

Silverdale Center Plan and Design Standards

Planning Commission Meeting

October 21st, 2025

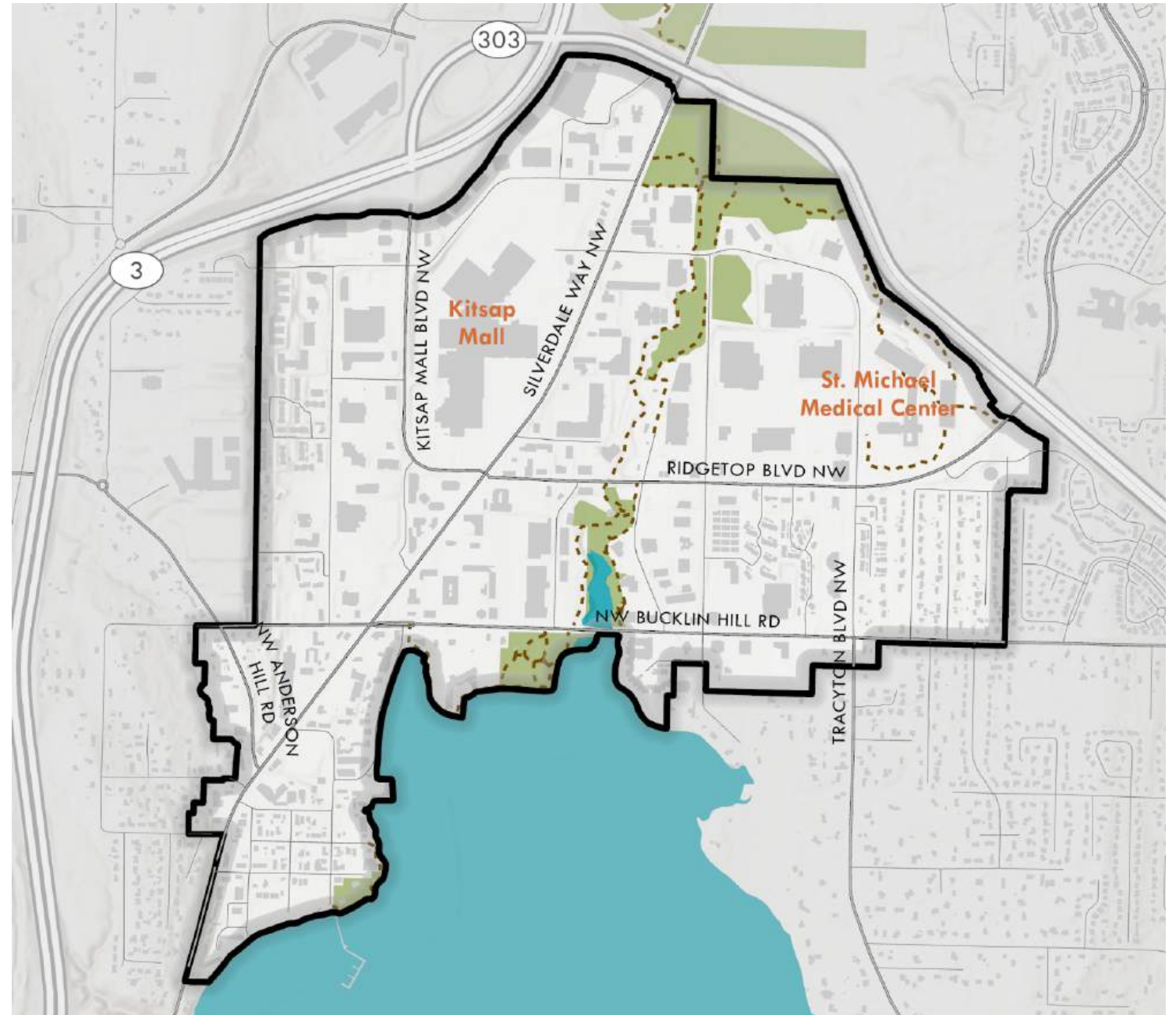


BERK Parametrix

SH&A
SETH HARRY & ASSOCIATES
ARCHITECTS & PLANNERS

Project Objectives

- Silverdale Center Plan was updated as part of the 2024 Comprehensive Plan update
- **What's needed?**
 - Update vision (last updated in 2006)
 - Greater detail on land use, public investment, transportation, design standards, and development code
 - Clear strategies for accommodating growth and infrastructure



Regional Center Plan – Reminder

Why?

- Silverdale is a designated **Regional Growth Center (urban)** –a cornerstone of Kitsap County's growth strategy.
- Maintaining this status is essential for accessing **regional transportation and infrastructure funding**.
- Silverdale does not yet meet the minimum standards required **for recertification by the Puget Sound Regional Council (PSRC)**, scheduled for December 2025.

The Vision was last updated in 2006, this initiative offers an opportunity to set new goals, address emerging needs, and introduce greater specificity through concrete action items and projects.

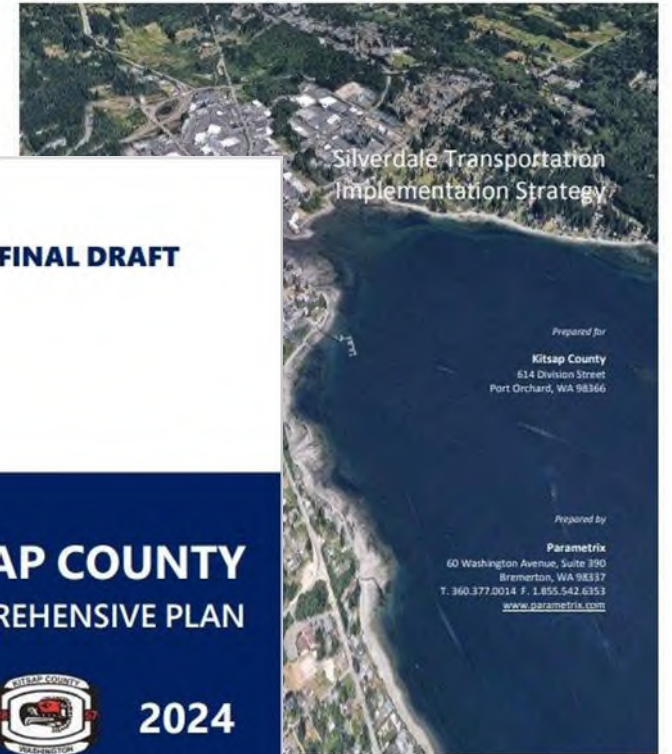
Silverdale Center Status and PSRC Criteria

Centers Criteria	Metric	Silverdale
Compact Walkable Shape	Generally Round or Square	Yes ✓
Existing Density (current year)	18 Activity Units/Acre	17.3
Planned Future Density (2044)	45 Activity Units/Acre	Current estimate at 46.2 (growth scenarios analysis could increase this)
Planned Mix of Res/Emp	15% min	Yes ✓
Existing or Planned Fixed Route Transit Service	<15 min service, 16 hr/day	New circulator routes began in 2024, frequency to increase with demand
Market Potential	Evident potential to support growth targets	Market study underway (May)
Clear Regional Role	Planning in support of growth	Center is primary destination for medical and retail services

A key goal is to support the creation of a subarea plan that is consistent with the Puget Sound Regional Council (PSRC) VISION 2050 Guidance for Regional Growth Center Plans. PSRC states that: “[**regional growth centers**] have an **important regional role, with dense existing jobs and housing, high-quality transit service, and planning for significant growth. These centers may represent areas where major investments — such as high-capacity transit — offer new opportunities for growth.**” They are positioned where most of the region’s significant business and cultural facilities locate and grow. [2025 Silverdale Center Plan – Market Study Link](#)

Building on and Coordinating Efforts

- 2025 Silverdale Regional Center Market Study
- Kitsap Transit Upgrades and Plans
- 2018 Transportation Implementation Strategy
- Prior Community Engagement Findings
- 2024 Comprehensive Plan, the Silverdale Regional Center Subarea Plan
- Silverdale Design Standards, and Silverdale Design Districts
- PSRC requirements, aligning potential strategies with housing and job growth targets.



Project Overview



Vision & Opportunities

Regional Center Plan

Design Standards

Spring 2025

Review Existing
Conditions
Community Visioning
Market Study

Summer 2025

Community
Workshops
Hot Topic Discussions
Design Concepts

Fall 2025

Draft Plan
Draft Design
Guidelines
Implementation Strategies

PSRC Checklist



Winter 2026

Final Plan
Final Design
Guidelines
Integrate into Comp Plan

TRANSPORT

HOUSING

PUBLIC PARKS

NOT AT ALL

A LITTLE

SOMEWHAT

MOSTLY

COMPLETELY

1

3

22

11

0

0

1

16

14

1

0

6

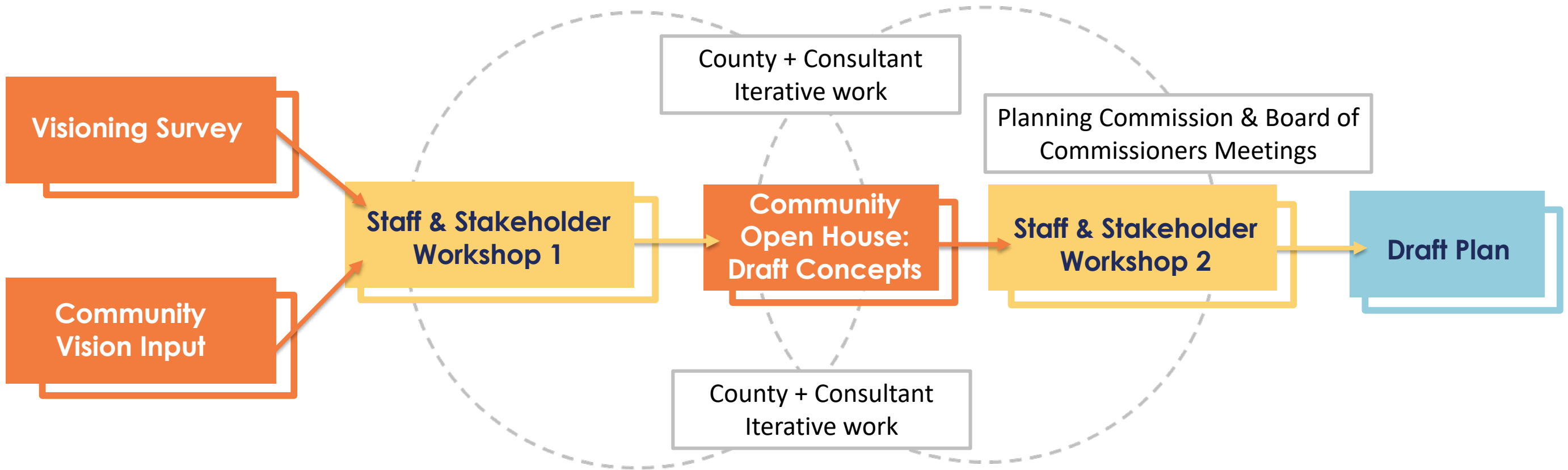
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16

