10. DESIGN GUIDELINES

Introduction

Purpose
The Gorst Subarea Design Guidelines are intended to support the implementation of the land use and zoning designations and development regulations contained within the Gorst Subarea Plan. These Guidelines will help ensure that future physical development within the Subarea is supportive of the overall Subarea Plan goals. The Guidelines apply primarily to the public realm, which generally consists of the space within the public right-of-way or other public ownership, and the relationship of private development to the public realm.

Specifically these Design Guidelines will:
- Implement the Gorst Subarea Plan Guiding Principles;
- Supplement the Gorst Subarea Plan Zoning and Development Regulations;
- Ensure design that is functional, sustainable, desirable, and appropriate for the Gorst Subarea;
- Provide design guidance to property owners, developers, architects, and other designers; and
- Provide City and County staff with guidance and metrics for evaluating development proposals.

Design Goals
The Gorst Subarea Plan contains several Guiding Principles that provide overarching goals toward which the future physical development of the Subarea aspires.

Three Guiding Principles in particular provide the overall design intent for these Design Guidelines:
- Make Gorst a place to stop.
- Create a cohesive and attractive urban character in the Gorst urban growth area (UGA) such as by improving building design, and creating and enhancing public spaces such as parks, pedestrian corridors and streetscapes.
- Improve transportation mode choices including transit, bicycle, pedestrian, and autos, recognizing local as well as regional travel needs.

Design can play an important role in realizing these Guiding Principles. Following are several specific Design Goals these Guidelines intend to achieve:
- **Walkability** – Ensure a safe, comfortable, and interesting pedestrian environment and prioritize pedestrian accessibility.
- **Complete Streets** – Ensure that streets are supportive of multiple modes of transportation, including walking, bicycling, transit, and automobiles.
- **Identifiable Character** – Create an attractive and functional public realm that identifies Gorst as a unique place. This contrasts with the uncoordinated, messy, and confusing development pattern that often characterizes auto-oriented strip development.
• **Efficient and Coordinated Use of Land and Infrastructure** – Use compact development, shared driveways and parking areas, and consistent street frontage standards to efficiently use land and infrastructure and avoid leftover or “dead” spaces.

• **Low Impact Development** – Minimize impervious surfaces, maximize vegetation retention, and manage stormwater close to the source to minimize water quality impacts.

**How to Use These Guidelines**

**Applicability**

These Design Guidelines apply to all new proposed development or significant redevelopment within the Gorst Subarea. The Kitsap County Director of Community Development (Director) or his/her designee shall have discretion to apply the Guidelines to the remodel or expansion of existing development to an extent that is proportional to the scope and scale of the proposal.

The Guidelines are intended to address primarily the public realm and how development relates to the public realm. The Guidelines are not intended to be prescriptive of architectural style nor are they intended to preclude design flexibility or innovation. The Guidelines are statements of design intent that provide guidance for project proponents and project reviewers during the design review process.

**Relationship to City and County Code**

These Guidelines are supplementary to the requirements of applicable County Codes and Policy as well as the zoning and development regulations of the Gorst Subarea Plan. Any topics not explicitly addressed herein are to be governed by applicable County standards. Where there is a conflict between these Guidelines and the KCC, it is intended that these Guidelines will apply. The final decision regarding the applicability of these Guidelines is within the discretion of the Director.

**User Guide**

These Guidelines are organized into two parts:

• Sections 10.100 to 10.150: Streetscape Guidelines

• Sections 10.200 to 10.20: Site Planning Guidelines

Some of the Streetscape Guidelines apply to specific street segments (e.g., West Frone Drive between State Route 3 and North Birch Avenue West). In all other cases, the guidelines apply to a general streetscape type (e.g., Neighborhood Access) or development types (e.g., Medium Density Residential). The Guidelines do not apply zoning designations to specific areas. Zoning regulations, including allowed uses and other development standards, are found in Chapters 8 and 9 of the Gorst Subarea Plan Zoning and Development Regulations.

To use these Guidelines, the following steps must be taken:

1. Locate the project site on the Gorst Subarea Plan Zoning Map (Chapter 5).

2. Identify the applicable use regulations and development standards within the Gorst Subarea Plan Zoning and Development Regulations, Chapters 8 and 9.

3. Locate the project site on the Design Guidelines Regulating Map (Figure 10-1) to determine the applicable streetscape standards.

4. Apply the Site Planning Guidelines applicable to the proposed development type.
Figure 10-1. Regulating Map
10.100 Streetscape Guidelines

**Overall Intent**

This section contains guidelines pertaining to the design of spaces within public street rights-of-way. These spaces include:

- The *Roadway*, which is the space inside the face of curb or edge of pavement and consists of vehicle travel and turning lanes, bicycle lanes, and parking lanes.
- The *Street Frontage*, which is the space between the curb and the edge of the right-of-way and includes a curb zone, sidewalk, and transitional zone.
- The *Building Frontage*, which may include portions of a building façade where buildings abut or are adjacent to the right-of-way.
- *Intersections*, which may include crosswalks or curb bulb-outs.

