Field and Silverdale Way, public access or viewing facilities, trails and paths along key portions of creek, and public access at the confluence of the creek and Dyes Inlet;
- “Silverdale Creek” protection and expansion through daylighting where feasible as a part of private development north of Bucklin Hill Road;
- Kitsap Mall concourse with potential future expansion to adjacent arterials, either enclosed or semi-enclosed;
- Kitsap Mall community parks incorporated into future mall expansion, located along both the southern and eastern edges of the mall, relating the mall to the adjacent community;
- A diverse distribution of private open space parks, plazas, green areas incorporated into remodeled and new developments and connected to a continuous pedestrian walkway network;

- Continuous pedestrian corridors as private development features through major super blocks, connecting, for example, Silverdale Way and Clear Creek corridor and Bucklin Hill Road to Ridgetop Boulevard;
- Continuous pedestrian walkways and landscaped areas along all major arterials;
- Landscaped “front yard” pattern in Old Town, West Hill Neighborhood, and Waterfront Districts based on the historic Old Town typology; and
- “Quadrangle” and courtyard open space features as a part of the Northeast Business District development pattern.



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 * THIS MAP IS NOT A SUBSTITUTE FOR FIELD SURVEY *

Map Date: December, 2008

Downtown Silverdale Design Districts

Figure 2-3



- Bucklin Hill Center (BHC)
- Clear Creek Village (CCV)
- Kitsap Mall Center (KMC)
- Northeast Business Park (NEB)
- Old Town Center (OT)
- Provost Commercial District (PC)
- Waaga Way Town Center (WTC)
- Waterfront (W)
- West Hill Neighborhood (WHN)



FIGURE 3-1

Chapter 3. Old Town District

3.1 Physical Identity Elements & Opportunities

Old Town's physical identity is different from the remaining portions of Silverdale. Old Town's physical identities include:

- Block grid street pattern, 200 feet by 300 feet, two way vehicular movement.
- Older one to two story, small-scale commercial and office building types with little or no front yard setbacks.
- Dyes Inlet, shoreline, waterfront parks and views of Inlet.
- Strawberry Creek and riparian area.
- "Silverdale Creek," an underground drainage channel that emerges from a culvert southeast of the Bucklin Hill Road and Bay Shore Drive intersection.
- Linder Field.
- Older, small-scale residential buildings on small blocks with landscaped front yards.
- Older churches and public/semi-public buildings throughout Old Town.

3.2 Design Intent

Modifications to existing buildings and design of new buildings will respect the historic design characteristics of the block grid pattern and adjacent and nearby buildings. The historical relationship of buildings fronting on the street or sidewalk, or the landscaped "front yard" pattern, if applicable, will be maintained in new and reconfigured development. Parking will be located to the rear or side yards or, where appropriate, may be located adjacent to the public roadway, configured as back-in angle parking. The creeks and Dyes Inlet shoreline will be protected and the riparian areas of the creeks will be expanded as major physical features and assets in the development pattern of Old Town.

3.3 Design Principles

- A. The vegetated slopes shall be protected and maintained along both sides of Silverdale Way from approximately NW View Lane north to NW Lowell Street right-of-way.
- B. The Silverdale Way right-of-way shall be landscaped with materials and colors different from other sections of Silverdale Way north.
- C. The Strawberry Creek channel and riparian edge along both sides of Silverdale Way should be expanded.
- D. Key entries to Old Town and its special features should be highlighted with landscape art in the form of sculpture, signs, fabrics and lights.
- E. The small block grid building pattern in the Old Town commercial center, with contiguous buildings along block fronts oriented toward the sidewalk and street rather than parking lots, shall be protected and maintained.
- F. New or redevelopment shall respect existing smaller, non-contiguous development, where appropriate, such as that shown in Figure 3-2 *Smaller-Scale Development*.



Figure 3-2 Smaller-Scale Development

- G. Public access to and along the Dyes Inlet shoreline, including view points where appropriate, shall be maintained and, to the extent possible, expanded.
- H. Pedestrian activities on public and private open space within and along the commercial/office blocks shall be promoted.
- I. Shared off-street parking lots shall be provided in key locations for employee and consumer parking.

3.4 Design Actions

3.4.1 LANDSCAPING, NATURAL FEATURES & SIGNAGE

- A. A flowering tree type or hedge shall be planted along both sides of Silverdale Way from the Downtown Silverdale southern boundary to NW Lowell Street right-of-way on the west and to NW Byron Street on the east.
- B. Where signage/tree conflicts exist with adjacent uses, the trees should be arranged in clusters rather than a linear edge along Silverdale Way.
- C. The Strawberry Creek riparian area has been constricted by adjacent developments and Silverdale Way culverts, increasing the intensity of water flow and safety issues. The Strawberry Creek channel and riparian area on both sides of Silverdale Way could be expanded to reduce water flow intensity and increase the visual amenity of the creek area. Habitat signage, sculpture, and viewing areas along Silverdale Way at the creek could be added. Engineering studies of appropriate safety barriers, which permit visual and/or physical viewpoint access to the expanded creek area, could be conducted.
- D. If the school administration site is redeveloped, the Silverdale Way frontage shall be designed as a landscaped gateway with additional landscape setbacks along Silverdale Way with clusters or rows of ornamental trees.
- E. Old Town logo signage or sculpture could be located at the intersection of NW Byron Street and Silverdale Way, Strawberry Creek, and NW Carlton Street. See Figure 3-3 *Potential Signage* as an example.
- F. If the NW Carlton Street right-of-way is vacated at Silverdale Way, a portion of right-of-way at Silverdale Way shall be used for gateway landscaping and Old Town signage.



Figure 3-3 Potential Signage

- G. As part of a larger gateway design, the feed mill building could be designated as a community architectural asset, encouraging its retention regardless of use changes.

3.4.2 BUILDING ORIENTATION, HEIGHT & TYPES

- A. All buildings shall be oriented to the street grid and sidewalk network with main entry(s) facing the street.
- B. Except for those areas of historical, smaller, non-contiguous development, a continuous and contiguous building façade shall be maintained along the block front adjacent to street and sidewalk, avoiding gaps or “missing teeth” in the front block façade for parking. See Figure 3-4 *Old Town Block Façade Example*.
- C. All commercial buildings shall have ground level transparent front facades oriented toward the pedestrian sidewalks. Figure 3-5 *Example Mixed Use Development* shows this concept.

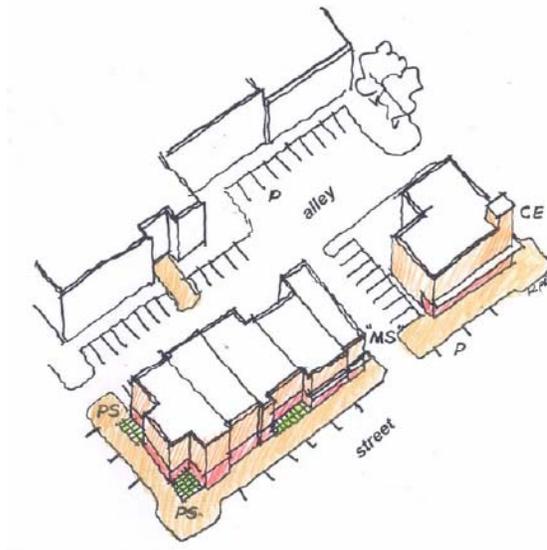


Figure 3-4 Old Town Block Façade Example

- D. Mixed-use development will not be required to have ground floor commercial uses on the building side facing Dyes Inlet.

- E. No front or side yard setbacks will be required for new and remodeled buildings.
- F. Reserve front yards, if any, for landscaping or outdoor consumer-related activities such as sidewalk cafes, coffee shops, restaurants, wine bars, etc., and when provided, do not exceed 12 feet in depth.
- G. Provide pedestrian weather protection elements (awnings, marquees) where feasible along the front street/sidewalk area, at least 8 feet above the sidewalk.
- H. New, remodeled or reconfigured buildings in the NC zone will have a maximum base height of 35 feet, with an approved height increase not to exceed 45 feet.
- I. Live/work buildings may accommodate some or all of the required residential outdoor open space on balconies or decks.



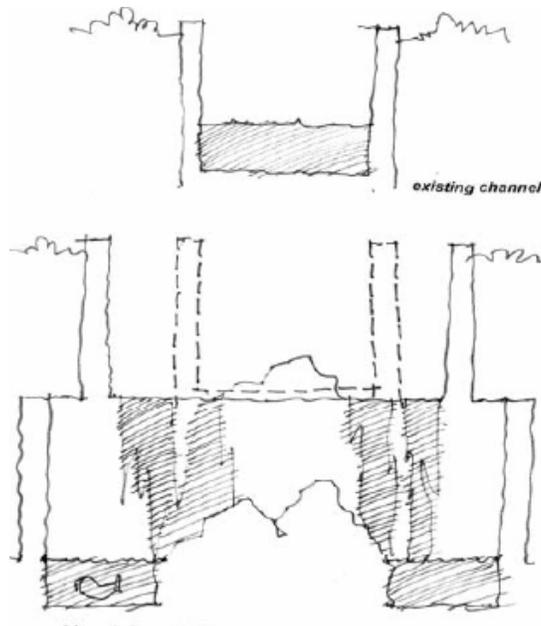
Figure 3-5 Example Mixed Use Development

3.4.3 STREETS & PARKING

- A. No on-site parking requirements, excluding residential uses, for commercial and office uses will be required when a parking development fee, determined by a Business Improvement District (BIA) or, as an alternative, a “fee-in-lieu” program, is paid to a shared-parking fund.
- B. Land can be leased or purchased for shared parking lots using BIA funding mechanisms, as permitted by Washington State.
- C. Off street shared parking lot(s) with a use radius of 800 feet may provide consumer and employee parking for non-residential uses as a means to reduce or eliminate on-site parking.
- D. Parking lots will be landscaped with a four-foot high minimum vegetated edge or buffer between the lot and adjacent sidewalk(s) or with a tree landscaped setback or both.
- E. On-site parking lots shall be located to the rear or side yard or both, accessed by an alley driveway where feasible or by a side yard with a maximum 18 foot wide access drive.
- F. On-street parking may be used to fulfill parking requirements for a proposed use if located on the subject parcel, contiguous with the public right-of-way and meeting all sidewalk and landscape requirements.
- G. Driveway aprons on private property will not be required for alley access parking, enabling private parking space or garage to locate closer to the alley right-of-way line.
- H. On-street parallel parking is allowed and encouraged on all streets.
- I. Provide sidewalks on both sides of all streets, where possible.

3.4.4 STRAWBERRY CREEK PROTECTION & ENHANCEMENT

- A. The Strawberry Creek channel is contained by concrete walls and security fencing with little or no riparian area associated with the creek until its confluence with Dyes Inlet. The creek corridor should be opened and expanded to reduce the intensity of water flow and to expand the open space feature of the creek as a major physical identity or signature element of Old Town and Silverdale. Two examples for slowing the water flow and creating a physical amenity include:
 - a. Expanding the creek riparian area horizontally into Linder Field and along the southern edge of the creek, including east of Washington Street.
 - b. If horizontal expansion is restricted, a series of pools as a part of a larger cascade can be developed with a controlled spill way to hold water and release it more slowly into the lower creek, while providing fish access up the cascade.
See Figure 3-6 *Strawberry Creek Slough* as an example.
- B. A transparent security and safety barrier can be provided along the creek, specifications to be determined by appropriate engineering studies.
- C. Strawberry Creek and the Linder Field recreational facility comprise an open space corridor and amenity for the Old Town community, which are improved with a creek-side trail, informational signage and viewing areas.
- D. Strawberry Creek is a fish habitat to be protected and enhanced with side pools, riparian area shading vegetation, a gravel creek bed and other elements determined by fisheries biologists.
- E. The confluence of Strawberry Creek and Dyes Inlet shall be a public access point and attraction with public access and viewing area.
- F. The expanded creek riparian area shall be incorporated into new development on both the school administration site and library site with trails, viewing platforms and seating areas along the creek, with pedestrian connections from adjacent street to the creek area.



Strawberry Creek Slough Diagram illustrates a horizontal expansion of the creek channel (with optional cascade storage pools) to spread and slow the flow of water, establish new habitat, and increase visual open space for the community. Improved security and safety fencing design improves the appearance of the creek corridor while maintaining safety.

Figure 3-6 Strawberry Creek Slough

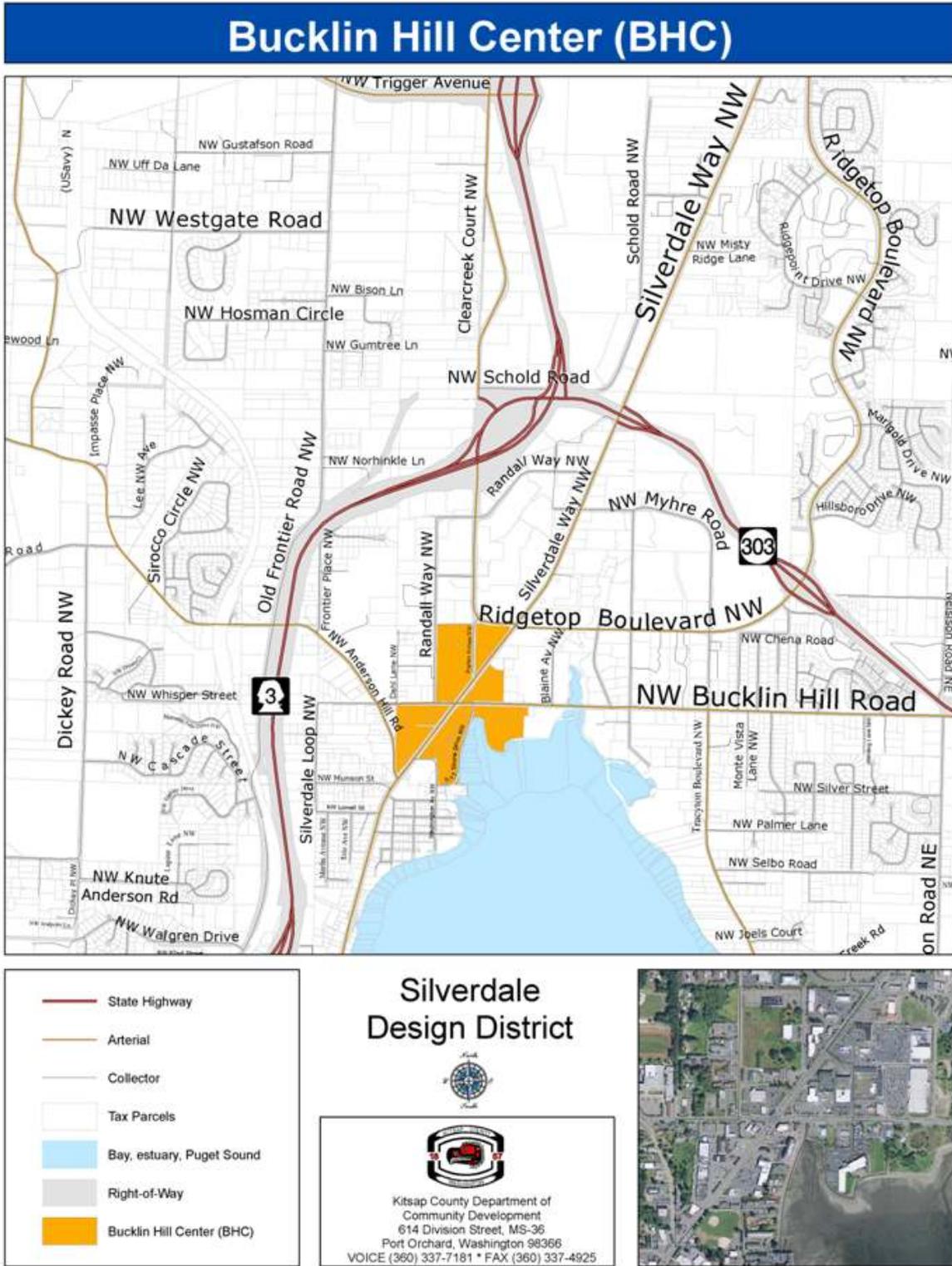


Figure 4-1

Chapter 4. Bucklin Hill Center District

4.1 Physical Identity Elements & Opportunities

Figure 4-1 identifies the boundaries of this district. Historical development occurred in Old Town and south of Bucklin Hill Road along Silverdale Way prior to the expanded shopping center development to the north. Bucklin Hill Center, the area around the intersection of Bucklin Hill Road and Silverdale Way, is both a design district at a major intersection and a gateway area into the larger downtown Silverdale area.

An existing Silverdale Village shopping center is located west of Silverdale Way and another smaller center is located on the east side. A higher intensity of office and lodging uses exists in the northeast and southeast quadrants of the Silverdale Way and Bucklin Hill Road intersection.

The district also includes the Silverdale Community Campus area, bounded by Randall Way on the west, Kitsap Mall Boulevard to the north, Silverdale Way on the east and Bucklin Hill Road on the south. This “community campus” area is expected to provide public amenities such as senior housing, community center and open space, and will be treated separately in this chapter.

4.2 Design Intent

The existing shopping centers located along Silverdale Way will redevelop as mixed-use “village centers” from Anderson Hill Road and Linder Way on the south to Bucklin Hill Road on the north. They will contribute to a larger village character by locating pedestrian squares in visual proximity to one another along and visible from Silverdale Way, by connecting local service streets to other adjacent districts where feasible, and by providing safe pedestrian connectors across Silverdale Way.

New interior local streets will provide a continuous traffic pattern into and through the village. The mixed-use developments will add residential or office space to retail uses, incorporate civic or cultural uses where feasible, and integrate an expanded pedestrian open space system to parking areas, retail facilities and other uses.

Above grade housing or office uses reinforce the retail uses at ground level. The western edge of the existing Silverdale Village borders a wooded slope, providing an opportunity for medium density housing in that area. Housing provides a transition use between the adjacent West Hill Neighborhood and the village. It provides opportunities for pedestrian access from West Hill to the Silverdale Village Center with a West Hill climb incorporated into new development, and provides views of Dyes Inlet. Similarly, the eastern edge of the eastern village component borders a portion of Old Town and has potential views of Dyes Inlet, Linder Field and Strawberry Creek.

A mixed-use area of larger scale office, lodging, and entertainment buildings could be located in the northeast and southeast quadrants of the Silverdale Way and Bucklin Hill Road intersection and along the shore lands on the south side of Bucklin Hill Road.

4.3 Design Principles

Former shopping plazas should be converted to mixed-use centers, comprising a village center complex on both sides of Silverdale Way, referred to as *Silverdale Village*. See Figures 4-2 and 4-3 for design sketches of a sample “village.”

The basic elements and composition of the town or village center include:

- A. A “main street” will be part of a private or public local service street network for each side of Silverdale Way, providing clearly defined on-site vehicular circulation, connecting on-site parking areas to major arterials and adjacent districts where feasible.
- B. Local service street access to perimeter arterials will be coordinated with adjacent and nearby developments as development incrementally occurs.
- C. One to four story buildings shall be arranged along a “main street” and clustered around a village square and smaller pedestrian courtyards.
- D. Pedestrian walkways, sidewalks, and other paths will provide a continuous pedestrian connection from on-site facilities to parking, adjacent public streets and nearby developments.
- E. Housing or office units will be mixed with retail uses, either stacked above or clustered next to retail and located away from Silverdale Way where feasible.
- F. A village square, plaza, greens, or commons shall be provided in a centralized location, along “main street,” as a focal leisure space for each development, integrated with ground floor retail and residential/office uses, and oriented to the southeast, south, or southwest.
- G. Parking areas will be in small, dispersed parking lots.
- H. One connecting east-west vehicular crossing with a signalized intersection can occur in the southern portions of each development.



Figure 4-2 Village Example



Figure 4-3 Village Example

Basic elements of design in the existing higher density area east of Silverdale Way would include:

- I. Parking and vehicular access will be from a local street network with controlled access points to arterials safely away from the Bucklin Hill/Silverdale Way intersection.
- J. Development on the south side of Bucklin Hill Road shall orient to Dyes Inlet and Silverdale Creek with landscaping and public pedestrian access facilities along the shoreline.

4.4 Design Actions

4.4.1 BUILDING ORIENTATION, HEIGHTS & TYPES

- A. Mixed-use buildings will be oriented to a “main street” and village square, with front and side yard setbacks ranging from zero to 8 feet maximum depth along major pedestrian walkways.
- B. Civic or cultural buildings, if any, should have prominent locations, preferably at major intersections or on village square.
- C. New, remodeled or reconfigured buildings in the RC zone will have a maximum base height of 35 feet, with an approved height increase not to exceed 45 feet. Residential units should be located away from Silverdale Way and Bucklin Hill Road.
- D. Weather protection features such as canopies and marquees shall be provided on storefront buildings along major pedestrian walkways.
- E. Commercial buildings at prominent corners shall have distinctive architectural features such as setback entries, corner towers, or architectural sculpture
- F. Live/work buildings can provide a transitional use and building type between commercial and residential buildings.

4.4.2 OPEN SPACE & PEDESTRIAN SYSTEM

- A. Pedestrian-oriented village squares, greens, commons, courtyards, and walkways will be incorporated into mixed-use developments. They will contain a variety of hard and vegetated surfaces and will accommodate outdoor activities ranging from cafes and coffee shops to outdoor markets, sales and play areas. See Figure 4-5 for an example of a village square with mixed-use buildings.



Figure 4-4 Village Square

- B. The village square or green should be the largest and central space located on “main street,” with size varying according to site conditions and size of development, e.g., 7,000 to 8,000 square feet (approximating the size of a volleyball court) can provide space for diverse outdoor activities.
- C. Commercial Courtyards, between 30 to 50 feet in width, shall be provided in or between retail clusters, with buildings on two or three sides.
- D. Live/work buildings may accommodate some or all of the required residential outdoor open space on balconies or decks.
- E. Pedestrian promenades and “main street” walkways that connect major components of the village development and the village to perimeter arterials, will be 12 feet minimum in width for the walking area on at least one side of the street, and 8 to 12 feet on the remaining side. Where outdoor activities such as cafes, restaurants, etc. are anticipated to use portions of the walkways, add 8 feet to the sidewalk width. Where parking abuts the “main street” walkway, add 4 feet minimum for planting features or 2 feet minimum if vertical barriers such as artistic bollards, attractive hardscape elements or artistic features.
- F. Parking lot walkways that connect parking lots and lots to retail clusters will be 8 feet minimum width.
- G. Pedestrian crossings within a parking lot will be 6 feet minimum in width and either striped, containing different paving materials for contrast or raised.
- H. Weather protection features such as canopies and freestanding shelters should be dispersed throughout parking areas for pedestrian comfort and safety.
- I. Two pedestrian highway crossings should be located along Silverdale Way south of Bucklin Hill Road and should connect mixed-use centers east and west of the highway, using pedestrian-activated signals, raised medians, pedestrian flags, different paving patterns or flashing lights.

-
- J. A pedestrian bridge should cross Silverdale Creek, south of Bucklin Hill Road, connecting Bay Shore Drive with the waterfront walkway on the east side of the creek.
 - K. A waterfront walkway will extend along the waterfront east of Silverdale Creek, from Bucklin Hill Road south and eastward to the county park and Clear Creek corridor.
 - L. If feasible, a portion of "Silverdale Creek," a covered drainage channel flowing into Dyes Inlet, will be daylighted on the north side of Bucklin Hill Road and incorporated into new or expanded development. Reduced parking requirements, variations in building heights, or reductions in permit fees may be granted to a development that incorporates an open creek in its site design.

