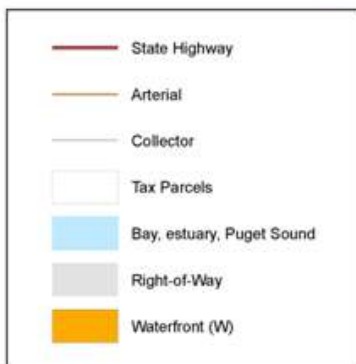
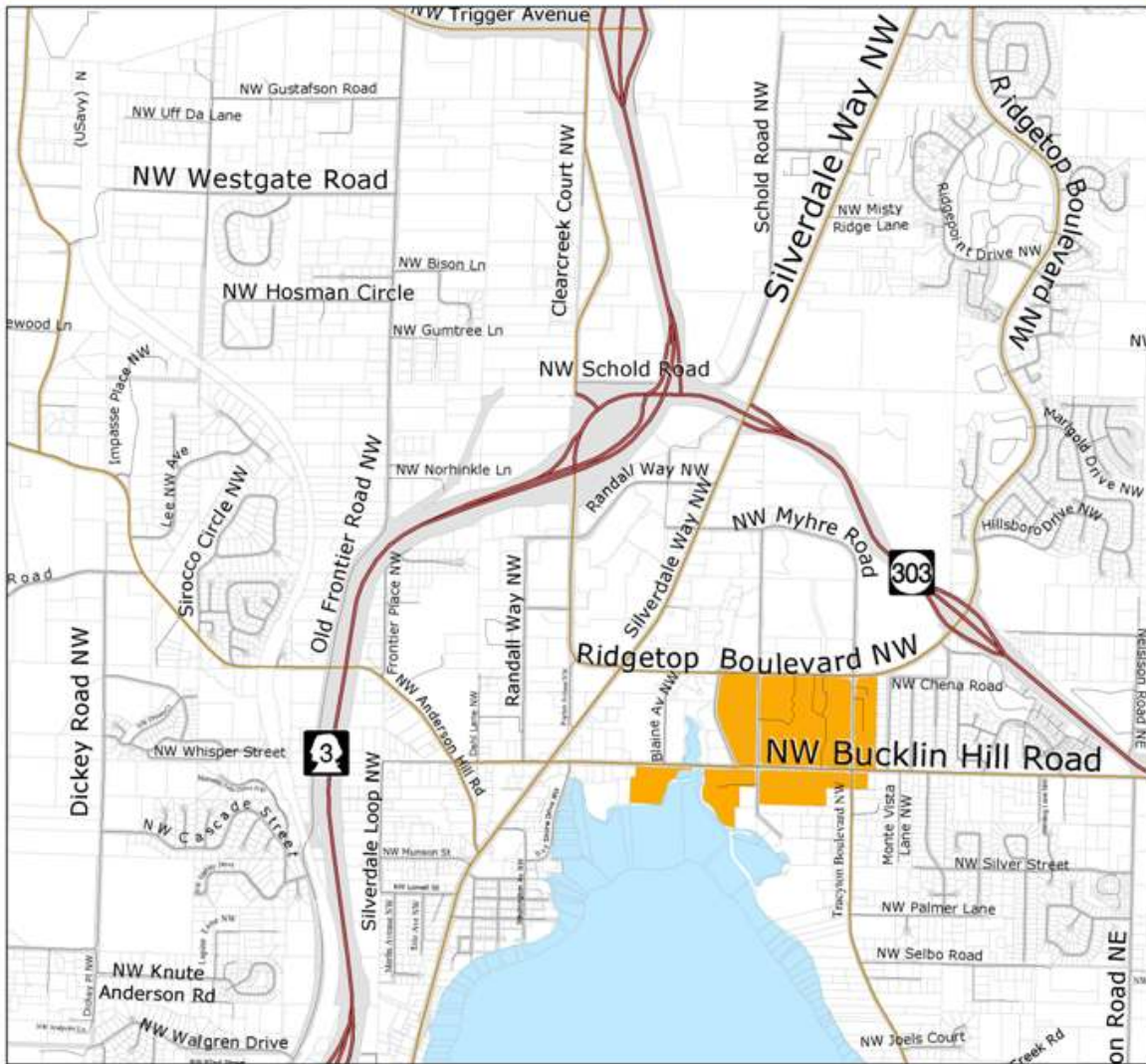


Waterfront (W)



Silverdale Design District



Kitsap County Department of
Community Development
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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.