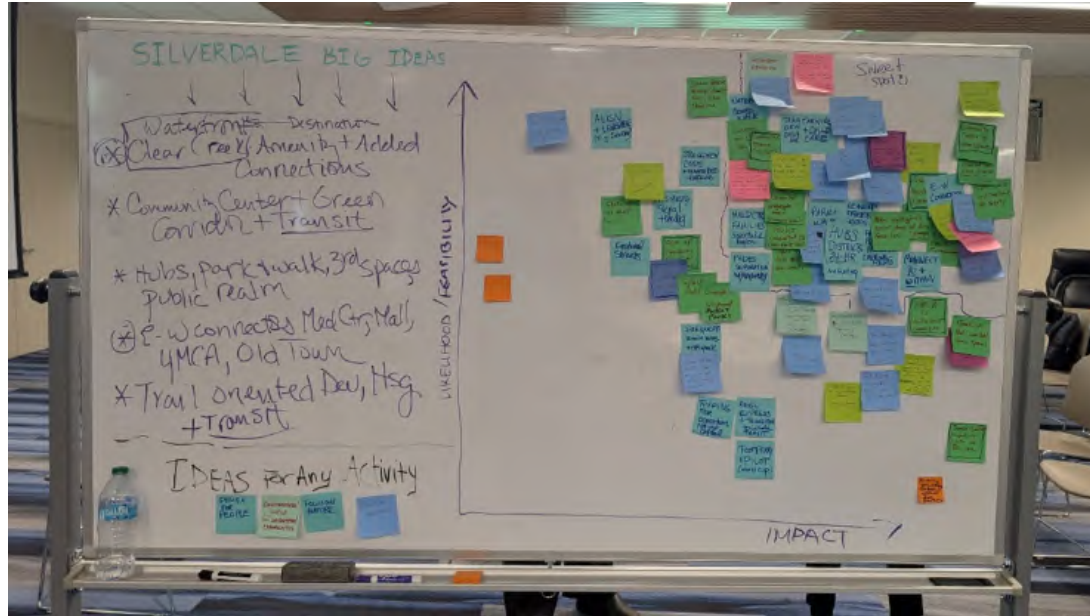
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Engagement

Engagement Overview



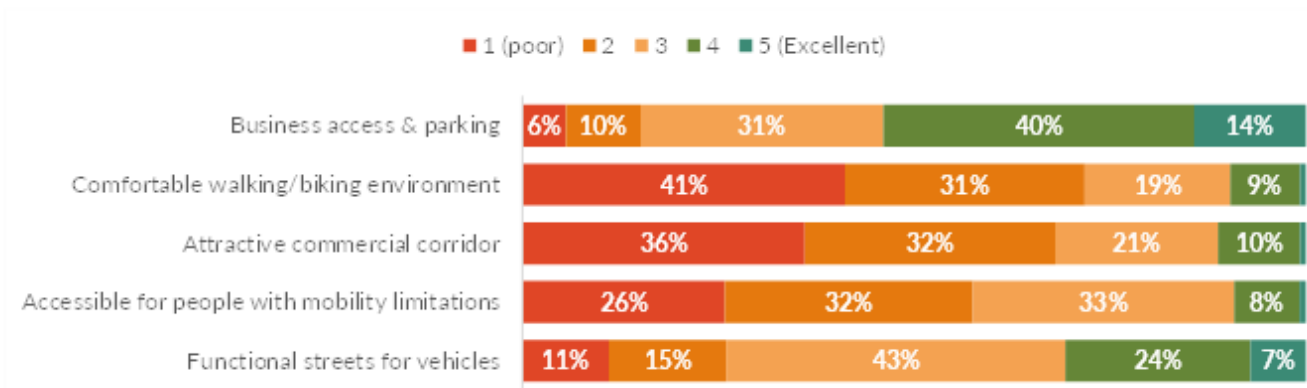
Engagement



Survey & Public Meeting 1 (Virtual)

Exhibit 6. How Well the Silverdale Center Fulfills Needs (n = 127)

Survey question: "How well does the current Silverdale Center fulfill the following needs? (1 = Poor, 5 = Excellent)"



Source: BERK, 2025.

What types of commercial development or services would you like to see more of in the Silverdale Center and where?
Options (for inspiration)

Notes:

- While we might not need more big box, what we have is nice and convenient. Putting that all in one place.
- Uptown Gig harbor is vibrant (example)
- Senior: replacement community center. Study done in 2016 - virtual community center. About 20% of seniors service and is growing. Significant need for services. A local military that provides care.
- We need to become a growing business. Opportunity for engagement with neighborhood and bring effort to visit.
- just a note - A lot of people come from Jefferson county to shop in Kitsap to shop and use medical services. They bring money in.
- Hotel/lodging - for people who come to visit.
- other?

Options (for inspiration):

- Grocery or specialty food markets
- Convenience stores/pharmacies
- Big box retail
- Boutique stores/small retail
- Mixed-use development/retail cluster
- Local coffee shops and bakeries
- Restaurants/Special Occasion
- Chain/Fast food
- Bars/Breweries
- Walkable shopping centers
- Co-working or maker spaces
- Child care services
- Wellness/Beauty
- Auto/Insurance/Print/Other etc.
- Drive thru

Comments:

- Half my income went to child care as a single parent. Child care is very important.
- Extremely important for young families that use of long. Not sure how we get about adding more.
- About removing barriers.
- Currently the center is "it is 11:00 am. After school hours, it's a busy place to be. Opportunity to have a young professional come and have their children nearby.
- Second the walkability of the street is important. Make the street more walkable. Make the street more walkable for business, not just for business, but for the community.
- Geographic dispersion of stores and facilities right now requires a lot of driving. One place might be hard to afford driving - these kind of businesses kind of etc. on their own.
- Also these days, more delivery options available.

June 26 Staff & Stakeholder Workshop 1

- **Strengthen East-West Connectivity** and enhance ped/bike connectivity between areas: Mall ↔ Hospital, YMCA, Old Town.
- **Trail-Oriented Development:** Leverage Clear Creek as a green corridor linking housing, transit, amenities, and community spaces.
- **Design for “Two Silverdales”:** Consider everyday needs and destination needs. Apply context-specific design approaches rather than a one-size-fits-all model.
- **Housing Diversity:** Support a mix of housing types throughout Center, including higher density and affordable options.
- **Distinct Retail Environments:** Shape Old Town around urban design and walkability, maintaining character. Reimagine the Mall area with its own public realm experience and as community asset
- **Micro-Activation & Placemaking:** Pocket parks, street improvements, and small gathering spaces along arterials and major areas
- **Waterfront as a Destination:** Create a continuous trail/boardwalk connecting Clear Creek to Old Town and future ferry service



Aug 20 – Public Open House

Transportation & Connectivity

How much does this reflect your vision?
Use a push pin & share your thoughts on a matching color post-it note!

East-West Connectivity • Trail Oriented Development: Reinforcing the Clear Creek trail corridor, adding to regional trail connectivity, and providing a safe, multi-modal corridor for walking, biking, rolling, driving, and transit.

B **INTERIM - PUBLIC SPACE/MULTIMODAL IMPROVEMENTS:** Safe and secure pedestrian walking, biking, and rolling corridors, adding to regional trail connectivity, and providing a safe, multi-modal corridor for walking, biking, rolling, driving, and transit.

FUTURE - ACTIVE BELT FRONTAGE: Safe and secure pedestrian walking, biking, and rolling corridors, adding to regional trail connectivity, and providing a safe, multi-modal corridor for walking, biking, rolling, driving, and transit.

C **Multimodal Improvements:** Safe and secure pedestrian walking, biking, and rolling corridors, adding to regional trail connectivity, and providing a safe, multi-modal corridor for walking, biking, rolling, driving, and transit.

Waterfront Boardwalk & Transit: Safe and secure pedestrian walking, biking, and rolling corridors, adding to regional trail connectivity, and providing a safe, multi-modal corridor for walking, biking, rolling, driving, and transit.

Silverdale Center / Big Ideas

- Stronger east-west connectivity
- Clear Creek trail corridor
- Safe, multimodal streets for walking, biking, rolling, driving, and transit
- Future ferry and water transit connections

Silverdale Regional Center Plan

Transportation & Connectivity



How accurately does this reflect your vision?

Not At All	1
A Little	3
Somewhat	22
Mostly	11
Completely	0

Housing & Commercial Development



How accurately does this reflect your vision?

Not At All	0
A Little	1
Somewhat	16
Mostly	14
Completely	1

Public Spaces & Parks



Not At All	0
A Little	6
Somewhat	6
Mostly	16
Completely	2

Aug 20 – Public Open House

Here are some key points from the full group discussion:

Transportation & Connectivity

- Safe biking and walking.
- Multimodal access.

Parks, Urban Design & Streetscape

- Green space & comfort.
- Placemaking & visual appeal.
- Pocket parks seen as local assets.
- Activate Clear Creek as a community amenity.
- Support for pocket parks, shade trees, beautification projects, and community centers.
- Improve connectivity to and celebrate the waterfront

Community Engagement & Placemaking

- Small-scale projects matter.
- Preserve Old Town identity.
- More parks and recreational amenities are desired, including a community/recreation center.
- Safety, maintenance, and diversity of activities are key concerns.

Housing & Development

- Interest in infill housing, mixed-use projects around Clear Creek.
- Interest in affordable and “missing middle” housing.
- Balance growth with parking, infrastructure capacity, and traffic flow.

Implementation & Governance

- Questions about zoning.
- Tension between achieving “low-hanging fruit” quick wins and tackling larger investments.
- Concerns about timelines, accountability.
- Local control & GMA context.
- Learning from past projects.