Streetscape guidelines generally are intended to meet several objectives, including:

- Ensure sufficient capacity and safety for the movement of vehicles, transit, bicycles, and pedestrians
- Create an attractive and functional public realm
- Provide clear access to adjacent properties
- Reduce conflicts between pedestrians, bicycles, and vehicles
- Encourage walking and alternate modes of transportation

Guidelines for Commercial or Mixed Use Main Streets, West Sam Christopherson Road, Major Commercial Corridors, Neighborhood Access, and LID Streets are found in this section. Refer to Table 10-1 on the following page for a summary of applicable numerical standards.
### Table 10-1. Streetscape Guidelines Summary

<table>
<thead>
<tr>
<th></th>
<th>Commercial/Mixed Use Main Street</th>
<th>West Sam Christopherson Road</th>
<th>Major Commercial Corridor</th>
<th>Neighborhood Access</th>
<th>LID Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Standard Detail</td>
<td>3006 (W Belfair: 3007)</td>
<td>3006 (except as noted)</td>
<td>3007 (varies)</td>
<td>3004</td>
<td>3004 (except as noted)</td>
</tr>
<tr>
<td>Travel Lanes</td>
<td>2 x 12' (W Belfair: 2 x 12' Outside 2 x 11' Inside)</td>
<td>2 x 12'</td>
<td>2 x 12' Outside 2 x 11' Inside</td>
<td>2 x 10'</td>
<td>2 x 10' or 1 x 13'</td>
</tr>
<tr>
<td>Bike Lanes</td>
<td>2 x 5'</td>
<td>2 x 5'</td>
<td>2 x 5' (optional)</td>
<td>2 x 5'</td>
<td>2 x 5' or 1 x 5'</td>
</tr>
<tr>
<td>Center Lane</td>
<td>N/A</td>
<td>11' Median or Turn Lane</td>
<td>Median or Turn Lane</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>On-Street Parking</td>
<td>2 x 8' (W Belfair: Optional)</td>
<td>2 x 8'</td>
<td>Optional</td>
<td>No</td>
<td>1 x 8' or 2 x 8'</td>
</tr>
<tr>
<td>Curb and Gutter</td>
<td>Yes</td>
<td>Yes</td>
<td>Varies</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Street Frontage</td>
<td>11' Min.</td>
<td>11' Min.</td>
<td>11' Min.</td>
<td>9' Min.</td>
<td>9' Min.</td>
</tr>
<tr>
<td>Curb Zone</td>
<td>3'-6' Paved or landscaped</td>
<td>6' Landscaped</td>
<td>6' Landscaped</td>
<td>4'-6' Landscaped</td>
<td>4'-6' with Bioretention</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>5'-8'</td>
<td>5'</td>
<td>5'-8'</td>
<td>5'</td>
<td>5'</td>
</tr>
<tr>
<td>Transitional Zone2</td>
<td>2' Min.</td>
<td>2' Min. Optional</td>
<td>2' Min. Optional</td>
<td>2' Min. Optional</td>
<td>N/A</td>
</tr>
<tr>
<td>Weather Protection²</td>
<td>60% of Building Frontage</td>
<td>40% of Building Frontage</td>
<td>40% of Building Frontage</td>
<td>40% of Building Frontage</td>
<td>N/A</td>
</tr>
<tr>
<td>Fences or Walls</td>
<td>42&quot; Max.</td>
<td>3.5'-4' Max.</td>
<td>42&quot; Max.</td>
<td>3.5'-4' Max.</td>
<td>4' Max.</td>
</tr>
<tr>
<td>Curb Radius</td>
<td>25'</td>
<td>25'</td>
<td>Per WSDOT/City</td>
<td>15' Min.</td>
<td>15' Min.</td>
</tr>
</tbody>
</table>

Notes:

1. To be located between 8 and 20 feet above grade. Minimum depth of weather protection is 3 feet and may project up to 5 feet into ROW.
2. Generally, that space between the back of the sidewalk and the building façade
10.110 Commercial or Mixed Use Main Street

Intent
The Commercial or Mixed Use Main Street guidelines are to be applied to the following street segments:

- West Belfair Valley Road between SR 3 and West Sam Christopherson Avenue
- West Frone Drive between SR 3 and North Birch Avenue West
- Other street segments in areas zoned for commercial or mixed use development

The roadway should be designed to primarily serve low-speed, local traffic and to provide access to abutting parcels, but will also accommodate pass-through traffic to adjacent neighborhoods. The exception to this is West Belfair Valley Road, which will accommodate greater regional pass-through traffic in addition to supporting local mixed uses. The roadway should accommodate bicycles and transit, in addition to automobile traffic. The street frontage should include design elements that prioritize pedestrian safety and comfort, create visual interest, and support fine-grained, mixed-use development.

Roadway
The roadway of a Commercial or Mixed Use Main Street should be designed to meet one of two subtypes. For West Belfair Valley Road, the roadway should be designed to meet City of Bremerton Minor Arterial standards, as defined in City Standard Details 3001 and 3007.

The following design elements should be included, provided sufficient right-of-way width is available:

- Two 12-foot outside travel lanes
- Two 11-foot inside travel lanes
- Two 5-foot bicycle lanes
- Two 8-foot on-street parallel parking lanes (optional)
- Curb and gutter

For all other street segments noted above, the roadway should be designed to meet City of Bremerton Collector Arterial standards, as defined in City Standard Details 3001 and 3006.

The following design elements should be included, provided sufficient right-of-way width is available:

- Two 12-foot travel lanes
- Two 5-foot bicycle lanes
- Two 8-foot on-street parallel parking lanes
- Curb and gutter

Street Frontage

Intent
Design of the Street Frontage is of particular importance for Commercial or Mixed Use Main Streets as it greatly affects both the pedestrian environment and the relation of the street to adjacent building
frontages. The following Street Frontage guidelines apply to all Commercial or Mixed Use Main Street segments. The Street Frontage should have a minimum width of 11 feet, where the right-of-way allows.

