
Design Standards for the Community of Kingston

Prepared for the Kingston Citizens Advisory Committee

By the Kingston Revitalization Association

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Introduction

The purpose of the following Design Standards is to help implement the physical aspects of the Kingston community vision for downtown areas that evolved out of the Kingston Community Design Study developed in 1993. These standards are intended to promote Kingston's small town character and support local economic vitality while accommodating the impact of existing regional transportation and tourism issues. The intent is not only to provide some assurance to the community of basic conformity to the vision statement but also to encourage creativity.

These standards apply to projects within the identified zones of the Urban Growth Area of Kingston (see the map on pg. ii). They are defined and named as follows:

1. Old Town/Waterfront District.
2. Village Green District.
3. Lindvog Commercial District.

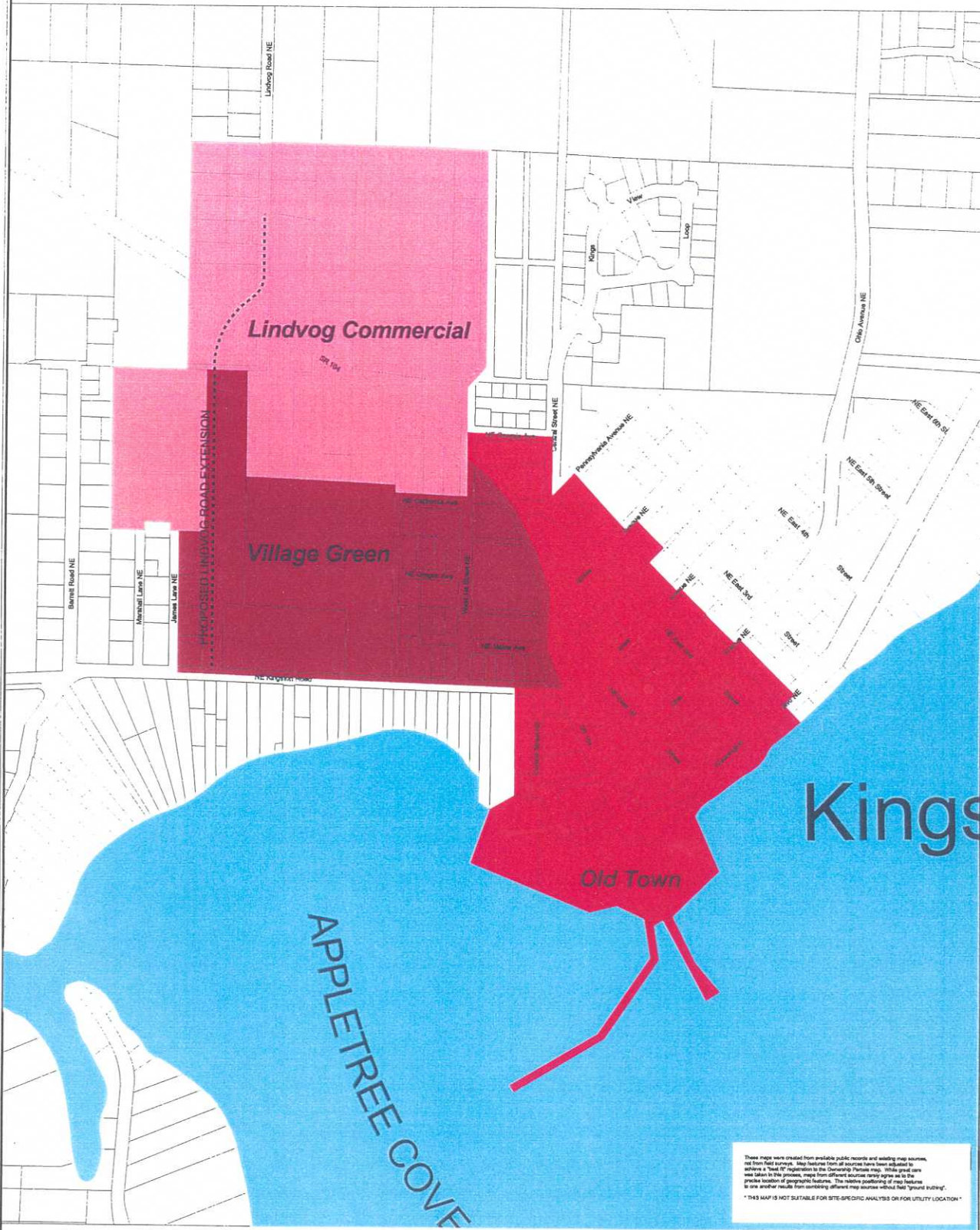
Any existing structure or facility that does not conform to these standards is exempt from compliance unless the use or the structure is modified, upgraded, remodeled, or otherwise improved. All single-family residential structures are exempt from these design standards.

As part of the design review application, a written design concept statement shall be submitted that will identify the significant site features, support the reasoning behind the architectural design and site plan proposal, explain how and why the existing site features are incorporated into the project design, and demonstrate how the proposal is consistent with the general goals of the Kingston Community Design Study. Development proposals are subject to Site Plan Review procedures set forth in Section 410 of the Kitsap County Zoning Ordinance.

All variance requests from these standards must demonstrate conformance with the general goals and objectives of the Kingston Community Design Study, the Kingston Design Standards, and the criteria for variance approval outlined in the Kitsap County Zoning Ordinance.

All new development shall participate in future improvement districts for business/community aesthetic enhancement that may include a proportionate share in construction of pedestrian walkways, street lighting, street trees, and road improvements. A covenant of agreement shall be recorded with the Kitsap County Auditor and filed with the Department of Community Development and Public Works as part of the development approval process.