Economic Vitality & Urban Form

- Concerns about vacant commercial space and retaining businesses.
- Desire for Old Town to build a distinct while preserving its historic character.
- Interest in redesigning the mall as an open-air, mixed-use space.

Sept 30th Staff & Stakeholder Workshop 1

Note: Key Takeaways from the meeting are presented on Slide 35-40 as next steps

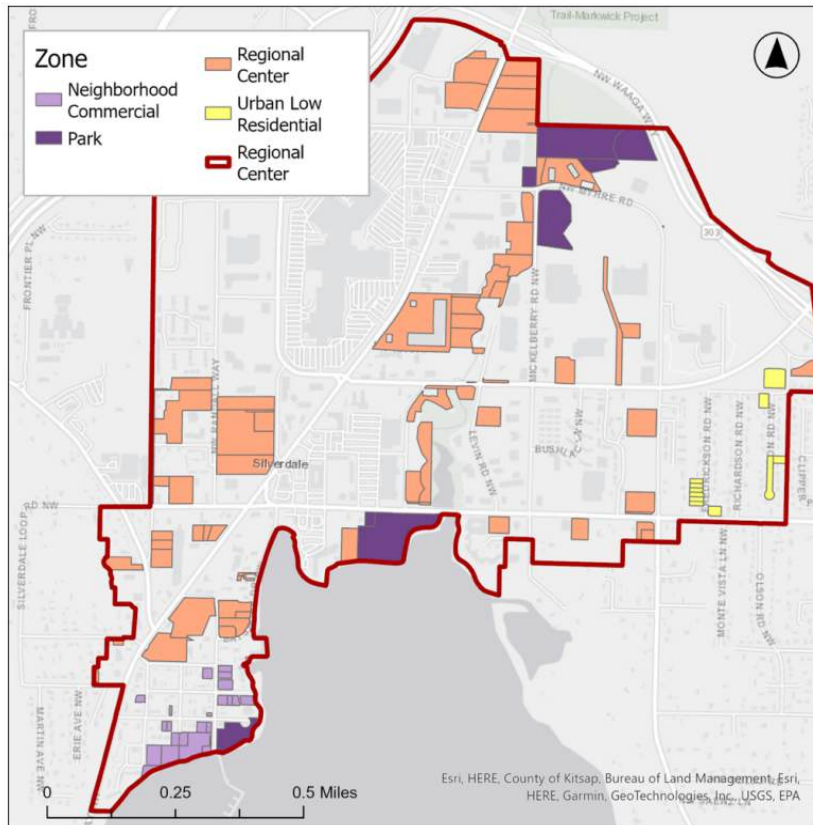


Plan Concepts



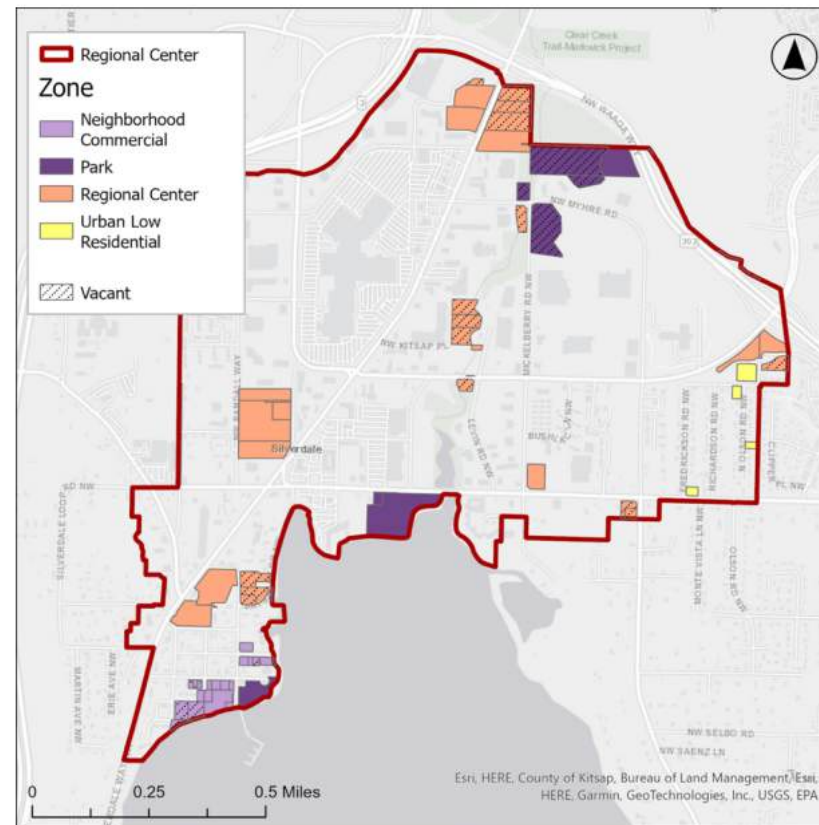
2025 Market Study – Infill Opportunities

Vacant Parcels



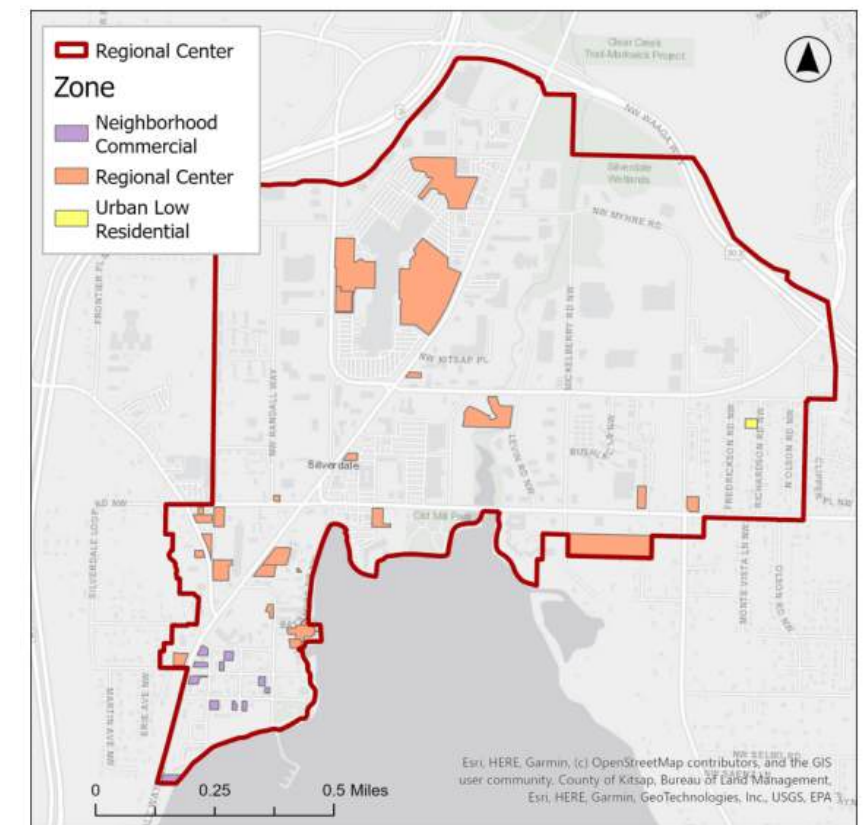
Data Source: ECONorthwest, Kitsap County Assessor Data

Publicly Owned Parcels



Data Source: ECONorthwest, Kitsap County Assessor Data

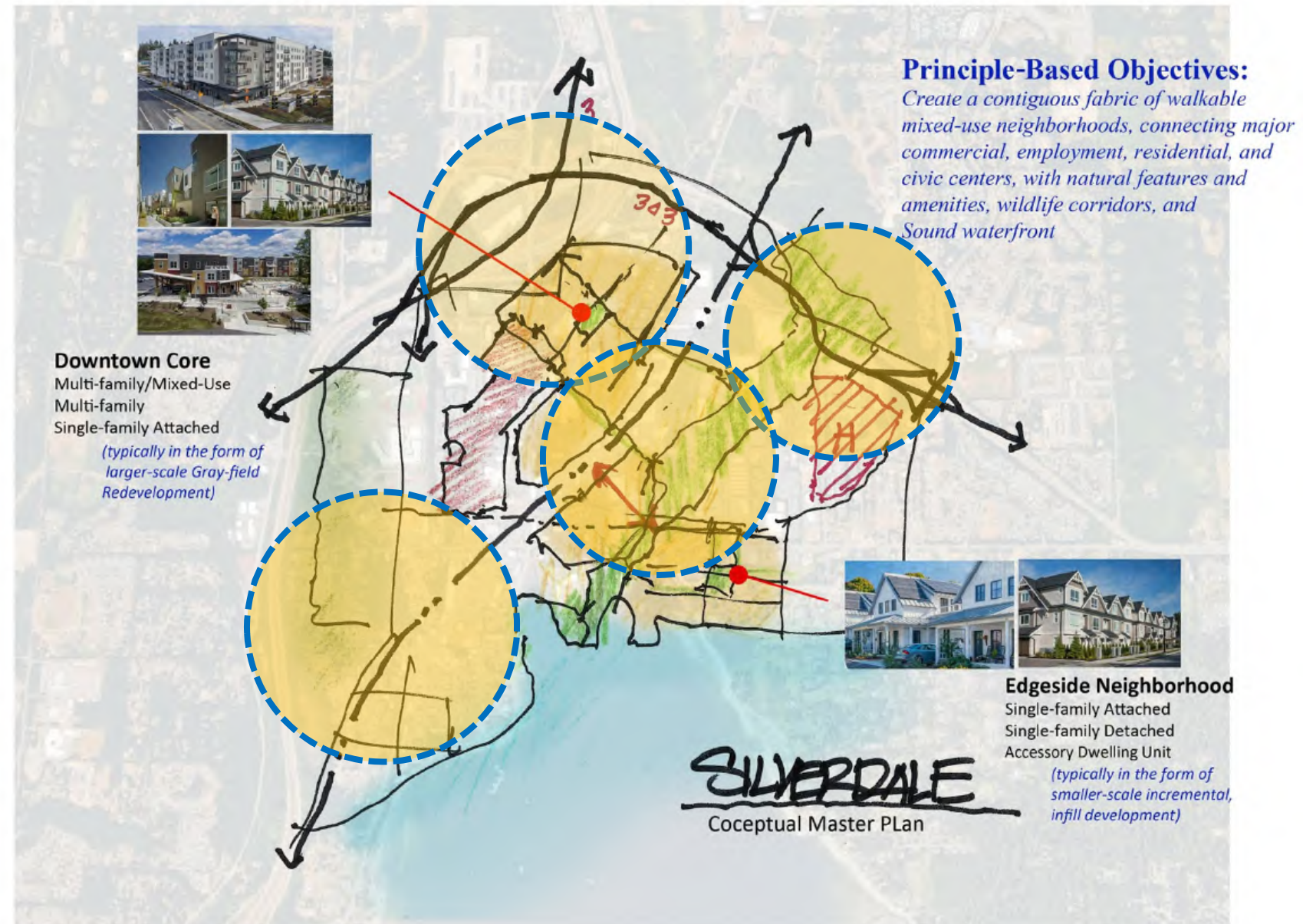
Underutilized Parcels



Data Source: ECONorthwest, Kitsap County Assessor Data

Urban Design Principles

- ✓ Create a **contiguous fabric of walkable, mixed-use neighborhoods**
- ✓ **Connect major commercial, employment, residential, and civic centers, with natural features and amenities**, wildlife corridors and waterways, and Puget Sound waterfront.
- ✓ **Homes for all:** Diverse, affordable, and higher-density housing choices
- ✓ **Linked destinations:** Distinct placemaking for Old Town and the Mall area
- ✓ **Build on existing strengths and fabric**