The design of the Street Frontage should encourage pedestrian activity while providing for pedestrian safety and comfort, and should facilitate pedestrian access to adjacent parcels. The width of the street frontage may be constrained by a lack of available right-of-way; however, Street Frontage design should seek to maximize the available width to facilitate pedestrian activity.

**Curb Zone**

The curb zone should be between 3 and 6 feet wide. The curb zone should be paved where adjacent to commercial or mixed use development, except where it is occupied by street trees or planter boxes. Where the street is adjacent to a residential use, a landscaped planter strip may be provided.

The curb zone may include the following elements:

- Street trees – Trees of an appropriate species should be planted every 30 feet on-center.
- Street lights
- Planter boxes or landscaped planting strip
- Bioinfiltration planters or other LID features
- Public or other authorized signage
- Authorized temporary sandwich board signs
- Bus stops
- Bike racks
- Fire hydrants
- Trash receptacles
- Newspaper boxes

**Sidewalk**

Sidewalks should be a minimum of 5 feet wide, but 8 feet is preferable where adjacent land uses are commercial or mixed use. An 8-foot sidewalk allows space for two people to walk side-by-side, while allowing a third person to pass. The entire sidewalk width should be paved and unobstructed.

**Transitional Zone**

Where building façades abut, or are within 2 feet of the right-of-way, a Transitional Zone should be provided. This zone should have a minimum paved width of 2 feet. This 2-foot zone allows people to pause in front of building windows or doorways without obstructing pedestrian movement within the sidewalk.

The Transitional Zone may include other elements as well, including benches, planters, temporary sandwich board signs or other temporary displays, and other street furniture. A wider Transitional Zone may accommodate outdoor seating (a 6-foot minimum width is required for one row of tables). Similarly, a smaller Transitional Zone may be combined with a building forecourt or other building setback to accommodate outdoor seating, entryway plazas, or other semi-public spaces.
Building Frontage

**Intent**
Where buildings abut or are within 10 feet of the right-of-way, design of the Building Frontage should receive special attention. Design elements should be provided to encourage pedestrian activity and contribute to a varied and interesting streetscape.

**Weather Protection**
For commercial or mixed use buildings, weather protection should be provided along at least 60% of the building frontage through the use of awnings, canopies, or other architectural elements. The minimum depth for weather protection is 3 feet and should be placed between 8 and 20 vertical feet above the sidewalk. Weather protection may project into the right-of-way for a maximum of 5 feet.

**Fences, Walls, and Planters**
Fences, walls, or planters not exceeding 42 inches in height above the sidewalk grade are permitted.

Intersections

**Intent**
Intersections should be designed to ensure the safety and comfort of pedestrians while accommodating expected vehicular traffic.

**Curb Radius**
The minimum required curb radius is 25 feet.

**Curb Bulb-outs**
Curb bulb-outs are encouraged at intersections to reduce the crossing distance for pedestrians.

**Crosswalks**
A variety of treatments should be considered to define crosswalks, including striping, signage, stamped or colored concrete, or raised crosswalks where traffic calming is warranted.
Figure 10-2. Commercial Mixed Use Street Section
Figure 10-3. Commercial Mixed Use Belfair Street Section
10.120 West Sam Christopherson Avenue

Intent
West Sam Christopherson Avenue provides a connection between SR 3 and West Belfair Valley Road in addition to providing access to adjacent parcels. As such the roadway should be designed to provide a balance between pass-through and local traffic, while also accommodating bicycles and transit. The road will serve primarily low density residential development, with some limited mixed use and commercial development. The street frontage should include design elements that prioritize pedestrian safety and comfort.

Roadway
The roadway of West Christopherson Avenue should be designed to meet City of Bremerton Collector Arterial standards, as defined in City Standard Details 3001 and 3006, except that a center median or turn lanes should be provided. The following design elements should be included, provided sufficient right-of-way width is available:

- Two 12-foot travel lanes
- Two 5-foot bicycle lanes
- Two 8-foot on-street parallel parking lanes (optional)
- 11-foot planted median or left turn lane
- Curb and gutter

Street Frontage

Intent
The Street Frontage should have a minimum width of 11 feet, where the right-of-way allows.

The design of the Street Frontage should encourage pedestrian activity while providing for pedestrian safety and comfort.

Curb Zone
The curb zone should be a minimum of 6 feet wide and should provide a landscaped planter strip or bioinfiltration swales or cells. A paved curb zone may be provided where adjacent to commercial or mixed use development.

Sidewalks should be a minimum of 5 feet wide. The entire sidewalk width should be paved and unobstructed.

Transitional Zone
A Transitional Zone is not required where adjacent to residential uses. Where adjacent to commercial or mixed use development, a transitional zone may be provided, such as that described for a Commercial or Mixed Use Main Street.
Building Frontage

Intent
Where buildings abut or are within 10 feet of the right-of-way, design of the Building Frontage should receive special attention. Design elements should be provided to encourage pedestrian activity and contribute to a varied and interesting streetscape.

Weather Protection
For commercial or mixed use buildings, weather protection should be provided along at least 40% of the building frontage through the use of awnings, canopies, or other architectural elements. The minimum depth for weather protection is 3 feet and should be placed between 8 and 20 vertical feet above the sidewalk. Weather protection may project into the right-of-way for a maximum of 5 feet.