Downtown Kingston



These maps were created from available public records and existing map sources, not from field surveys. Map features from all sources have been adjusted to achieve a "best fit" registration to the Geographic Parcel map. While great care was taken in this process, maps from different sources rarely agree as to the precise location of geographic features. The relative positioning of map features is one another results from combining different map sources without field "ground truthing".

* THIS MAP IS NOT SUITABLE FOR SITE-SPECIFIC ANALYSIS OR FOR UTILITY LOCATION *



Definitions

Downtown area of Kingston: The area of Kingston that includes the Old Town/Waterfront District, the Village Green District, and the Lindvog Commercial District (for the specific boundary see the map in the Introduction, pg. ii).

Old Town/Waterfront District: The properties located north of the Port of Kingston, east of Central Street, south of Georgia Ave. and west of the northeastern properties abutting E. 2nd St. (not a legal description, for the specific boundary see the map in the Introduction, pg. ii).

Village Green: The properties located north of West Kingston Rd., east of the western properties abutting the proposed Lindvog Rd. extension, south of California Ave., and west of SR 104 (not a legal description, for the specific boundary see the map in the Introduction, pg. ii).

Lindvog Commercial: The properties located north of California Ave., east of the western properties abutting Lindvog Rd. and its proposed extension, south of the northern property line of the Kingston Tree Development and west of 1st Ave. (not a legal description, for the specific boundary see the map in the Introduction, pg. ii).

Pedestrian-oriented space: The area between a building and a public street that promotes visual and pedestrian access onto the site and that provides amenities and landscaping to enhance the public's use of the space for passive activities, such as resting reading, picnicking, and window shopping. The area should be visible from the public right-of-way and accessible to pedestrians, including those with handicaps.

Pedestrian-oriented facade: The ground floor frontage of a building design, which offers an interesting appearance to attract pedestrian interest in the locality and encourages pedestrian access.

Pedestrian-friendly street: Any street designed for safe use by both pedestrians and vehicles. A pedestrian-friendly street will include sidewalks or walkways, landscaping, lighting, and other street amenities benefiting pedestrians.

Chapter I

Design Study Review



Illustration courtesy of Bob Hines

The Kingston Community Design Study (Final Report of 1993, page I-1) established the following vision, goals, and objectives:

Vision for Downtown Kingston: The purpose of the Kingston Community Design Study, as defined by the steering committee, is to develop a community vision to guide the future growth of Kingston and an urban design plan to implement that vision. The vision statement is to represent the desired outcome of meeting the needs of a growing community and to provide the foundation for the development of the plan. The elements of the steering committee's vision are:

- That the town will be oriented toward the residents.
- That the community will retain its small town atmosphere, its feeling of friendliness and gentleness, even as it is affected by growth.
- That it will be a friendly, interesting, and safe place for children.
- That its downtown will be of a comfortable scale, one in which people can safely walk to various destinations.
- That it will have a pedestrian orientation.
- That views and open space will be preserved.
- That there will be adequate recreational opportunities.
- That economic vitality will be encouraged and that businesses that serve residents will also be encouraged.

Community Goals and Objectives: The following goals and objectives were copied from the Kingston Community Design Study, Final Report of 1993, pages IV-1 thru IV-5.

A. Protect Kingston's environmental quality.

- Use shoreline resources to tie community to water and provide better shoreline access.
- Protect sensitive/critical areas and natural systems.
- Protect aquifers and water quality and quantity.
- Protect wildlife habitat.
- Protect trees, especially in highly visible areas and along ridge lines.

B. Build a sense of community.

- Increase local empowerment regarding Kingston's future, especially with respect to land use development, public facilities and Washington State Department of Transportation project impacts.
- Improve communication between Kitsap County and the Kingston community and its citizens.
- Provide more community gathering places for social interaction.
- Create a central community focal point for gathering, socializing, and celebrations.
- Design public facilities to serve more than one use.
- Upgrade the Library.
- Build a consensus among Kingston's citizens for cooperative action.

C. Enhance Kingston's visual identity as a community.

- Preserve the small town character.
- Preserve natural/visual resources.
- Emphasize the town's waterfront orientation.
- Enhance arrival points, or gateways at the entries to the town.
- Create pedestrian-oriented retail cross streets in the downtown core.
- Enhance historic features.

D. Establish predictable and defined land use patterns that support Kingston's community vision.

- Define Kingston's boundary.
- Recognize and enhance existing neighborhoods.
- Prevent sprawl and utilize land efficiently.
- Integrate land use pattern and circulation systems so that they are mutually supporting.

- E. Improve and encourage economic development opportunities.
- Encourage locally owned businesses and cottage industries.
 - Provide basic consumer needs and convenience shopping in town.
 - Provide for “appropriate” expansion of business core for growth expected within the urban growth area.
 - Respect property rights while pursuing a cooperative plan that emphasizes community – wide public benefits.
 - Provide urban design and public improvement projects to provide a focal point for businesses and community activities in the town of Kingston.
- F. Improve traffic conditions for local community.
- Improve safety for pedestrians/bicycles/vehicles.
 - Provide a range of transportation options including walking, cycling, transit as well as private automobile.
 - Upgrade local access streets.
 - Improve ferry traffic management. Reduce impact of speeding cars, parking and holding.
 - Manage downtown parking.
 - Improve public transit
- G. Create integrated system of parks, trails and open space.
- Provide multi-use, non-motorized trails for both commuter and recreational use.
 - Provide safe and secure pedestrian access for residents and visitors.
 - Encourage expanded use of existing facilities.
 - Create a common social and recreational focus:
 1. Community center/Library/”City” hall.
 2. A village green.
 3. A town square.
- H. Improve Port facilities and waterfront
- Provide more waterfront/beach access with managed, well defined public access points.
 - Preserve visual access to water.
 - Protect view corridors.
 - Provide and maintain good pedestrian access from town to the Marina with sidewalks and other pedestrian amenities on downtown “core” streets.