Trail Oriented Development TrOD

- ✓ East-west connectivity
- ✓ Community-oriented
- ✓ Trail as back or front yard
- ✓ Safe and vibrant connections to retail/work/key destinations
- ✓ Activated nodes at the interface between the linear park/creek and the adjoining urban fabric



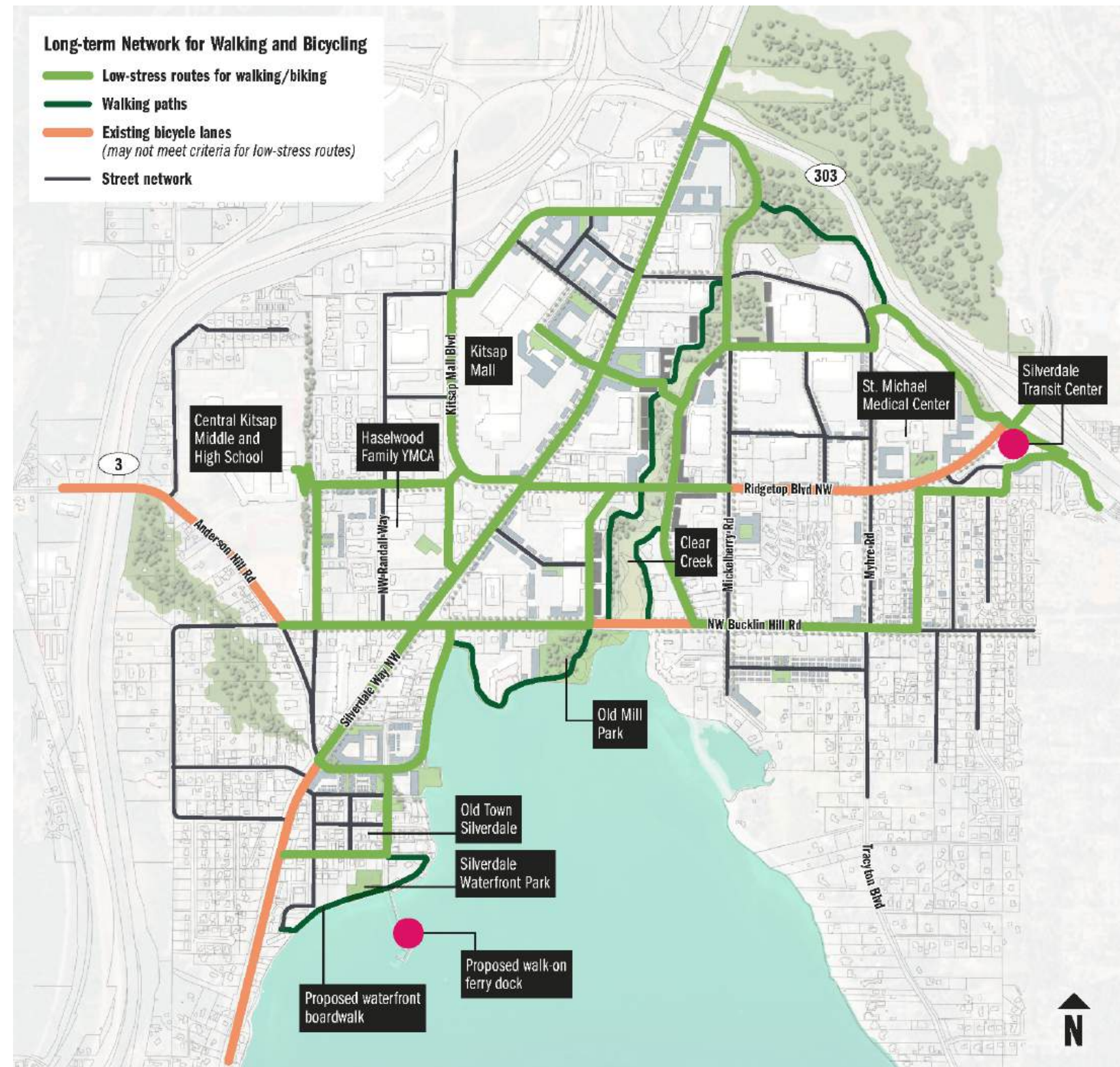
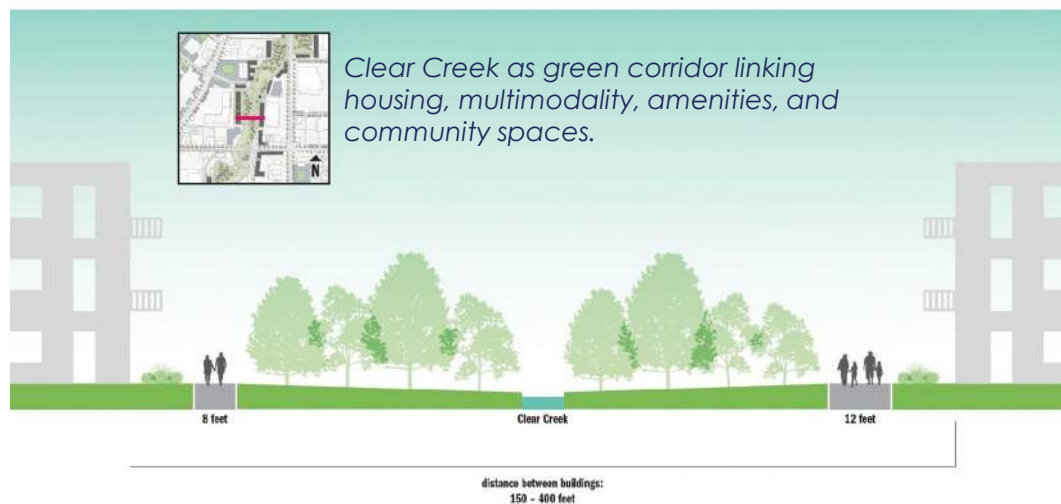
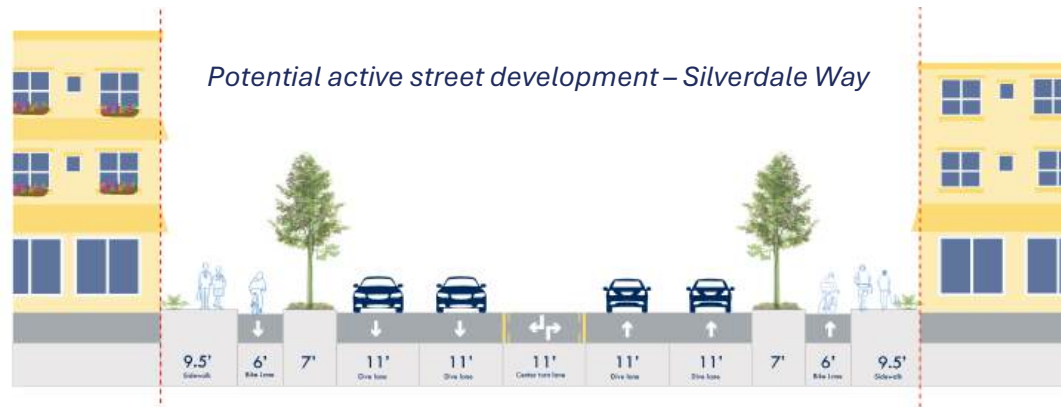
Example: Victoria TrOD



Example: Alewife Linear Trail, MA



Long-term Low Stress Network

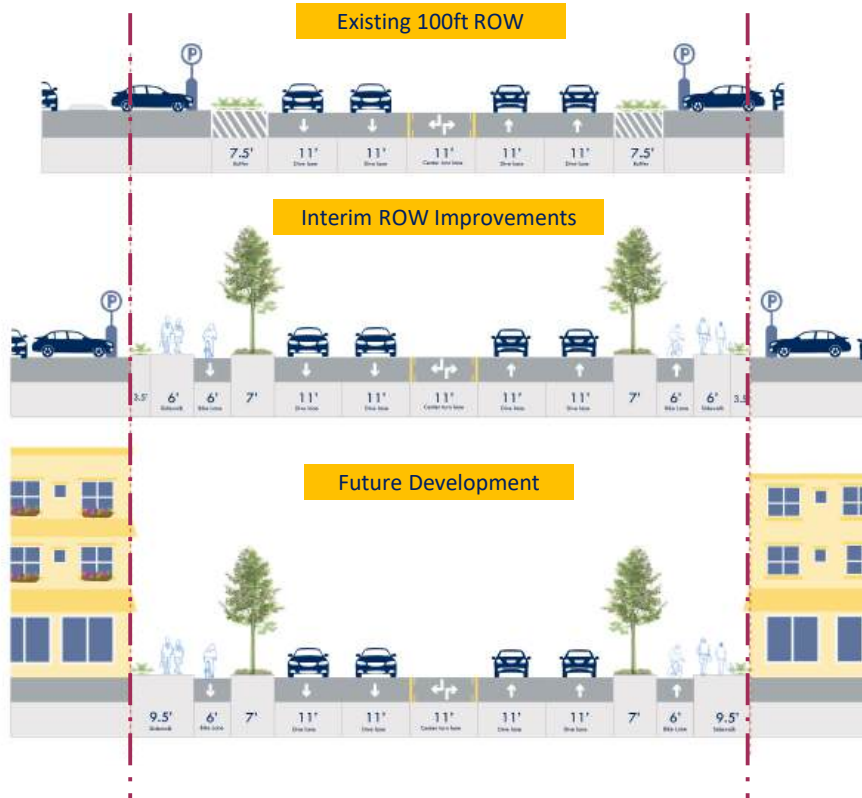


WSDOT Complete Streets

Level of Traffic Stress	Description	Bicyclist	Pedestrian
1	• Suitable for all ages and abilities • Children could walk or bike here independently. • Separated and/or barrier-protected.		
2	• Comfortable for most adults, including most adults experiencing disabilities. • Some separation, no barrier.		
3	• Tolerable for enthusiastic and/or confident adults. • Little space, no separation.		
4	• Only used by highly confident people, or those with no alternative. • No dedicated space, no separation		