4.4.3 STREETS & PARKING (See Figure 4-5 *Parking, Landscape and Street Diagram* for examples)

- A. "Main streets" and collector street(s) connecting the development to major arterials will be 22 to 24 feet in width with parallel parking places on one or both sides of street, with a raised or protected sidewalk (bollards, planting features) on both sides of street.
- B. Secondary streets connecting parking lots to main streets and collector streets will be 20 to 22 feet in width with a raised or protected sidewalk (bollards, planting features) and a parking lane on at least one side of street.
- C. Non-signalized streets connecting to arterials will have limited turning movements such as right turn in and right turn out, keeping with the flow of arterial traffic.
- D. Local streets that serve as delivery lanes may use "main street" dimensions.
- E. Parking areas will be small clusters of lots consisting of one to two double-loaded parking bays maximum, i.e., one driving lane flanked by one row of parking stalls on each side.
- F. On-street parking may be used to fulfill parking requirements for a proposed use if located on the subject parcel, contiguous with the public right-of-way and meeting all sidewalk and landscape requirements.
- G. Individual parking clusters shall be separated by an 8 feet wide minimum sidewalk protected by curbs, plantings or artistic bollards.
- H. Parking lots and structures in the northeast quadrant of the Bucklin Hill Road and Silverdale Way intersection will be accessed from a local street network to the north, northeast and east of the intersection development.

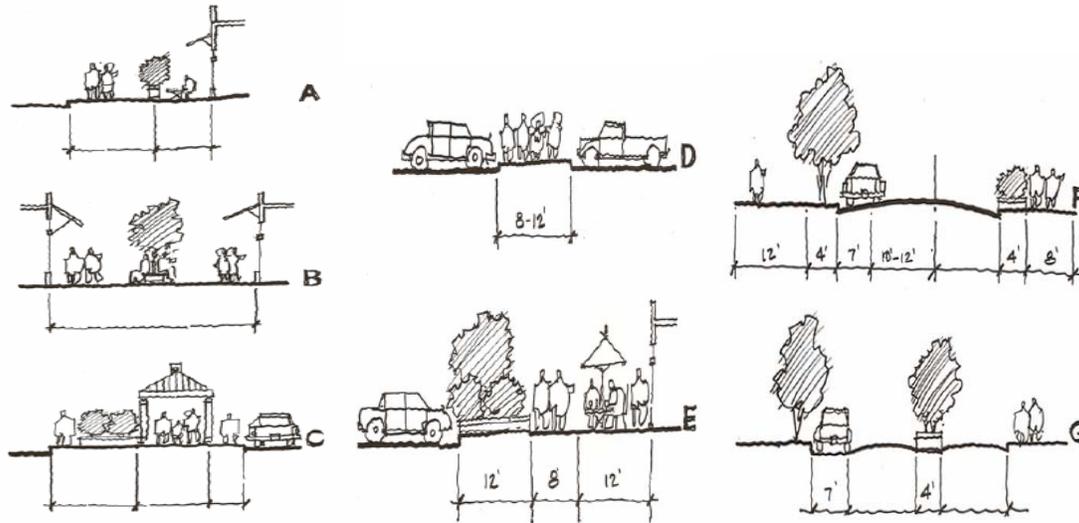


Figure 4-5 Parking, Landscape and Street Diagram

4.A.1 SILVERDALE COMMUNITY CAMPUS

4.A.2 Design Intent

The Silverdale Community Campus will expand to include a campus type pattern. Coordination of Community Campus open space location and design with that of adjacent properties may establish a physical gateway for the larger downtown area, providing the Community Campus with a strengthened presence along Silverdale Way. New and remodeled development within the properties in the northwest quadrant of the Silverdale Way/Bucklin Hill Road intersection, including the campus, and at the Poplars Motel site, will all contribute landscape and setback features to the gateway design. The campus and the Kitsap County Consolidated Housing Authority (KCCHA) site open space designs will be visually connected across Poplars Avenue, creating a landscaped foreground for both developments and downtown.

4.A.3 Design Principles

- A. The Community Campus will be arranged around an interior open space village green, open to the southeast toward Silverdale Way and the KCCHA site, with strong pedestrian connections.
- B. The KCCHA site should incorporate the southern portion of its property into the gateway design.
- C. The Silverdale Way right-of-way will contribute special open space features as a part of the larger gateway design.
- D. Weather protection features such as canopies and marquees shall be provided on buildings along major pedestrian walkways.

4.A.4 Design Actions

1. COMPOSITIONAL STRUCTURE

-
- A. New facilities will be built around a central village green, with the green connected physically and visually to Poplars Avenue and the KCCHA site and Silverdale Way.
 - B. The KCCHA site may contain a landscaped open space on the southern portion of the site as a part of the campus and downtown gateway: signage, art and landscaping could all highlight this open space feature.

2. BUILDING ORIENTATION, HEIGHTS & TYPE

- A. The Community Campus will organize new facilities around a village green with trees, seating areas, outdoor meeting places, sculpture with an orientation of the courtyard to Poplars Avenue and the KCCHA site.
- B. The KCCHA site, when fully redeveloped, may contain a residential building(s), possibly mixed-use with retail or offices on the ground floor, oriented to the landscaped southern portion of the lot and Silverdale Way as a part of a larger gateway design, referred to as Gateway Green.
- C. Buildings will be 65 feet maximum height.

3. OPEN SPACE & PEDESTRIAN FEATURES

- A. A central village green will be the focus of new campus buildings and may contain features such as landscaping, seating areas, outdoor meeting places, and sculpture.
- B. The campus green will be connected to Poplars Avenue and shall have a minimum 10 feet wide hill climb with handrails, landings and seating.
- C. If Poplars Avenue is not vacated as a street, a crosswalk will connect the campus hill climb to the KCCHA site, with the crosswalk consisting of a raised pedestrian crossing or a contrasting paving pattern a minimum of 12 feet in width.
- D. The KCCHA site shall contain a landscaped open space, Gateway Green, a minimum of 30 feet along Poplars Avenue and Silverdale Way from the southern tip of the property as the site is redeveloped. If provided, the area could be traded for lesser setbacks and landscape areas on other portions of site.
- E. The KCCHA Gateway Green may contain sculpture related to the campus and the larger downtown gateway plus appropriate signage.

4. PARKING FEATURES

- A. Surface parking facilities shall be dispersed around the Community Campus site in small lots (one double-loaded bay configuration), with no surface lots between Poplars Avenue and the courtyard facing Poplars Avenue.
- B. A proposed parking structure will be located on the site in the most appropriate location.
- C. Parking for the KCCHA site shall be to the northwest and north portions of the site, north of the Gateway Green.

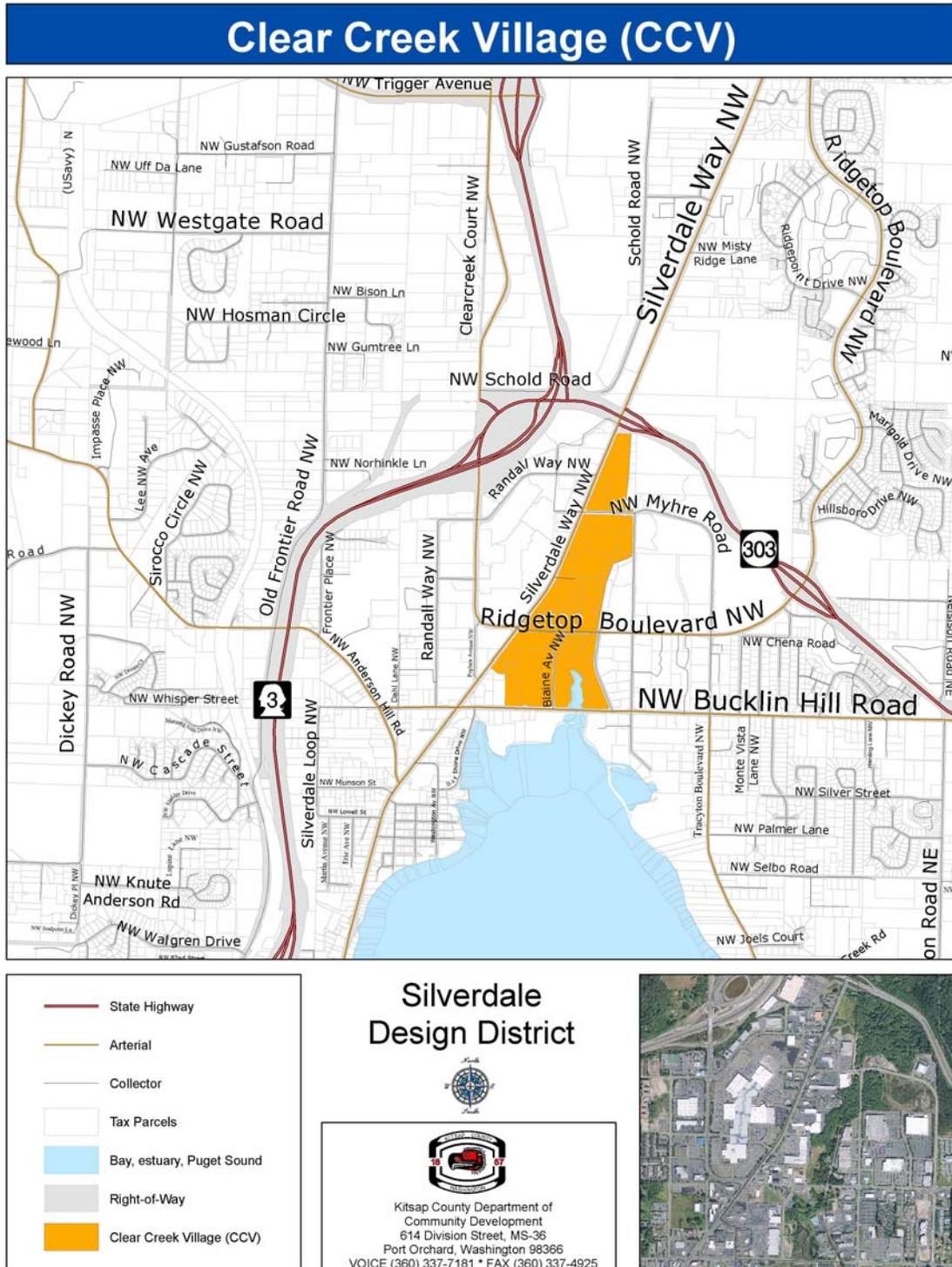


Figure 5-1

Chapter 5. Clear Creek Village District

5.1 Physical Identity Elements & Opportunities

Clear Creek Village extends north from Bucklin Hill Road to State Highway 303, excluding the northeast portion of the Bucklin Hill Road/Silverdale Way intersection, and from Silverdale Way eastward to and including eastern portions of the Clear Creek corridor. Clear Creek Village is comprised of a riparian area, a north-south greenway forming a natural “V” shape through the center of the Silverdale commercial center. Medium-sized, one-story shopping center/plazas with front yard surface parking lots, capable of being reconstituted as mixed-use centers are the existing development pattern. Silverdale Way is the western boundary of the super blocks north of Bucklin Hill Road to State Highway 303. Significant east-west depth of super blocks from Silverdale Way to Clear Creek provides a potential development amenity for residential units located along the creek corridor and away from arterials.

5.2 Design Intent

Clear Creek Village will be a new and central neighborhood or village composed of a series of interconnected mixed-use developments along the west side and immediate east side of Clear Creek riparian area. The village will include residential, commercial and office uses arranged around village squares, connected by continuous pedestrian walkways and a local street network. New and reconfigured developments will use the Clear Creek corridor as an open space amenity and design feature. Residential uses will orient to the creek corridor, visually connecting private open space features with the creek corridor. Development within the village will be oriented toward a local street network. See Figure 5-1 *Clear Creek Village Site Design Example* and 5-3 *Clear Creek Village Streetscape Example*.

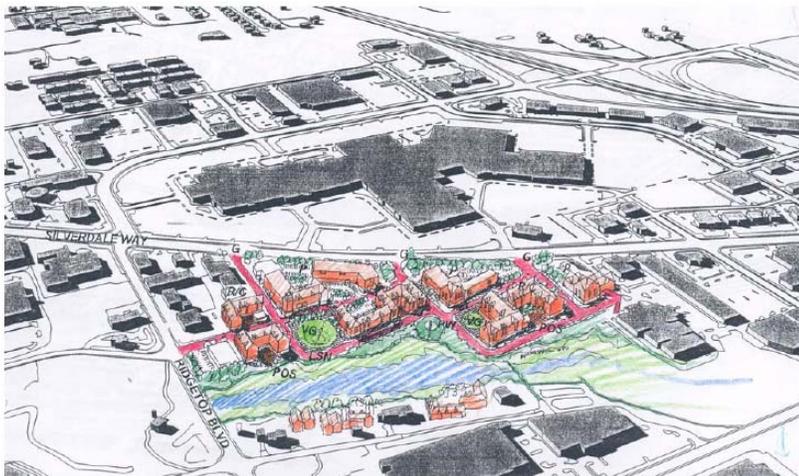


Figure 5-2 Clear Creek Village Site Design Example

5.3 Design Principles

- A. As new and reconfigured commercial developments occur, a compact, incremental building pattern with an interconnected local street network will emerge.
- B. New mixed-use residential/commercial developments will be oriented along the eastern portion of the Clear Creek Village, focusing on Clear Creek and riparian area.
- C. Mixed-use centers will provide a hierarchy of open space features for residents and consumers, including at least one village square or commons, courtyards, wider sidewalks for outdoor commercial activities, and small pedestrian “eddies,” i.e., places for shoppers to pause and rest.
- D. Village squares or gathering places will be interconnected with a village-wide pedestrian walkway system, including a Clear Creek trail system.
- E. Mixed-use centers will have at least one major pedestrian promenade connecting the development to west and south arterials, and interconnecting with adjacent developments to achieve the arterial connections.
- F. Mixed-use developments along Clear Creek will orient private open spaces to the creek corridor and trail system, at least visually, where feasible.
- G. Vehicular access will be limited to full or partially controlled intersections from Silverdale Way and Bucklin Hill Road, connecting to an interior local street network.



Figure 5-3 Clear Creek Village Streetscape Example

5.4 Design Actions

5.4.1 COMPOSITIONAL STRUCTURE

- A. Development along the Clear Creek corridor, with mixed-use residential and commercial buildings and related open space, will face east, southeast and west.
- B. A local service street network, interconnected among various developments, will provide an informal or flexible street grid for access and interior block circulation.
- C. A “main street” will connect the different components of the village to adjacent arterials as development occurs.
- D. The street system will be complemented by a continuous pedestrian walkway system connecting mixed-use centers to the creek corridor and adjacent arterials.

5.4.2 BUILDING ORIENTATION, HEIGHTS & TYPES

- A. Developments along the local street network will have no front and side yard setback requirements.
- B. If a front or side yard setback is included in the site design, the setback will be 8 feet maximum in depth and pedestrian or landscape in function.
- C. Civic and/or cultural buildings, if any, should have prominent locations, preferably at major intersections or on village square.
- D. The retail component should be prominent and visible from the arterial(s) or located on “main street” or both.
- E. New, remodeled or reconfigured buildings in the RC zone will have a maximum base height of 35 feet, with an approved height increase not to exceed 65 feet, except where authorized by Kitsap County Code.
- F. Residential units shall be located in relationship to an amenity such as natural open space, a village square, “main street” or courtyards and away from Silverdale Way and Bucklin Hill Road.
- G. Weather protection features such as canopies and marquees shall be provided on storefront buildings along major pedestrian walkways.
- H. Commercial buildings at prominent corners should have distinctive architectural features such as setback entries, corner towers, or architectural sculpture
- I. Live/work buildings can provide a transitional use and building type between commercial and residential buildings.
- J. Buildings along the Clear Creek corridor will orient courtyards and landscaped setbacks to the creek and related trails and walkways.

5.4.3 OPEN SPACE & PEDESTRIAN SYSTEM

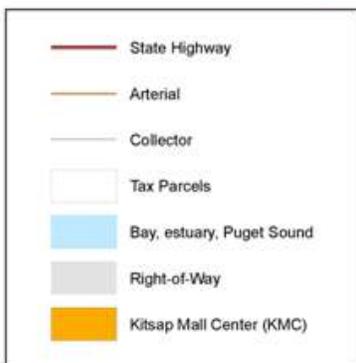
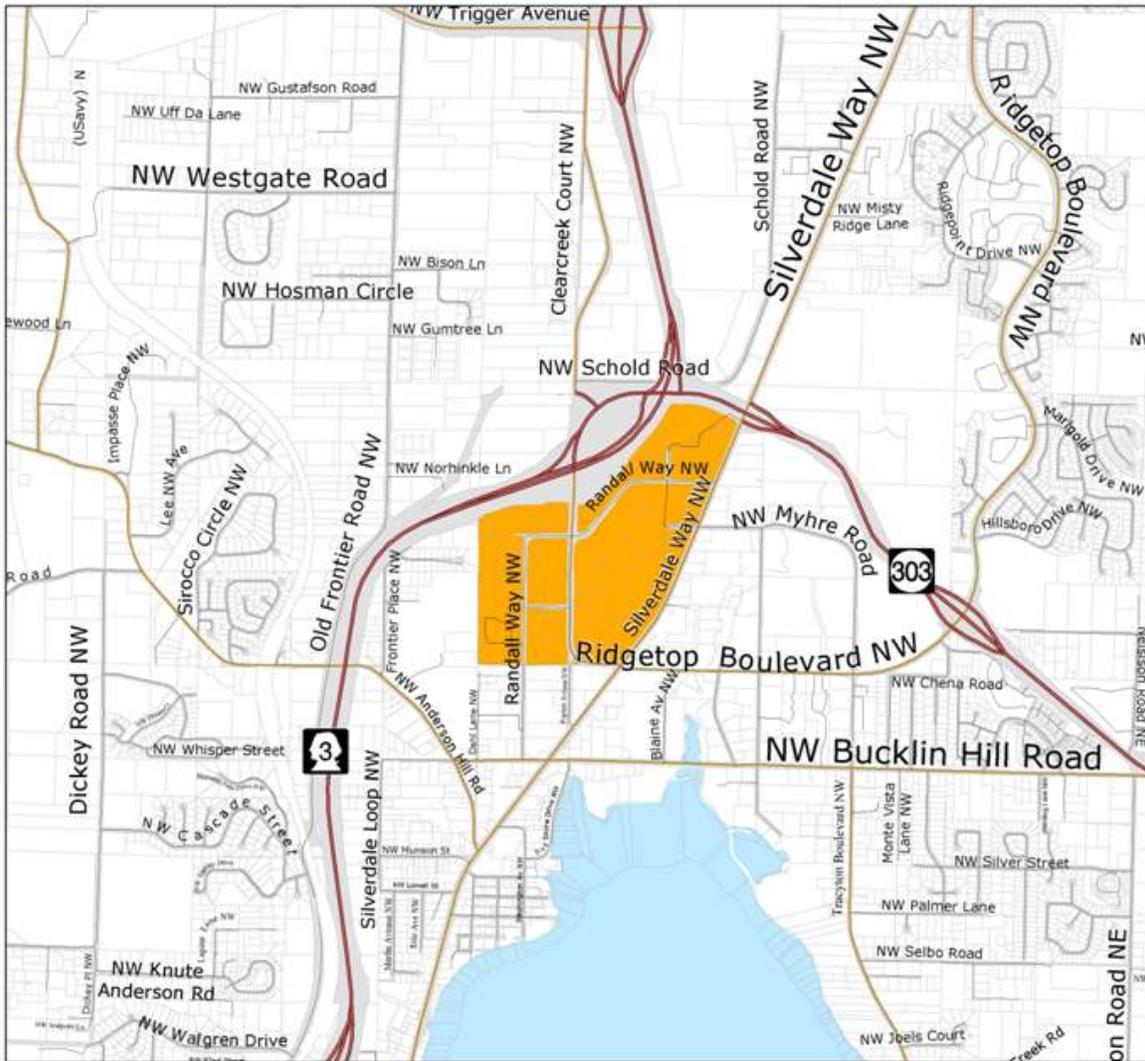
- A. Pedestrian-oriented village squares, greens, commons, courtyards, and walkways will be incorporated into mixed-use developments. The spaces should contain a variety of hard and vegetated surfaces and accommodate outdoor activities ranging from cafes and coffee shops to outdoor markets, sales and play areas.
- B. The village square or green shall be the largest and central space located on “main street,” with size varying according to site conditions and size of development, e.g., 7,000 to 8,000 square feet (approximating the size of a volley ball court) can provide space for diverse outdoor activities.
- C. Commercial Courtyards, between 30 to 50 feet in width, shall be provided in or between retail clusters, with buildings on two or three sides.
- D. Live/work buildings may accommodate some or all of the required residential outdoor open space on balconies or decks.
- E. Private courtyards and open spaces along the creek may be secured with fences, hedges and other security edges, while maintaining a visual connection to the creek corridor.
- F. Pedestrian promenades and “main street” walkways, which connect major components of the village development and the village to perimeter arterials, will be 12 feet minimum in width for the walking area on at least one side of the street, and 8 to 12 feet on the remaining side. Where outdoor activities such as cafes, restaurants, etc. are anticipated to use portions of the walkways, add 8 feet to the

-
- sidewalk width. Where parking abuts the “main street” walkway, add 4 feet minimum for planting features or 2 feet minimum if vertical barriers such as artistic bollards, attractive hardscape elements or trees are provided.
- G. Parking lot walkways that connect parking lots and lots to retail clusters will be 8 feet minimum width.
 - H. Pedestrian crossings within a parking lot will be 6 feet minimum in width and either striped, containing different paving materials for contrast or raised.
 - I. Weather protection features such as canopies and freestanding shelters should be dispersed throughout parking areas for pedestrian comfort and safety.
 - J. Pedestrian highway crossings shall be located across Ridgetop Boulevard and Bucklin Hill Road and should connect mixed-use centers north and south, using pedestrian-activated signals, raised medians, pedestrian flags, different paving patterns or flashing lights.
 - K. The Clear Creek Corridor should have a 6 feet wide minimum pedestrian walkway/trail network along both sides of the creek, with pedestrian bridges where feasible.

5.4.4 STREETS & PARKING

- A. “Main streets” and collector street(s) connecting the development to major arterials will be 22 to 24 feet in width, with parking spaces on one or both sides of street, and a raised or protected sidewalk (artistic bollards, planting features) on both sides of street.
- B. Secondary streets connecting parking lots to main streets and collector streets will be 20 to 22 feet in width with a raised or protected sidewalk (bollards, planting features) and a parking lane on at least one side of the street.
- C. Non-signalized streets connecting to arterials will have limited turning movements such as right turn in and right turn out, keeping with the flow of arterial traffic.
- D. Local streets, which serve as delivery lanes, may use “main street” dimensions.
- E. Parking areas will be small clusters of lots consisting of one to two double-loaded parking bays maximum, i.e., one driving lane flanked by one row of parking stalls on each side.
- F. On-street parking may be used to fulfill parking requirements for a proposed use if located on the subject parcel, contiguous with the public right-of-way and meeting all sidewalk and landscape requirements.
- G. Individual parking clusters shall be separated by an 8 feet wide minimum sidewalk protected by curbs, plantings or artistic bollards.
- H. Parking for creek-side development on the east side of creek shall be away from the creek. Parking in the setback facing the street shall be 50% or less of the parcel width.

Kitsap Mall Center (KMC)



**Silverdale
Design District**

Kitsap County Department of
Community Development
614 Division Street, MS-36
Port Orchard, Washington 98366
VOICE (360) 337-7181 * FAX (360) 337-4925



Figure 6-1

Chapter 6. Kitsap Mall Center

6.1 Physical Identity Elements & Opportunities

Kitsap Mall is a regional shopping center with an enclosed pedestrian concourse and significant open space in the form of surface parking lots adjacent to the mall. The center borders the west edge of Silverdale Way for approximately 1,200 feet, presenting an opportunity for future building and landscape design that can relate directly to Silverdale Way and Clear Creek Village.