Fences, Walls, and Planters
Fences, walls, or planters not exceeding 42 inches in height above the sidewalk grade are permitted for commercial or mixed use development. Fences not exceeding 4 feet are permitted for residential uses.
Figure 10-4. Sam Christopherson Street Section
10.130 Major Commercial Corridor

**Intent**

The Major Commercial Corridor guidelines apply to the at-grade portions of SR 3 and SR 16 within the Gorst UGA.

SR 3 and SR 16 are major State Highways carrying heavy vehicular traffic. The intent of these guidelines is to mitigate the negative impacts of such traffic on the pedestrian environment and to promote a more coordinated and attractive character of development along these corridors.

**Roadway**

Design of the vehicle roadway will vary based on applicable WSDOT and City of Bremerton standards, typically being 4 to 6 lanes wide with a median or center turn lane. The City of Bremerton standard for a Principal Arterial, as defined in City Standard Details 3001 and 3007, provides an example of a typical section.

Typical roadway elements may include:

- Two 12-foot outside travel lanes
- Two 11-foot inside travel lanes
- Two High Occupancy Vehicle (HOV) lanes
- Center median or left turn lane
- Two 5-foot bicycle lanes (optional)
- Curb and gutter or shoulder

**Street Frontage**

**Intent**

The Street Frontage should prioritize pedestrian safety and comfort while maintaining vehicular access to adjacent properties. The Street Frontage should have a minimum width of 11 feet, where the right-of-way allows.

**Curb Zone**

The curb zone should be a minimum of 6 feet wide. The curb zone may be occupied by a landscaped planter strip, or planter boxes.

Elements included in the curb zone may include those elements noted for a Commercial or Mixed Use Main Street.

**Sidewalk**

Sidewalks should be a minimum of 5 to 8 feet wide. The entire sidewalk width should be paved and unobstructed.

**Transitional Zone**

A Transitional Zone is not required but may be provided, such as that described for a Commercial or Mixed Use Main Street, where buildings are placed within 5 feet of the right-of-way edge.
Building Frontage

**Intent**
Where buildings abut or are within 10 feet of the right-of-way, design of the Building Frontage should receive special attention. Design elements should be provided to encourage pedestrian activity and contribute to a varied and interesting streetscape.

**Weather Protection**
For commercial or mixed use buildings, weather protection should be provided along at least 40% of the building frontage through the use of awnings, canopies, or other architectural elements. The minimum depth for weather protection is 3 feet and should be placed between 8 and 20 vertical feet above the sidewalk. Weather protection may project into the right-of-way for a maximum of 5 feet.

**Fences, Walls, and Planters**
Fences, walls, or planters not exceeding 42 inches in height above the sidewalk grade are permitted.
Figure 10-5. Commercial Corridor Street Section
10.140 Neighborhood Access

Intent

Neighborhood Access streets are intended to provide local access to low and medium density residential neighborhoods or limited neighborhood commercial or mixed use development where such development is located on a primarily residential block or street.

The roadway should be designed to primarily serve low-speed, local traffic and to provide access to abutting parcels. Pass-through traffic should be discouraged. The roadway should accommodate bicycles and transit, in addition to automobile traffic. The street frontage should include design elements that prioritize pedestrian safety and comfort, create visual interest, and promote a residential neighborhood feel.

Roadway

Neighborhood Access streets should be designed to meet City of Bremerton Local Access Two Way standards, as defined in City Standard Details 3001 and 3004.

The following design elements should be included, provided sufficient right-of-way width is available:

- Two 10-foot travel lanes
- Two 5-foot bicycle lanes
- One or two 8-foot parking lanes
- Curb and gutter

Street Frontage

Intent

The Street Frontage should prioritize pedestrian safety and comfort while promoting a residential neighborhood feel. The Street Frontage should have a minimum width of 9 feet, where the right-of-way allows.

Curb Zone

The curb zone should be between 4 and 6 feet wide. The curb zone should be landscaped with either a landscaped planter strip or with planter boxes. Where adjacent to commercial or mixed use development, a paved curb zone may be used.

Elements included in the curb zone should largely be limited to street trees, street lights, fire hydrants, LID features, and other elements required or compatible with a residential neighborhood. However, the additional elements noted for a Commercial or Mixed Use Main Street may be included where adjacent to a commercial or mixed use development.

Sidewalk

Sidewalks should be a minimum of 5 feet wide. The entire sidewalk width should be paved and unobstructed.
**Transitional Zone**
A Transitional Zone is not required where adjacent to residential uses. Where adjacent to commercial or mixed use development, a transitional zone may be provided, such as that described for a Commercial or Mixed Use Main Street.

**Building Frontage**

*Intent*
Where buildings abut or are within 10 feet of the right-of-way, design of the Building Frontage should receive special attention. Design elements should be provided to encourage pedestrian activity and contribute to a varied and interesting streetscape.

*Weather Protection*
For commercial or mixed use buildings, weather protection should be provided along at least 40% of the building frontage through the use of awnings, canopies, or other architectural elements. The minimum depth for weather protection is 3 feet and should be placed between 8 and 20 vertical feet above the sidewalk. Weather protection may project into the right-of-way for a maximum of 5 feet.