Near-term Projects

- Walkable Silverdale Way
 - Low-stress route for walking/biking



Near-term Transportation Improvements

Walkable Silverdale Way and Poplar Ave
(proposed catalyst project)

Walk-on ferry dock (pilot)

Projects Planned or Under Way

Silverdale Way Preservation Project
(complete in 2025)

Bucklin Hill Road Preservation Project
(complete in 2025)

Ridgeway Phase 2
(complete in 2029)

Ridgeway Phase 3
(planned)

Projects Recently Completed

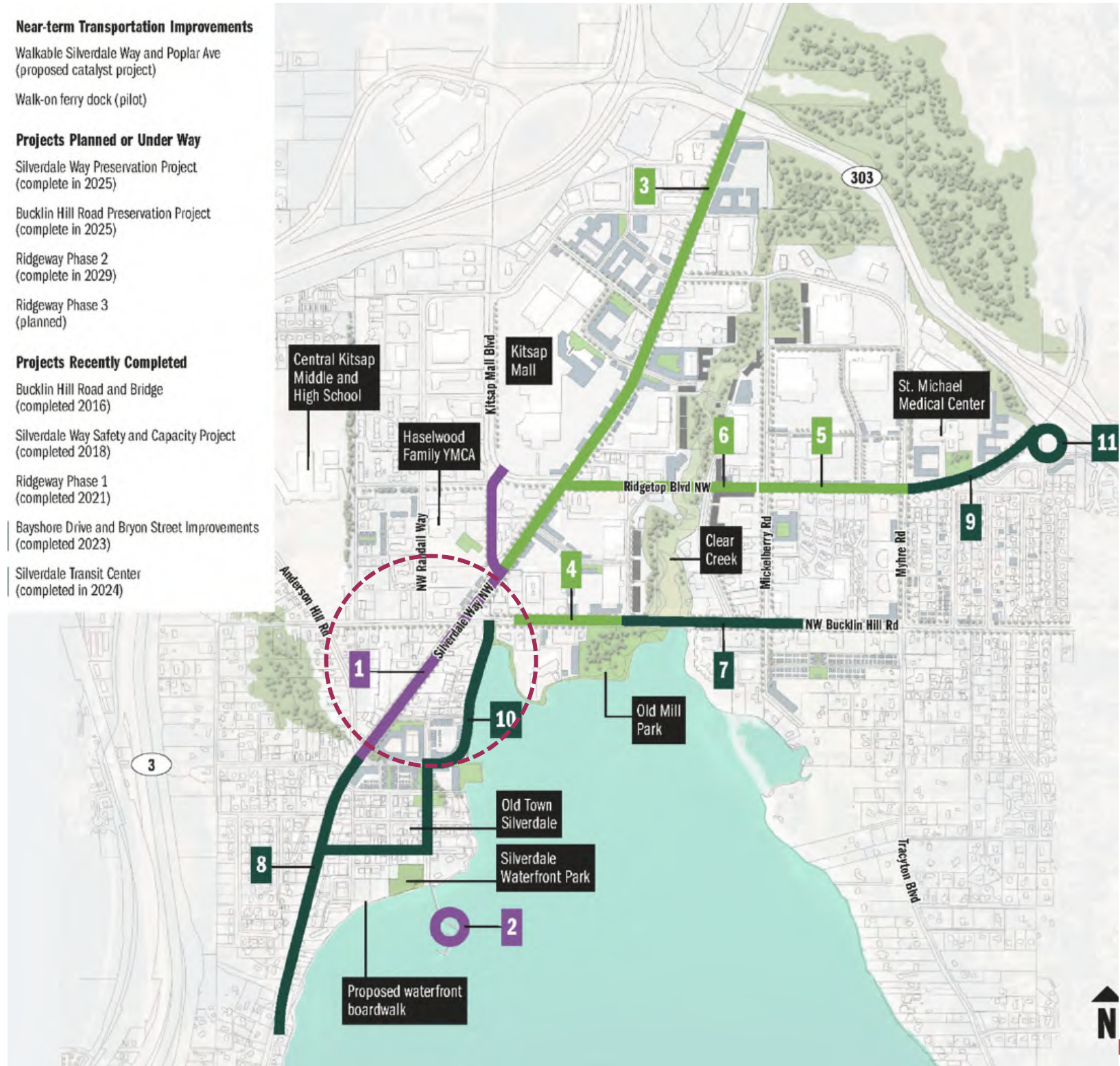
Bucklin Hill Road and Bridge
(completed 2016)

Silverdale Way Safety and Capacity Project
(completed 2018)

Ridgeway Phase 1
(completed 2021)

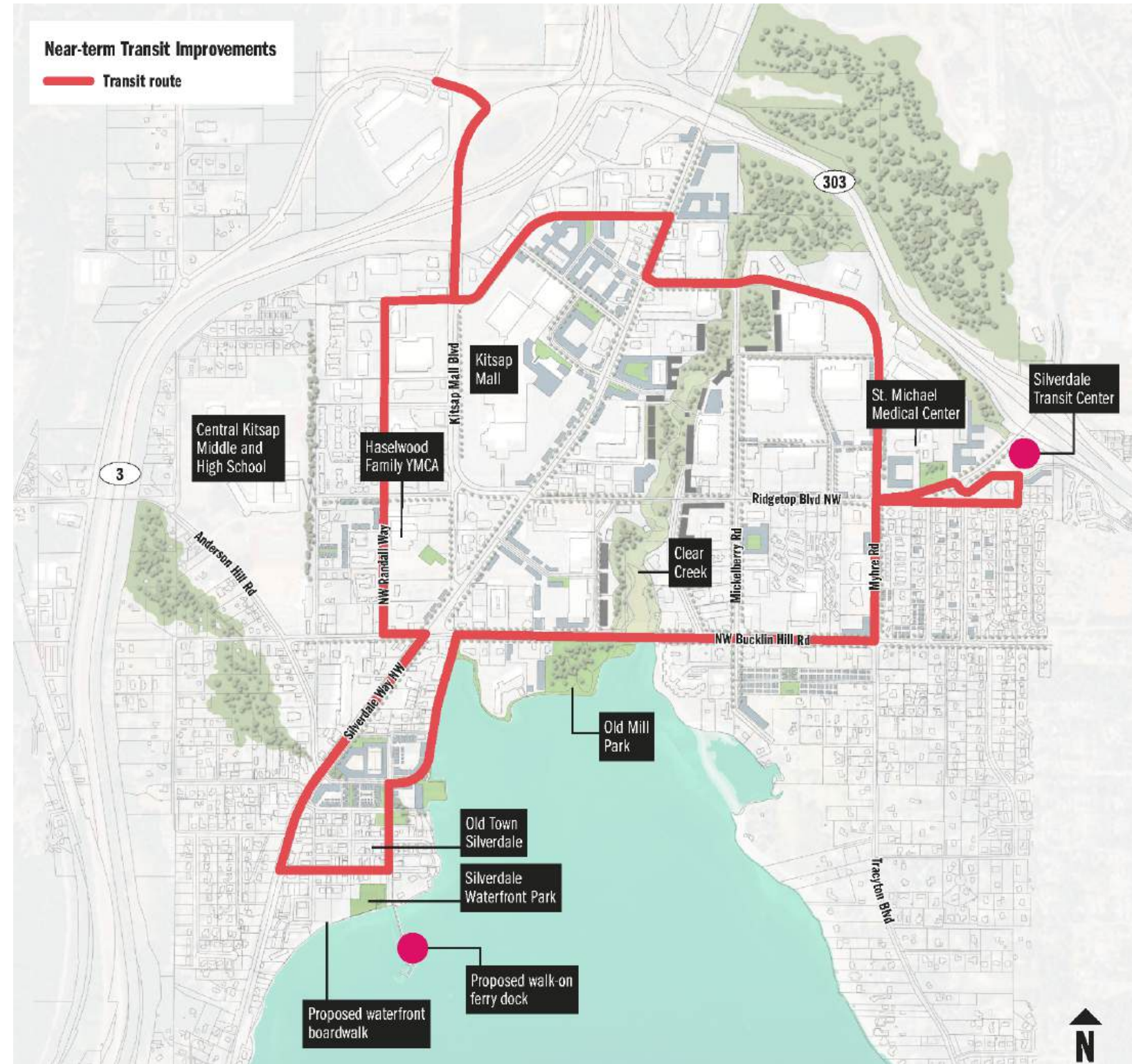
Bayshore Drive and Bryon Street Improvements
(completed 2023)

Silverdale Transit Center
(completed in 2024)



Near-term Transit

- Circulator bus routes
 - Kitsap Transit Long Range Plan
 - Connects: transit center, hospital, old town, Kitsap Mall
- Silverdale – Bremerton Walk-on Ferry
 - Weekend pop-up pilot in 2025



Long-term Improvements Silverdale Way

Existing 80ft ROW



Concept 1: 100ft ROW



Concept 2: 140ft ROW



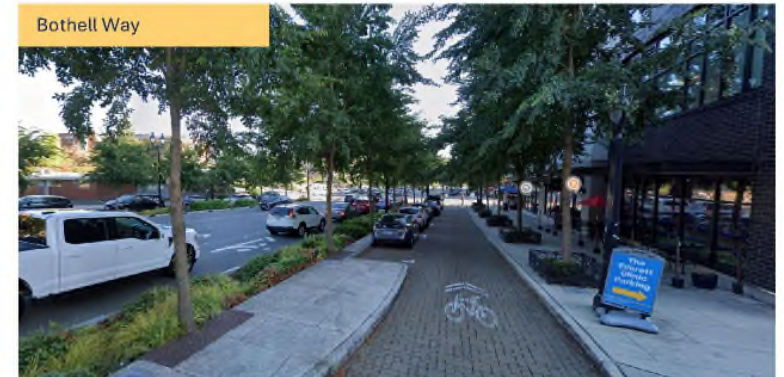
Existing Silverdale Way



Lake City Way (SR522)