6.2 Design Intent

Kitsap Mall Center will continue to be a regional shopping center with expanded functions to include office, retail, residential and a transit hub. Kitsap Mall itself will expand as a mixed-use center, connecting its pedestrian concourse with Silverdale Way, Kitsap Mall Boulevard, and Randall Way NW at a minimum. Infill development will relate building activities and orientation to both the expanded interior/exterior pedestrian concourse and to Silverdale Way. The southern and eastern portions of the mall site will contain landscaping and pedestrian features that physically and visually connect the mall to Silverdale Way and the greater downtown Silverdale area to the south and southeast, providing significant private/public community gathering places.

6.3 Design Principles

- A. Kitsap Mall will expand its pedestrian/shopping concourse in at least three directions (north, east, south) as a combined enclosed/open shopping “street” connecting directly to Silverdale Way, Kitsap Mall Boulevard/Silverdale Way intersection area, and Randall Way.
- B. Kitsap Mall will incorporate a community green space or village square at the southeast portion of the site as a part of mixed-use expansion.
- C. Kitsap Mall will incorporate a village square along its Kitsap Mall Boulevard and Silverdale Way edges.

6.4 Design Actions

6.4.1 COMPOSITIONAL STRUCTURE

- A. Kitsap Mall will expand to form a cross shape extending to adjacent arterials and infilled with new mixed-use and parking structures.
- B. The pedestrian concourse will serve as a physical circulation spine that connects the existing concourse to new and outlying enclosed and open pedestrian walkways and community green spaces.
- C. Community green spaces will occur at the southeasterly section along Kitsap Mall Boulevard and Silverdale Way, with direct access and connection to the arterial and sidewalks, and at the easterly entrance to the mall, providing a significant front yard private/public gathering area.
- D. Parking structures could be accommodated along the western and northwestern sides of the mall with direct connection to the pedestrian concourse.
- E. At least one major landscaped formal entry drive shall connect the mall complex to Silverdale Way.

6.4.2 BUILDING ORIENTATION, HEIGHTS & TYPE

- A. Buildings should be oriented to a combined enclosed/open pedestrian concourse and new interior block driving lanes, which expand the pedestrian and vehicular movement patterns within the mall.
- B. Buildings should be oriented around community green space(s), especially along the southern and eastern portions of the mall site.
- C. New, remodeled or reconfigured buildings in the RC zone will have a maximum base height of 35 feet, with an approved height increase not to exceed 65 feet except where authorized by Kitsap County Code. Building types vary from large commercial buildings to stacked multi-story office and residential buildings.

6.4.3 OPEN SPACE & PEDESTRIAN CIRCULATION

- A. At least two community green spaces shall be located along the south and east edges of the mall.
- B. Each green space shall be a leisure or lingering space related directly to adjacent shops and serve as a “town square.”
- C. Smaller pedestrian plazas and resting places shall be located throughout the development, connected by a pedestrian concourse and collector sidewalks.

6.4.4 STREETS & PARKING

See the Bucklin Hill Center Design District Guidelines, Sections 4.3 and 4.4.2.

For buildings outside of the Kitsap Mall boundaries:

- A. Mixed-use and town or village centers will apply the same guidelines as outlined in the Bucklin Hill Center Design District, Chapter 4.
- B. New, remodeled or reconfigured buildings in the RC zone will have a maximum base height of 35 feet, with an approved height increase not to exceed 65 feet. Commercial buildings will have a transparent front façade on the ground floor facing the main street, which should compose a minimum of 50% of the width of the front façade.
- C. Commercial buildings will have main pedestrian entry facing front yard or main street.
- D. Commercial buildings will have a landscaped front yard setback of 20 feet with the following exception:
 - a. Front yard setbacks may be less than 20 feet if an outdoor or enclosed pedestrian space is provided along the front façade between the building and the public sidewalk, not to be less than 8 feet in depth, for use as outdoor dining, etc.
 - b. Commercial buildings facing onto a local street connector have no front or side yard setback requirements, but should have a transparent front façade facing that street not less than 50% of the front façade width.
- E. Storage facilities adjacent to residential areas will provide a decorative wall a minimum of 8 feet high or a landscaped minimum setback of 12 feet in width, with trees.

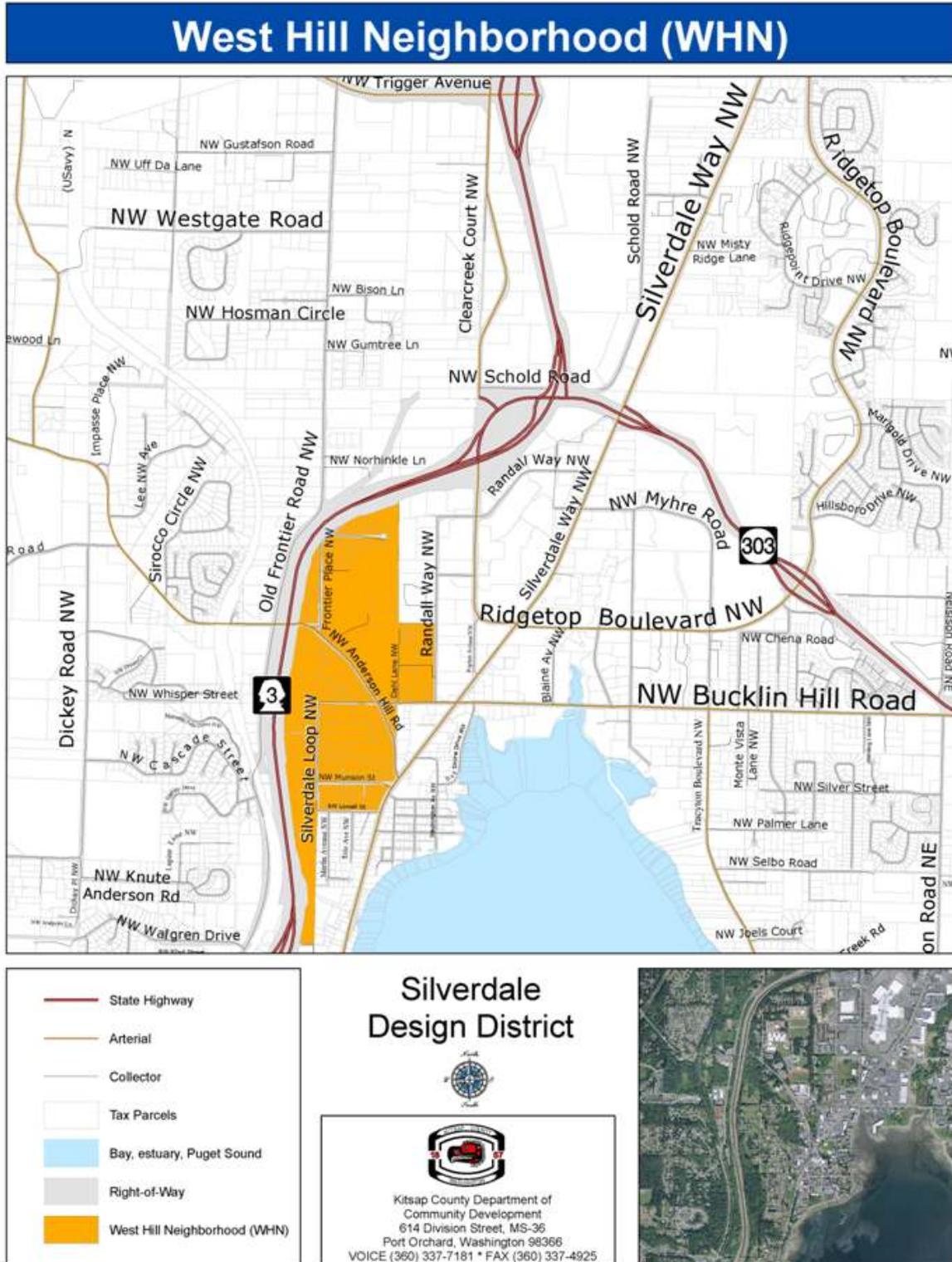


Figure 7-1

Chapter 7. West Hill Neighborhood

7.1 Physical Identity Elements & Opportunities

The neighborhood as a whole has views to the eastern wooded slopes and Dyes Inlet and is bounded by Highway 3 to the west and north. A wooded slope runs north/south generally along the west side of Silverdale Way and Randall Way.

Currently, academic facilities share the hill with residential uses to the north of Strawberry Creek and Silverdale Loop Road. Medium density housing exists along the eastern edge and slope of the neighborhood.

The neighborhood's natural and physical features include Strawberry Creek and a forested ravine between Munson Street to the south, Silverdale Way on the west, Silverdale Loop Road on the north and Anderson Hill Road on the west.

7.2 Design Intent

The West Hill Neighborhood will provide opportunities for mixed-use development, with new infill that respects and protects the Strawberry Creek ravine and wooded slope characteristics.

7.3 Design Principles

- A. Residential neighborhood and commercial characteristics comprised of landscaped front yards, parking to the rear or side yards shall be continued throughout the area regardless of scale of development.
- B. Developments will be multi-family or mixed-use in nature, compatible with the underlying zoning.
- C. Wooded slopes, ravines and surface water drainage areas will be protected and incorporated into new developments as open space features.
- D. Compact, clustered and attached housing developments are preferred for new housing.
- E. "Mixed density" design, where different building types are mixed within each cluster, compound or development phase, is preferred for new housing.
- F. Commercial and office activities should be designed to complement local neighborhoods and educational facilities.

7.4 Design Actions

7.4.1 RESIDENTIAL BUILDING ORIENTATION, HEIGHTS & TYPES

- A. New, remodeled or reconfigured buildings in the ~~MU zone will have a maximum base height of 65 feet except where authorized by Kitsap County Code. In the RC and UH zones, the maximum base height will be~~ will have a maximum base height of 35 feet, with an approved height increase not to exceed 65 feet except where authorized by Kitsap County Code. In the UL zone, the maximum base height will be 35 feet, with no further height increase allowed.

- B. Mixed-density developments shall share parking facilities, access drives, and common open space and should vary the building type, using semi-attached and attached units within the development to gain more open space.

7.4.2 RESIDENTIAL OPEN SPACE & PEDESTRIAN CIRCULATION

- A. All buildings will have a landscaped front yard (hard and/or soft materials) with major entries oriented to and accessible from a front yard.
- B. “Front yard” may be defined as an entry courtyard, court, deck, porch, foyer or other foreground feature that contains the major entry(s) to building(s).
- C. All new multiple family developments will have a minimum of 64 square feet of designated private open space for each unit, in addition to any common open space areas. Required private open space may include individual balconies, decks or patios.
- D. Live/work buildings may accommodate some or all of the required residential outdoor open space on balconies or decks. Figures 7-2 *Live/Work Street Scene* and 7-3 *Live/Work Development with Street Orientation* show examples of a live/work development.
- E. All new development will have pedestrian sidewalk connections from front entry to public sidewalk, either from individual units, a collector sidewalk or courtyards.



Figure 7-2 Live/Work Street Scene

7.4.3 RESIDENTIAL STREETS & PARKING

- A. Parking will be to the rear or side yards.
- B. Ground level accessory dwelling units (ADUs): one per building exempt from parking requirement, remainder treated as studio units.
- C. Parking access will be from alley, where feasible.
- D. Parking will be under building, where feasible, for multiple unit buildings.
- E. Driveways may be shared between and among different developments and property owners, with a minimum 18 feet wide access drive.



Figure 7-3 Live/Work Development with Street Orientation

7.4.4 COMMERCIAL BUILDING ORIENTATION, HEIGHTS & TYPES

- A. Mixed-use and town or village centers will apply the same guidelines as outlined in the Bucklin Hill Center Design District, Chapter 4.
- B. New, remodeled or reconfigured buildings in the ~~MU zone will have a maximum base height of 65 feet. In the~~ RC and UH zones ~~will have a the maximum base height will be of~~ will have a maximum base height of 35 feet, with an approved height increase not to exceed 65 feet except where authorized by Kitsap County Code. In the UL zone, the maximum base height will be 35 feet, with no further height increase allowed.
- C. Commercial buildings will have a transparent front façade on the ground floor facing the main street, which shall compose a minimum of 50% of the width of the front façade.
- D. Commercial buildings will have the main pedestrian entry facing the front yard/"main street" or a 12 foot wide pedestrian walkway in the side yard that connects to the "main street."
- E. Storage facilities adjacent to residential areas will provide 1) a decorative wall a minimum of 6 feet high, or 2) a minimum landscaped setback of 8 feet in width with a double row of trees or 3) hedges or other plantings at least 4 feet high and deep.
- F. Weather protection features such as canopies and marquees shall be provided on storefront buildings along major pedestrian walkways.

7.4.5 COMMERCIAL OPEN SPACE & PEDESTRIAN CIRCULATION

- A. Commercial buildings will have a landscaped front yard setback of 20 feet along "main street" with the following exceptions:
 - a. Front yard setbacks may be less than 20 feet if an outdoor or enclosed pedestrian space is provided along the front façade between the building and the public sidewalk, not less than 8 feet deep, for use as outdoor dining, etc., and absent any parking in front of building.
 - b. Commercial buildings facing onto a local street connector have no front or side yard setback requirements, but should have a transparent front façade (facing that street) not less than 50% of the front façade width.
 - c. Any front yard setbacks will be for pedestrian and/or landscape functions.

-
- B. Walkways will connect all front entries to the main street sidewalk network.
 - C. A continuous, paved walkway network, 8 feet wide minimum, will provide pedestrian circulation throughout the West Hill Neighborhood, connecting local street networks to arterials.

7.4.6 COMMERCIAL STREETS & PARKING

- A. “Main streets” and collector street(s) connecting the development to major arterials will be 22 to 24 feet in width with parallel parking places on one or both sides of street, with a raised or protected sidewalk (bollards, planting features) on both sides of street.
- B. Secondary streets connecting parking lots to main streets and collector streets will be 20 to 22 feet in width with a raised or protected sidewalk (bollards, planting features) and a parking lane on at least one side of street.
- C. Local streets that serve as delivery lanes may use “main street” dimensions.
- D. Parking areas will be small clusters of lots consisting of one to two double-loaded parking bays maximum, i.e., one driving lane flanked by one row of parking stalls on each side.
- E. On-street parking may be used to fulfill parking requirements for a proposed use if located on the subject parcel, contiguous with the public right-of-way and meeting all sidewalk and landscape requirements.
- F. Individual parking clusters shall be separated by an 8 feet wide minimum sidewalk protected by curbs, plantings or artistic bollards.

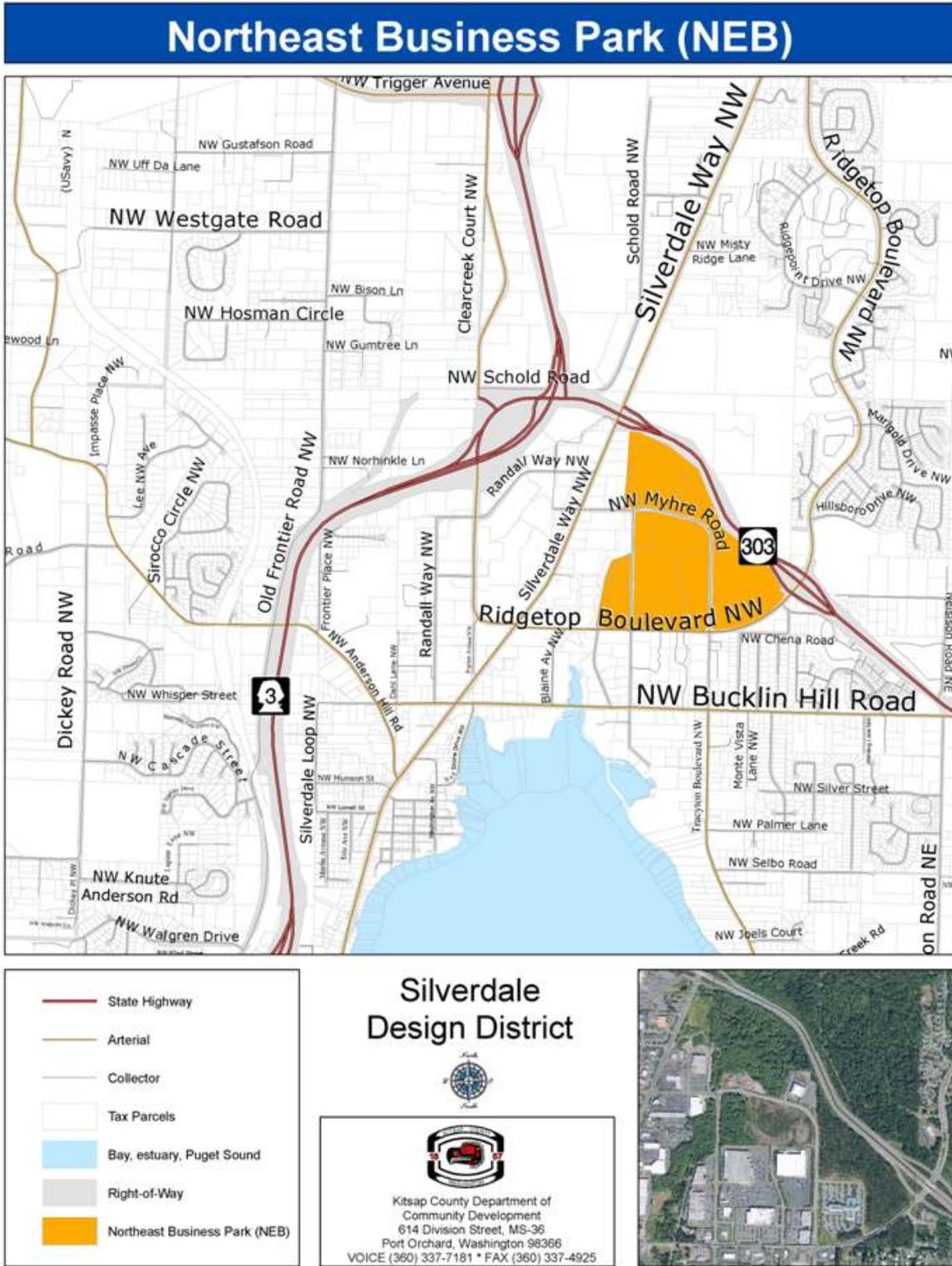


Figure 8-1

Chapter 8. Northeast Business District

8.1 Physical Identity Elements & Opportunities

The Northeast Business District includes Clear Creek and associated riparian area and wetlands. The district has views of Dyes Inlet and encompasses lands to the south of Highway 303. The predominant development pattern is office park, commercial and “big box” retail between Ridgetop Boulevard and Highway 303, with some high-density housing to the east.

8.2 Design Intent

Northeast Business District will be a campus type development pattern for office, office/retail, institutional and related uses. The design district establishes a *business park in a forest* setting, incorporating features of the forest and wooded slopes into development patterns as physical identity elements.

A “business park” is a development type with office, institutional, research-development, and live/work type buildings set in a *park-like* setting, with larger landscaped entry plazas, landscaped boulevards and landscaped parking lots. A “campus (office) park” type development pattern differs from a business park by the way buildings are arranged. In addition to a park-like setting, the campus type uses formal to semi-formal geometric shaped landscaped open spaces around which buildings are clustered. The park-like setting is incorporated into open space types such as parking lots, service and storage areas, and landscaped boulevards.

8.3 Design Principles

- A. The Northeast Business District buildings shall be located around and oriented to landscaped formal, semi-formal and natural open spaces, referred to as “campus quadrangles” – a conventional typology used on university campuses to organize and structure building arrangements, open space and parking.
- B. The Northeast Business District will be a pedestrian-friendly environment with convenient walkways connecting buildings and parking lots in a landscaped setting.
- C. Main pedestrian entrances to buildings shall be accessed from the “campus quadrangles” with pedestrian paths and walkways connecting quadrangles to parking lots and other quadrangle building clusters.
- D. Parking lots will be conveniently located in dispersed lots, avoiding large expansive areas of paved surfaces.
- E. Visitor parking should be visually evident from access roads, located in small landscaped lots close to buildings and separate from peripheral employee parking.
- F. Semi-formal arrangements of open space geometries will respond to and adapt to the sloping wooded slopes, and should retain trees and natural features
- G. Access roads will continue the formal landscape characteristics of the open spaces with landscaped edges or medians.
- H. Business Park development patterns will protect and buffer adjacent residential developments with special landscape features.

8.4 Design Actions

8.4.1 OFFICE/CAMPUS COMPOSITIONAL STRUCTURE

- A. The Northeast Business Park shall be composed of interior landscaped quadrangles that are pedestrian oriented, bordered by buildings and dispersed parking lots, with clusters of quadrangles connected to one another by landscaped promenades.

8.4.2 BUILDING ORIENTATION, HEIGHTS & TYPES

Campus Office Parks

- A. For campus office parks, buildings will be oriented to campus quadrangles where the front (and entry) yard is a formal or semi-formal open space, with parking and service access dispersed throughout the development. Figure 8-2 *Multiple Quadrangle Combinations* illustrates one way to site buildings in this fashion.
- B. New, remodeled or reconfigured buildings in the RC zone will have a maximum base height of 35 feet, with an approved height increase not to exceed 65 feet except where authorized by Kitsap County Code.
- C. Building types may include double-loaded corridor buildings, central circulation core buildings, and townhouse over flats for live/work.
- D. Access drives with emergency vehicle access and drop-off/pick-up cutouts may be provided within pedestrian-oriented campus quadrangles.

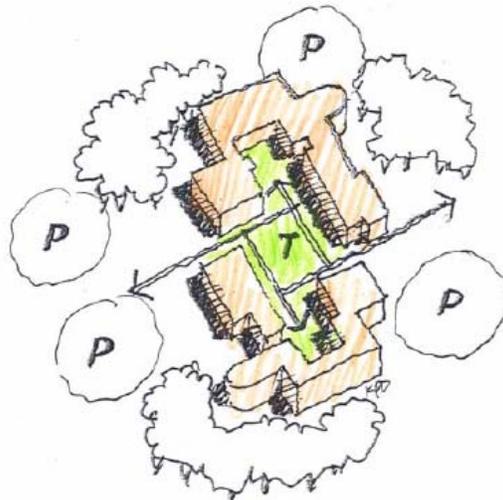


Figure 8-2 Multiple Quadrangle Combinations

Retail/Office Parks

- A. For office/retail parks where employee populations are smaller and truck/van access is needed, buildings may be oriented to landscaped front yards without campus style shapes, with parking and service access located within the interior or rear of building arrangements. See Figure 8-3 *Warehouse Park Diagram*.
- B. New, remodeled or reconfigured buildings in the RC zone will have a maximum base height of 35 feet, with an approved height increase not to exceed 65 feet. Flat roofs are acceptable.

- C. Live/work buildings may be townhouse-type buildings above ground level flats or flats stacked above ground level office/warehouse uses.