*Fences, Walls, and Planters*
Fences, walls, or planters not exceeding 42 inches in height above the sidewalk grade are permitted for commercial or mixed use development. Fences not exceeding 4 feet are permitted for residential uses.

**Intersections**

*Intent*
Higher traffic volume intersections should be designed to ensure the safety and comfort of pedestrians while accommodating expected vehicular traffic. Such intersections include where adjacent block faces serve commercial, mixed use, or medium density residential development. Where adjacent block faces serve primarily low density residential, curb bulb-outs and crosswalk treatments are of lesser priority.

*Curb Radius*
The minimum required curb radius is 15 feet.

*Curb Bulb-outs*
Curb bulb-outs are encouraged at intersections to reduce the crossing distance for pedestrians.

*Crosswalks*
A variety of treatments should be considered to define crosswalks, including striping, signage, stamped or colored concrete, or raised crosswalks where traffic calming is warranted.
Figure 10-6. Neighborhood Access Street Section
10.150 LID Street

**Intent**
The LID Street guidelines are intended to for local access streets in low density, large lot, or clustered residential areas.

The roadway should be designed to primarily serve low-speed, local traffic and to provide access to abutting parcels. The street will have a more rural feel and is intended to minimize impervious area and associated stormwater impacts.

**Roadway**
LID Streets should be based on City of Bremerton Local Access Two Way or One Way standards, as defined in City Standard Details 3001 and 3004.

The following design elements should be included, provided sufficient right-of-way width is available:

- Two 10-foot travel lanes or one 13 foot travel lanes
- One or two 5-foot bicycle lanes
- One or two 8-foot parking lanes
- Curbless

**Street Frontage**

**Intent**
The Street Frontage should prioritize LID stormwater management while maintaining pedestrian safety and comfort. The Street Frontage should have a minimum width of 9 feet, where the right-of-way allows.

**Planter Strip**
The street edge should be curbless to direct runoff to a roadside planter strip. The planter strip should be between 4 and 6 feet wide and should contain bioretention facilities including swales or bioretention cells (rain gardens).

**Sidewalk**
Sidewalks should be a minimum unobstructed width of 5 feet wide. The sidewalk may be paved using conventional concrete or pervious concrete or asphalt. If conventional asphalt is used, the sidewalk should direct runoff to the roadside bioretention facility.

**Building Frontage**

**Intent**
The LID street section is intended for low density or large lot residential neighborhoods and building frontages should be compatible with these areas.

**Fences, Walls, and Planters**
Street facing fences, walls, or planters not exceeding 4 feet are permitted for residential uses.
Figure 10-7. LID Street Section
10.200 Site Planning Guidelines

Overall Intent

The site planning guidelines are intended to ensure that new development or significant redevelopment within the Gorst Subarea supports the Guiding Principles.

To do this, development should:

- Contribute to an identifiable sense of place
- Define and enhance the public realm for residents, businesses, and visitors
- Create a safe, functional, and interesting pedestrian environment
- Facilitate the use of alternate modes of transportation, including walking, bicycling, and transit
- Incorporate Low Impact Development (LID) and other sustainable design principles

The guidelines apply to site design at a high level with special attention paid to those portions of the site adjacent to the street frontage. The guidelines are not intended to specify architectural style; however, certain building elements warrant guidance to ensure that buildings meet the above goals.

Guidelines are provided for Mixed Use, Commercial, Medium Density Residential, and Low Density Residential development. Refer to Table 10-2 for a summary of applicable numerical standards.
Table 10-2. Site Planning Guidelines Summary

<table>
<thead>
<tr>
<th></th>
<th>Mixed Use</th>
<th>Commercial</th>
<th>Medium Density Residential</th>
<th>Low Density Residential</th>
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<tr>
<td><strong>Building Frontage</strong></td>
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<td>65% within Min/Max Setback</td>
<td>60% within Min/Max Setback</td>
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<tr>
<td><strong>Transparency</strong></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td>60%</td>
<td>50%</td>
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<td>N/A</td>
</tr>
<tr>
<td>Multifamily</td>
<td>50%</td>
<td>N/A</td>
<td>50%</td>
<td>N/A</td>
</tr>
<tr>
<td>Single Family</td>
<td>15%</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Garages</strong></td>
<td>50% of Façade or 12’ Max.</td>
<td>N/A</td>
<td>50% of Façade or 12’ Max.</td>
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<td><strong>Articulation</strong></td>
<td>20’ Max.</td>
<td>30’ Max.</td>
<td>30’ Max.</td>
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<td><strong>Blank Walls</strong></td>
<td>20’ Max.</td>
<td>30’ Max.</td>
<td>30’ Max.</td>
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</tr>
<tr>
<td><strong>Parking</strong></td>
<td>50% of Frontage Max.</td>
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<td>50% of Frontage or 14’ Max.</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Notes:
1. Transparency zone is between 2 and 10 feet above grade.
10.210 Mixed Use

**Intent**

Mixed Use development is intended to create a moderately dense pattern of development with a variety of land uses within a walkable area. Mixed Use may be either vertical or horizontal. Vertical Mixed Use is where two or more uses are located within one building. One example is medium density residential units above ground floor retail. Horizontal Mixed Use is where two or more land uses are located adjacent to one another in separate buildings but within a compact, walkable district.