Chapter II

Site Planning



Illustration courtesy of Bob Hines.

Definition: The determination of the location, orientation, and relationships of buildings, parking, landscaping, open spaces, access, and other features on the subject property and their relationship to the surrounding neighborhood.

Goal: To promote development that is functional, visually coherent, and visually compatible among existing and proposed development and that will achieve a high-quality appearance, enhance the Kingston community, and achieve the plan objectives of the Kingston Community Design Study.

Objectives:

- To create an active and safe pedestrian environment.
- To upgrade the downtown and enhance the visual identity of Kingston.
- To improve pedestrian and auto circulation.
- To organize activities and structures into a unified village setting.
- To create attractive and compatible streetscapes.
- To increase compatibility between uses and support an efficient land use pattern.

All development in the downtown area of Kingston shall include site planning measures to define the street edge, encourage pedestrian access, provide amenities, and support downtown design objectives.

A. Building Location and Orientation

Buildings in the downtown commercial districts should be sited to provide functional outdoor spaces and public spaces that will enhance the use of the district, that will maintain continuity between developments by relating the building and use to the street frontage, and that will encourage and accommodate pedestrians. The following elements shall be addressed:

1. Relationship to Street Front

Site structures in a manner that will complement the adjacent structures. Sites should be developed in a coordinated manner to provide order and diversity to avoid a jumbled, confused development.

- (a) Set back new construction no more than 15 feet from the roadside edge, except where public spaces are incorporated into the front yard setback or when new construction can be demonstrated to be consistent with a larger master plan of multiple properties and uses and found to be consistent with the goals and policies of the Kingston Community Design Study.



Figure II.A.1.(a). Street frontages built to the sidewalk give Kingston much of its attraction.

- (b) The setback of new buildings on pedestrian-oriented streets to allow a 12-foot sidewalk is encouraged.
- (c) Treat building setbacks as pedestrian-oriented spaces or landscape them in accordance with Chapter V. Minimize paved surfaces except for pedestrian walkways and pedestrian-oriented spaces.
- (d) Provide a clear, identifiable pedestrian route from the public walkway to the building entrance. Preferably, walkways should be separated from the parking lot. If walkways transverse parking lots, the walkways shall be raised or treated with marking and textures. (See Chapter IV, Section B.) Street-facing pedestrian entrances are preferred, but entrances may be on the side of buildings, provided they are visible from the street and connected by a continuous pedestrian walkway.

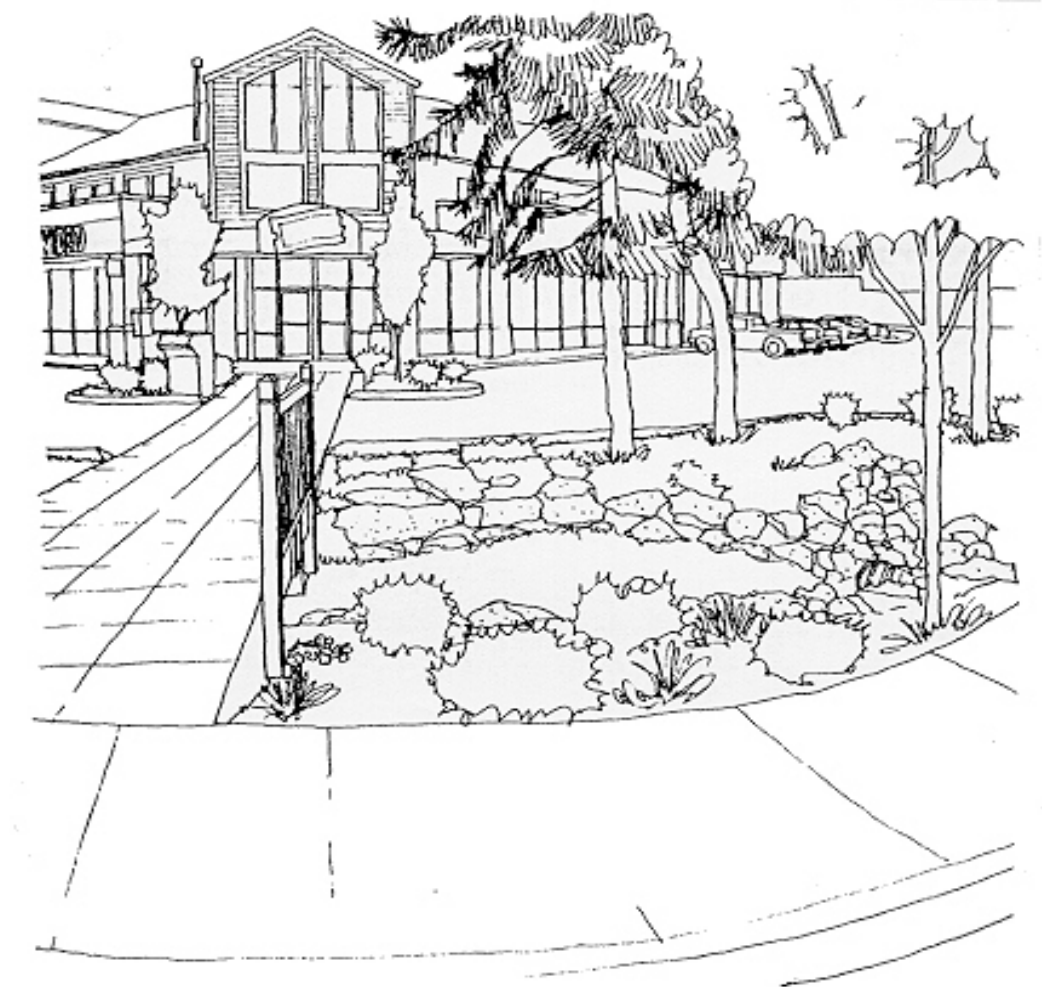


Figure II.A.1.(d). This mixed-use development has a strong pedestrian connection to the street because of its direct pedestrian connection.