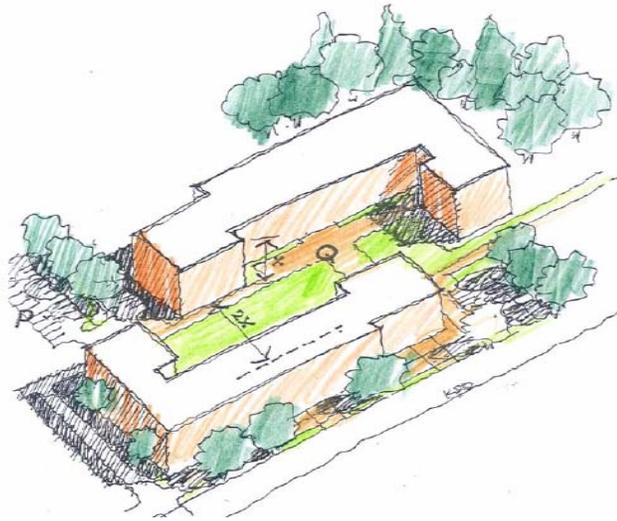


Figure 8-3 Warehouse Park Diagram

8.4.3 OFFICE/CAMPUS OPEN SPACE FEATURES

- A. Widths of campus quadrangles (diameters, widest points, etc.) shall be twice (2h) the height (h) of the highest building measured on building face closest to the quadrangle; for example, a 65 high office building has a 130 wide quadrangle as its front yard.
- B. Campus quadrangles and park open spaces will have landscaping features including retained existing trees, ornamental trees and shrubs, and sculpture where feasible.
- C. Pedestrian promenades that connect one quadrangle cluster to another shall be a minimum of 20 feet in width with landscape features separating pedestrian walkways, paths, trails from vehicular lanes using landscaped mounds, shrubbery, hedges or landscape walls not to exceed 3 feet in height.
- D. Water features should incorporate surface water filtration and retention aspects into their function and design.
- E. Wetlands and areas adjacent to Clear Creek will be used as natural campus open space features where feasible.

8.4.4 OFFICE/CAMPUS VEHICULAR CIRCULATION & PARKING

- A. Access roads will have a hierarchy of types including a primary entry street with landscaped edges, sidewalks and landscaped median, and 10 to 12 feet wide lanes in each direction plus turning lanes, with cutouts for drop-off/pick-up not to exceed three car lengths.
- B. Pedestrian crosswalks, raised or emphasized with contrasting materials, will be provided at key connections between parking lots and sidewalk network.
- C. Surface parking lots will be limited to two rows of stalls served by a single access drive and will be separated from additional parking lots by landscape buffers at

least 8 feet in width, containing shrubs, hedges, grassy mounds or other suitable vegetated treatments.

- D. All parking lots will have separated sidewalks, 6 feet wide minimum, connecting them to major pedestrian and open space areas.



Figure 9-1

Chapter 9. Waterfront District

9.1 Physical Identity Elements & Opportunities

The Waterfront District is a mixture of established multi and single-family homes south of Bucklin Hill Road and east of Mickelberry Road and commercial development north of Bucklin Hill Road. Properties adjacent to Bucklin Hill Road and near Dyes Inlet enjoy partial views of Dyes Inlet and the Clear Creek corridor.

9.2 Design Intent

Multi-family residential will be maintained near to and north of Bucklin Hill Road and east of Mickelberry Road and will require buffering from non-residential uses. New and reconfigured commercial developments will provide landscaped buffers for residential areas, and will provide more open space.

9.3 Design Principles

- A. Extend pedestrian walkways along the Dyes Inlet shoreline, connecting them to Bucklin Hill Road and Tracyton Boulevard.
- B. New design will be respectful of existing single family residential development.
- C. Parking shall be located in side or rear yards, with alley access.
- D. Commercial buildings will access arterials with shared driveways or from local street network.
- E. Commercial buildings will have a landscaped front yard, with preferred location of parking in rear or on side.

9.4 Design Actions

9.4.1 RESIDENTIAL BUILDING ORIENTATION, HEIGHTS & TYPES

- A. Building orientation for new housing will reflect the existing residential building context, with buildings and main entries facing front yards or from courtyards, decks, or plazas that relate to front yards.
- B. New, remodeled or reconfigured buildings in the UH zone will have a maximum base height of 35 feet, with an approved height increase not to exceed 65 feet except where authorized by Kitsap County Code.
- C. Mixed-density developments will share parking facilities, access drives, common open space, and will vary the building type within the development to gain more open space.
- D. Weather protection features such as canopies and marquees shall be provided on buildings along major pedestrian walkways.

9.4.2 RESIDENTIAL OPEN SPACE & PEDESTRIAN CIRCULATION

- A. All residential buildings will have a landscaped front yard (hard or soft materials) with major entries oriented to and accessible from a front yard.
- B. "Front yard" may be defined as an entry courtyard, court, deck, porch, foyer or other foreground feature that contains the major entry(s) to building(s).
- C. All new townhouse, row house, cottage, courtyard, and other cluster housing with one or two stories will have a minimum of 64 square feet of designated, private,

-
- ground level open space for each unit, in addition to any common open space areas.
- D. Live/work buildings may accommodate some or all of the required residential outdoor open space on balconies or decks.
 - E. All new developments will have pedestrian sidewalk connections from front entry to public sidewalk, either from individual units, a collector sidewalk, or courtyards.

9.4.3 RESIDENTIAL STREETS & PARKING

- A. Parking will be limited to the rear or side yards.
- B. Ground level accessory dwelling units (ADUs): one per building exempt from parking requirement, remainder treated as studio units.
- C. Parking access will be from alley where feasible.
- D. Parking will be under building where feasible for multiple unit buildings.
- E. Driveways may be shared between and among different developments and property owners, with a minimum of 18 feet wide driveways on the same property and 20 feet wide driveways shared with two or more properties.

9.4.4 COMMERCIAL BUILDING ORIENTATION, HEIGHTS & TYPE

- A. Mixed-use and town or village centers will apply the same guidelines as outlined in the Bucklin Hill Center Design District, Chapter 4.
- B. New, remodeled or reconfigured buildings in the RC zone will have a maximum base height of 35 feet, with an approved height increase not to exceed 65 feet except where allowed by Kitsap County Code. Commercial buildings will have a transparent ground level front façade facing the main street, which should be a minimum of 50% of the width of the front façade.
- C. Commercial buildings will have the main pedestrian entry facing the front yard/"main street" or a 12 feet wide pedestrian walkway in the side yard, that connects to the "main street."
- D. Storage facilities adjacent to residential areas will provide 1) a decorative wall a minimum of 6 feet high, or 2) a minimum landscaped setback 8 feet wide with a double row of trees, or 3) hedges or other plantings at least 4 feet high and deep.
- E. Weather protection features such as canopies and marquees shall be provided on storefront buildings along major pedestrian walkways.

9.4.5 COMMERCIAL OPEN SPACE & PEDESTRIAN CIRCULATION

- A. Commercial buildings will have a landscaped front yard setback of 20 feet along all major arterials with the following exceptions:
 - a. Front yard setbacks may be less than 20 feet if an outdoor or enclosed pedestrian space is provided along the front façade between the building and the public sidewalk, not less than 8 feet deep, for use as outdoor dining, etc.
 - b. Commercial buildings facing onto a local street connector will have no front or side yard setback requirements, but should have a transparent front façade (facing that street) not less than 50% of the front façade width.

-
- c. Any front yard setbacks will be for pedestrian and/or landscape functions.
 - B. Walkways will connect all front entries to the main street sidewalk network.
 - C. A continuous, paved walkway network, 8 feet minimum width, will provide pedestrian circulation throughout the Waterfront District, connecting local street networks to arterials and the waterfront walkway and parks.
 - D. A continuous waterfront walkway will provide public access to Dyes Inlet with connections to Bucklin Hill Road, Tracyton Boulevard and waterfront parks.

9.4.6 COMMERCIAL STREETS & PARKING

- A. Parking for commercial buildings shall be located in side or rear yards.
- B. Parking lots will be arranged in double bay clusters, each bay a double loaded lot with a row of parking on each side of an access drive, each bay separated by a 6 feet wide landscaped island or a raised sidewalk and planting area combination at least 8 feet wide.
- C. On-street parking may be used to fulfill parking requirements for a proposed use if located on the subject parcel, contiguous with the public right-of-way and meeting all sidewalk and landscape requirements.
- D. A local street network will connect new commercial and residential developments to perimeter arterials
- E. Local street network will have sidewalks 8 feet wide minimum, separated from vehicular traffic where possible by landscaped buffers at least 4 feet wide.

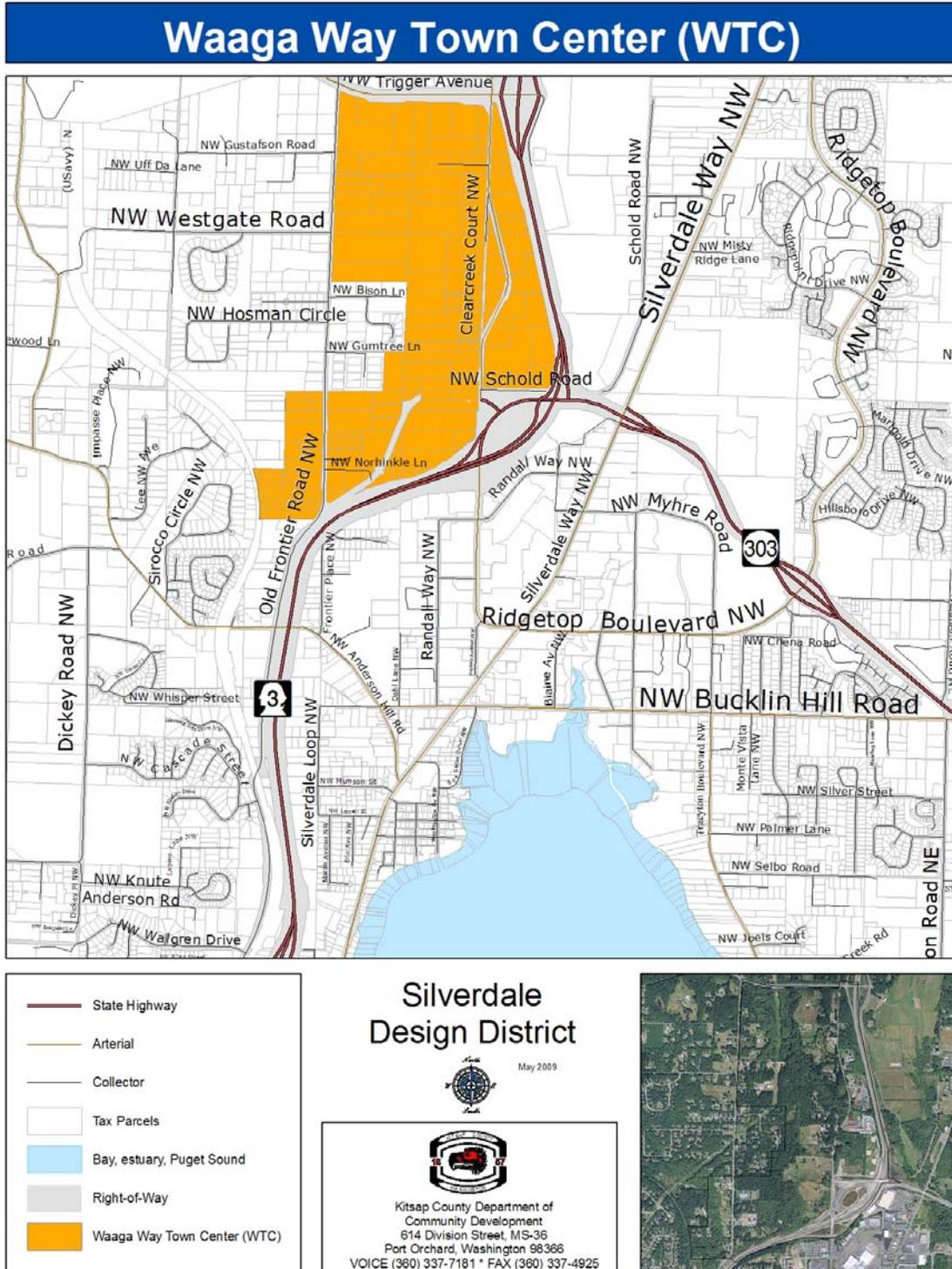


Figure 10-1

Chapter 10. Waaga Way Town Center

10.1 Physical Identity Elements & Opportunities

The Waaga Way Town Center includes land that is largely undeveloped and underutilized. The district is located northwest of the Highway 3/303 interchange in Silverdale. The predominant development pattern is single family residences with existing commercial development along Provost, Old Frontier and Clear Creek Roads.

The neighborhood's natural and physical features include large forested areas, isolated wetland systems and moderate to steep slopes with views of downtown Silverdale and Dyes Inlet.

10.2 Design Intent

Waaga Way Town Center is intended to include a compatible mix of office/retail, business and residential uses. Developments in this area should be constructed in a coordinated park-like setting using landscaping and open spaces where appropriate. Businesses should be oriented toward pedestrian and bicycle pathways, transit facilities, recreational trails and gathering areas. Such development shall include an integrated system of pedestrian and bicycle pathways to ensure their compatibility with vehicular traffic in the area. Architecture shall be distinct and draw focus to business entrances and intersections with public streets and interior access roads.

The following standards and guidelines are intended to implement the goals and policies of the Silverdale Sub-Area Plan and the purpose of the commercial, industrial, business center and urban low residential (applies to urban low only when specifically noted) zoning districts (Kitsap County Title 17). The standards are a mandatory requirement and are intended to be used in conjunction with the requirements of Kitsap County Code. Certain guidelines are general in their nature in order to encourage unique and innovative site design solutions from the applicant and to provide a varied landscape in the county.

10.3 Design Principles

- A. The Waaga Way Town Center shall be a pedestrian and bicycle-friendly environment built to a human-scale with convenient pathways, connecting buildings and parking lots in a landscaped setting.
- B. Parking shall be located in dispersed lots, while avoiding large expansive areas of paved surfaces, where feasible. Parking areas shall include landscaped pedestrian and bicycle pathways that are protected from vehicular traffic. Development shall include low impact development techniques, where feasible.
- C. Future development should avoid disturbance of the natural topography by retaining trees and natural features, where feasible. Development shall also incorporate natural vistas, such as views to Dyes Inlet, the Cascade Mountain range, and Clear Creek into the overall orientation of the development.
- D. Interior access roads shall provide landscaped edges or medians.

-
- E. Larger buildings shall be designed in a manner to have the exterior appearance from all public areas of several smaller buildings using architectural features or other methods.
 - F. Buildings shall be architecturally distinct using multiple roof forms and elevations. Building scale and bulk shall be mitigated through the use of prominent architecture at corners, focal points and business accesses. The visual effect of expansive walls shall be broken up using wall treatments and/or horizontal articulation.
 - G. Business center, industrial and commercial development patterns will protect and buffer adjacent residential developments with enhanced landscape features and other techniques.
 - H. Development shall use innovative and sustainable green building techniques, where feasible. Such techniques may include, but not limited to, energy-efficient construction, green roofs, and/or solar or geothermal energy production.
 - I. Development adjacent to the Clear Creek Trail system shall be coordinated with these facilities with private open spaces and gathering places oriented towards them.

10.4 Waaga Way Connector Roads

The Silverdale Sub-Area Plan, adopted on December 11, 2006 and amended on December 23, 2008, provides policy guidance on roadway design and location of connector roads to the Waaga Way Extension Road. Generally, these connector roads are intended to provide a coordinated circulation pattern within the Waaga Way Town Center. These connector roads are classified as local sub-collectors in the Kitsap County Road Standards and shall be located consistent with Figure 10.1 (shown in blue).

The northern connector roads are identified as those north of the Waaga Way Extension Road, between Old Frontier and Clear Creek Roads. These northern roadways shall be designed, at minimum, consistent with Figure 10.2. The southern connector roads are identified as those south of the Waaga Way Extension Road and north of State Route 3 and, shall be designed, at minimum, as shown Figure 10.3. Road names of these connector roads shall be determined by the Kitsap County Board of Commissioners.

While allowed to be constructed at one time, it is likely that construction of these connector roads (funded by private development) would occur in two phases. Phase One (blue lines) would likely occur serving the commercial properties located nearest the Extension Road. This Phase would depend largely on the Extension Road for traffic circulation with no required connections to Old Frontier or Clear Creek Roads. The connection between the cul-de-sac and Old Frontier Road (Phase Two) shall be determined through a future planning process.



Figure 10.2 Connector Road Alignment

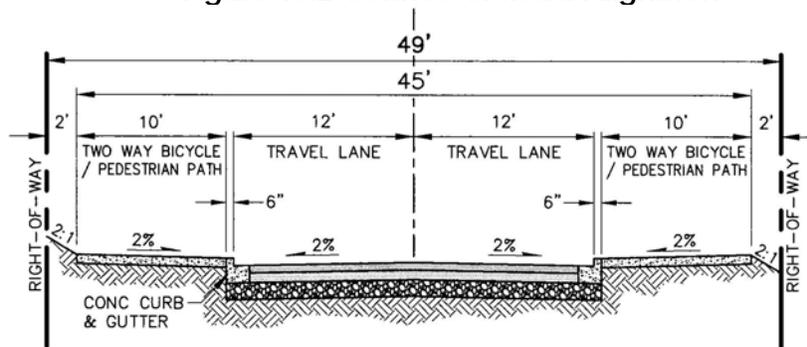


Figure 10.3 Northern Connector Road Design

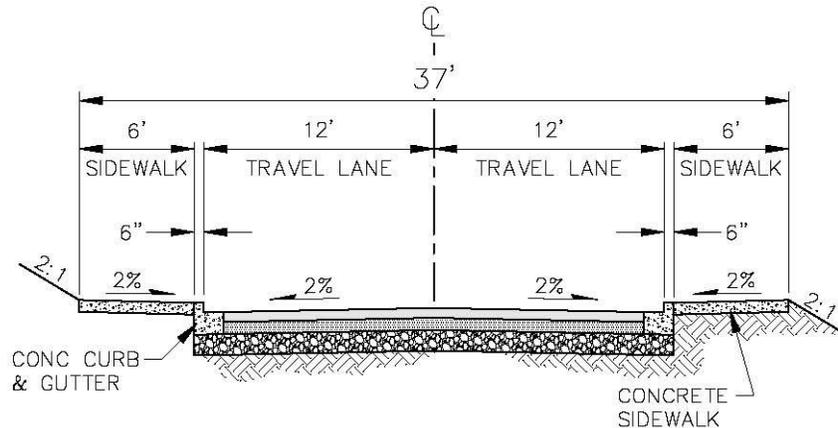


Figure 10.4 Southern Connector Road Design

Additional modifications to these locations and designs may be allowed with the aggregation of property ownership or project engineering features if such modifications maintain the intent of free-flowing, compatible design and multi-modal access to the Waaga Way Extension Road.

10.5 Design Actions

10.5.1 SITE DEVELOPMENT STANDARDS

- A. To provide for a welcoming and accessible streetscape, primary building entrances shall be oriented toward pedestrian, bicycle and transit facilities.
- B. Buildings within the ~~Regional Commercial~~ Regional Center, ~~Highway Tourist Commercial~~ Commercial and Business Center zones shall be located as close as possible to the street and sidewalk. Such buildings located nearest the Waaga Way Extension Road, connector roads or other public streets shall be setback a maximum of twenty-five (25) feet from these right-of-ways. No parking areas are permitted within this setback or between these roadways and any proposed buildings. For buildings not located at the street, the circulation drive and parking at the front of the building shall be designed with the look and feel of a street including, but not limited to street trees, street furniture, and/or sidewalks.
- C. Commercial development should provide spaces for civic interaction and frequently serve as public spaces. To make these more accessible and accommodating to the public, pedestrian plazas, street furniture and public open spaces shall be incorporated as site amenities whenever possible. The location and design of these spaces shall be integrated into the overall project design.
- D. To create welcoming public spaces, establish character and increase accessibility and access to development, buildings on corner lots shall be located on the street corner with building frontage and prominent architectural design on both streets.-
- E. If buildings are not located at the corner intersections, monumentation shall be incorporated at key or focal intersections within or on the perimeter of developments to foster a sense of community identity and arrival. Monumentation shall be of an appropriate size, scale and design to accomplish this intent. Signage may be

considered such monumentation if consistent with a master sign district regulations of KCC Chapter 17.445.

10.5.2 ARCHITECTURAL AND BUILDING DESIGN AND HEIGHT STANDARDS

- A. Building walls located along the Waaga Way Extension Road, connector roads or other public streets shall be horizontally articulated a minimum of five (5) feet every seventy-five (75) feet of their length.
- B. Any building wall greater than fifty (50) feet in length shall include one (1) or more of the following elements:
 - 1. Transparent windows or doors.
 - 2. Architectural treatments such as mosaic, glass block or similar features.
 - 3. Trellis with climbing plants.
 - 4. Display windows.
 - 5. Other features the interrupt blank walls.
- C. All buildings located nearest a full-motion access intersection with a connector road and/or the Waaga Way Extension Road shall include prominent architecture at the corner facing the intersection.
- D. Uses greater than 10,000 square feet in size shall include prominent architecture at their entrance.
- E. Buildings less than or equal to 10,000 square feet in size shall include a minimum of two roof/façade elevations.
- F. Buildings between 10,000 and 25,000 square feet in size shall include a minimum of three roof/façade elevations.
- G. Buildings 25,000 square feet or greater in size shall include a minimum of four roof/façade elevations.
- H. Buildings shall integrate awnings, overhangs or other rain protection features when abutting pedestrian amenities.
- I. Height shall be consistent with the requirements of Kitsap County Code.

10.5.4 VEHICULAR CIRCULATION & PARKING STANDARDS

- A. Parking lots shall be integrated in such a manner as to encourage pedestrian and bicycle access to the development, connect uses to the street and decrease the distance between adjacent developments.
- B. The multi-modal circulation system and parking shall be designed as an extension of the street system to provide a connection to the street and to draw users onto the site. This shall be accomplished through the use of continuous sidewalks, bicycle pathways, landscaping, utilization of the street elevation, the use of parallel and/or angle parking and the use of driveways and circulation drives as mid-block connections, where feasible.
- C. In order to reduce the amount of land devoted to surface parking, shared parking between users is encouraged. Users with differing peak periods such as offices and movie theaters are especially suitable for shared parking. Shared parking may count for up to 40% of required minimum number of spaces.

-
- D. Common driveways between users are strongly encouraged wherever possible in order to reduce curb cuts and the frequency of automobile traffic interrupting pedestrian and bicycle infrastructure. All curb cuts shall be as narrow as safety allows in order to reduce the distance pedestrians must cross.
 - E. To provide greater opportunity for pedestrian and bicycle interconnectivity and to prevent automobiles from having to use the public street system to travel between adjacent developments, parking and pedestrian and bicycle circulation shall be designed to accommodate connections between developments, where feasible.
 - F. For properties zoned ~~Regional Commercial~~ Regional Center, ~~Highway Tourist Commercial~~ Commercial, Urban Low Residential or Business Center, a minimum of a 15-foot landscaping buffer is required along the Waaga Way Extension Road, all connector roads and other public streets. Vegetation shall include street trees and shrubbery. Irrigation may be required based upon the species of vegetation installed. The uses allowed within this buffer include utilities, street lighting, gathering areas, pedestrian and bicycle access, transit facilities and vehicular access to the overall development.
 - G. For properties zoned Industrial, a 25-foot screening buffer is required along the Waaga Way Extension Road, all connector roads and other public streets. Vegetation shall include evergreen trees and other vegetation to provide adequate functional screening of the uses on site.
 - H. Rows of parking stalls shall include a planting strip every ten (10) stalls protected by a vertical curb. Such a strip shall be five (5) feet in width and include a minimum of one (1) tree and other shrubbery. Irrigation may be required based upon the species of vegetation installed.
 - I. Parking stalls abutting a building frontage shall include an planting strip every six (6) stalls protected by a vertical curb. Such a strip shall be a minimum of five (5) feet in width and include a minimum of one (1) tree and other shrubbery. Irrigation may be required based upon the species of vegetation installed.
 - J. In order to reduce the growth of surface parking which results in decreased intensity of uses, increased sprawl and separation of uses and anti-pedestrian environments, the amount of surface parking shall be limited to no more than one hundred percent (100%) of the required minimum amount. Any parking in excess of the 100% required minimum must be located within a parking structure(s).