Mixed Use development in Gorst should achieve several key design principles, which include:

- Creating a compact pattern of development with multiple land uses that is generally more dense than neighboring, single use areas
- Locating multiple land uses within a walkable radius
- Supporting alternate modes of transportation

**Building Orientation**

**Intent**

Buildings within a Mixed Use area should be oriented toward the public right-of-way to define and strengthen the public realm. Building setbacks should be used to define the street wall. Building entrances should be oriented toward the street to facilitate pedestrian accessibility.

**Building Frontage**

No less than 80% of the building frontage should be located within the minimum/maximum setback allowable in the zone. It is preferable to place the building frontage as close to the public right-of-way as is allowable to create an identifiable street wall. The use of greater setbacks to create pedestrian-oriented plazas is a desirable exception.

**Building Entrances**

Primary building entrances should be oriented toward the public right-of-way, not toward off-street parking. Secondary entrances may be provided that are oriented toward off-street parking. Architectural elements should be used to clearly identify the primary entrance. Such elements include building articulation or projections, roof modulation, material or color changes, overhangs, or signage. The primary entrance should be connected to the public sidewalk by a clearly identifiable, unobstructed, all-weather pathway.

**Residential Entrances**

Where residential uses occupy the ground floor, entrances should be elevated a minimum of 24 inches above grade at the right-of-way to ensure privacy.

**Building Façade**

**Intent**

Building façades within a Mixed Use area should use design elements that help create a safe, functional, and interesting pedestrian environment.
**Garages**

For single family and attached residential units, garages or carports should not occupy more than 50% of a street facing façade or 12 feet, whichever is greater. Garages or carports should be even with or set back from the primary entrance. The garage should not be the defining architectural feature of the façade but should instead give prominence to the primary entrance.

**Ground Floor Transparency**

The ground floors of buildings within a Mixed Use area should incorporate windows oriented to the public right-of-way. Windows create a welcoming and interesting feel for pedestrians. Windows also provide “eyes on the street” that help to discourage crime. For retail uses, storefront glazing can be used to display merchandise or give views to uses within the building and draw customers in.

For ground floor retail, glazing should occupy 60% of the street facing building façade between 2 and 10 feet above the grade of the right-of-way. Curtain windows should be avoided. Use muntins, transom windows, and other architectural elements to add interest.

For multifamily residential uses on the ground floor, windows should occupy 50% of the street facing building façade. For single-family residential, windows should occupy 15% of the street facing building façade.

![Example of a pedestrian friendly building frontage.](image)

**Building Articulation**

Unbroken wall planes of greater than 20 feet along the street facing building frontage should be avoided. Use articulation of the wall plane, changes in color or material, roof modulation, or other architectural elements to add visual interest to larger building frontages.

**Blank Walls**

Blank walls greater than 20 feet along the street facing building frontage should be avoided. Use building articulation elements noted above, or additional treatments such as windows, planters or other landscaping, trellises, weather protection, or other architectural elements to add visual interest.
Parking and Vehicular Access

Intent
Buildings within a Mixed Use area should be primarily oriented to the public right-of-way and conducive to pedestrian activity. Off-street parking areas, driveways, and curb cuts should be designed to be minimally disruptive of the pedestrian environment while efficiently serving the need for vehicular access.

Location of Parking
Wherever practicable, parking should be located to the side or rear of a building. Parking located between a building and the street should only be allowed in unavoidable circumstances. No more than 50% of the street frontage of any site may be occupied by parking or driveways.

Curb Cuts
Curb cuts should be minimized to ensure continuity of sidewalks and minimize conflicts between pedestrians and vehicles. Limiting curb cuts also improves traffic flow and traffic safety. Alley access or service drive access to a site should be used where such access exists or can reasonably be provided to avoid curb cuts on the primary street. On corner lots it is preferable to locate the curb cut on the secondary street frontage. Curb cuts should be designed to be no wider than is warranted to ensure safe ingress/egress for the expected traffic. Minimizing curb cut width shortens pedestrian crossing distance and reduces pedestrian/vehicle conflicts.

Shared Driveways
Driveways should be shared between two or more building site wherever practicable, as a means of limiting curb cuts. Driveways should be located along side lot lines where future development of the adjacent lot may be reasonably expected to occur and an access easement provided to allow for future shared use.

Shared Parking
Parking should be shared between two or more building site wherever practicable. This may take the form of a single parking area that is shared by multiple users or separate parking areas that are connected and accessed via a shared driveway. Provision should be made to allow for future shared parking with an adjacent lot where future development of the adjacent lot may be reasonably expected to occur. Provisions may include stubbing a drive aisle to the adjacent lot line and providing an access easement.

In the cases above, parking areas and access are shared, but each use requires a minimum number of parking spaces. Parking may also be shared through reciprocal use agreements between uses in such a way as to reduce the total number of spaces required. For example, a use requiring primarily daytime parking, such as office or some retail, may share parking spaces with another use that requires primarily evening and nighttime parking, such as residential or a restaurant. It is the responsibility of the project proponent to provide parking generation data to justify the parking requirement reduction and to establish a reciprocal use agreement.

Pedestrian Accessibility
Parking areas and driveways should be designed to provide pedestrian accessibility through the parking area to the building. Separated pedestrian ways, striping, signage, traffic calming, and other measures
should be used to create clearly identifiable and safe routes for pedestrians from parking areas to building entrances. Where parking is located between the street and a building, there must be a clear and direct route from the public sidewalk, through the parking area, to the primary building entrance.
10.220 Commercial

Intent
The commercial design guidelines apply to highway oriented and stand-alone commercial uses, which include auto sales and service and office uses, as well as small scale light industrial uses. These uses currently characterize much of the non-residential development in the Gorst Subarea. The intent of the guidelines is to ensure that commercial development contributes to an attractive and inviting streetscape and minimizes conflicts between pedestrians and vehicles. The guidelines recognize the importance of maintaining vehicle accessibility but seek to mitigate some of the negative impacts of automobile-oriented development on the pedestrian environment.