- (e) Site buildings so that a pedestrian-oriented façade (see definitions) is presented to the street. (See Chapter IV, Section B.1.)

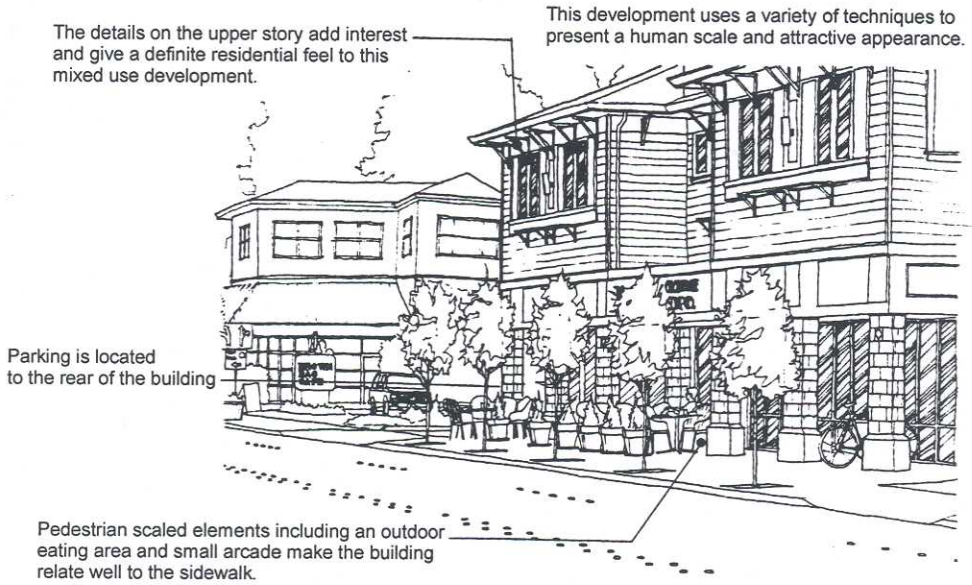


Figure II.A.1.(e). The quality of downtown Kingston's identity depends on the view from the street. New development should be oriented and designed to provide a pleasing, pedestrian-oriented streetfront. The example above shows a few ways this can be achieved.

- (f) Limit parking and vehicle access (driveways) to no more than 60 feet, or 50 percent (whichever is greater), of the street frontage measured parallel to the curb.

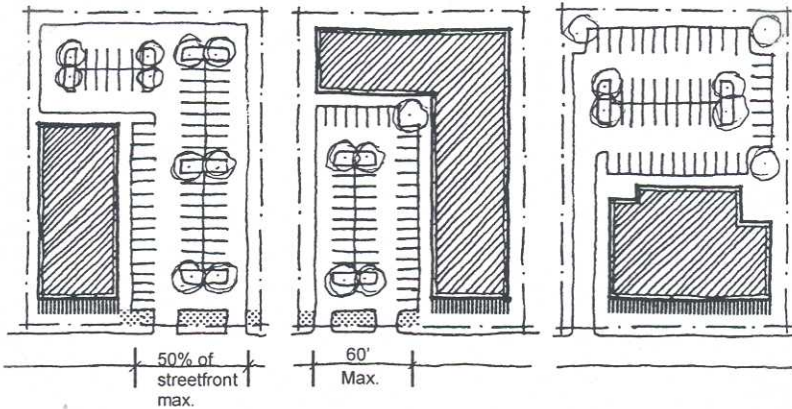


Figure II.A.1.(f). Alternate site plans illustrating different building configurations limiting parking lots in the front yard to give the building more prominence and utilize the site more efficiently. Street facades must conform to visual design guidelines.

- (g) Limit driveways to one entry lane and one exit lane per 300 feet, or to one lane each way per lot if the site frontage is less than 300 feet. (See Chapter III, Section B.1, Guideline (c).)

- (h) Do not site outdoor storage areas or outdoor sales areas over 200 square feet in the front of commercial establishments or visible from the street. *Exception:* Outdoor sales areas are permitted if the merchandise and supporting appurtenances are moved in each day at the close of business hours. The County may allow outdoor sales in front yards if the sales are done in areas that conform to pedestrian-oriented space standards and the merchandise is attractively displayed. Examples that may be permitted under this provision include garden shop or nursery displays of plant materials, outdoor art galleries, and examples of completed home construction projects.

Open storage of bulk materials, such as top soil or peat, shall not be visible from the street or adjacent properties. Temporary signs, banners, flags, or other visual distractions are not allowed in open storage or sales areas.



Figure II.A.1.(h). Rural communities need businesses with outdoor sales areas, such as nurseries, lumber yards, hardware stores, and feed stores. Outdoor sales and storage areas can harm a business's and community's identity if not handled in an attractive manner. The two positive examples in this figure solve this problem in different ways. Sack's Feed and Garden Store provides an attractive landscape screen and display, while Kingston Lumber incorporates a covered sales area. In both cases, the parking is located at the side of the building. Note how both businesses are inviting assets to the community's character. Also note how Sack's sign is modest but attractive and ideally located for maximum visibility.

- (e) Incorporate dust, soil erosion, and storm water control measures as required by the Kitsap County Storm Water Management Ordinance.



Figure II.A.2. (e). Biofiltration swales can incorporate storm water management in a soft, attractive, naturalistic way. At this shopping center, a drainage swale in a central open space serves as a visual amenity.