10.5.5 PEDESTRIAN INFRASTRUCTURE STANDARDS

- A. Pedestrian linkages shall be designed to provide the most direct route to the transportation infrastructure. Linkages should be a continuation of the infrastructure to reduce dead-end paths and encourage users to the development. Consideration shall be given to off-site destinations in the design of the system.
- B. Pedestrian and bicycle pathways shall be coordinated both on-site and within adjacent developments, where feasible. Such pathways are required through the site connecting buildings or parking lots. At minimum, one (1) pathway shall be located every two (2) aisles of parking stalls. Such pathways shall be a minimum of five (5) feet in open width if serving only pedestrian traffic and ten (10) feet in open width if serving both pedestrian and bicycle traffic. Such pathways shall be aligned with building entrances and, where feasible, and landscaped on both sides including a row of trees protected from vehicle traffic by a vertical curb. All pedestrian and bicycle

pathways and crossings of vehicle lanes shall be delineated with a distinct surfacing different from the driving areas in color, texture and composition.

- C. Amenities such as benches, sitting areas, art, pedestrian squares and varied building facades shall be provided along pedestrian routes to add interest and convenience to the user. These amenities shall share a common construction with the pedestrian and bicycle pathways in color, texture and composition.
- D. To provide for convenience, pedestrian and bicycle facilities along building frontages and developments shall incorporate rain protection and boulevard landscaping whenever possible. When such facilities are provided, special attention should be given to ensure safety, security and convenience by not creating enclosed spaces that may shelter potential criminal activity. Appropriate lighting shall be incorporated whenever possible.

10.6 INCORPORATION OF LOW-IMPACT DEVELOPMENT TECHNIQUES

Development within the Waaga Way Town Center shall utilize low-impact development techniques allowed by Kitsap County Code, where feasible. Through the incorporation of low-impact development techniques, site amenities such as landscaping and buffers may be designed and calculated as stormwater facilities.

10.7 MODIFICATIONS ALLOWED THROUGH SILVERDALE DESIGN COMMITTEE REVIEW

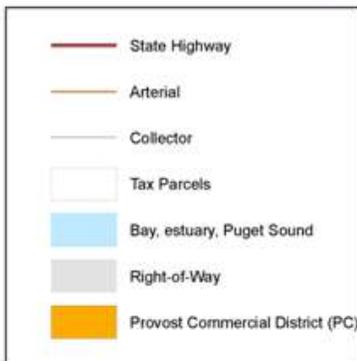
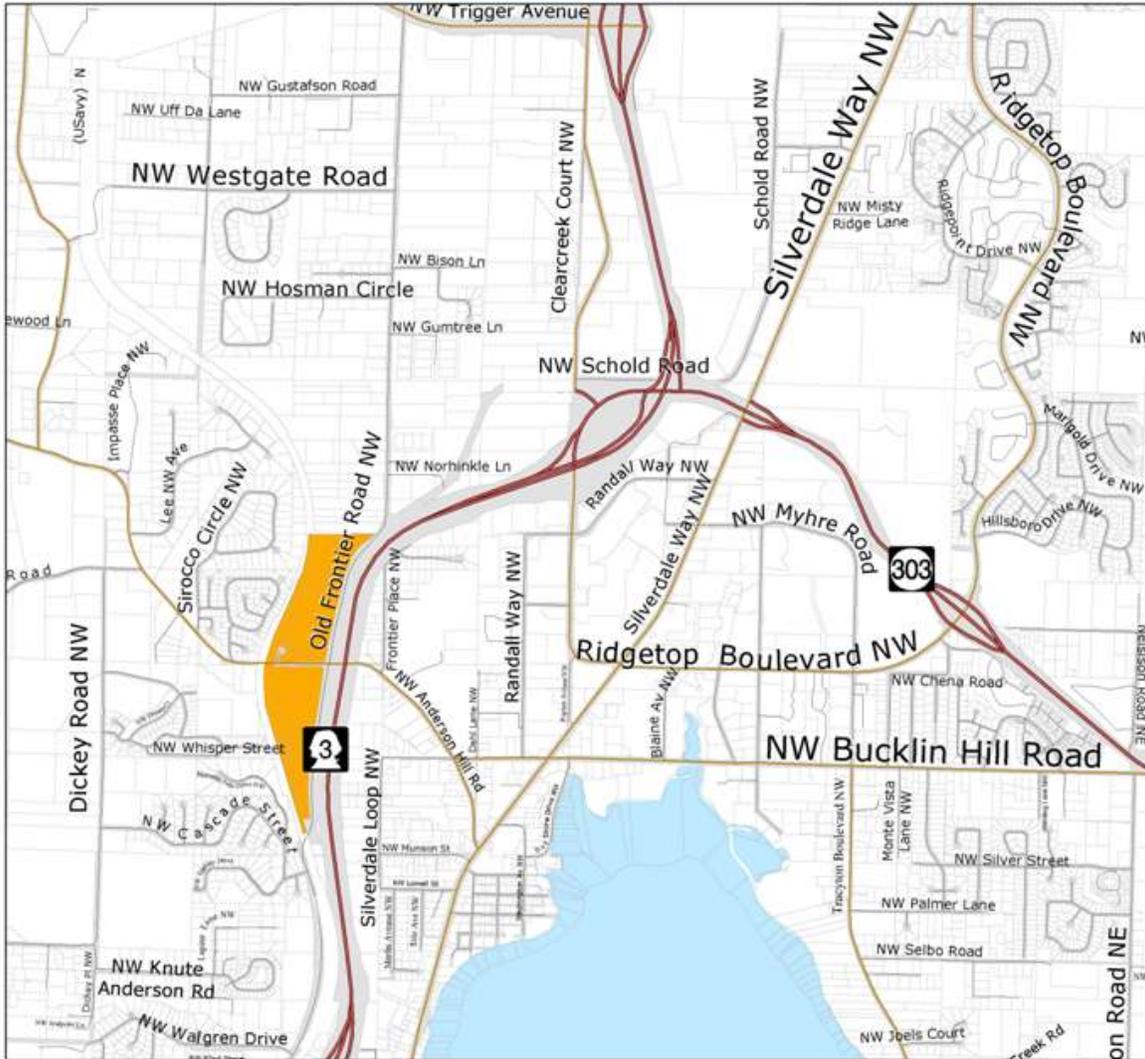
Once established by the County, applicants may request review by the Silverdale Design Committee to address site-specific project modifications to these standards. Such modifications may be requested to:

- a. Address site constraints such as topography or critical areas that make specific design standards infeasible in the area in which they are required; and/or
- b. Allow for innovative and sustainable development techniques.
- c. Allow for deviations from the standards set forth herein as long as sections 10.2 and 10.3 are achieved.

An applicant must show such modifications maintain the district's design intent and principles and are consistent with other applicable sections of Kitsap County Code Title 17 (Zoning).

After completion of review, the committee shall provide their written recommendations to the appropriate approval body as prescribed by Kitsap County Code Title 21 (Land Use Procedures).

Provost Commercial District (PC)



**Silverdale
Design District**




Kitsap County Department of
Community Development
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Port Orchard, Washington 98366
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Figure 11-1

Chapter 11. Provost Commercial District

11.1 Physical Identity Elements & Opportunities

The Provost Commercial District is located across Highway 3 from the West Hill Neighborhood District. This district is encompassed completely with ~~Highway Tourist Commercial (HTC)~~ Commercial (C) zoning. ~~HTC C~~ zoning is intended to provide for commercial establishments which require large sites. This zone serves the shopping and service needs for large sections of the county and provides visitor services and accommodations for both destination and en route travelers. Mixed-use development is allowed within the ~~HTC C~~ zone.

The neighborhood's natural and physical features include large forested areas and moderate to steep slopes with views of downtown Silverdale and Dyes Inlet.

11.2 Design Intent

The following standards and guidelines are intended to implement the goals and policies of the comprehensive plan and the purpose of the commercial zoning districts (Kitsap County Title 17). The standards are a mandatory requirement and are intended to be used in conjunction with the requirements of Kitsap County Title 17. The guidelines are general in their nature in order to encourage unique and innovative site design solutions from the applicant and to provide a varied landscape in the county.

The design intent of the Provost Commercial District is to coordinate development in a manner that results in an attractive streetscape, to promote traffic safety and to coordinate internal access.

11.3 Design Principles

- A. The Provost Commercial District will be a pedestrian-friendly environment with convenient walkways connecting buildings and parking lots in a landscaped setting.
- B. Parking lots will be conveniently located in dispersed lots, avoiding large expansive areas of paved surfaces. Low impact development is encouraged.
- C. Visitor parking shall be visually evident from access roads, located in small landscaped lots close to buildings and separate from peripheral employee parking.
- D. Semi-formal arrangements of open space geometries will respond to and adapt to the sloping wooded slopes, and should retain trees and natural features.
- E. Access roads will continue the formal landscape characteristics of the open spaces with landscaped edges or medians.
- F. ~~Highway Tourist Commercial~~ Commercial development patterns will protect and buffer adjacent residential developments with special landscape features.
- G. Wooded slopes, ravines and surface water drainage areas will be protected and incorporated into new developments as open space features.
- H. Commercial and office activities shall be designed to complement local neighborhoods and educational facilities.

11.4 Design Actions

11.4.1 SITE DEVELOPMENT GUIDELINES & HEIGHTS

- A. To provide for a welcoming and accessible streetscape, primary building entrances shall be oriented toward the public street and pedestrian and transit facilities.
- B. Buildings shall be located as close as possible to the public street and sidewalk, preferably at the sidewalk line or the minimum required buffer. If buildings are not located at the street, the circulation drive and parking at the front of the building shall be designed with the look and feel of a street including such things as street trees, parallel parking, street furniture, windows and sidewalks.
- C. Commercial development should provide spaces for civic interaction and frequently serve as public spaces. To make these more accessible and accommodating to the public, pedestrian plazas, street furniture and public open spaces should be incorporated as site amenities whenever possible. Creative configuration and type of landscaping and buffering can be used to accomplish this.
- D. To create welcoming public spaces and increase accessibility and penetrability of commercial development, buildings on corner lots shall be located on the street corner with building frontage on both streets with primary entrances oriented toward the intersection. If no buildings are located at street corners pedestrian plazas and amenities should provide a focus for the area.
- E. New, remodeled or reconfigured buildings in the **HTC Commercial (C)** zone will have a maximum base height of 35 feet, with an approved height increase not to exceed 65 feet except where authorized by Kitsap County Code.

11.4.2 ARCHITECTURAL AND BUILDING DESIGN GUIDELINES

- A. The ground floor of building facades facing streets shall have at least fifty percent (50%) of the total wall area in permeable surfaces (windows, pedestrian entrances, open shops).
- B. Buildings with frontages greater than fifty (50) linear feet shall vary the building line and create offsetting walls, awnings, arcades, modulated wall textures, climbing landscaping materials and other features that break down the scale of the wall.
- C. Buildings shall integrate awnings, overhangs or other rain protection features when abutting pedestrian amenities.

11.4.3 COMMERCIAL VEHICULAR CIRCULATION & PARKING

- A. Parking lots should be located in such a manner as to encourage pedestrian access to the development, connect uses to the street and decrease the distance between adjacent developments. To accomplish this, parking shall be located behind and to the side of buildings and should not be placed on the corner of two streets.
- B. The auto circulation system and parking should be designed as an extension of the public street system to provide a connection to the public street and to draw users onto the site. This can be accomplished through the use of continuous sidewalks, landscaping consistent with public streets, utilization of the street elevation, the

-
- use of parallel parking and the use of driveways and circulation drives as mid-block connections.
- C. In order to reduce the amount of land devoted to surface parking, shared parking between users is encouraged. Users with differing peak periods such as offices and movie theaters are especially suitable for shared parking.
 - D. Common driveways between users are strongly encouraged wherever possible in order to reduce curb cuts and the frequency of auto traffic interrupting the pedestrian infrastructure. All curb cuts shall be as narrow as safety allows in order to reduce the distance a pedestrian must cross.
 - E. To provide greater opportunity for pedestrian interconnectivity and to prevent autos from having to use the public street system to travel between adjacent developments, parking and pedestrian circulation shall be designed to accommodate connections between developments.
 - F. To facilitate more pedestrian-friendly design and foster the civic associations of more public spaces, parking separating building frontages from the public street system shall be designed to have a “street feel,” incorporating pavement markings, street trees, street furniture and parallel parking.
 - G. In order to reduce the growth of surface parking which results in decreased densities, increased sprawl, separation of uses and anti-pedestrian environments the amount of parking shall be limited to no more than one hundred twenty-five percent (125%) of the required minimum amount.
 - H. Collector street(s) connecting the development to major arterials will be 22 to 24 feet in width with a raised or protected sidewalk (bollards, planting features) and a parking land on at least one side of the street.
 - I. Secondary streets connecting parking lots to main streets and collector streets should be 20 to 22 feet in width with a raised protected sidewalk.

11.4.4 PEDESTRIAN INFRASTRUCTURE GUIDELINES

- A. Pedestrian linkages shall be designed to provide the most direct route to the public transportation infrastructure to avoid out-of-direction travel and minimize travel distance. Linkages should be a continuation of the public infrastructure to reduce dead-end paths and encourage users to the development. Consideration should be given to off-site destinations in the design of the system.
- B. Pedestrian circulation routes shall be composed of treated surfaces such as scored, brushed, stamped and colored concrete, and brick pavers in order to differentiate the pedestrian system from the auto system. Where routes cross driveways a continuous raised crossing composed of a different paving material should be provided.
- C. Landscaping shall be provided between the pedestrian circulation system and automobile areas to provide protection, security and accessibility for the pedestrian. Parallel parking can also be used to buffer pedestrian routes from moving vehicles.
- D. Amenities such as benches, sitting areas, art, pedestrian squares and varied building facades shall be provided along pedestrian routes to add interest and convenience to the user.

- E. To provide for convenience, pedestrian facilities along building frontages and developments shall incorporate rain protection and boulevard landscaping whenever possible. When such facilities are provided, special attention should be given to ensure pedestrian safety, security and convenience by not creating enclosed spaces that may shelter potential criminal activity. Appropriate lighting shall be incorporated whenever possible.

Glossary

Bollard: A bollard is a vertical linear barrier or pole used to separate pedestrian from vehicles. A bollard can be approximately three feet in height, six to twelve inches in diameter, and connected by chains or other horizontal restraints.

Built Form: Built form is the resultant effect of previous construction in downtown Silverdale. The built form is the basis or foundation upon which all new development can occur. It constitutes the existing context or physical pattern that new development must consider.

Campus-Style: Campus-style refers to the grounds or fields that affect the organization and arrangement of buildings on a college campus. Formal variations of the “grounds” include quadrangles, commons, and other geometries.

Centers, Town or Village: Town or village centers are a shopping center hybrid that combine retail, office and residential uses with an open space square or green, and, in some cases, civic or semi-public uses such as libraries and community centers. A “main street” highlights the centers with narrow traffic lanes, on-street parking at least on one side, pedestrian walkways and building frontages close to the sidewalks. Referred to as “leisure centers,” they are programmed as gathering and meeting places in conjunction with retail and office uses. Residential uses are considered the necessary “glue” for successful Town Centers.

Composition(al) Structure: Composition is an aesthetically unified agreement of parts, i.e., the makeup of physical elements into an integrated settlement. As in art, a composition is how various parts or shapes are brought together to tell a “story.” In urban design, a composition is an arrangement of the individual buildings, streets and open space into a workable and agreeable whole. Developers can design according to their programmatic needs with flexibility and still fulfill the compositional relationships between building location, open space and street frontage.

Connectivity (Opportunities): Connectivity refers to physical design features that can join, couple or relate one part of downtown to another. For example, a private open space as a part of a mixed-use residential development along Clear Creek can be oriented to the creek and therefore “connect” the development to the creek corridor via open space features.

Context: Context refers to the parts, objects, physical patterns immediately adjacent or surrounding the center of attention. For example, the Clear Creek corridor is a contextual reference or setting for development parcels adjacent and/or facing the creek. The small scale block grid street and residential buildings are the context or setting for new development within the blocks. Context provides background identity and information for new projects that are inserted into that context.

Elements: Elements are basic physical substances or components of urban form, i.e., slopes, creeks, trees, streets, buildings, etc.

Framework: A framework is a basic structure or arrangement that holds objects (buildings, open space, etc.) together in a *reasonable* relationship. A block grid street network is a framework that determines the arrangement of parcels and, in turn, buildings within the blocks, forming an underlying foundation or frame for urban form. A super block street network with large setback requirements for buildings related to the street is a framework that determines the arrangement of buildings, parking and open space.

In-fill (Development): In-fill refers to new or reconfigured development occurring within a previously developed area. For example, two houses in a block of ten may be removed and replaced with four townhouses. The townhouses are defined as “in-fill,” filling the space left by the removal of the two houses. The in-fill, in turn, has a design response (responsibility) to the existing and remaining eight houses.

Intent, Design: A firmly directed or strongly resolved purpose, meaning or aim (of development and design).

Live/work Units: A structure or portion of a structure that combines an allowed commercial or manufacturing activity with a residential living space for the owner of the business/activity, where the owner is responsible for the business/activity performed. It differs from “home occupation” as the uses are considered equal instead of the business use as incidental to the residential use.

Local Street Network: A local street network is a loose grid of continuous and connected slow moving streets within the interior of the super blocks. They are a combination of public and private jurisdictions acting in consort to distribute traffic into and through new development. A series of “main streets” is incorporated into the network. The street network is accompanied by a continuous pedestrian walkway network.

Mixed-Density: Mixed-density development incorporates a variety of uses and building types, cluster or development component. For example, a mixed-density mixed-use development can have residential or office over retail or separated building structures plus townhouses, garden flats and courtyard housing all integrated into one development. The purpose is to provide a variety and diversity of building design and scale while attracting a variety of residents and consumers.

Mixed Use Centers: Mixed Use centers are similar to Town Centers in their incorporation of a variety of retail, office and residential uses. Civic and cultural uses are not a key part of a mixed-use center. Open space squares and greens are a part of the program along with a “main street” approach.

Orientation, Building: Orientation refers to the adjustment or adaptation of a building or artifact to a particular situation such as a village square, sidewalk or compass direction.

Pedestrian Network: A hierarchy of connected and continuous pedestrian promenades, concourses, walkways, paths and trails forming a slow moving mobility network throughout downtown.

Pedestrian-Oriented: Pedestrian-oriented refers to a safety, comfort, convenience environment for the citizen who walks through downtown. *Safety* can consist of a clear separation between walking area and vehicular lane. *Comfort* can consist of weather protection devices to shield citizens from rain, wind and other climactic situations. *Convenience* can consist of places to rest, sit, view interesting features and talk with friends without excessive noise, pollution and other distractions.

Principle, Design: A rule of conduct, a fundamental rule upon which other actions are based. A set of rules that explains a method of operation for the redevelopment of downtown Silverdale.

Quadrangles: An area surrounded on two to four sides by buildings, as in a campus plan.

Super Block: A super block is a large tract of land that is served primarily by a few peripheral arterials. Local access streets are few, if any, and consist of driveways and parking lot lanes. In Silverdale, super blocks are characterized by low intensity activities supported by large surface parking lots and multiple access drives to the arterials.

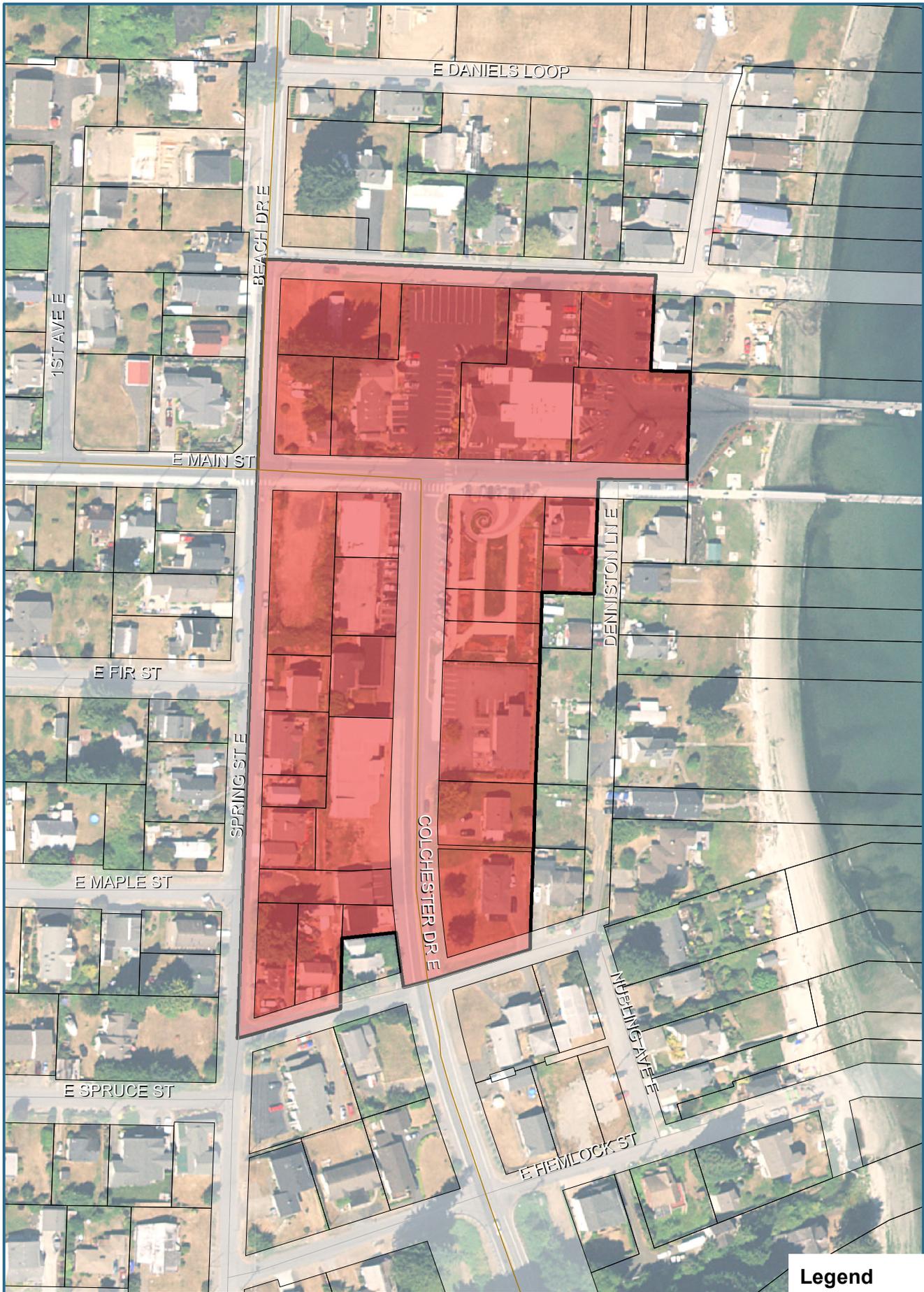
Types, Building: Types are the various plan and form characteristics associated with a particular class or group of buildings. For example, a townhouse is different from a single family detached building. A townhouse is a series of individual units attached at common side walls with at least two stories for each dwelling unit. A double-loaded corridor residential building (condominium or rental) is a building with a linear interior access corridor that serves units on both sides of the corridor. Each type has appropriate applications regarding site and in-fill development requirements.

Urban Design: Urban design is the study of the organization and structure of cities and settlements. Urban design focuses on the ways and means of coordinating and integrating bio-physical, cultural and jurisdictional factors of settlements into a working and aesthetic whole. There are many interpretations of urban design: for this handbook, urban design is viewed as a decision-making process that assists a community in restructuring or reassembling the land, streets, buildings, building orientation and open space into a specific desirable outcome, benefiting both individuals and the community-at-large. Urban beautification is a subset of urban design, dealing with the surficial aspects of design.

