

WAAGA WAY TOWN CENTER DESIGN STANDARDS AND TITLE 17 CODE AUGMENTATIONS Planning Commission Recommendations

On March 3, 2009, the Kitsap County Planning Commission deliberated on the proposed draft amendments to the Waaga Way Town Center Design Standards and Kitsap County Code Title 17 Consolidated Use Tables. The Planning Commission recommended adoption of the draft amendments dated February 3rd and 6th, 2009, except as noted below. Language that is highlighted yellow is considered the Planning Commission’s recommended revisions and textual changes to the draft documents.

Document Section	Draft Language	Proposed Revision	Comments
KCC 17.381.050 Consolidated Use Table Footnote #62	<u>62. General retail merchandise stores greater than 100,000 square feet in size are prohibited in the Waaga Way Town Center area (see the Silverdale Design Standards).</u>	<u>62. General retail merchandise stores greater than 125,000 square feet in size are prohibited in the Waaga Way Town Center area (see the Silverdale Design Standards).</u>	Prohibits superstores such as Wal-Mart, Fred Meyer or Lowe’s but allows smaller anchor tenants such as Target, Best Buy, etc.

<p>Silverdale Design Standards 10.5.6 Incorporation of Low Impact Development Techniques</p>	<p>No Section</p>	<p>10.5.6 INCORPORATION OF LOW-IMPACT DEVELOPMENT TECHNIQUES A. Modifications to the prescriptive requirements of these standards may be reviewed through land use or permit approval if proposing implementation of low-impact development techniques allowed by Kitsap County Code. Such modifications must maintain the intent and principles of these design standards. Through the incorporation of such techniques, site amenities such as landscaping and buffers may be designed and calculated as stormwater facilities.</p>	<p>Encourages the use of low impact development techniques by allowing flexibility in the prescriptive standards of the chapter. Also allows landscaping facilities to count both as landscaping and stormwater facilities, if appropriate.</p>
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<p>Silverdale Design Standards 10.2 Design Intent</p>	<p>10.2 Design Intent <u>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 pathways, transit facilities and gathering areas. Such development shall include an integrated system of pedestrian 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.</u></p>	<p>10.2 Design Intent <u>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 pathways, transit facilities, recreational trails and gathering areas. Such development shall include an integrated system of pedestrian 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.</u></p>	<p>Consistent with public testimony received. Includes acknowledgement of potential Clear Creek Trail amenities in the design of adjacent developments</p>
<p>Silverdale Design Standards 10.3 Design Principles</p>	<p>No Section</p>	<p><u>F. Development adjacent to existing or future components of the Clear Creek Trail system shall be coordinated with these facilities with private open spaces and gathering places oriented towards them.</u></p>	<p>Consistent with public testimony received. Includes acknowledgement of potential Clear Creek Trail amenities in the design of adjacent developments</p>

<p>Silverdale Design Standards 10.5.1 Site Development</p>	<p>B. Buildings <u>within the Regional Commercial, Highway Tourist Commercial and Business Center zones</u> shall be located as close as possible to the street and sidewalk. preferably at the sidewalk or the minimum required setback. If buildings are 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. 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.</p>	<p>B. Buildings <u>within the Regional Commercial, Highway Tourist Commercial and Business Center zones</u> shall be located as close as possible to the street and sidewalk. preferably at the sidewalk or the minimum required setback. If buildings are 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 <u>areas</u> at the front of the buildings shall be designed with the look and feel of a street including, but not limited to street trees, street furniture, and/or sidewalks.</p>	<p>Proposed revisions clarify the original intent of the standards by specifically prohibiting parking areas between the public roadways and the buildings nearest the street.</p>
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<p>Silverdale Design Standards 10.5.2 Site Development</p>	<p>E. <u>Buildings less than or equal to 10,000 square feet in size shall include a minimum of two roof elevations, one of which must be pitched.</u></p> <p>F. <u>Buildings between 10,000 and 25,000 square feet in size shall include a minimum of three roof elevations, one of which must be pitched.</u></p> <p>G. <u>Buildings 25,000 square feet or greater in size shall include a minimum of four roof elevations, two of which must be pitched.</u></p>	<p>E. <u>Buildings less than or equal to 10,000 square feet in size shall include a minimum of two roof elevations, one of which must be pitched. The pitched roof must encompass a minimum of 50% of the overall roof area.</u></p> <p>F. <u>Buildings between 10,000 and 25,000 square feet in size shall include a minimum of three roof elevations, one of which must be pitched. The pitched roof must encompass a minimum of 50% of the overall roof area.</u></p> <p>G. Buildings 25,000 square feet or greater in size shall include a minimum of four roof elevations, two of which must be pitched. <u>The pitched roofs must encompass a minimum of 50% of the overall roof area.</u></p>	<p>Proposed revisions clarify the original intent of the standards by specifying the amount of roof area required to be pitched. While flat roofs should be limited, large commercial development often need flat roof areas for installation of their ventilation systems.</p>
<p>Silverdale Design Standards 10.5.4 Vehicle Circulation and Parking Standards</p>	<p>B. The automobile 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 can <u>shall</u> be accomplished through the use of continuous sidewalks, landscaping, utilization of the street elevation, the use of parallel parking and the use of driveways and circulation drives as mid-block connections, <u>where feasible</u>.</p>	<p>B. The automobile 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 can <u>shall</u> be accomplished through the use of continuous sidewalks, landscaping, utilization of the street elevation, the use of parallel <u>and/or angle</u> parking and the use of driveways and circulation drives as mid-block connections, <u>where feasible</u>.</p>	<p>Consistent with public testimony, allows angle parking within the internal street system. Such parking is included in the Gig Harbor Uptown development.</p>