Building Orientation

Intent
Commercial buildings should be oriented toward the public right-of-way to define and strengthen the public realm and avoid the uncoordinated and confusing pattern of development that often occurs with auto-oriented uses. Building entrances should be oriented toward the street to facilitate pedestrian accessibility.

Building Frontage
No less than 65% of the building frontage should be located within the minimum/maximum setback allowable in the zone.

Building Entrances
Primary building entrances should be oriented toward the public right-of-way, not toward off-street parking. Secondary entrances may be provided that are oriented toward off-street parking. Architectural elements should be used to clearly identify the primary entrance. Such elements include building articulation or projections, roof modulation, material or color changes, overhangs, or signage. The primary entrance should be connected to the public sidewalk by a clearly identifiable, unobstructed, all-weather pathway.

Building Façade

Intent
Commercial building façades should use design elements that help create a safe, functional, and interesting pedestrian environment.

Ground Floor Transparency
For ground floor retail, glazing should occupy 50% of the street facing building frontage between 2 and 10 feet above the grade of the right-of-way. Curtain windows should be avoided. Use muntins, transom windows, and other architectural elements to add interest.

Building Articulation
Unbroken wall planes of greater than 30 feet along the street facing building frontage should be avoided. Use articulation of the wall plane, changes in color or material, roof modulation, or other architectural elements to add visual interest to larger building frontages.
Blank Walls
Blank walls greater than 30 feet along the street facing building frontage should be avoided. Use building articulation elements noted above, or additional treatments such as windows, planters or other landscaping, trellises, weather protection, or other architectural elements to add visual interest.

Example of a commercial building.

Parking and Vehicular Access

Intent
Commercial buildings should be primarily oriented to the public right-of-way and conducive to pedestrian activity. Off-street parking areas, driveways, and curb cuts should be designed to be minimally disruptive of the pedestrian environment while efficiently serving the need for vehicular access.

Location of Parking
Wherever practicable, parking should be located to the side or rear of a building. Parking located between a building and the street should only be allowed in unavoidable circumstances. No more than 50% of the street frontage of any site may be occupied by parking or driveways.

Curb Cuts
Curb cuts should be minimized to ensure continuity of sidewalks and minimize conflicts between pedestrians and vehicles. Alley access or service drive access to a site should be used where such access exists or can reasonably be provided to avoid curb cuts on the primary street. On corner lots it is preferable to locate the curb cut on the secondary street frontage. Curb cuts should be designed to be no wider than is warranted to ensure safe ingress/egress for the expected traffic.

Shared Driveways
Driveways should be shared between two or more building site wherever practicable, as a means of limiting curb cuts. Driveways should be located along side lot lines where future development of the adjacent lot may be reasonably expected to occur and an access easement provided to allow for future shared use.
**Shared Parking**

Parking should be shared between two or more building sites wherever practicable. This may take the form of a single parking area that is shared by multiple users or separate parking areas that are connected and accessed via a shared driveway. Provision should be made to allow for future shared parking with an adjacent lot where future development of the adjacent lot may be reasonably expected to occur. Provisions may include stubbing a drive aisle to the adjacent lot line and providing an access easement.

Parking may also be shared through reciprocal use agreements between uses in such a way as to reduce the total number of spaces required. It is the responsibility of the project proponent to provide parking generation data to justify the parking requirement reduction and to establish a reciprocal use agreement.

**Pedestrian Accessibility**

Parking areas and driveways should be designed to provide pedestrian accessibility through the parking area to the building. Separated pedestrian ways, striping, signage, traffic calming, and other measures should be used to create clearly identifiable and safe routes for pedestrians from parking areas to building entrances. Where parking is located between the street and a building, there must be a clear and direct route from the public sidewalk, through the parking area, to the primary building entrance.
10.230 Medium Density Residential

Intent
The medium density residential guidelines are intended to promote a variety of housing types at moderate densities that will achieve several design objectives, including:

- Creating a pedestrian friendly streetscape
- Ensuring privacy for residents
- Ensuring “eyes on the street” for safety

Building Orientation

Intent
Medium density residential buildings should be oriented toward the public right-of-way in most cases to define and strengthen the public realm. Building entrances should be oriented toward the street to facilitate pedestrian accessibility. Exceptions would include cottage housing, where homes are oriented around a common central open space, or garden apartments, where individual unit entrances are oriented to a central courtyard. In these cases, the overall development should still bear a clear relationship to the public realm such as by making the central area visible from the public right-of-way and providing a clear and direct pedestrian connection from the central area to the public sidewalk.

Building Frontage
The use of smaller front yard setbacks is encouraged to help define the public realm. This is particularly important for townhouse developments, since the connected façades contribute to the feeling of a defined street wall. No less than 60% of the building frontage should be located within the minimum/maximum setback allowable in the zone.

Building Entrances
Primary building entrances should be oriented toward the public right-of-way, not toward off-street parking. Some housing types, such as cottage housing or garden apartments, may not lend themselves to this type of design. In these cases, the design should still relate to the public right-of-way by providing clear pedestrian connections from the public sidewalk to common areas and internal pathways. Provide architectural elements such as fenestration and building articulation on the street facing façade.