Urban Form: Urban form is the physical arrangement or structure of a city or settlement. Form is expressed in the larger patterns of land, streets, parcel size and building type.



Manchester Design District



Legend

- Tax Parcels (Full Ownership)
- Design District boundary



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 Ord No. 534-2016 Comprehensive Plan 10-year update
 Map Published Date July 18, 2019

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Appendix A

MANCHESTER
DESIGN STANDARDS

for the Manchester
Village Commercial
District

Adopted with the
2007 Manchester Community Plan
December 2007

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INTRODUCTION: THE CHARACTER OF MANCHESTER

Manchester is a unique blend of village amenities and residential homes in a rural, seaside setting that extends from the shoreline uphill into the wooded areas of South Kitsap County. Generations have enjoyed beautiful sweeping views of Seattle, the islands and mountain vistas and from many homes one can watch the rolling waves, pleasure and fishing boats, ferries and naval ships that frequent Puget Sound. Local fishermen and boaters come to enjoy the Puget Sound through the Port of Manchester where they can launch their boats or relax at Pomeroy Park. Returning salmon from many small streams and creeks in the area make Manchester a busy fishing and boating community, the home to a growing population of eagles and a vital part of the Puget Sound eco-system.

The residents of Manchester village are a mixture of people of all ages and income levels who embrace the importance of maintaining the strong sense of neighborhood and community that define Manchester. They enjoy a lifestyle that fosters outdoor and family activities and can safely walk, jog and bicycle throughout the village. Living in rural Manchester one will witness deer, coyote, fox, pheasant, peacocks, raccoons, herons and eagles. Preserving the habitat for the wildlife, as well as the residents, is of utmost importance for the community.

The character of Manchester lies not just in its houses or its buildings but in the spirit of the people who have chosen to make it home. It is not a bedroom community of a metropolitan city. It is its own unique statement of a village with a strong sense of preserving the lifestyle it offers.

These design standards were specifically formulated to preserve and enhance the local businesses, while maintaining the rural village atmosphere, that serve the residents and are part of the neighborhood in the services and support that they provide to the community. Most of the businesses are located in the downtown area (i.e. the Manchester Village Commercial (MVC) zone)—the zone of application for the Design Standards. It is bounded by Daniels Loop to the north, the rear lot-lines of the parcels abutting the eastern side Colchester Avenue to the east, East Spruce Street on the south and Spring Avenue to the west (see Appendix D of the 2007 Manchester Community Plan for maps and aerial pictures of Manchester and the MVC district). The design standards were also written to complement and augment the plans for the larger Manchester Community Plan—to maintain the community vision, values, and aspirations for the future. The standards recognize what originally attracted visitors in the past and promotes improvements to enhance the atmosphere and visual character of the area—they permit growth that provides infrastructure enhancements and environmental protections while maintaining Manchester's Village atmosphere for visitors and a safe and inviting home for residents.

CHAPTER 1: PURPOSE OF DESIGN STANDARDS FOR THE MANCHESTER VILLAGE COMMERCIAL (MVC) ZONE

Intent:

The purpose of design standards for the downtown commercial district of Manchester is to protect investment in development, rehabilitation and restoration of commercial buildings and to encourage better design and site planning throughout the MVC district.

Specifically, the design standards are intended to:

1. Maintain an interesting and economically viable downtown area.
2. Retain and refine Manchester's small-town appeal.
3. Preserve and enhance Manchester's quality of life,
4. Preserve and enhance Manchester's environmental quality and natural setting.
5. Rehabilitate structures within the MVC zone wherever possible.
6. Preserve and enhance Manchester's outstanding views of Puget Sound and surrounding marine atmosphere for the enjoyment of present and future generations of residents and visitors.
7. Explore ways to enhance the physical appearance of the Manchester downtown area.
8. Encourage compatibility of development with both community and neighborhood characteristics.
9. Encourage a design and scale of new commercial development that is generally in character with the existing neighborhood and community development.
10. Preserve and enhance the historic character and heritage of Manchester.
11. Improve the appearance of Manchester through good community design and planning.

CHAPTER 2: GENERAL PROVISIONS

I. Flexibility in Administration

Because these standards cannot encompass every possible scenario that may arise, the Director of Kitsap County Department of Community Development (Director), or his/her designee, is authorized to make determinations on development applications that may vary from the written standards so long as the determination meets the purpose and intent of the *Manchester Design Standards*, the *Manchester Sub-area Plan*, and the *Kitsap County Comprehensive Land Use Plan*.

II. Applicability

The Kitsap Department of Community Development (Department) shall review all plan proposals that require site plan review, minor site plan review, or building permit which affects any exterior facade on any structure or building within the commercial district.

III. Minor Changes -- Not Applicable.

Minor changes for the purposes of design review are defined as meeting the following criteria: (1) Changes in roofing and siding materials where there is no change to the structure or height of the height of the building; (2) fences; (3) changes in paving involving the removal of concrete or asphalt and replacement with natural stone, brick or plantings and are 100 square feet or less in area; or (4) changes to the exterior of a building that cannot be seen from a public or private street or an alley.

For minor changes no design review is required. For changes and construction that are not minor in nature, the applicable standards are:

- A. For all existing structures in the design districts with exterior improvements or additions or both valued at less than 50 percent of the replacement value of the structure, only the new portion(s) of the structure and associated site improvements are subject to the design standards
- B. For all existing structures in the design districts with exterior remodels greater than 50 percent of the current replacement value of the structure, the standards apply to the entire structure and associated site improvements.

IV. Mandatory Standards and Permissive Guidelines.

- A. **Mandatory:** The obligatory application of design standards. The words “will,” “must,” and “shall” indicate a mandatory standard. In these Design Standards, mandatory requirements are identified as “standards.”
- B. **Permissive:** An official recommendation indicating how something should be done or what sort of action should be taken in a particular circumstance but falls short of being proscriptive or mandatory. Words such as “could,” “can,” “may”, and “should” indicate a preference, but not a requirement. In these Design Standards, permissive statements are identified as “Guidelines.”
- C. **Variances:** Conditions and procedures for applying for, and granting, variances to the provisions of these design standards are described in the Kitsap County Code (KCC) 17.455.010 ‘Director Authority’ and 17.500.010 ‘Variances’.

CHAPTER 3: SITE PLANNING

Intent:

The intent of Site Planning is to promote development that is functional, visually coherent, and visually compatible with the predominant character of existing structures. Development that will also achieve a high-quality appearance, generally enhance the Manchester community, and achieve the plan overall objectives of the Manchester Design Standards.

I. Building Location and Orientation

A. Standards

1. Buildings, trees and landscaping, shall be visually dominant, rather than visual dominance by parking lots and free-standing signs.
2. Buildings shall be oriented towards the primary street frontage and public paths and walkways.
3. Buildings in the Manchester Commercial Village zone shall be oriented to provide functional outdoor spaces, greenbelt areas, and parking spaces that will enhance the use of the village as the commercial core.
4. Structures will maintain continuity between developments by relating the building and use to the street frontage and doing so in a manner that will encourage and accommodate pedestrians.
5. Pedestrian access to the building shall be visually and functionally clear and should offer a convenient alternative to walking through driveway entrances and exits.

B. Guideline

1. People traveling along arterial streets should be able to see storefronts, windows, merchandise, and other aspects of business activity.

II. Setbacks

A. Standards

1. Where properties front one or more streets, new buildings shall be located no less than 20 feet from the primary street frontage. Accessory and secondary buildings need not comply with the maximum setback standards where a primary building occupies the available street frontage.
2. Building setbacks shall be treated as pedestrian-oriented spaces and landscaped in accordance with Chapter Six, Landscape Design. Front setbacks shall also allow parallel or diagonal parking consistent with a parking plan for the Manchester Village to be developed.

III. Adjacent Properties

A. Standards

1. Landscaping and screening will be planted along property lines adjacent to incompatible uses. Incompatible uses include, but are not limited to, outdoor storage areas adjacent to a residentially-zoned property, boundary lines between zones, and parking lots adjacent to single-family residences. The screening must conform to the requirements of Chapter Six, Landscape Design. If changes in topography between the residential and adjacent property are sufficiently great, then modifications to the above screens options may be allowed with County approval of a variance.
2. Arrange artificial outdoor lighting so that the light is directed away from adjoining properties. Lighting shall be directed down to the area intended to be illuminated and shall not exceed more than one foot-candle of illumination leaving the property as measured by a light meter.
3. Ensure construction, site development and operations meet the requirements of the Kitsap County Noise Ordinance (KCC Title 10).
4. Incorporate dust, soil erosion, and stormwater control measure as required by the Kitsap County Stormwater Management Ordinance. A Site Development Activity Plan (SDAP) for all major construction in the MCV is required.
5. The setback of new buildings shall allow for Americans with Disabilities Act (ADA)-compliant walkways with remaining width of walkway used for landscaping design.

B. Guidelines

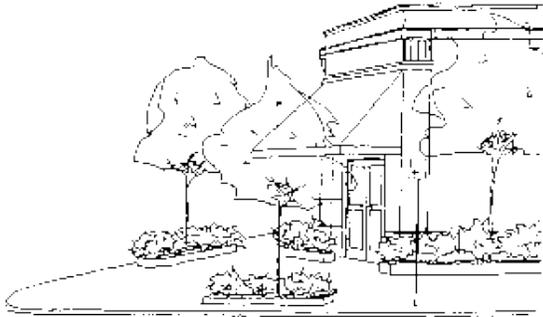
1. During construction, consider ways to minimize impact upon neighboring properties.
2. Where appropriate, integrate outdoor storage areas and loading facilities into the site design to minimize their size, reduce visual impact, and to allow for pedestrian and vehicular circulation between sites.

IV. Corner Lots

A. Standards

1. When new development or major remodels of existing buildings are located at a corner intersection, open spaces shall incorporate outdoor spaces at or near the intersection corner.
2. All construction of new buildings or major remodels of existing buildings that are located on properties at corners are required to employ one or more of the following design elements or treatments to the building corner facing the intersection:

- a. A pedestrian-oriented open space in addition to the otherwise required setback.
- b. A building entrance, lobby, atrium, or pedestrian pathway at the corner.
- c. Buildings on corner lots shall be oriented toward the primary intersection and the primary and secondary street frontages, while parking and vehicular access shall be located away from the primary intersection corners.



Use corner entrance, signage, and landscaping to accentuate a corner site.

3. Developments at intersections shall emphasize its unique aspect with two or more of the following methods:
 - a. Placement of the primary entry.
 - b. Articulation at a minimum of 30 feet intervals.
 - c. Towers.
 - d. Plazas.
 - e. Distinctive roof forms.
 - f. Other architectural features.

CHAPTER 4: PARKING & PEDESTRIAN AMENITIES

Intent:

To minimize the impact of parking on the building's relationship to the street and pedestrian-orientation and the character of the neighborhood. To balance the needs of both the automobile and pedestrians by having street parking areas and parking lots designed to minimize breaks in the pedestrian environment and the visual continuity of the streetscape.

I. Parking; General Provisions

A. Standards

1. Except as provided herein, KCC Title 17.435 'Off-Street Parking and Loading' is incorporated by reference.
2. For these purposes, on-street parking shall include parking in right-of-ways (eg, parallel parking, diagonal parking); off-street parking shall include parking outside of right-of-ways, including parking in front setbacks (eg, parallel or diagonal parking directly adjacent to a right-of-way); and parking areas shall include parking lots and parking congregation that is not within or directly adjacent to right-of-ways.

II. Parking; On-street

A. Standards:

1. Variation in the standards for on-street parking is allowed for ADA requirements if such a location meets ADA design standards and would better serve the public than off-street ADA parking.
2. On-street parking and parking directly adjacent to right-of-ways (eg, parking in a front setback) shall be designed to minimize breaks in the pedestrian environment and the visual continuity of the streetscape.

B. Guidelines

1. Adjacent developments are encouraged to link parking areas and access ways to promote combining of shopping trips and pedestrian activity and to reduce redundant driveways.
2. Low impact development (LID) techniques for stormwater management should be used wherever possible.

III. Parking, Off-Street Parking and Maneuvering Areas; General Provisions

A. Standards

1. A paving material that is different in color or texture from that of vehicular areas shall delineate pedestrian travel ways and shall be clearly marked.
2. Parking lots and maneuvering areas shall be densely screened from public view at the same elevation and shall include landscaping and buffering as specified in KCC Title 17.

3. For parking lots and maneuvering areas that contain more than 20 parking spaces, pedestrian connections, except as walkways cross vehicular travel lanes, shall be clearly defined in a combination of two or more of the following ways:
 - a. A six inch vertical curb in combination with a raised walkway.
 - b. A trellis, special railing, bollards, or other architectural features to accent the walkway between parking bays.
 - c. Contrasting paving, such as concrete, or LID materials, in an asphalt area.
 - d. A continuously landscaped area that is a minimum three feet wide on at least one side of the walkway.
 - e. Where walkways abut a public right-of-way or driving aisles, the landscape area shall be provided between the walkway and the public right-of-way or driving aisle.
 4. ADA-accessible connections shall be provided from ADA parking stalls to the main pedestrian walking routes and building entrances.
 5. Pedestrian walkways within parking and maneuvering areas shall be a minimum five-foot width of clear, unobstructed passage.
 6. Pedestrian walkways shall link the main entrance of the building and the associated vehicular parking spaces so as to encourage its use by pedestrians.
 7. Off-street parking lots and maneuvering areas shall not be located between a building and the street frontage.
 8. Parking and maneuvering areas shall be designed to allow pedestrians to safely move from their vehicles to the buildings.
 9. Parking lots and maneuvering areas shall be screened from public view at the same elevation and shall include landscaping and buffering as specified in KCC Chapter 17.
 10. For new construction, required parking lots and maneuvering areas shall be located to the side or rear of the proposed structures to minimize visibility, and shall be densely screened or buffered by a landscape planting strip.
 11. In the event that a proposed development includes multiple structures, parking and maneuvering areas are be permitted in front of the internal buildings.
- B. Guidelines**
1. For parking areas greater than twenty spaces, corridors within the parking and maneuvering areas lots should channel pedestrians from the car to the perimeter walkway(s) of the lot.

IV. Parking and Maneuvering Areas, Lighting

A. Standards

1. Lighting used in parking and maneuvering areas shall not exceed a maximum of 15 feet in height.
2. No more than one foot-candle of light shall leave the property line as measured by a light meter.
3. In addition to these standards, the provisions of KCC Titles 17.435 'Off-street Parking and Loading' and 17.455 'Interpretation and Exceptions' shall apply by reference.

B. Guidelines

1. The parking and maneuvering area lighting should be appropriate to create adequate visibility at night and evenly distributed to increase security.
2. All lighting should be glare-free and shielded from the sky and adjacent residential properties and structures, either through exterior shields or through optics within the fixture.

V. Parking and Maneuvering Areas; Fencing, Screening and Buffering

A. Standards

1. Fencing around parking lots and maneuvering areas shall be allowed if the following conditions are met:
 - a. All screen fencing shall not exceed a maximum height of six feet, and any portion higher than three feet must be 75 percent transparent.
 - b. If an alternative fence material is used, such as masonry, wrought iron, or wood, the fence must be 75 percent transparent.
2. Screening walls or fences located across a street or adjacent to a residential designation shall include one or more of the following:
 - a. Arbor or trellis structure with climbing vines.
 - b. Architectural detailing, contrasting materials, or other special interests to reduce the perception of bulk and mass.
3. Walls and raised planters shall not exceed a maximum height of three feet, unless all of the following are provided:
 - a. An increased buffering or screening treatment that does not create a safety hazard.
 - b. The portion of treatment that is above three feet in height has a minimum transparency of 75 percent.

- c. The portion of wall or landscape treatment that is above three feet in height provides added visual interest or patterning, detail, and character suitable to the character of the development.
- 4. Where walls are provided, landscape planting strips shall be a minimum width of five feet and shall be located adjacent to the public right-of-way.
- 5. Chain link fencing without vinyl cladding, powder coating or similar coating over the galvanized metal coating shall not be used to screen or enclose parking along a public sidewalk.
- 6. The use of razor, ribbon or barbed wire is prohibited.
- 7. Chain link fencing, with or without coating, shall not be used on any street frontage, adjacent to a public sidewalk or adjacent to a residential designation.
- 8. For safety and security surveillance purposes, all plant material used for parking lot screening shall be selected and managed to provide unobstructed views of at least 75 percent transparency between three and eight feet above the ground.
- 9. All parking areas shall employ wheel stops.
- 10. For all other landscaping requirements, see Chapter 6 'Landscaping'.

CHAPTER 5: ARCHITECTURAL AND BUILDING DESIGN

Intent:

To maintain and refine the Manchester community ambiance and rural setting through incorporation of design features that will promote architectural compatibility and comfortable amenities in building design; to help define the character of the streetscape by encouraging the greatest amount of visual interest or patterning along the ground level of buildings facing streets; and to accentuate the natural environment.

I. General Provisions:

A. Standards:

- 1. Exterior building design and detail on all elevations visible from adjacent properties or a public right-of-way shall be complementary with regard to color, types of materials, architectural form, and detailing to achieve harmony and continuity of design.
- 2. Building plans and specifications must promote the small-town, rural atmosphere of the Manchester community through architectural scale, roof form, building details, and materials.

3. All walls, rear and side facades visible from public streets or neighboring properties shall be designed with detailing the same as the principle facades of the building to maintain compatibility.

B. Guidelines:

1. Preferable design characteristics are:
 - a. Steepened rooflines or appearance of steepened rooflines with a minimum pitch of 3:12.
 - b. Multiple gables
 - c. Dormer windows
 - d. Multiple-paned windows
 - e. Front porches and/or covered walkways
 - f. Corner and window trim details

II. Building Height and View Protection

A. Standards:

1. The maximum allowable building height in the Manchester downtown commercial zoning district (MVC) shall be twenty-eight feet, or two stories, whichever is less.
2. For purposes of this section, underground parking and basements are not counted as a story if at least 80 percent of the floor is contained underground.

III. Pedestrian Scale

A. Standards:

1. For all new development or major renovation, include at least three of the following design elements or techniques:
 - a. Sculptural, mosaic, or other architectural details.
 - b. Transparent window areas or window displays at or below eye level along at least 50 percent of the length of the ground floor facade for retail.
 - c. Windows of retail shops shall be at street level.
 - d. Pedestrian weather protection.
 - e. Decorative light fixtures.
 - f. Decorative building materials, including decorative masonry, shingles, brick, or stone.
 - g. Individualized patterns or continuous wood details such as fancy butt shingles in a geometric pattern, decorative moldings, brackets, wave trim or latticework, ceramic tile, stone, glass block, or similar materials.

- h. Other materials with decorative or textural qualities as approved.
 - i. Gable or hipped roof.
 - j. Building articulation, with upper story set back at least ten feet from the face of the building.
 - k. Decorative artwork.
 - l. A porch, covered entry, or other building element that defines an outdoor space, such as trellis, overhang, or canopy. Entries should include weather protection, planters or building facade artwork.
 - m. Awnings or overhangs.
2. Ground-floor, street-facing facades of commercial and mixed-use buildings shall incorporate at least five of the following elements:
- a. Lighting or hanging baskets supported by ornamental brackets.
 - b. Medallions.
 - c. Belt courses.
 - d. Plinths for columns.
 - e. Kick plate for storefront window.
 - f. Projecting sills.
 - g. Tile work.
 - h. Pedestrian scale sign(s) or sign(s) painted on windows.
 - i. Planter boxes.
 - j. An element not listed here that meets the intent of this chapter.
3. Walls twenty or more feet in length facing streets or visible from residential areas where windows are not provided shall have architectural treatment.
4. Code-required elements, such as parapet walls and screen walls shall be treated as integral parts of the architecture.
5. At least four of the following elements shall be incorporated into any ground-level, street-facing facade:
- a. Masonry (except flat concrete block).
 - b. Concrete or masonry plinth at the base of the wall.
 - c. Belt courses of a different texture and color.
 - d. Projecting cornice.
 - e. Projecting metal canopy.

- f. Decorative tile work.
- g. Trellis containing planting.
- h. Medallions.
- i. Change of paint color.
- j. Opaque or translucent glass.
- k. Artwork.
- l. Vertical articulation.
- m. Lighting fixtures.
- n. Recesses.
- o. An architectural element not listed above that meets the intent of this chapter.

IV. Architectural Design

A. Guidelines

1. For all new buildings, to reduce the perception of scale and bulk, there should be at least three of the following features along the facades visible from the public right-of-way and pedestrian routes:
 - a. Upper story setback.
 - b. Building articulation with design elements such as the following:
 - i. Repeating window patterns.
 - ii. Including a porch, patio, deck, or covered entry.
 - iii. Including a balcony or bay window.
 - iv. Changes in roofline by alternating dormers, stepped roofs, gables or other roof elements.
 - v. Changing materials or modules.
 - c. Provide a lighting fixture, trellis, trees or other landscape feature.
 - d. Substantial landscaping or pedestrian-oriented open spaces along the building facade.
 - e. Avoid long or continuous wall planes over 20 feet. Buildings should exhibit more detail and elements appropriate for close-range pedestrian view.

V. Building Materials

A. Standards

1. Use durable exterior materials.
2. There shall be no highly reflective or glossy materials.

3. If sheet materials, such as composite fiber products or metal siding, are used as a siding material over more than 25 percent of a building facade, materials with a matted finish in a color specified in the building materials section shall be used, including:
 - a. Visible window and door trim painted or finished in a different but complementary color.
 - b. Corner and edge trim that covers exposed edges of the siding material.
4. Flat, non-decorative concrete blocks (concrete masonry units or “cinder blocks”) are prohibited as a showing, exterior material.
5. The following materials, if used in locations visible to a public street or adjacent properties, shall not be used on building exteriors:
 - a. Smoked or mirrored glass.
 - b. Corrugated fiberglass.
 - c. Chain-link fences in front yards.
 - d. Synthetic materials with reflective surfaces, including galvanized steel and gloss vinyl siding.
6. All vents, gutters, downspouts, flashing, electrical conduits, and exterior appurtenances shall match or complement the color of the adjacent surface.
7. Address numbers shall be a minimum of four inches and a maximum of eight inches in height and readable to the public from the street fronting the property.

B. Guidelines

1. Materials should be those typically used in the Northwest including:
 - a. Bevel or lap siding.
 - b. Rock, stone, and brick material.
 - c. Architectural shake-style roofing
 - d. Non-reflective metal roofs.
 - e. Cedar shingles.

VI. Colors

A. Guidelines

1. Building colors should be complementary with adjacent buildings as well as natural and topographic features in the vicinity. Colors that emphasize earth tones typical of the Manchester area are encouraged. Bright colors should be minimized or used for minor architectural accents rather than on major portions of the building.

VII. Building and Mechanical Equipment Areas

A. Standards

1. All rooftop mechanical and electrical equipment shall be completely screened from view from adjacent public streets and adjacent properties.
2. All screening walls/parapets shall be constructed and designed of materials compatible to that of the primary structure and shall be incorporated into the design of the structure.
3. Metal screening walls are prohibited.
4. Appurtenances such as heating and air conditioning equipment, and coolers shall be screened entirely from adjacent public streets and properties and shall be designed and finished to match adjacent building materials.
5. In addition to design elements, landscape materials shall be incorporated to provide additional screening or softening of equipment areas.

B. Guidelines

1. Refuse, recycling and storage areas should be located to the rear or side of the property and away from adjacent streets and residential property.
2. Service and loading areas should be located to the rear or sides of buildings away from adjacent streets.
3. Screen plumbing vents, heating, ventilation or air conditioning equipment, and other building equipment from public view at the same elevation, whenever feasible.
4. Mechanical appurtenances should be located within the structure.

CHAPTER 6: LANDSCAPE DESIGN

Intent:

To incorporate landscaping into new development and major renovation design to soften the manmade environment, provide vegetative buffers, open space, and to mitigate any unavoidable loss of existing native vegetation.