Bothell Way



Parking Considerations



Maximize underutilized parking areas

Utilize a range of strategies including innovative, self-parking building types, green roofs, and mixed-use, to dramatically reduce impervious surfaces



Park Once and Walk

central public parking area serves multiple destinations within a walkable district, encouraging less car use and more pedestrian activity



Parking Structures

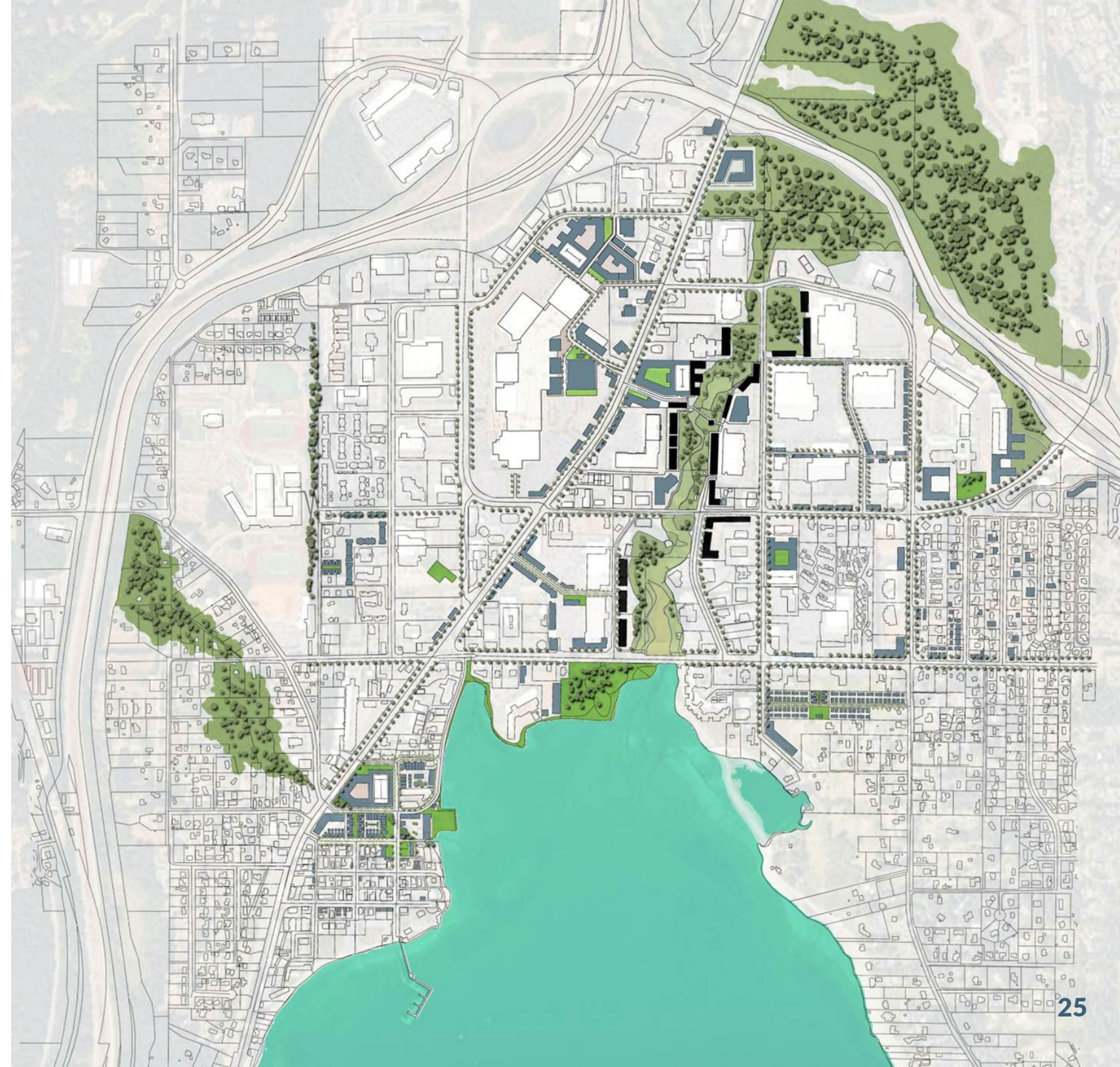
Adaptive/flexible structures - Designing with taller ground floors, generous floor-to-floor heights, flat slabs, and wider layouts allows future conversion for uses like courtyards or other functions



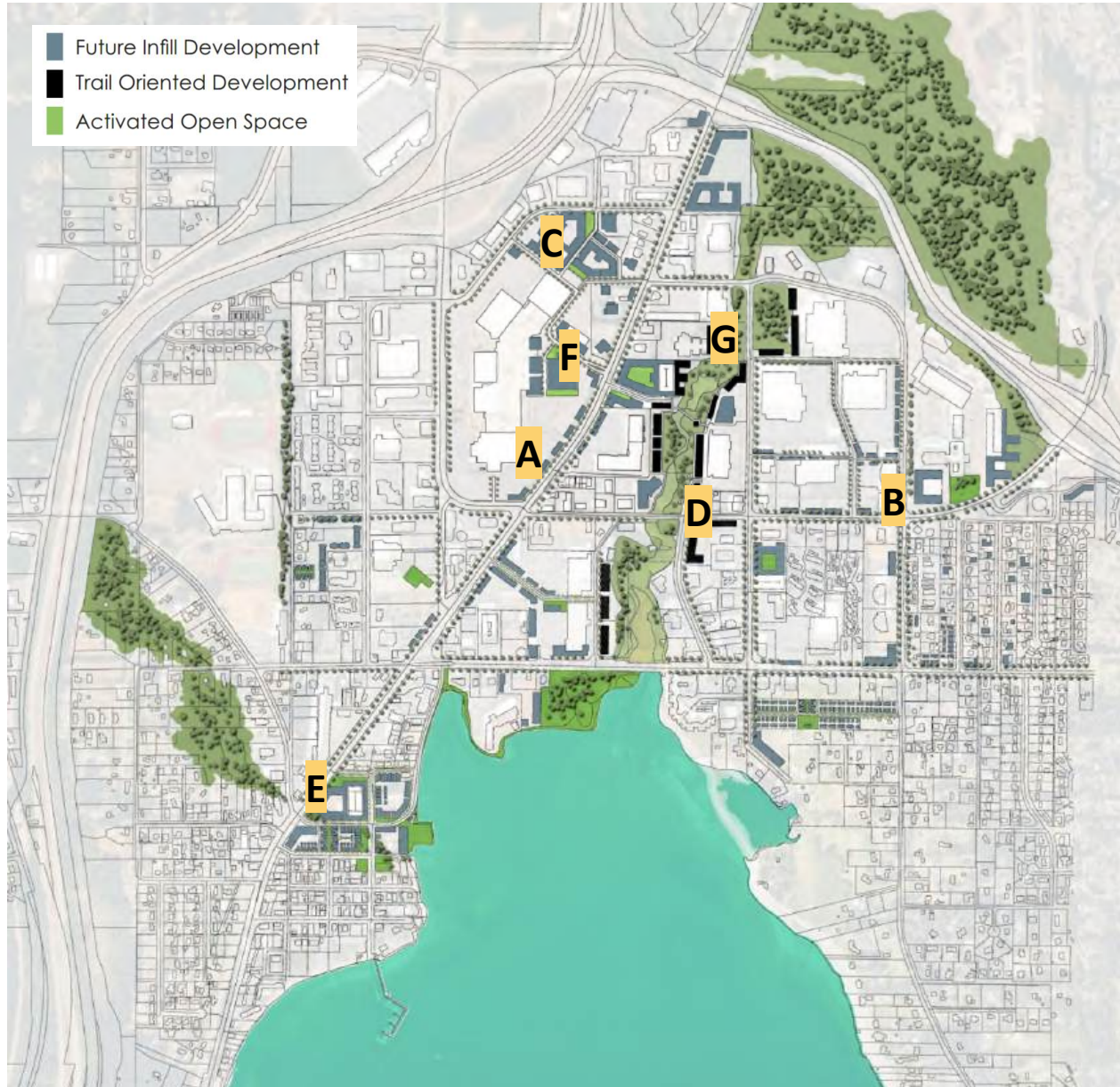
Urban Design & Infill Redevelopment

Conceptual Plan

- Future Infill Development
- Trail Oriented Development
- Activated Open Space



Infill Redevelopment Application



A **Liner buildings** fronting on major arterials and liner building types specifically designed to help manage elevation changes to facilitate connectivity and pedestrian access



B **Introducing modestly larger multi-unit building types** as a strategy for incremental densification



C **Redevelopment of impervious surface parking lots** with higher-value uses, like multi-family/mixed use, and public open space



D **Activated nodes at the interface** between the linear park/creek boardwalks and the adjoining urban fabric



E **Infill development in Historic Old Town** designed to not overwhelm the scale and feel of the existing community building fabric