3. Corner Lot Requirements

Incorporate outdoor spaces or other features at or near the intersection corner of the site when a development is located at a corner intersection. All new buildings or major remodels located on properties at the intersection of two public streets are encouraged to employ one or more of the following design elements or treatments to the building corner facing the intersection:

- At least 25 square feet of sidewalk area or pedestrian-oriented open space in addition to the otherwise required setback.
- A building entrance, lobby, atrium, or pedestrian pathway at the corner.
- A corner architectural element such as a bay window or turret; roof deck, balconies or upper stories; building core setback “notch” or curved façade surfaces; or sculpture or artwork.

5. Multiple Building/Large Lot Developments

- (a) Take advantage of special opportunities and mitigate impacts of large developments. The site planning for all developments over five acres must feature a demonstrable unifying organization that accomplishes the following goals:
 - Mitigates transportation impacts and conforms to the Kingston Downtown Road Improvement Plan’s objectives for better traffic circulation by connecting through streets where appropriate.
 - Provides convenient pedestrian circulation connecting all on-site activities to adjacent pedestrian routes and street rights-of-way. (See Chapter III.)
 - Encourages buildings to complement adjacent activities and visual character and creates comfortable human environments.
 - Incorporates open space and landscaping as a unifying element.
 - Upgrades the quality of pedestrian-oriented streets if adjacent to applicable street fronts. (See Chapters III and V.)
 - Where possible, incorporates screening, environmental mitigation, utilities, and drainage as positive elements (e.g., creates a “natural” open space or wet pond as a site feature to accommodate surface water runoff).
- (b) Coordinate guideline requirements to produce innovative organizational schemes. While the referenced guidelines apply to smaller lots as well, the intent of this guideline is to encourage project designers to coordinate guideline requirements into innovative organizational schemes, such as a “village green,” “small town grid,” “pedestrian square,” or “perimeter walk,” that integrate the new development into the downtown’s existing structure and create a pedestrian-oriented focus.

6. Related Guidelines

- (a) See Chapter III for circulation and parking elements.
- (b) See Chapter IV for building elements related to site planning.
- (c) See Chapter V for landscape design elements.
- (d) See Chapter VI for site lighting.
- (e) See Chapter VII for utilities and service areas.

Chapter III

Roads, Parking, Walkways and Amenities



Illustration courtesy of Bob Hines.

Overview: This chapter concerns the relationship of the components of a roadway, including the traveled road section, on-street parking, storm water runoff collection system, pedestrian walkways, access points, and utilities, along with street amenities, such as landscaping and street trees, pocket parks, street lighting, and street furniture, that occurs within the public right of way. The overall goal is to ensure a coordinated system of roads, walkways, and amenities that protect and accommodate the needs of the pedestrian while allowing efficient vehicular circulation.

Roadway design is composed of the following elements: roads and sidewalks in the public right-of-way, including streets, sidewalks, and pedestrian walkways, and on-site circulation and parking, including vehicle circulation, parking, bicycle and pedestrian circulation, and coordination with transit stops.

A. Roads and Sidewalks in the Public Right-of-Way

Goals:

- To provide for connectivity between components of the community with design standards that will integrate neighborhoods and commercial districts, thus providing for efficient vehicular circulation and pedestrian safety.
- To require all major road improvement projects to conform to Kitsap County standards and the Kingston Downtown Road Improvement Plan.

- To require all new development to mitigate direct traffic impacts to roads in Kingston through construction of necessary roadway improvements, as warranted through traffic impact analysis.
- To encourage existing development to participate in the formation of area-wide improvement districts to fund desired roadway improvements.
- To encourage street designs and development patterns that accommodate pedestrians, vehicles, transit users, and bicyclists in a balanced way.
- To minimize visual impacts of utilities, such as poles, wires, signal controller boxes, and transformers.
- To move ferry terminal traffic efficiently through town while supporting Kingston community objectives for a pedestrian-friendly and livable environment.
- To encourage existing development and require new development to participate in areawide streetscape improvements as a means of building community, attracting tourism, and ensuring economic prosperity.
- To set standards for road construction design that accommodates street tree plantings, street furniture, and pedestrian lighting within the public right-of-way to provide for an aesthetic route for both pedestrians and drivers.

1. Roadway Design

- (a) Clearly mark and locate bicycle routes to form a network of routes that is convenient and safe.
- (b) Where feasible, design roads to control traffic through the use of traffic-calming devices, such as the following:
 - Curb bulbs or neck downs at intersections or pedestrian crosswalks.
 - Reduced turning radius in high-pedestrian areas; to be applied to non-arterial streets and not to exceed 25 feet radii in the Old Town/Waterfront and Village Green Districts.
 - Large street trees, green planting strips, and pocket parks. (See Chapter V, Landscaping.)
 - Offset parking along the length of both sides of a roadway where appropriate.
 - Changes in road surface, including changes in paving materials, texture, speed tables, or color.
- (c) Design roadways to meet the level of traffic volume projected as well as the land use design objectives of the local area. Street design for local access roads in the Kingston Urban Growth Area falls into the following five categories:
 - Neighborhood Boulevard.
 - Neighborhood Commercial Street.
 - Residential Parking Street.
 - Residential Lane.
 - Alley.

- (d) When designing street improvements, consult the Design Standards for the Community of Kingston.
- (e) Keep curb cuts narrow and far apart to minimize sidewalk interruptions. Turning radii should be minimized in high-pedestrian areas and, in the Old Town/Waterfront and Village Green Districts, to no more than 25 feet or whatever is deemed necessary to meet County Emergency Access Requirements.
- (f) Locate parking on-street where feasible within the constraints of right-of-way and pedestrian needs to buffer pedestrians and slow traffic.
- (g) Plant street trees along all project frontages where feasible. Street tree selection shall be coordinated between properties along road corridors according to the Kingston Downtown Road Improvement Plan. (See Chapter V, Landscaping, for recommended species. Trees shall be contained within a planting strip or tree grate within the sidewalk. Select species that will not obstruct desirable views at maturity. Select appropriate species and locate trees to provide visibility of storefronts and signs under 12 feet in height.