I. General Provisions

A. Standards

1. Any unavoidable loss of existing native vegetation shall be mitigated by:
 - a. Providing visual screens and barriers as a transition between differing land uses.

- b. Planting plant species that are low maintenance, non-invasive and limited in height and growth patterns.
 - c. Providing visual relief from parking areas and integrating new landscaping into the natural environment by facade plantings and sidewalk tree grates at the pedestrian scale.
 - d. Providing appropriate physical separation between vehicular and pedestrian traffic.
2. Use planting strips or planting areas as barriers and screens to separate incompatible land uses or specific activities and to provide visual relief from parking areas and buildings.
 3. Plantings shall not visually block lines of sight for vehicles, pedestrians, adjacent properties or signage.
 4. Increased areas of permeable surfaces shall be provided to allow for infiltration of surface water into groundwater resources, reduce the quantity of stormwater discharge and to improve the quality of stormwater discharge.
 5. A landscape and irrigation plan shall be submitted at the time a site plan proposal is submitted for review to the Department.
 6. Where applicable, the most current standards of KCC Section 17.385 'Landscaping' are herein incorporated by reference.

B. Guidelines

1. The preferred method of landscaping is to incorporate and preserve existing trees and shrubs, topography and other existing natural features into the project design.
2. Decorative landscaping should act as a focal setting for signs, special site elements and pedestrian areas.
3. Coordinate the selection of plant material to provide a succession of blooms, seasonal color, and a variety of textures.
4. Landscaping should be designed to create a definition between public and private spaces.
5. Landscaping should be designed to provide a transition between built structures (vertical planes) and the site (horizontal planes).
6. Planting areas should be a mix of evergreen and deciduous shrubs whose height and width will be proportionate to the area being planted and be maintained at a height of 28 feet or less.
7. Trees, shrubs, ground covers, and grasses that are native to the Puget Sound region and that are appropriate to the conditions of the site are preferred.
8. Decorative landscaping should be used as a focal setting for signs, special site elements, and pedestrian areas. The area may be planted with trees, shrubs, ground cover, grasses, or cultivated flowerbeds.

9. Use plant materials as visual barriers or to add ambiance to special site elements for pedestrians, such as seating areas. Additions such as sculpture, artwork and site furniture are encouraged.
10. Landscape materials should be in scale with the area.
11. Where applicable, the most current guidelines of Section 17.385 (Landscaping) of the Kitsap County Code are herein incorporated by reference.

II. Parking Area Landscaping

A. Guidelines

1. Integrating interior surface parking area landscaping with required biofiltration swales is recommended.
2. Incorporating or protecting natural features, including wetlands, significant trees and vegetation, and slopes is preferred.
3. Preserving views is recommended.
4. Creating an extension of, or connection to, a local park or regional bicycle and pedestrian trail system is recommended.

CHAPTER 7: SIGNAGE

Intent:

To provide a means of disseminating useful information to residents and visitors in a manner that is user-friendly, attractive, and compatible with the appearance of commercial Manchester.

I. General Provisions

A. Standards

1. The current standards of KCC Section 17.445 'Signs' are herein incorporated by reference.
2. A signage plan shall be submitted for review and approval at the time the building permit or SDAP application is submitted.
3. Neon lighting shall not be installed or shown on the exterior of any building.
4. Building-mounted signs shall be perpendicular to or flat against the building, integrating the sign with the building design and be no more than three feet in height.
5. "A-board" or freestanding open signs shall be limited to one sign per business entrance and located so as not to obstruct pedestrian circulation on public walkways.

6. Animated signs or signs illuminated by any intermittent, flashing, or scintillating light are not permitted except for time and temperature displays.
 7. Audible signs are prohibited, except as mandated or encouraged by the ADA.
 8. Permanent banners, flags, or pennants are not permitted.
 9. Background colors (ie, colors that are not part of lettering, graphics, or decoration) shall be complementary with the building's color.
 10. All personal, political, and event signs shall be removed within fourteen days after the event.
 11. Unless associated with a specific event or date, vinyl banners are not permitted.
- B. Guidelines:**
1. Signs should be as simple as possible, relying on symbols whenever possible to avoid needless complexity.
 2. Where multiple businesses operate from a central location, group signage is encouraged to avoid proliferation of signs.

CHAPTER 8: LIGHTING

Intent:

To provide a suitable level of illumination for pedestrian walkways and building entries, minimize deleterious effects of lighting and adjacent properties, and to provide increased nighttime security throughout the MVC zone.

I. General Provisions

A. Standards

1. In all zones, artificial outdoor lighting shall be arranged so that light is directed away from adjoining properties and so that no more than one foot candle of illumination leaves the property boundaries.
2. Exterior direct lighting shall be directed downward to the area to be illuminated.
3. The maximum height for freestanding light fixtures is fifteen feet.
4. Exterior mercury vapor light fixtures are not permitted.
5. Back-lit awnings or awnings using a translucent fabric to illuminate entrances are not permitted.

B. Guidelines:

1. All exterior lighting fixtures should incorporate cutoff shields to prevent spillover into residential areas.
2. Lighting from buildings should be an attractive and integrated feature of streetscape lighting.

CHAPTER 9: UTILITIES; SOLID WASTE, REFUSE & RECYCLING AREAS; SERVICE AREAS**Intent:**

To minimize the negative visual, noise and other effects typically associated with solid waste and refuse recycling, storage and pick-up, and service areas.

I. Refuse Disposal and Service Areas**A. Standards:**

1. Every parcel with a structure shall provide a trash receptacle on the premises or provide for access to a shared facility.
2. Locate service areas (loading docks, trash dumpsters, compactors, recycling collection centers, mechanical equipment, and storage yards) so as to have the least negative visual, auditory (noise), or physical impact on the street environment and adjacent residentially zoned properties.
3. When refuse, recycling, and service areas are visible from a walkway or adjacent properties, the elements must be densely screened or fenced. Provide trash and recycling receptacles that comply with adopted Kitsap County Public Works standards and are sufficient size to accommodate all of the trash and recyclables generated. All receptacles shall be screened on three sides with a fence or dense landscaping.
4. Ensure architectural consistency between the design of any structure enclosing an outdoor collection point or any building primarily used to contain a collection point and the design of the primary structure(s) on the site.
5. Solid waste, recycling and storage areas shall be located to the rear or side of the structure, designed with materials to complement the structure.
6. Solid waste and recycling storage areas shall not be located in any setback or open space, greenway or pedestrian area.

II. Loading and Unloading Areas

A. Standards:

1. Service and loading areas, other than short-duration delivery and pick-up services, shall be located to the rear or sides of buildings and away from adjacent streets.
2. Service and loading areas shall be screened to minimize their visibility from public view.
3. Loading and unloading spaces shall be located such that interference with traffic on streets and or internal driveways is minimized.
4. In the event that a loading dock is necessary to support the proposed use, the dock shall be located to the rear of the structure and shall not be visible from any street or residentially developed or residentially zoned property.
5. Loading and unloading areas shall be screened from the view of any street and any residentially-developed or residentially-zoned property.

III. Utilities

A. Guidelines

1. Eliminate overhead wires and poles whenever possible.
2. When planned projects such as street redesign, placement of water, sewer lines or other major construction that would require the removal of overhead wires and poles, coordinating meetings should be held by the project manager with the utility companies to discuss and plan for the burying of utility facilities so as to eliminate overhead wires and poles.

CHAPTER 10: OUTDOOR STORAGE AND SEASONAL SALES

Intent:

Areas associated with outdoor sales and storage may exert visual and noise impacts on the surrounding community and, as such, they shall be mitigated or, in some instances, minimized.

I. General Provisions

A. Standards

1. Outdoor storage areas or outdoor sales areas in front of commercial establishments shall not be visible from the street, except that:
 - a. Outdoor sales areas are permitted if the merchandise and supporting equipment and accessories are moved in each day at the close of business hours.

- b. Outdoor sales are permitted if the sales are done in areas that conform to pedestrian-oriented space standards and reasonable visual compatibility with the surrounding adjacent properties. Examples include garden shop or nursery displays of plants, outdoor art galleries, and models of completed home construction projects.
 2. Open storage of bulk materials, such as topsoil or peat, shall not be visible from the street or adjacent properties.
- II. Seasonal Inventory and Sales**
- A. Standards:**
1. Non-enclosed areas for the storage and sale of seasonal inventory shall be screened with walls, fences or dense landscaping.
 2. Materials, colors, and designs of screening walls, fences, and covers shall be complementary to those used as predominant materials and colors on the buildings

APPENDIX: DEFINITIONS

In administering these Design Standards, any words, phrases or terms which require definition and are not defined below, shall be defined with reference to Section 17.110 of the Kitsap County Code. In the event a definition of a word, phrase or term is not found in this ordinance, or in Section 17.110, the ordinary, common meaning of the term shall be used as found in the most current version of *Webster's Dictionary*.

ADA Compliant: The physical conditions or "accessibility" of physical places as required to comply with the provisions of the Americans with Disabilities Act (ADA) of 1990 (42 U.S.C. § 12101 et seq.)

Bollard: A post for guiding traffic; a strong, heavy, usually concrete post marking the edge of an area such as sidewalks on street corners that traffic must keep off.

Low Impact Development (LID): A land planning and engineering design approach to replicate the predevelopment hydrologic regime of urban and developing watersheds. The primary goal of LID is to mimic a site's predevelopment hydrology infiltration, filtration, storage, evaporation, and detainment of runoff close to its source. Examples of LID site design include diverting runoff from impervious surfaces such as bioretention areas, rain gardens or green roofs, use of porous and pervious pavement materials, minimal foundation development and nondisturbance and retention of native vegetation on site.

Pedestrian-oriented Facade: The ground floor frontage of a building design that offers an interesting appearance to attract pedestrian interest in the locality and that encourages pedestrian access.

Pedestrian-oriented Space: The area between a building and a public street that promotes visual and pedestrian access onto the site and that provides amenities and landscaping to enhance the public's use of the space for passive activities, such as resting, reading, picnicking, and window shopping. The area should be visible from the public right-of-way and accessible to pedestrians, including those with handicaps.

Scale, Human or Pedestrian: The harmonious relationship of building parts to one another and to the human figure in its size, reach, and visual line of sight. The most human scale is achieved when the building height-to-street width ratio is between 1:2 and 1:3. Typically, width is measured horizontally between opposing building fronts. Height is measured from the sidewalk to the building eaves.

Screening, Dense: Trees which are planted or growing closely together which combine to block views by using building materials or landscaping to insure at least 80 percent opacity.

Sign: "Sign" means a collection of letters, numbers or symbols which calls attention to a business, product, activity, person or service. Balloons or balloon type devices in excess of five cubic feet, or flown more than 20 feet in elevation measured from grade, or taller than 20 feet in height measured from mean grade are considered signs for the purposes of [the Manchester Village Commercial district]. (KCC Section 17.110.675)

Directional sign: A single-faced or double-faced sign not exceeding two feet by three feet (six square feet) in surface area per side designed to guide or direct pedestrian or vehicular traffic to an area, place or convenience on the premises upon which the sign is located, e.g., entrance and exit signs and/or other similarly worded signs when used for the sole purpose of controlling mobile and pedestrian traffic.

Ground sign: A freestanding sign that is less than five feet in height.

Incidental sign: A small sign, emblem, or decal informing the public of goods, facilities, or services available on the premises, e.g., a credit card sign or a sign indicating hours of business. Such signs shall not exceed 12 inches by 18 inches in size.

Projecting sign: A sign, other than a flat wall sign, which is attached to and projects 12 inches or more from a building wall or other structure not specifically designed to support the sign.

Wall sign: A sign attached, painted onto, or erected parallel to and extended not more than one foot from the facade or face of any building to which it is attached and supported throughout its entire length, with the exposed face of the sign parallel to the plane of said wall or facade. It is not to extend above the lowest point of a roof surface or the top of the building parapet or whichever is higher.

Unreasonable Obstruction of View: The loss of twenty percent (20 percent) or more of the horizontal view from the primary living or entertaining area or other significant portion of the complainant's real property.

Unreasonable Obstruction of Sunlight: The loss of a portion of direct or indirect sunlight in an amount of twenty percent (20 percent) or more in a primary living or entertaining area, or other significant portion of the complainant's real property.

View: For the Manchester Village Commercial district, a view is defined as a scene or vista located from the viewing property which includes marine waters, the Cascade or Olympic Mountains, or the Seattle skyline. A view shall not include vacant land that is developable under County codes. A view may extend in any horizontal direction and shall be considered as a single view, even if broken into segments by trees, foliage, structures or other obstruction.



AGRICULTURAL LANDS NORTH KITSAP

KITSAP COUNTY, WASHINGTON

Farm Land Business

Farm land business are properties that advertise as a business. Businesses were verified by information provided by the following:
Kitsap County Conservation District
Kitsap Community Agricultural Alliance- <http://www.kitsapag.org/>
Bainbridge Island Farms
Buy Local Foods in Kitsap- <http://www.buylocalfoodsinkitsap.org/>
Kitsap County Farm Map - Washington State University Spring 2009
http://kitsap.wsu.edu/ag/farm_map.pdf
Kitsap Tree Farms-<http://kitsapfamily.com/trees.htm>

Farm/Agricultural Land - Current Use

Farm/Agricultural Land - Current Use are parcels that are under the Farm & Agricultural Land current use exemption program. (RCW 84.34.020) described as parcels devoted primarily to the production of livestock, equine related activities or agricultural commodities for commercial purposes.

Agricultural Support Sites

Small Farm parcels as verified by Kitsap Conservation District

Open Space Land

Open Space Lands are parcels that are under the Open Space land current use exemption program (RCW 84.34) described as lands zoned for open space, land devoted to preservation or any land previously classified as farm and agricultural land that no longer meets the criteria or a 'traditional farmland' devoted to a use inconsistent with agricultural uses and has a high potential of returning to commercial agricultural.

Prime and other Important Farmlands

- Prime Farmland
- Prime Farmland if irrigated
- Statewide Importance
- Prime Farmland, if drained

Concentration Areas

- Reservation Boundaries
- Urban Growth Area Boundary
- Incorporated City Boundary
- Tax Parcels

Watercourses (defined in WAC 222-16-030)

- Fish Habitat Water Type Code
- (S) Designated Shoreline of the State
 - (F) Fish Habitat
 - (N) Non-fish Habitat
 - (U) Unknown, unmodeled hydrographic feature.

WaterBody Cartographic Feature Code

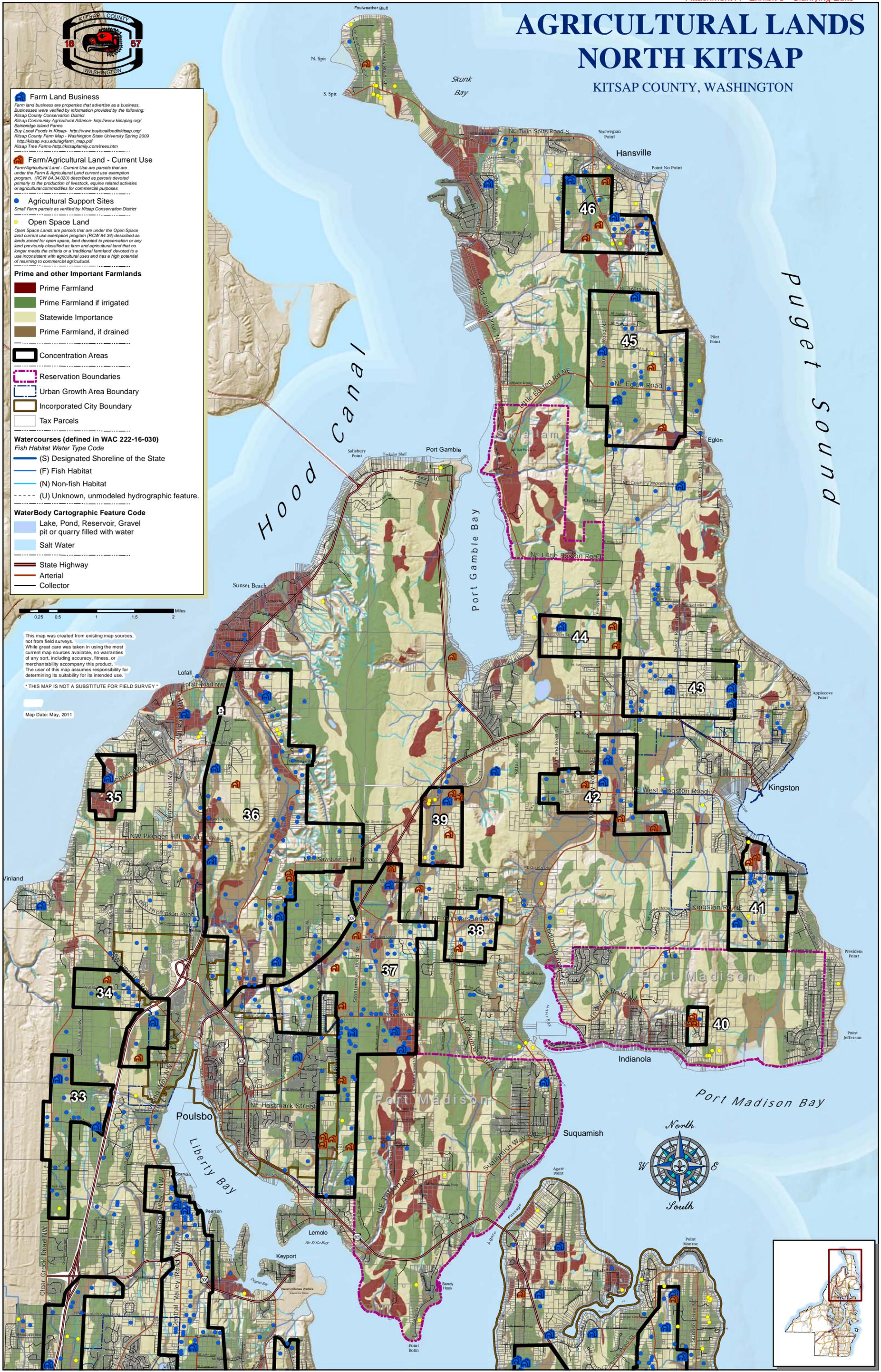
- Lake, Pond, Reservoir, Gravel pit or quarry filled with water
- Salt Water
- State Highway
- Arterial
- Collector

0 0.25 0.5 1 1.5 2 Miles

This map was created from existing map sources, not from field surveys. While great care was taken in using the most current map sources available, no warranties of any sort, including accuracy, fitness, or merchantability accompany this product. The user of this map assumes responsibility for determining its suitability for its intended use.

* THIS MAP IS NOT A SUBSTITUTE FOR FIELD SURVEY *

Map Date: May, 2011



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AGRICULTURAL LANDS CENTRAL KITSAP KITSAP COUNTY, WASHINGTON

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 Kitsap Community Agricultural Alliance- <http://www.kitsapag.org/>
 Bainbridge Island Farms
 Buy Local Foods in Kitsap- <http://www.buylocalfoodskitsap.org/>
 Kitsap County Farm Map - Washington State University Spring 2009
http://kitsap.wsu.edu/ag/farm_map.pdf
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Prime and other Important Farmlands

- Prime Farmland
- Prime Farmland if irrigated
- Statewide Importance
- Prime Farmland, if drained

Concentration Areas

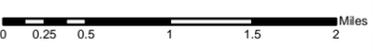
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- Urban Growth Area Boundary
- Incorporated City Boundary
- Tax Parcels

Watercourses (defined in WAC 222-16-030)
 Fish Habitat Water Type Code

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- (F) Fish Habitat
- (N) Non-fish Habitat
- (U) Unknown, unmodeled hydrographic feature.

WaterBody Cartographic Feature Code

- Lake, Pond, Reservoir, Gravel pit or quarry filled with water
- Salt Water
- State Highway
- Arterial
- Collector

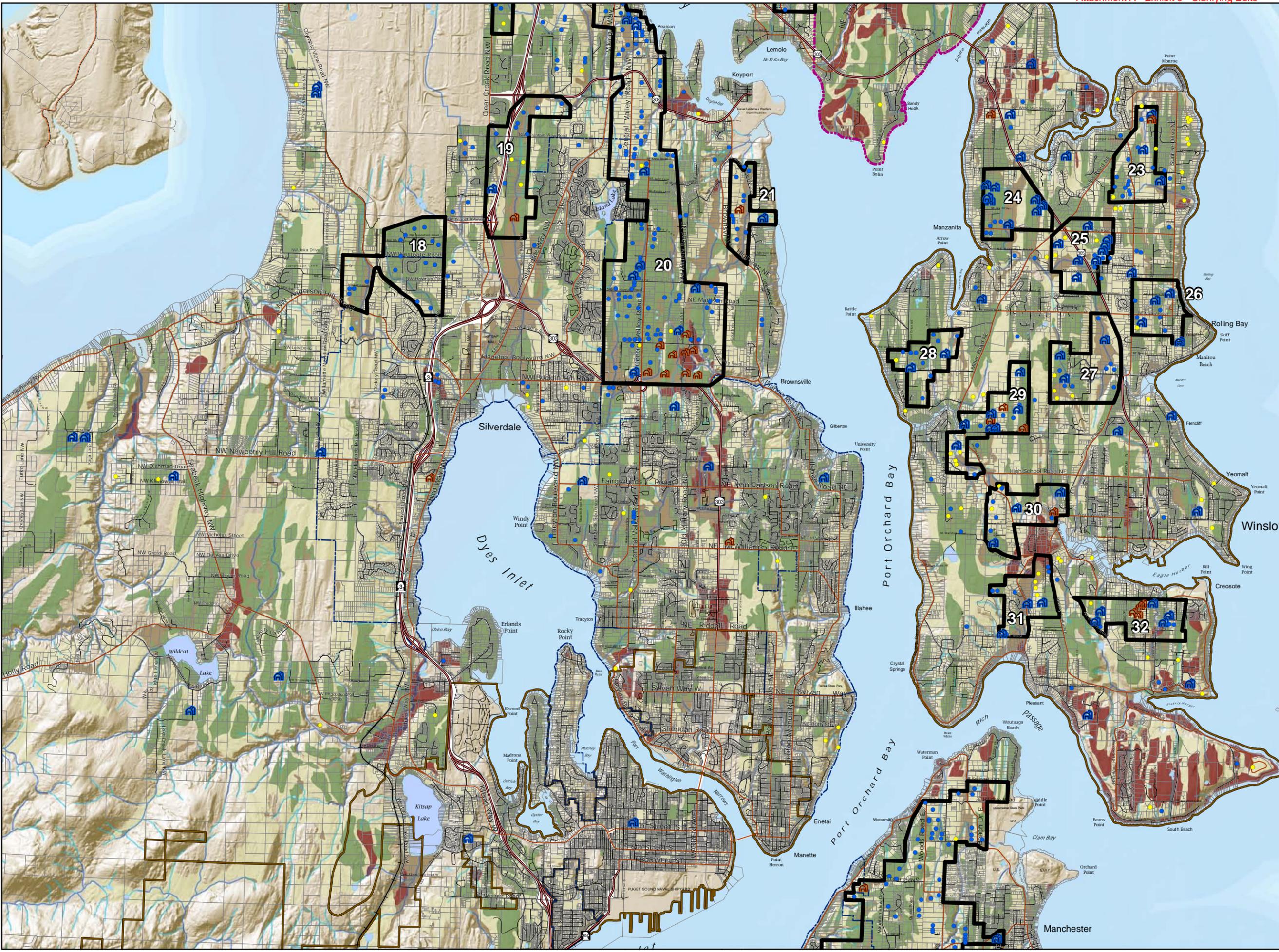


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Farm locations represented on this map are estimated