In all cases, architectural elements should be used to clearly identify the primary entrance. Such elements include building articulation or projections, roof modulation, material or color changes, or overhangs. The primary entrance should be connected to the public sidewalk by a clearly identifiable, unobstructed, all-weather pathway.

Residential Entrances
Where primary unit entrances face the public right-of-way, entrances should be elevated a minimum of 24 inches above grade at the right-of-way to ensure privacy.
Building Façade

**Intent**

Medium density residential building façades should use design elements that help create a safe, functional, and interesting pedestrian environment. Garages or carports should not dominate street-facing façades.

**Garages**

Garages or carports should not occupy more than 50% of a street facing façade or 12 feet, whichever is greater. Garages or carports should be even with or set back from the primary entrance. The garage should not be the defining architectural feature of the façade but should instead give prominence to the primary entrance.

**Ground Floor Transparency**

The ground floors of medium density residential buildings should incorporate windows oriented to the public right-of-way. Windows should occupy 50% of the street facing ground floor building façade. Considerations should be given to privacy in the placement of windows.

**Building Articulation**

Unbroken wall planes of greater than 30 feet along the street facing building frontage should be avoided. Use articulation of the wall plane, changes in color or material, roof modulation, or other architectural elements to add visual interest to larger building frontages.

**Blank Walls**

Blank walls greater than 30 feet along the street facing building frontage should be avoided. Use building articulation elements noted above, or additional treatments such as windows, planters or other landscaping, trellises, weather protection, or other architectural elements to add visual interest.

**Parking and Vehicular Access**

**Intent**

Medium density residential buildings should be primarily oriented to the public right-of-way and conducive to pedestrian activity. Off-street parking areas, driveways, and curb cuts should be designed.
to be minimally disruptive of the pedestrian environment while efficiently serving the need for vehicular access.

**Location of Parking**
Wherever practicable, parking should be located to the side or rear of a building. Parking located between a building and the street should only be allowed in unavoidable circumstances. No more than 50% of the street frontage or 14 feet, whichever is greater, may be occupied by parking or driveways.

**Curb Cuts**
Curb cuts should be minimized to ensure continuity of sidewalks and minimize conflicts between pedestrians and vehicles. Alley access is encouraged where such access can reasonably be provided.

**Shared Driveways**
Driveways should be shared between two or more building sites or between two or more units in the case of townhouse, duplex, or triplex housing types as a means of limiting curb cuts. Driveways should be located along side lot lines where future development of the adjacent lot may be reasonably expected to occur and an access easement provided to allow for future shared use.

**Shared Parking**
Parking should be shared between two or more building site wherever practicable and accessed via a shared driveway. Provision should be made to allow for future shared parking with an adjacent lot where future development of the adjacent lot may be reasonably expected to occur. Provisions may include stubbing a drive aisle to the adjacent lot line and providing an access easement.

Parking may also be shared through reciprocal use agreements between uses in such a way as to reduce the total number of spaces required. It is the responsibility of the project proponent to provide parking generation data to justify the parking requirement reduction and to create a reciprocal use agreement.

**Pedestrian Accessibility**
Parking areas and driveways should be designed to provide pedestrian accessibility through the parking area to the building. Separated pedestrian ways, striping, signage, traffic calming, and other measures should be used to create clearly identifiable and safe routes for pedestrians from parking areas to building entrances. Where parking is located between the street and a building, there must be a clear and direct route from the public sidewalk, through the parking area, to the primary building entrance.
10.240 Low Density Residential

Intent
Low density residential development in the Gorst subarea will primarily consist of single family detached homes, although some attached homes (e.g., townhomes or duplexes) or accessory dwelling units may be appropriate within low density areas.

The low density residential guidelines are intended to:

- Ensure that new development contributes to an attractive streetscape
- Promotes the creation of walkable neighborhoods
- Ensure “eyes on the street” for safety

Building Orientation

Intent
Homes should be oriented toward the public right-of-way to define and strengthen the public realm. Front doors should be oriented toward the street to facilitate pedestrian accessibility.

Building Frontage
The use of smaller front yard setbacks is encouraged to help define the public realm.

Building Entrances
Front doors should be oriented toward the public right-of-way. Architectural elements should be used to clearly identify the primary entrance. Such elements include building articulation or projections, roof modulation, material or color changes, or overhangs. The primary entrance should be connected to the public sidewalk by a clearly identifiable, unobstructed, all-weather pathway.

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3 In Kitsap County Code considered under definition of single family attached.
Example of a single family home.

Building Façade

**Intent**
The façades of single family homes should use design elements that help create a safe, functional, and interesting pedestrian environment. Garages or carports should not dominate street-facing façades but should instead give prominence to the front door. The ground floors of single family homes should incorporate windows oriented to the public right-of-way.

Low Impact Development

**Intent**
Low density residential development is encouraged to incorporate LID design features that go above and beyond the LID requirements of the Gorst Subarea Development Regulations.

Such features may include:

- Rain barrels
- Downspout disconnection and dispersion
- Rain gardens
- Green roofs
- Native landscaping or xeriscaping instead of grass lawn
- Native tree and vegetation retention on 65% of lot area
- Pervious materials for walkways and driveways
- Pin foundations
Example of a rain garden in a single family yard.