2. Sidewalk Construction

- (a) Developer may sign a covenant of participation (in-lieu of sidewalk construction when deemed appropriate by the County Engineer) on Local Road Improvement Districts for sidewalk and other improvements.
- (b) Install sidewalks in widths determined on a basis of the road right-of-way width available and objectives of the Design Guidelines. Sidewalk width shall be as follows:
 - Minimum sidewalk width shall be 8 feet, with a 12-foot minimum width at the building entry and a 4-foot minimum pedestrian clear zone provided.
 - Where right-of-way width is constrained, additional land on the development parcel should be allotted to accommodate sidewalk construction requirements and implementation of the Kingston Downtown Road Improvement Plan, with a minimum of a 2-foot building setback, provided that in the Old Town/Waterfront and Village Green Districts, upper stories may extend an additional 2 feet into the public right-of-way upon the approval of Kitsap County.
 - Sidewalk width may be reduced to 5 feet for existing structures, and for new development with a minimum 4-foot front yard setback, when constrained by the right-of-way and when demonstrated to be consistent with the Kingston Downtown Road Improvement Plan's Streetscaping requirements and with existing improvements.
 - In the Lindvog Commercial District, minimum sidewalk width shall be 6 feet.
- (c) For sidewalk surfaces, use concrete or an approved brick-paver inlay consistent with the Kingston Downtown Road Improvement Plan. Vehicular crossings of

pedestrian walkways shall be clearly marked and identifiable, with surface treatments such as color changes, surface material or texture changes, or slight grade changes.

- (d) Locate public sidewalks primarily within the right-of-way area. In special instances sidewalks may need to extend into private property to meet the objectives of Kingston Downtown Road Improvement Plan.
- (e) Where feasible, plant street trees along all project frontages. Street tree selection should be coordinated between properties along road corridors according to the Kingston Downtown Road Improvement Plan. (See Chapter V, Landscaping, for recommended species. Trees shall be contained within planting strips or tree grates within the sidewalk.
- (f) Provide lighting fixtures as described in Chapter VII, Lighting.
- (g) For café zones or outdoor dining in the public right-of-way, ensure that outdoor dining areas or sidewalk areas conform to all of the following:
 - Requirements of a minor Site Plan Review (Kitsap County Zoning Ordinance, Section 410).
 - Are lighted with low-intensity lighting that is directed down toward the seating area and does not spill out onto adjacent properties.
 - Are contained within the property boundary to the rear or side area of a site, within a screened fence or hedge. Such areas may be allowed along a building frontage subject to the following criteria:
 - Are subject to Administrative Site Plan Review (Kitsap County Zoning Ordinance, Section 410).
 - Provide clear separation between pedestrians and vehicles through use of planters, decorative fencing, and low walls.
 - Are able to provide 4 feet minimum of sidewalk clearance within all points of the designated area.
 -



Figure III.A.1.(g). Attractive, appropriately sized trees add much to Kingston's identity.

B. On-Site Circulation and Parking

1. Vehicle Circulation

- (a) Where pedestrian circulation crosses vehicular routes, provide a change in grade, materials, textures, or colors to emphasize the conflict point and improve visibility.
- (b) Minimize the width of curb cuts while ensuring that the requirements of emergency service vehicles are met. Circulation routes shall focus upon main entries and exits and also identify secondary access points.
- (c) Site new driveways away from or immediately opposite street intersections. Limit the number of driveways to no more than one driveway per every 300 feet for arterial roads and one per 150 feet for secondary and local access roads. Parcels less than 150 feet in width may be required to share access with adjacent parcels. Access shall be provided in the following prioritized order:
 - From the rear of the parcel or from alleyways.
 - From the lesser traveled roadway.
 - Shared with adjacent parcels.

Driveway location and design are subject to approval by Kitsap County.

- (d) Accommodate access requirements of emergency vehicles and services, per the Kitsap County Fire Code, on all elements of the site design.
- (e) Integrate service functions into the circulation pattern in a manner that will minimize conflicts between vehicles and pedestrians.

2. Parking

Parking Objectives: Typically the largest percentage of land use in a commercial district is parking. Parking areas should be designed so that the use is not visually intrusive and does not detract from the goal of providing a “pedestrian-friendly” downtown. In the future, the pedestrian-only ferry system will encourage the commuters and tourists traveling through the downtown to do so on foot or by transit shuttle from commuter lots. This will help maintain the majority of the downtown streets for local access and pedestrians interested in strolling the sidewalks of downtown. To fulfill this goal, relaxation of the current required parking standards may be necessary in the Old Town/Waterfront and Village Green Districts, with demonstration that parking is available within close proximity. This may be shared parking or public lots that could be financed directly by a partnership between development proposals and the general community. Project proposals that exceed on-site parking capacity may contribute payment in-lieu to structured parking funds held in an escrow account to support construction of a parking garage.

- (a) Locate parking to the side or rear of a site, except in these instances where there is an existing structure with no feasible means of accommodating parking to the side or rear. (See Chapter II, Site Planning.)
- (b) Create public parking areas behind buildings, using under-utilized public land where possible and good directional signs.
- (c) Provide incentives for developments to locate parking to the rear of buildings and underneath structures.
- (d) Connect parking areas on adjacent properties or create service alleys behind buildings.
- (e) Soften the visual impact of parking areas with trees and shrubs where feasible. In site design of parking areas, incorporate the use of screening, such as hedge material or planters, to screen parking from pedestrian routes or adjacent properties. (See Chapter V, Landscaping.)
- (f) Limit parking and vehicle access to no more than 65 feet or 50 percent, whichever is greater, of the street frontage measured parallel to the curb.
- (g) In parking lot design, coordinate access with adjacent properties, if possible. This is especially critical in the Old Town/Waterfront and Village Green Districts. (See Chapter III, Section B.1, Guideline (c).)
- (h) Line structured parking garages with perimeter tenant commercial spaces or mixed uses. Structured parking shall meet minimum site and building design requirements as prescribed herein.

