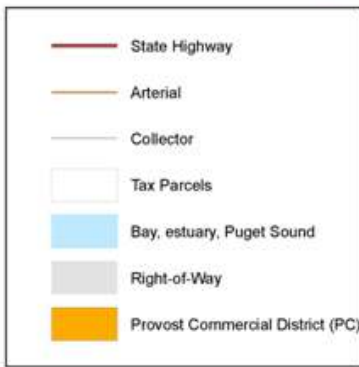
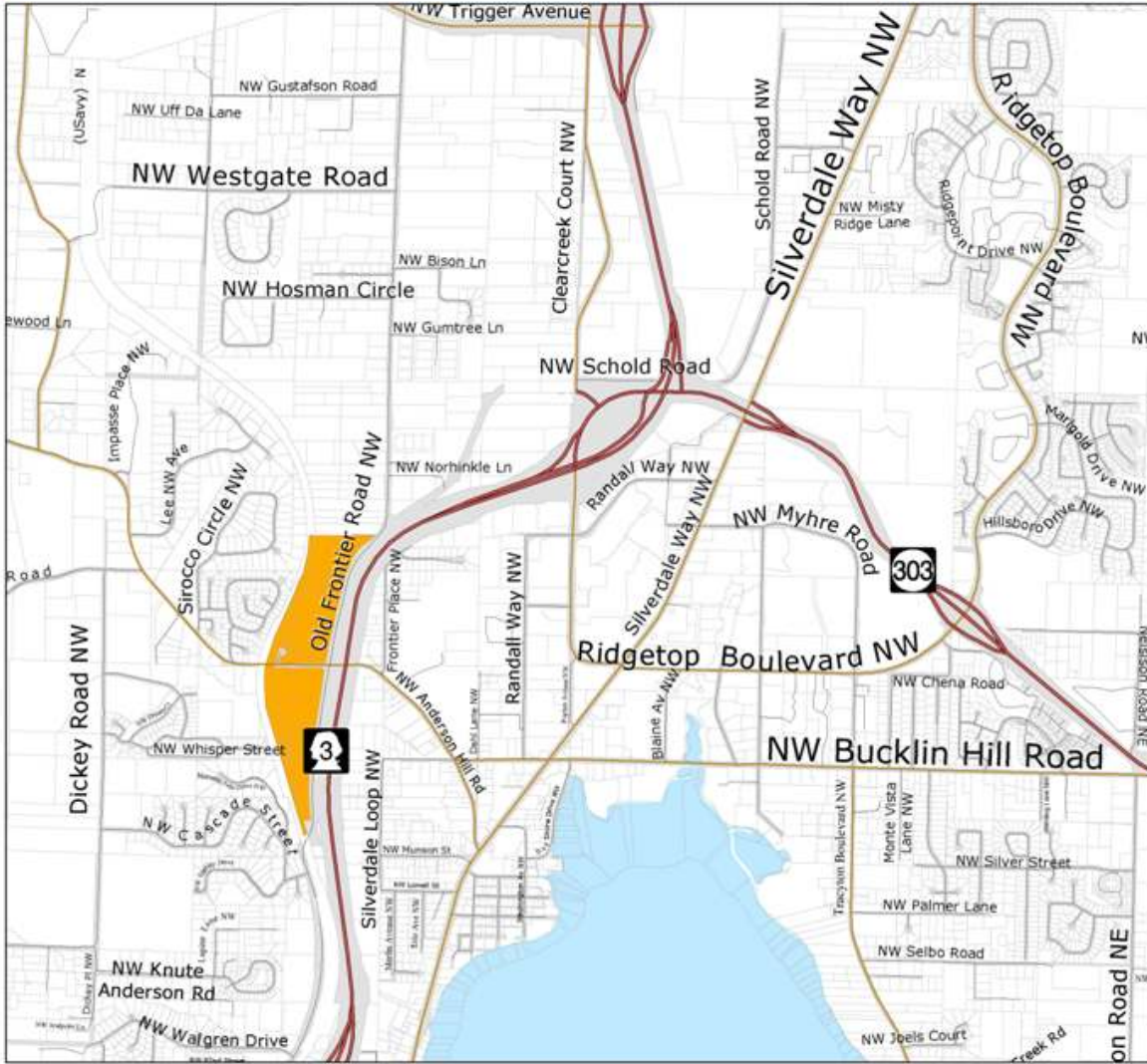


Provost Commercial District (PC)



Silverdale Design District



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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) zoning. HTC 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 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 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 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

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- 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.

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- 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.