<p>Silverdale Design Standards 10.5.4 Vehicle Circulation and Parking Standards</p>	<p>E. To provide greater opportunity for pedestrian interconnectivity and to prevent automobiles 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, where feasible.</p>	<p>E. To provide greater opportunity for pedestrian interconnectivity and to prevent automobiles 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, where feasible.</p>	<p>Consistent with public testimony, requires pedestrian connectivity and removes the ambiguous exemption.</p>
<p>Silverdale Design Standards 10.5.4 Vehicle Circulation and Parking Standards</p>	<p><u>G. For properties zoned Regional Commercial, Highway Tourist Commercial, Urban Low Residential or Business Center, 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. The only uses allowed within this buffer include utilities, street lighting, pedestrian gathering areas, pedestrian and vehicular access adjacent and to onsite uses.</u></p>	<p><u>G. For properties zoned Regional Commercial, Highway Tourist 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. The only uses allowed within this buffer include utilities, street lighting, pedestrian access, gathering areas, transit facilities, and pedestrian and vehicular access to the overall development. adjacent and to onsite uses.</u></p>	<p>Proposed revisions clarify the original intent of the standards by allowing transit facilities within the landscaping buffers. Also, clarifies that vehicular access through the landscaping buffer must serve the development as a whole rather than individual businesses.</p>

<p>Silverdale Design Standards 10.5.4 Vehicle Circulation and Parking Standards</p>	<p>H. <u>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.</u></p> <p>I. <u>Rows of parking stalls shall include an irrigated 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.</u></p> <p>J. <u>Parking stalls abutting a building frontage shall include an irrigated 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.</u></p>	<p>H. <u>For properties zoned Industrial, a minimum of 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.</u></p> <p>I. <u>At minimum, rows of parking stalls shall include a irrigated 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.</u></p> <p>J. <u>At minimum, parking stalls abutting a building frontage shall include a irrigated 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.</u></p>	<p>Consistent with public testimony received. Removes the requirement for irrigation to allow for drought tolerant landscaping and/or optional low impact development techniques. Also, allows a developer to increase landscaping, if desired.</p>
<p>Silverdale Design Standards 10.5.5 Pedestrian Infrastructure Standards</p>	<p>Silverdale Design Standards 10.5.5 Pedestrian Infrastructure Guidelines</p>	<p>Silverdale Design Standards 10.5.5 Pedestrian Infrastructure Guidelines Standards</p>	<p>Clarifies that the contents of this section are generally requirements rather than encouragements.</p>

Silverdale Design Standards
10.5.5 Pedestrian Infrastructure Standards

B. Pedestrian pathways shall be coordinated both on-site and with adjacent developments. Such pathways are required through the site connecting buildings or parking lots. One (1) pathway shall be located every three (3) rows of parking stalls. Such pathways shall be a minimum of five (5) feet in open width. Such pathways shall be landscaped on either side including rows of trees protected from vehicle traffic by a vertical curb. All pedestrian pathways and crossings of vehicle lanes shall be delineated with a distinct surfacing different from the driving areas in color, texture and composition.

B. Pedestrian pathways shall be coordinated both on-site and with adjacent developments. Such pathways are required through the site connecting buildings or parking lots. At minimum, one (1) pathway shall be located every two (2) aisles three (3) rows of parking stalls. Such pathways shall be a minimum of five (5) feet in open width. Such pathways shall be aligned with building entrances, where feasible, and landscaped on either side on both sides including rows of trees protected from vehicle traffic by a vertical curb. All pedestrian pathways and crossings of vehicle lanes shall be delineated with a distinct surfacing different from the driving areas in color, texture and composition.

Decreases the number of parking rows before a pedestrian pathway is required and requires the pathways to be aligned with building entrances. Also, clarifies that landscaping is required on both sides of the pedestrian pathway. While colloquially, “either side” can mean both sides, it can also be interpreted as on only one side.