3. Bicycle and Pedestrian Circulation

Definition: Pedestrian walkways are both formal standardized public walkways and informal paths worked into a site's landscape design that provide a means for pedestrians to travel through the community along street sidewalks or other public routes.

Goal: To improve the pedestrian environment by making it easier, safer, and more comfortable to walk between businesses, to the street sidewalk, to transit stops, and through parking lots.

Objectives:

- To provide pedestrian facilities such as sidewalks, crosswalks and bus shelters that will connect all modes of transportation, including auto, bus, ferry, van pools, and bicycles.
- To provide attractive, safe, continuous pedestrian access routes in the downtown area of Kingston that connect uses and public spaces in a system of public sidewalks and private walkways.

- To provide safe pedestrian routes across busy streets, including Highway 104, by a variety of means, including signalized intersections and distinctively marked crosswalks.
- To provide pedestrian-/bicycle-oriented routes from the ferry terminal to commuter parking lots.
- To make pedestrian circulation routes as obvious and simple as possible, illustrating a clear, identifiable path between vehicles and access into buildings or sites.

Guidelines:

- (a) Provide a clear unobstructed route for pedestrians along all public roadways.
- (b) Provide pedestrian paths or walkways connecting businesses and the entries of multiple buildings on the same site. All likely pedestrian routes should be considered in the design phase to eliminate “short cuts” which damage landscape areas.
- (c) Where pedestrian circulation crosses vehicular routes, provide a change in grade, materials, textures or colors to emphasize the conflict point and improve its visibility and safety.
- (d) Focus circulation routes upon main entries and exits and identify secondary access points.
- (e) Minimize redundant pavement that reduces the amount of a site available for landscaping and storm water absorption.
- (f) For the downtown commercial districts, provide the following:
 - Streetscaping that addresses the requirements of the Site Plan Review (Kitsap County Zoning Ordinance, Section 410).
 - A paved pedestrian path of at least 5 feet wide from the public street sidewalk to the building main entry.
 - A clear pedestrian path into parking lots over 150 feet in depth or 2 parking bays (approx. 65 feet) wide. Path shall be a minimum of 4 feet wide and delineated through striping, texturing, or paving to mark the route.
 - A concrete public sidewalk along the property road frontage that is consistent with the Kingston Downtown Road Improvement Plan.
 - Adequate lighting at the building entries and along all walkways and paths through parking lots. (See Chapter VII, Lighting.)
- (g) Make all site facilities and amenities accessible to people with disabilities in accordance with the Americans with Disabilities Act. Accessibility requirements include the provision of special parking spaces, ramps, and signage and shall be noted on the approved site plan.

- (c) Provide pedestrian circulation routes to adjacent uses and transit, by providing access from a building/business entry to connect with:
- Building entries of businesses and services within the development.
 - Building entries of nearby residential complexes.
 - Sidewalks along all developer-provided roads.
 - Marked crosswalks.

5. On-Site Pedestrian Amenities and Spaces

Definition: The streetscape, the visual and functional supporting elements of a roadway design, provides aesthetic interest and comfort to the pedestrian. Street amenities serve to define the public space of a sidewalk as well as the adjacent roadway corridor. Pedestrian amenities include private spaces such as pedestrian-friendly plazas, furniture, lighting, and art. Pedestrian-oriented spaces and plazas are defined as an area between a building and a public street or pedestrian path which promotes visual and pedestrian access onto the site and which provides amenities and landscaping that enhance the public's use of passive activities, such as resting, reading, and picnicking.

Goal: To ensure a coordinated system of street corridor improvements that protect and accommodate the needs of the pedestrian while allowing efficient vehicular circulation.

Design Objective: To provide functional amenities for the pedestrian that are safe, comforting, and aesthetically pleasing.

Guidelines:

- (a) *Front Yards.* Where the front building façade is not directly adjacent to the sidewalk, develop the space between the sidewalk pavement and the building (the front yard) as a garden, lawn, and/or pedestrian-oriented space.

A pedestrian-oriented space is encouraged to have:

- Landscaping that does not act as a visual barrier, such as planter beds.
- Site furniture, artwork, or amenities such as fountains, kiosks, furniture.
- Pedestrian weather protection.
- Pedestrian-oriented landscaping along walkway; e.g., flower boxes or planter. All uses shall provide street trees and street lighting as appropriate. All new uses shall participate in future improvement districts for business/community aesthetic enhancement.
- Space for a transit stop with seating.
- Window displays over the majority of the front façade.
- Decorative screen wall, trellis, or other building or site feature.
- Pedestrian lighting.
- Street trees.

- (b) *Street Furniture.* Provide two pieces of approved pedestrian furniture or other site amenities for every 100 feet of property frontage. Street furniture shall be as approved by Kitsap County. Components of street furniture include:
- Pedestrian seating.
 - Artwork.
 - Drinking fountains.
 - Kiosks or public information boards.
 - Refuse receptacles.
 - Tables and chairs.
 - Guard railings.
 - Decorative lighting.
 - Bicycle racks.
 - Space for transit stop seating.
 - Other elements as approved by the County.
- (c) *Site Lighting.* Provide lighting at all building entrances, exit points, and pedestrian-oriented space. Provide a minimum of two foot-candles for pathways and four foot-candles for entry ways. On-building lighting shall be down-spot lighting or front-lighted. Specific lighting detail standards are addressed in Chapter VII, Lighting.