Map Date: May, 2011



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AGRICULTURAL LANDS WEST KITSAP

KITSAP COUNTY, WASHINGTON

Farm Land Business
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Agricultural Support Sites
Small Farm parcels as verified by Kitsap Conservation District

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Prime and other Important Farmlands
Prime Farmland
Prime Farmland if irrigated
Statewide Importance
Prime Farmland, if drained

Concentration Areas
Reservation Boundaries
Urban Growth Area Boundary
Incorporated City Boundary
Tax Parcels

Watercourses (defined in WAC 222-16-030)
Fish Habitat Water Type Code
(S) Designated Shoreline of the State
(F) Fish Habitat
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WaterBody Cartographic Feature Code
Lake, Pond, Reservoir, Gravel pit or quarry filled with water
Salt Water
State Highway
Arterial
Collector



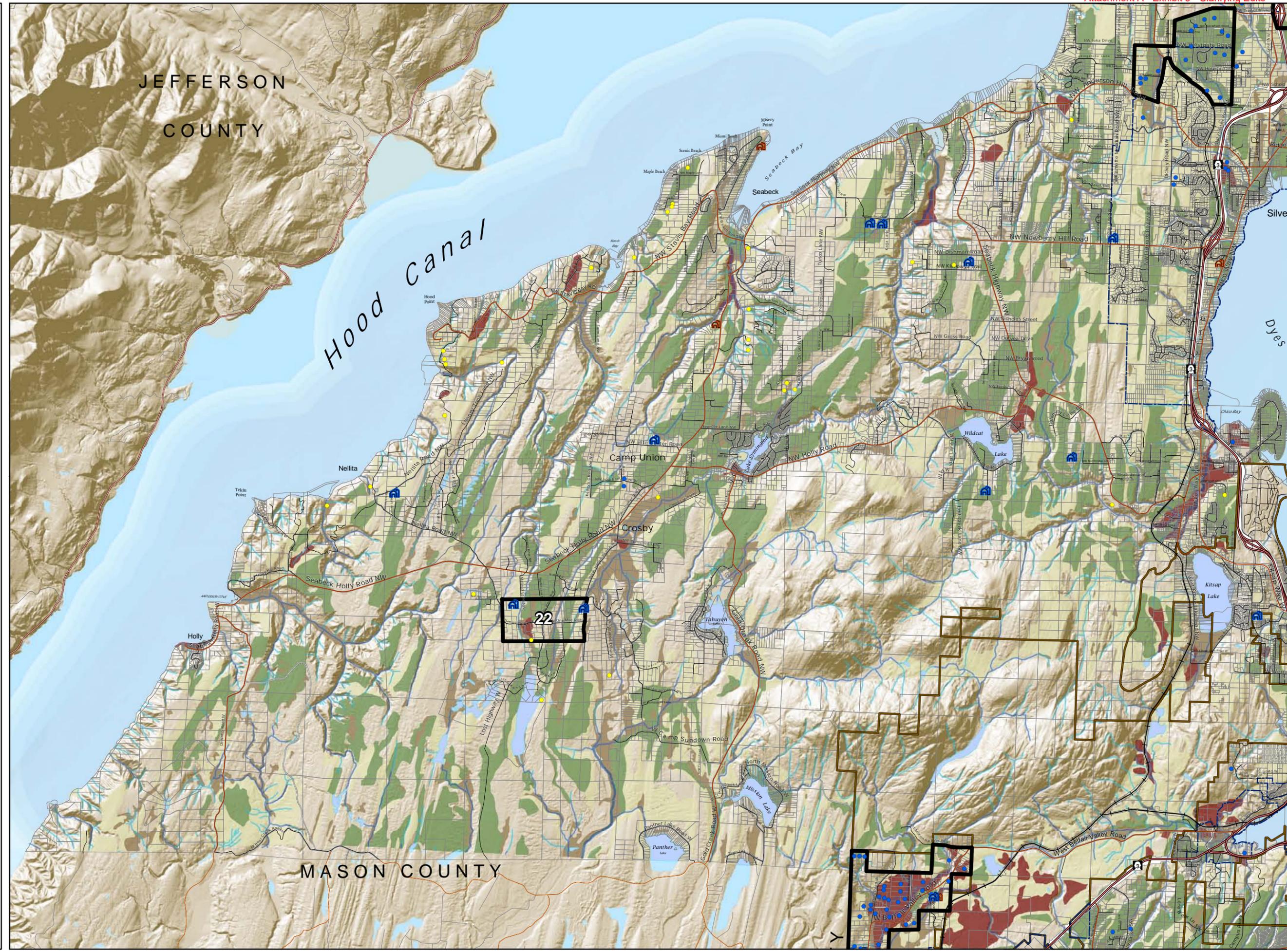
0 0.2 0.4 0.8 1.2 1.6 Miles

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AGRICULTURAL LANDS SOUTH KITSAP

KITSAP COUNTY, WASHINGTON

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Buy Local Foods in Kitsap- <http://www.buylocalfoodskitsap.org/>
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http://kitsap.wsu.edu/ig/farm_map.pdf
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Prime and other Important Farmlands
Prime Farmland
Prime Farmland if irrigated
Statewide Importance
Prime Farmland, if drained

Concentration Areas
Reservation Boundaries
Urban Growth Area Boundary
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Tax Parcels

Watercourses (defined in WAC 222-16-030)
Fish Habitat Water Type Code
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Salt Water
State Highway
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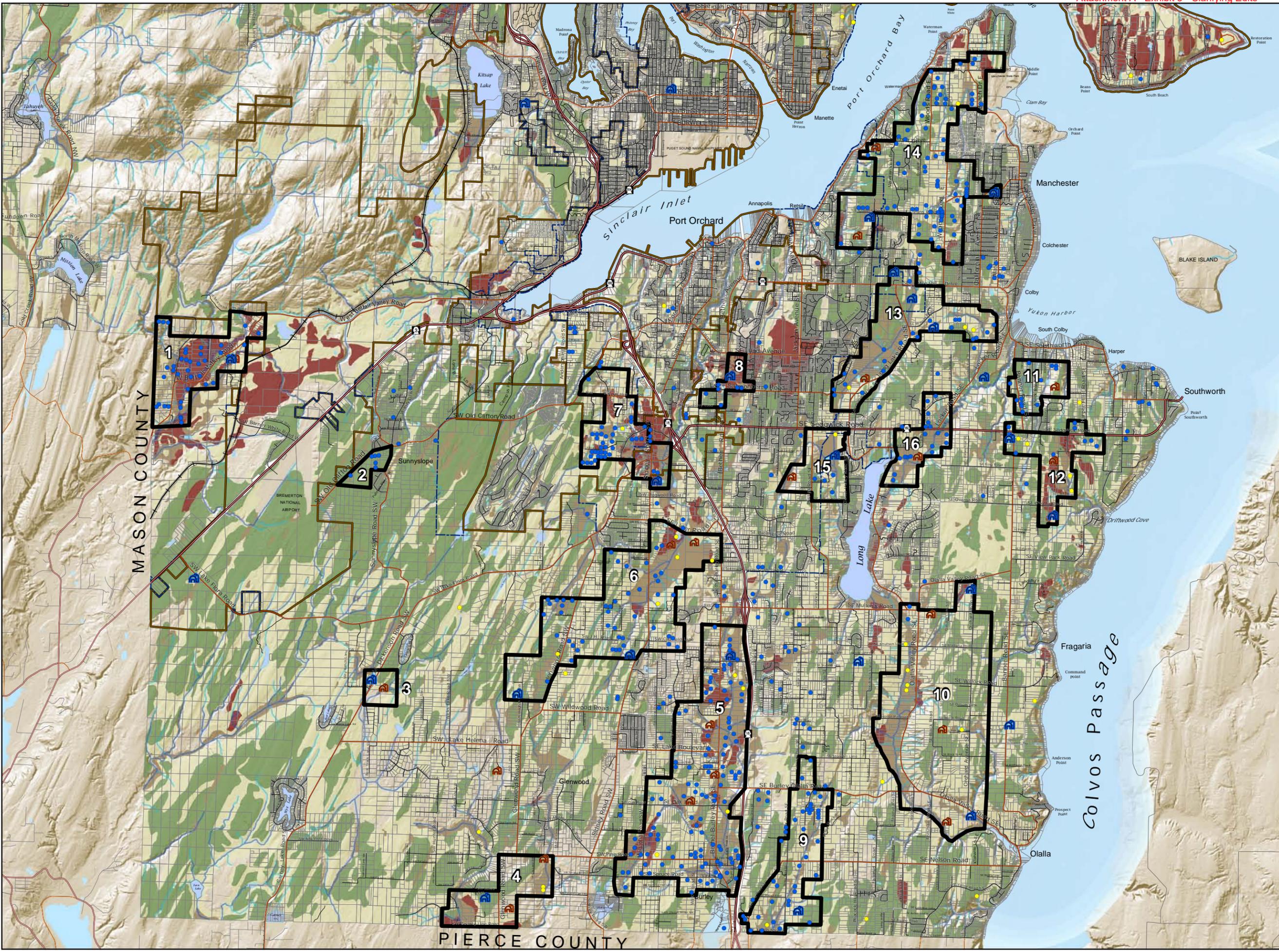
0 0.25 0.5 1 1.5 2 Miles

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Map Date: May, 2011



Colvos Passage

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Attachment B

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KITSAP COUNTY DEPARTMENT OF COMMUNITY DEVELOPMENT

614 DIVISION STREET MS-36, PORT ORCHARD WASHINGTON 98366-4682 JEFF RIMACK, DIRECTOR
(360) 337-5777 HOME PAGE - www.kitsapgov.com/dcd/

DETERMINATION OF NONSIGNIFICANCE

Description of Proposal: 2019 Kitsap County Comprehensive Plan Amendment - Clarifying Edits (a non-project action).

This amendment includes edits to the 2016 Kitsap Comprehensive Plan and Kitsap County Code (KCC) that are for clarification or consistency purposes only. The edits are non-substantive and do not change intent or interpretations of policies or regulations. The proposed amendments affect the following Comprehensive Plan Chapters or Kitsap County Code (KCC) sections:

1. KCC 16.04.100 – Expiration of preliminary approval
2. KCC 17.120.010 - Classification of Zones
3. KCC 17.400.080 – Gorst Subarea, Special Provisions
4. KCC 17.410.044 – Commercial, Industrial, Parks, and Public Facilities Zones Use Table
5. KCC 17.420.054 - Commercial, Industrial, and Parks Zones Density and Dimensions Table
6. KCC 17.420.060 - Footnotes for tables, Subsection A.20, Keyport Design Standards Footnote
7. KCC 17.420.060 - Footnotes for tables, Subsection A.33, Silverdale Design Standards Footnote
8. KCC 17.420.060 - Footnotes for tables, Subsection A.47, Manchester Design Standards Footnote
9. KCC 17.410.050 – Footnotes for tables, Subsection A.50, Manchester Design Standards Footnote
10. KCC 17.430.050 – Land Use Review, Minimum application requirements
11. KCC 17.455.020 – Agriculture Code, Applicability, Table 1: Kitsap County Agriculture Use Permissibility
12. KCC 17.455.060 – Agriculture Code, Agricultural, accessory use or agritourism
13. KCC 17.700 (Appendices) - Illahee View Protection Overlay Map,
14. KCC 17.700 (Appendices) - Manchester View Protection Overlay Map
15. KCC 17.700 (Appendices) - Keyport Design Standards & District Map
16. KCC 17.700 (Appendices) - Silverdale Design Standards & District Map
17. KCC 17.700 (Appendices) - Manchester Design Standards & District Map
18. KCC 21.04.270 - Project Permit Application Procedures, Duration of decisions
19. KCC 17.540.100 - Administrative Conditional Use Permit, Effect
20. KCC 17.550.090 - Hearing Examiner Conditional Use Permit, Effect
21. KCC 17.560.070 - Variances, Effect

- 22. Comprehensive Plan – Chapter 1 – Land Use
- 23. KCC 17.700 (Appendices) – Farm Focus Area Map
- 24. KCC 21.04.260 – Notice of Decisions, Distribution

Lead Agency: Kitsap County

Staff contact: Liz Williams, Planner, Kitsap DCD, Planning and Environmental Programs Div.

Location of proposal, including street address, if any: This is a non-project action applicable to unincorporated Kitsap County.

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

This DNS is issued under 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date below. This is a non-project action. The SEPA comment period is extended through January 8, 2020.

COMMENTS:

This is a nonproject action per WAC 197-11-704(2)(b). Adoption by ordinance of the amendment by the Kitsap County Board of Commissioners is expected in early 2020.

Responsible Official: Scott Diener

SEPA Coordinator: Steve Heacock

Position/Title: SEPA Coordinator, Dept. of Community Development Phone: (360) 337-5777 Address:
619 Division Street, Port Orchard, WA 98366

DATE: 12/16/2019

Signature: _____



SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals: [\[help\]](#)

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. **Background** [\[help\]](#)

1. Name of proposed project, if applicable: [\[help\]](#)

2019 Kitsap County Comprehensive Plan Amendment - Clarifying Edits (a non-project action)

2. Name of applicant: [\[help\]](#)

Kitsap County Department of Community Development

3. Address and phone number of applicant and contact person: [\[help\]](#)

Liz Williams, Planner

lawilliams@co.kitsap.wa.us

360-337-5777

619 Division Street, MS-36

Port Orchard, WA 98366

4. Date checklist prepared: [\[help\]](#)

October 21, 2019

5. Agency requesting checklist: [\[help\]](#)

Kitsap County

6. Proposed timing or schedule (including phasing, if applicable): [\[help\]](#)

Amendment is expected to be adopted in early 2020.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [\[help\]](#)

The Comprehensive Plan and Kitsap County Code are subject to continuous review and may be amended in future years. Individual project actions that may occur following these amendments are subject to applicable project level environmental review.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [\[help\]](#)

None.

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. [\[help\]](#)

Not applicable for this non-project action

10. List any government approvals or permits that will be needed for your proposal, if known.

[\[help\]](#)

This amendment will need to be adopted by Kitsap County ordinance.

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.) [\[help\]](#)

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- 20. KCC 17.550.090 - Hearing Examiner Conditional Use Permit, Effect
- 21. KCC 17.560.070 - Variances, Effect
- 22. Comprehensive Plan – Chapter 1 – Land Use
- 23. KCC 17.700 (Appendices) – Farm Focus Area Map
- 24. KCC 21.04.260 – Notice of Decisions, Distribution

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. [\[help\]](#)

This is a non-project action applicable to unincorporated Kitsap County.

B. Environmental Elements [\[help\]](#)

1. Earth [\[help\]](#)

a. General description of the site: [\[help\]](#)

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

Not applicable for this non-project action

b. What is the steepest slope on the site (approximate percent slope)? [\[help\]](#)

Not applicable for this non-project action

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. [\[help\]](#)

Not applicable for this non-project action

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [\[help\]](#)

Not applicable for this non-project action

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. [\[help\]](#)

Not applicable for this non-project action

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [\[help\]](#)

Not applicable for this non-project action

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

Not applicable for this non-project action

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [\[help\]](#)

Not applicable for this non-project action

2. Air [\[help\]](#)

- 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. [\[help\]](#)

Not applicable for this non-project action

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [\[help\]](#)

Not applicable for this non-project action

- c. Proposed measures to reduce or control emissions or other impacts to air, if any: [\[help\]](#)

Not applicable for this non-project action

3. Water [\[help\]](#)

- 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. [\[help\]](#)

Not applicable for this non-project action

- 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. [\[help\]](#)

Not applicable for this non-project action

- 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. [\[help\]](#)

Not applicable for this non-project action

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

Not applicable for this non-project action

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [\[help\]](#)

Not applicable for this non-project action

- 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. [\[help\]](#)

Not applicable for this non-project action

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. [\[help\]](#)

Not applicable for this non-project action

- 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. [\[help\]](#)

Not applicable for this non-project action

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. [\[help\]](#)

Not applicable for this non-project action

- 2) Could waste materials enter ground or surface waters? If so, generally describe. [\[help\]](#)

Not applicable for this non-project action

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. [\[help\]](#)

Not applicable for this non-project action

- d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: [\[help\]](#)

Not applicable for this non-project action

4. Plants [\[help\]](#)

- a. Check the types of vegetation found on the site: [\[help\]](#)

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- Orchards, vineyards or other permanent crops.
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

Not applicable for this non-project action

- b. What kind and amount of vegetation will be removed or altered? [\[help\]](#)

Not applicable for this non-project action

- c. List threatened and endangered species known to be on or near the site. [\[help\]](#)

Not applicable for this non-project action

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [\[help\]](#)

Not applicable for this non-project action

- e. List all noxious weeds and invasive species known to be on or near the site. [\[help\]](#)

Not applicable for this non-project action

5. Animals [\[help\]](#)

- 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. [\[help\]](#)

Examples include:

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

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

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

Not applicable for this non-project action

- b. List any threatened and endangered species known to be on or near the site. [\[help\]](#)

Not applicable for this non-project action

- c. Is the site part of a migration route? If so, explain. [\[help\]](#)

Not applicable for this non-project action

- d. Proposed measures to preserve or enhance wildlife, if any: [\[help\]](#)

Not applicable for this non-project action

- e. List any invasive animal species known to be on or near the site. [\[help\]](#)

Not applicable for this non-project action

6. Energy and Natural Resources [\[help\]](#)

- 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. [\[help\]](#)

Not applicable for this non-project action

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [\[help\]](#)

Not applicable for this non-project action

- 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: [\[help\]](#)

Not applicable for this non-project action

7. Environmental Health [\[help\]](#)

- 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. [\[help\]](#)

Not applicable for this non-project action

- 1) Describe any known or possible contamination at the site from present or past uses. [\[help\]](#)

Not applicable for this non-project action

- 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. [\[help\]](#)

Not applicable for this non-project action

- 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. [\[help\]](#)

Not applicable for this non-project action

- 4) Describe special emergency services that might be required. [\[help\]](#)

Not applicable for this non-project action

- 5) Proposed measures to reduce or control environmental health hazards, if any: [\[help\]](#)

Not applicable for this non-project action

b. Noise [\[help\]](#)

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

Not applicable for this non-project action

- 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. [\[help\]](#)

Not applicable for this non-project action

- 3) Proposed measures to reduce or control noise impacts, if any: [\[help\]](#)

Not applicable for this non-project action

8. Land and Shoreline Use [\[help\]](#)

- 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. [\[help\]](#)

Not applicable for this non-project action

- 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? [\[help\]](#)

Not applicable for this non-project action

- 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: [\[help\]](#)

Not applicable for this non-project action

- c. Describe any structures on the site. [\[help\]](#)

Not applicable for this non-project action

- d. Will any structures be demolished? If so, what? [\[help\]](#)

Not applicable for this non-project action

- e. What is the current zoning classification of the site? [\[help\]](#)

Not applicable for this non-project action

- f. What is the current comprehensive plan designation of the site? [\[help\]](#)

Not applicable for this non-project action

- g. If applicable, what is the current shoreline master program designation of the site? [\[help\]](#)

Not applicable for this non-project action

- h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [\[help\]](#)

Not applicable for this non-project action

- i. Approximately how many people would reside or work in the completed project? [\[help\]](#)

Not applicable for this non-project action

- j. Approximately how many people would the completed project displace? [\[help\]](#)

Not applicable for this non-project action

- k. Proposed measures to avoid or reduce displacement impacts, if any: [\[help\]](#)

Not applicable for this non-project action

- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [\[help\]](#)

Not applicable for this non-project action

- m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any: [\[help\]](#)

Not applicable for this non-project action

9. Housing [\[help\]](#)

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [\[help\]](#)

Not applicable for this non-project action

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [\[help\]](#)

Not applicable for this non-project action

- c. Proposed measures to reduce or control housing impacts, if any: [\[help\]](#)

Not applicable for this non-project action

10. Aesthetics [\[help\]](#)

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

Not applicable for this non-project action

- b. What views in the immediate vicinity would be altered or obstructed? [\[help\]](#)

Not applicable for this non-project action

- b. Proposed measures to reduce or control aesthetic impacts, if any: [\[help\]](#)

Not applicable for this non-project action

11. Light and Glare [\[help\]](#)

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [\[help\]](#)

Not applicable for this non-project action

- b. Could light or glare from the finished project be a safety hazard or interfere with views? [\[help\]](#)

Not applicable for this non-project action

- c. What existing off-site sources of light or glare may affect your proposal? [\[help\]](#)

Not applicable for this non-project action

- d. Proposed measures to reduce or control light and glare impacts, if any: [\[help\]](#)

Not applicable for this non-project action

12. Recreation [\[help\]](#)

- a. What designated and informal recreational opportunities are in the immediate vicinity? [\[help\]](#)

Not applicable for this non-project action

- b. Would the proposed project displace any existing recreational uses? If so, describe. [\[help\]](#)

Not applicable for this non-project action

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [\[help\]](#)

Not applicable for this non-project action

13. Historic and cultural preservation [\[help\]](#)

- 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? If so, specifically describe. [\[help\]](#)

Not applicable for this non-project action

- 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. [\[help\]](#)

Not applicable for this non-project action

- 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. [\[help\]](#)

Not applicable for this non-project action

- 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. [\[help\]](#)

Not applicable for this non-project action

14. Transportation [\[help\]](#)

- 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. [\[help\]](#)

Not applicable for this non-project action

- 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? [\[help\]](#)

Not applicable for this non-project action

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [\[help\]](#)

Not applicable for this non-project action

- 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). [\[help\]](#)

Not applicable for this non-project action

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

Not applicable for this non-project action

- 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? [\[help\]](#)

Not applicable for this non-project action

- 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. [\[help\]](#)

Not applicable for this non-project action

- h. Proposed measures to reduce or control transportation impacts, if any: [\[help\]](#)

Not applicable for this non-project action

15. Public Services [\[help\]](#)

- 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. [\[help\]](#)

Not applicable for this non-project action

- b. Proposed measures to reduce or control direct impacts on public services, if any. [\[help\]](#)

Not applicable for this non-project action

16. Utilities [\[help\]](#)

- a. Circle utilities currently available at the site: [\[help\]](#)
 electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,
 other _____

Not applicable for this non-project action

- 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. [\[help\]](#)

Not applicable for this non-project action

C. Signature [\[help\]](#)

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: _____

Name of signee Liz WilliamsPosition and Agency/Organization: Planner, Kitsap County Department of Community
DevelopmentDate Submitted: 8/6/2019**D. Supplemental sheet for nonproject actions** [\[help\]](#)**(IT IS NOT NECESSARY to use this sheet for project actions)**

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

This non-project action is not likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise. Individual project actions that may occur following these amendments are subject to applicable project level environmental review.

Proposed measures to avoid or reduce such increases are:

None.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

This non-project action is not likely to affect plants, animals, fish, or marine life. Individual project actions that may occur following these amendments are subject to applicable project level environmental review.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

None.

3. How would the proposal be likely to deplete energy or natural resources?

This non-project action is not likely to deplete energy or natural resources. Individual project actions that may occur following these amendments are subject to applicable project level environmental review.

Proposed measures to protect or conserve energy and natural resources are:

None.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

This non-project action is not likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection. Individual project actions that may occur following these amendments are subject to applicable project level environmental review.

Proposed measures to protect such resources or to avoid or reduce impacts are:

None.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

This non-project action is not likely to affect land and shoreline use. Individual project actions that may occur following these amendments are subject to applicable project level environmental review.

Proposed measures to avoid or reduce shoreline and land use impacts are:

None.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

This non-project action is not likely to increase demands on transportation or public services and utilities. Individual project actions that may occur following these amendments are subject to applicable project level environmental review.

Proposed measures to reduce or respond to such demand(s) are:

None.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

This non-project action does not conflict with local, state, or federal laws or requirements for the protection of the environment.