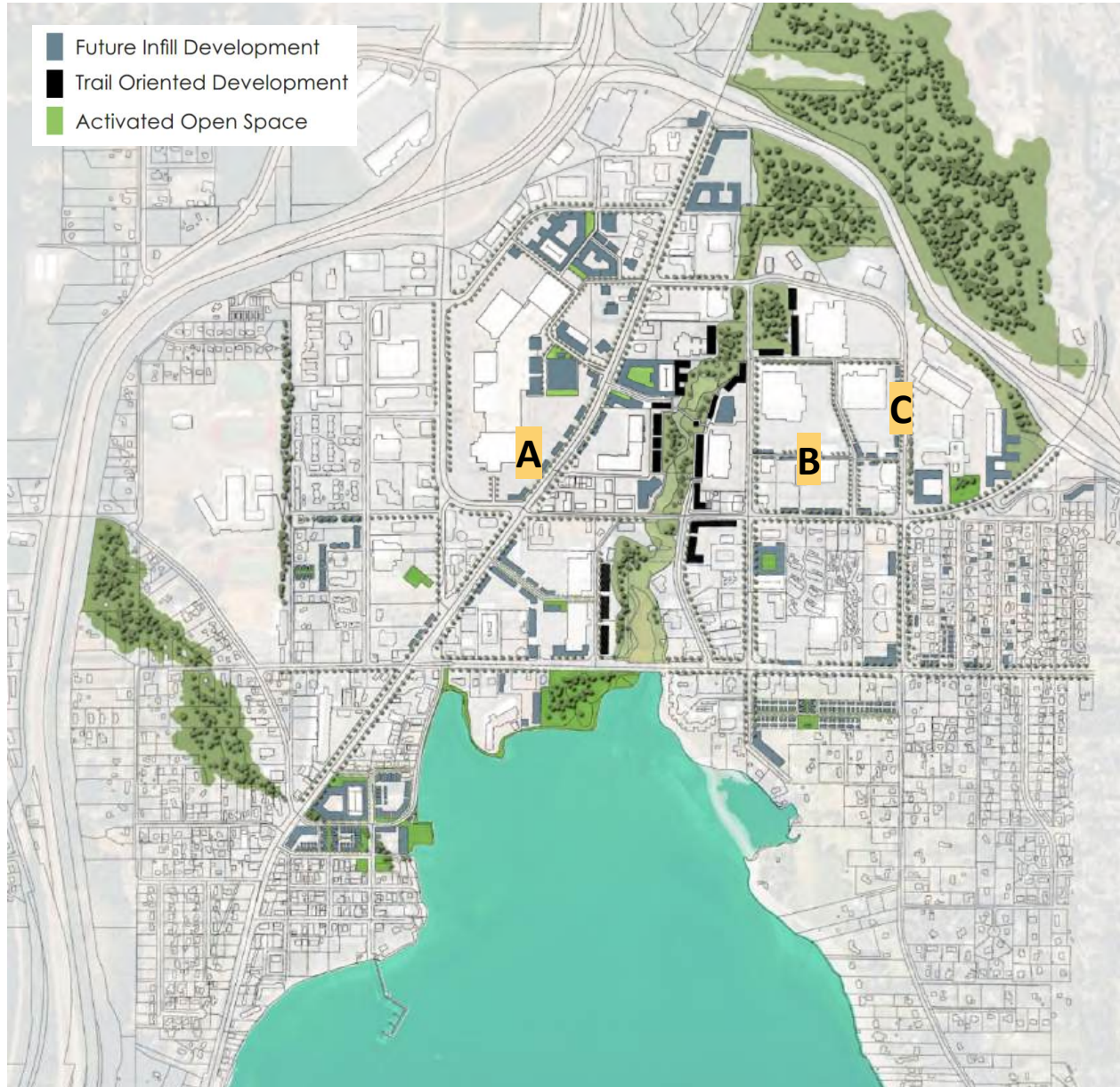


F **New urban fabric and street connections fully integrated with the existing mall pedestrian network**, to support new outdoor public event spaces with outdoor dining, etc.



G **Clear Creek Trail as a community backbone**, serving as an east-west connection and the “front/back yard” for future homes and local amenities

Liner building concepts - application



A

Liner buildings fronting on major arterials (existing parking lots), with an enhanced pedestrian environment including wider sidewalks, street trees, and pedestrian-scaled lighting



B

Liner buildings fronting on major arterials (big box blank walls), with an enhanced pedestrian environment including wider sidewalks, street trees, and pedestrian-scaled lighting



C

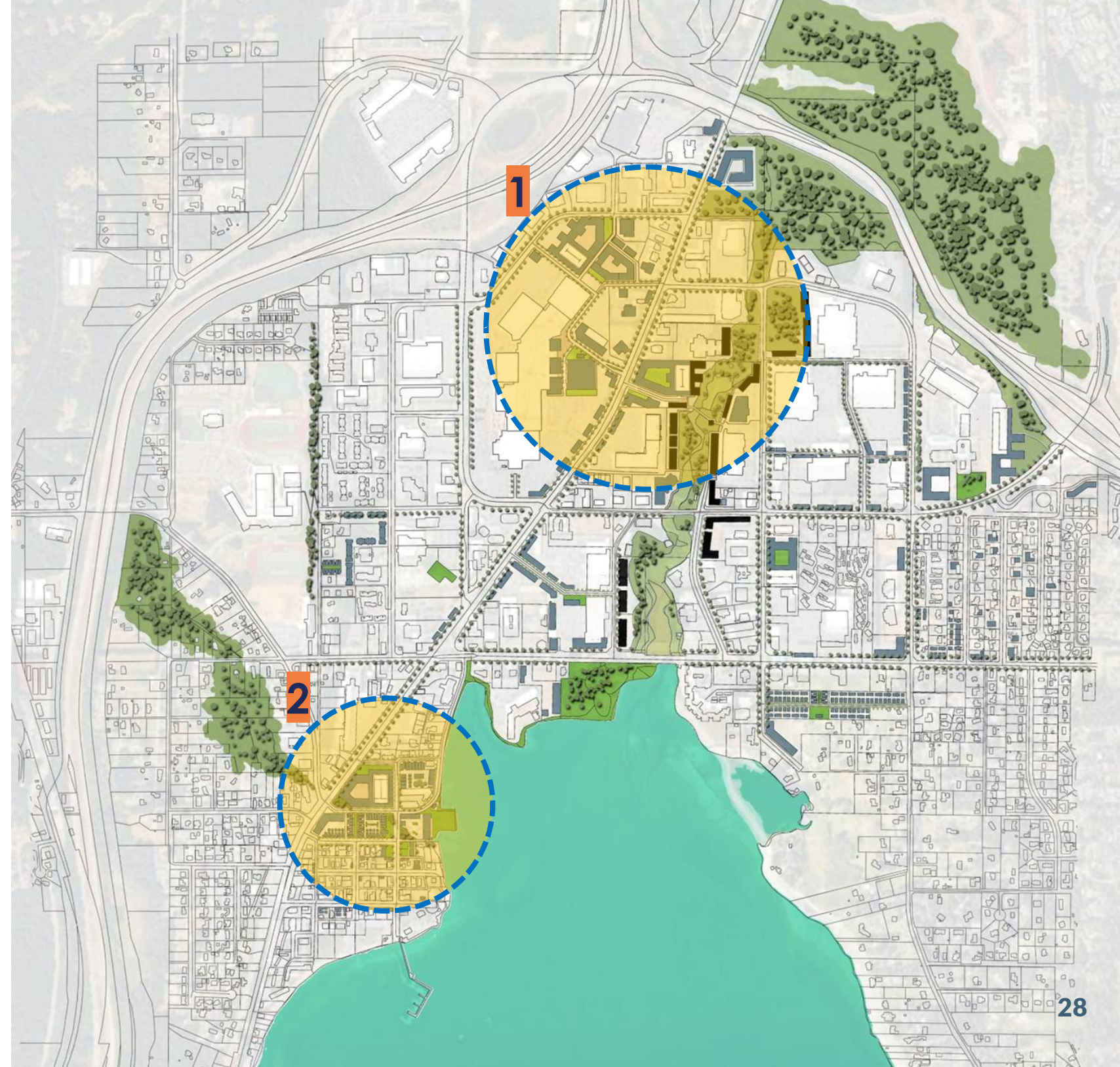
Liner building types specifically designed to help manage elevation changes to facilitate connectivity and pedestrian access.



Infill Redevelopment: Study Areas

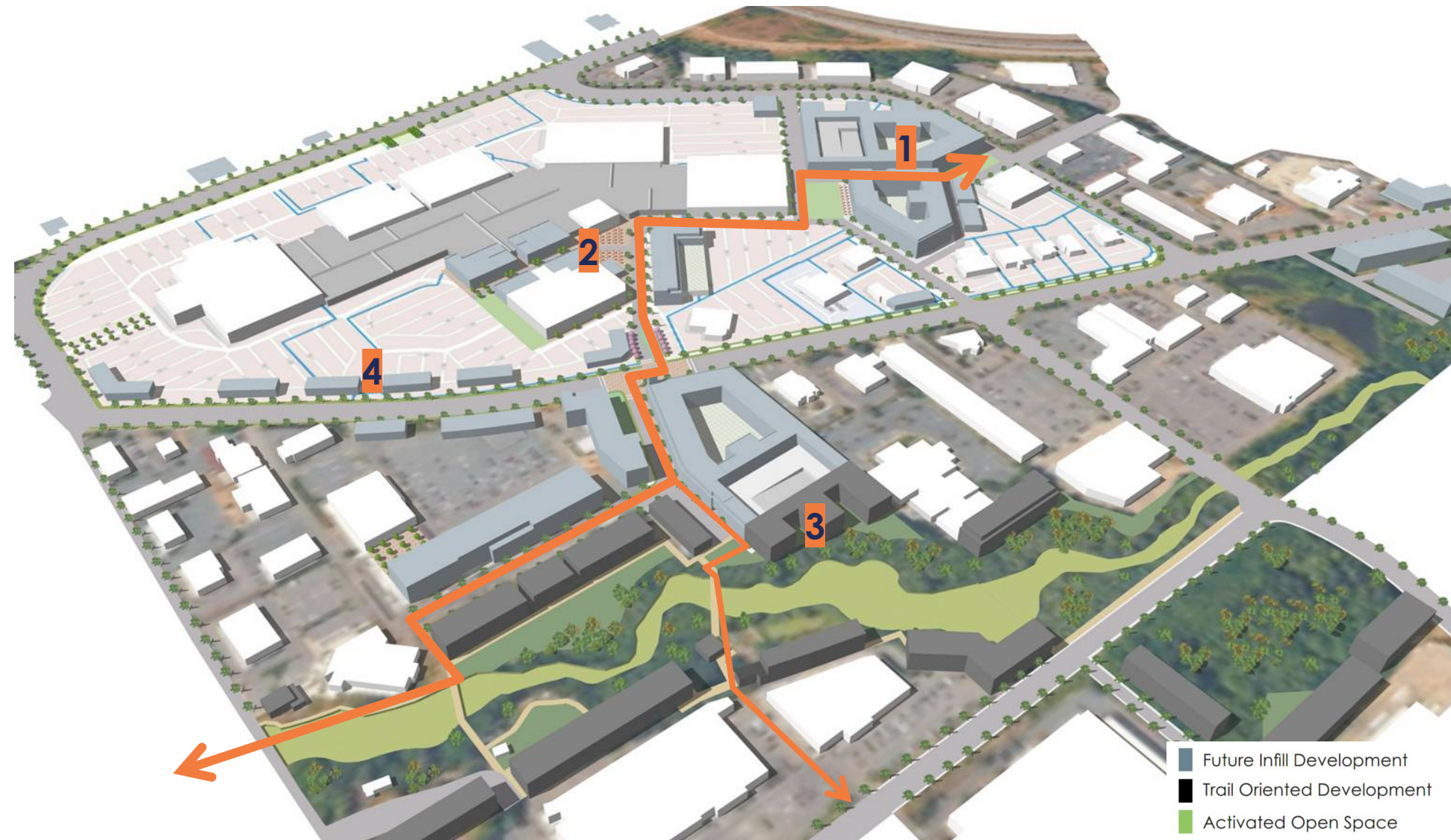
1 Mall – Creek Area

2 Old Town Transition Area



Mall-Creek Area

- 1** Under-utilized surface parking lots are redeveloped with **new Multi-family buildings**
- 2** New **urban “street”** cuts between a vacant Anchor space, re-tenanted as a Family Entertainment Center, and the existing mall common areas
- 3** Smaller-scale **trail-oriented development, east-west connection**
- 4** **Street activation** - Liner buildings fronting on major arterials



Mall-Creek Area



Old Town Transition

- 1 New Infill Multifamily/ Mixed-Use w/Structured Parking
- 2 New Infill SFA, and small Multi-unit residential
- 3 Shoreline walking path and New Waterfront Park
- 4 Small-scale infill Commercial/mixed- Use
- 5 Day-lit Strawberry Creek



- Small-scale/shallow depth commercial buildings, pulled up to sidewalk/on-street public



- Future Infill Development
- Trail Oriented Development
- Activated Open Space

Old Town Transition



- New two-block infill/redevelopment and new public thoroughfare showing a range of housing types and densities as a transition from the small-scale organic Old Town fabric transitioning toward the Silverdale Way frontage and more higher density zoning to the north.
- New public waterfront park, and smaller pocket parks as well as small-site infill commercial building types.



Top: Before view at the intersection of Silverdale Way and Anderson Hill Rd.
Bottom: Incremental densification – Multifamily infill building

Next Steps

Low Stress Network

Long-term Network for Walking and Bicycling

- Low-stress routes for walking/biking
- Walking paths
- Walking lanes
- Existing bicycle lanes
- Existing bicycle lanes for low-stress routes
- (may not meet criteria for low-stress routes)
- Street network

parking lot
legislation
parking lot
legislation
parking lot
legislation

Complete Streets

Next Steps



Vision & Opportunities



Regional Center Plan



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Review Existing
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9/30 Workshop Feedback: Transportation & Connectivity

Core message: Silverdale's transportation future hinges on a Complete Streets approach – combining connected trails, efficient transit, shared parking, and strong public-private partnerships to create a safe, walkable, and well-linked urban center.

➤ Complete Streets & Safety

- Broad support for Complete Streets policy and implementation.
- Pursue grants to fund Complete Streets and connectivity projects.
- Require frontage improvements as redevelopment occurs.
- Adopt-a-Street program for ongoing landscaping, cleanliness, and community ownership.
- Ensure safe, comfortable trail connections between key destinations.
- Expand pedestrian corridors separated from main roads for better comfort and safety.

➤ Transit & Mobility Network

- Transit loop = High priority
- Phase implementation –start with limited activity nodes, expand over time.
- Align phasing with Kitsap Transit's long-range plan (every ½ mile coverage).
- Potential shuttle/circulator system managed by the Silverdale Commerce Group.
- Ferry and shuttle integration (pop-up ferry, private shuttle from ferry to mall).
- Transit connections to Anderson Hill, library, school, port/waterfront, and St. Michael's.
- Explore 15-minute transit headways for high-activity areas.
- Combine transit and commercial funding (team transit + commerce).

➤ Parking & Land Use Strategy

- Lower parking requirements to encourage redevelopment and multimodal access.
- Shared parking encouraged –between businesses, at the mall, and other large lots.
- Optimize off-peak and underutilized parking (especially east mall lot).
- Consider parking structures at key nodes (mall, St. Michael's, waterfront).
- Wrap parking structures with commercial or active uses to maintain street vitality.
- Incentivize better pedestrian/bike routes across large parking lots.
- Manage on-street parking improvements along Silverdale Way.
- Explore flexible parking management (shared, priced, or time-based)

9/30 Workshop Feedback: Transportation & Connectivity

Core message: Silverdale's transportation future hinges on a Complete Streets approach – combining connected trails, efficient transit, shared parking, and strong public-private partnerships to create a safe, walkable, and well-linked urban center.

➤ Trails & Connectivity

- Strengthen trail connections (especially Clear Creek Trail)
- Connect trail system to major destinations (mall, schools, neighborhoods).
- Wayfinding and signage improvements for visibility and usability.
- Address challenges from private ownership near Clear Creek limiting connectivity.
- Encourage development patterns along trails similar to Safeway corridor.

➤ Funding & Partnerships

- Leverage grants as primary funding source (acknowledging their restrictions).
- Explore Tax Increment Financing (TIF) and Business Improvement Districts (BIDs) to fund transit, shuttles, and maintenance.
- Partnerships with large landowners to allow public transit uses on private lots.
- Involve business community in funding shuttles, maintenance, and security.
- Support private/public partnerships for ferry and trolley options

➤ Urban Form & Connectivity Vision

- Identify and connect activity zones in Silverdale's center.
- Use Silverdale Way, Ridgetop Blvd, and Kitsap Mall Blvd as the core transit network.
- Consider dedicated corridors –one road prioritized for cars, another for buses.
- Foster walkability and cycling, balancing sidewalk space between modes.
- Support “15-minute community” principles –all essentials within short walking or transit access.

9/30 Workshop Feedback: Urban Design & Infill

Core message: Silverdale's urban infill strategy should balance housing growth, infrastructure capacity, and community identity –leveraging partnerships, transit, and art to create a livable, connected, and resilient urban core.

➤ Housing & Development

- Focus on workforce / middle-income housing and missing middle.
- Explore hospital- and military-sponsored housing.
- Near-term: Relax regulations to incentivize housing (e.g., reduced setbacks, lower fees).
- MFTE (Multifamily Tax Exemption) consideration for Silverdale.
- TOD (Transit-Oriented Development) along transit corridors = top priority.
- Raise height limits in exchange for active streets and retail corners.
- Phased mixed-use: bottom floor to commercial standards.
- "Seed" one catalytic development to spark more housing growth.
- Evaluate housing near the mall –potential for revitalization, walkability, mixed-use.

➤ Infrastructure & Environment

- Sewer pipeline upgrade in Clear Creek (capacity planning for added density).
- Balance future growth with congestion, air quality, and sea-level rise (Strawberry Creek).
- Consider urban exception for stream setbacks to allow infill. (Critical Ordinance)
- Add trees and landscaping while planning for maintenance (via BID/community-driven upkeep)
- Transit is a major priority for supporting higher density.
- Move Complete Streets ordinance forward.
- Create multi-modal trail connections (internal + regional)

➤ Urban Design & Public Realm

- Encourage wayfinding through art/murals
- Art as amenity – murals, community-rooted installations.
- Leverage design standards to promote local art and identity.
- Support for outdoor mall areas, open-air streetscaping.
- Integrate functional greenspace and architectural relief for beauty + usability

➤ Old Town

- Shift to form-based zoning emphasizing architecture, materials, and usability
- Allow residential on ground floors built to commercial standards; support incremental infill.
- Promote murals and high-quality design to strengthen Old Town's identity
- Balance development with Clear Creek and Strawberry Creek environmental constraints and opportunities.
- Explore Old School site for housing and west Silverdale Way for long-term redevelopment; assess hotel potential linked to Navy demand

9/30 Workshop Feedback: Urban Design & Infill

Core message: Silverdale's urban infill strategy should balance housing growth, infrastructure capacity, and community identity –leveraging partnerships, transit, and art to create a livable, connected, and resilient urban core.

➤ Parking & Land Use Flexibility

- Current parking minimums limit options.
- Explore flex/paid parking models (free <1 hr, first floor flex, discounted tickets).
- Wrap parking structures with commercial uses.
- Reduce ground-floor retail requirements in some areas to improve feasibility.

➤ Economic Development & Financing

- Explore tax increment financing, multi-family tax structure, and opportunity zones.
- Attractors: housing for hospital workers, proximity to largest employers.
- Acknowledge commercial saturation; housing demand will grow over time.
- University partnerships & internships to connect higher education and workforce housing

➤ Partnerships & Engagement

- Ongoing collaboration with the Port and other stakeholders.
- Continue community and stakeholder involvement beyond this meeting.
- Public-private partnerships (esp. Old Town, St. Michael's for childcare).
- Business Improvement District (BID) for maintenance/beautification.

9/30 Workshop Feedback: Projects

➤ Near-Term

- **Silverdale Way & Bucklin Improvements**
 - Begin projects along Silverdale Way while evaluating long-term transportation policies.
 - Bucklin at Bayshore intersection needs transit improvements; account for current routes: 265, 266, 231, 212, 217.
- **Transit & On-Demand Services**
 - Explore on-demand transit from Dickey to the Silverdale Transit Center (STC).
 - Investigate regulations for transit systems and models like Whidbey Island's free ferry service (frequency, ridership, funding).
- **Parking Needs**
 - Address parking demand in Old Town.
 - Consider a multi-story parking structure at 94th & Silverdale Way (east side).
- **Coordination with Existing Projects**
 - Factor in recently completed or in-progress road projects (e.g., Ridgetop, Silverdale Way) when planning near-term improvements

➤ Longer-Term

- **Transit Expansion**
 - Increase ridership via improved services; may require Kitsap Transit funding increases.
 - Consider interlocal ferry connections with supporting parking and park-and-ride partnerships (e.g., mall).
- **Complete Streets & Multi-Use Spaces**
 - Prioritize Complete Streets, youth mobility routes (e.g., YMCA, central Kitsap).
 - Integrate mixed-use streets and evening pedestrian plazas, dual-purpose parking and green spaces, and stormwater-friendly designs.
 - Plan for organized waterfront activities (sailing, rowing) and balance parking legislation with community goals.
- **Housing Growth & Infrastructure Considerations**
 - Long-term planning should consider adjacent and satellite areas around Silverdale Center. Several areas are zoning for high-density and will influence overall community development, so a strategic approach is essential to guide how the Silverdale evolves.



Thank you!

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