Chapter IV

Architectural/Building Design

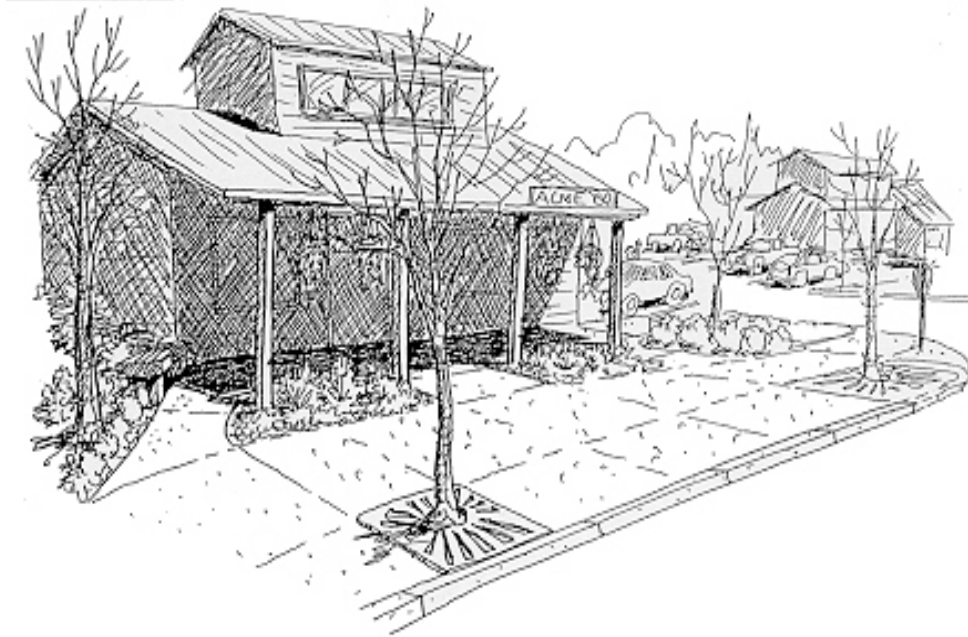


Illustration courtesy of Bob Hines.

Definition: The building scale, mass, form, size, color, and materials as they relate to the site and adjacent structures and properties.

Goal: To maintain the “old town” character of the Kingston maritime community through incorporation of architectural design features that will promote architectural compatibility as well as diversity.

Objectives:

- To encourage and promote development that features excellence and comfortable amenities by incorporating human-scale elements in building design.
- To encourage creative approaches to the use of land and related physical improvements.
- To encourage the enhancement and preservation of land or buildings of unique or outstanding scenic or historical significance.
- To strengthen the architectural identity of the community. Examples of buildings with desirable architectural characteristics are presented in Figures IV-.1 through IV-.2.



Figure IV-1. The Kingston Hotel is perhaps the community's best example of the Old Town character. Its simple form, traditional details and materials, and understated Victorian ornamentation make it "classic Old Town Kingston." The covered porch, view deck, and modest front yard landscaping present a welcoming feeling.



Figure IV-2. This contemporary interpretation of traditional architecture would be appropriate in all three downtown districts. The simple gable form, traditional siding, appropriate sign, welcoming porch, and "transparent" front façade make it pedestrian friendly and consistent with the town's identity. Note how the multi-paned windows, porch railing, and porch column details all add a simple grace and human scale without being overly ornamental. The colors, light gray with white trim, are appropriate. The landscaping also enhances the development's qualities.

A. Compatibility

Goals: To encourage compatibility in scale, mass, form, and design character between commercial buildings and the structures and pattern of development within the downtown districts.

Exterior building design and detail on all elevations visible from adjacent properties or a public right-of-way should be coordinated with regard to color, types of materials, number of materials, architectural form, and detailing to achieve harmony and continuity of design.

1. Design Character

- (a) Be prepared to demonstrate ways in which the proposed structure responds to its district context through its architectural scale, roof form, building details, windows, materials, and signs. The design characteristics are described below and in the guidelines for the characteristics mentioned. Building design should invoke the “old town” character of the maritime community through incorporation of neo-traditional architectural design standards on the side of building facades that face a public street or park, such as:
 - Steepened roof lines or appearance of steepened roof lines (greater than 6:12 pitch).
 - Multiple gables.
 - Dormers.
 - False front.
 - Multiple-paned windows with clerestories.
 - Front porches.
 - Corner and window trim details.
- (b) Carefully design rear and side facades visible from public streets or neighboring properties with similar detailing as the principle facades of the building to maintain compatibility.
- (c) Submit all elevations of the building to building permit/design review evaluation.

2. Building Height

In the Kingston Commercial Districts, do not exceed the following building height limits:

- Old Town/Waterfront: 3 stories, not to exceed 35 feet. Minimum two-story construction.
- Village Green: 4 stories, not to exceed 45 feet. Minimum two-story construction.

- Lindvog Commercial: 3 stories, not to exceed 35 feet. No minimum.

“Building height” is defined in the Kitsap County Zoning Ordinance.

Maximum number of stories is determined from the sidewalk abutting the main entrance, or from the sidewalk along the abutting road frontage.

B. Human/Pedestrian Scale

The incorporation of defined outdoor spaces into the building and site designs of all new development in the commercial district is encouraged. Encouraged outdoor spaces include courtyards, patios, plazas, covered walkways, passages, gardens, and trellised areas. Buildings should incorporate design elements that will accommodate the needs of the pedestrian and provide pedestrian interest. Buildings should incorporate design elements that reduce the apparent scale of buildings. The following design elements and techniques should be incorporated into building and site design:

1. Pedestrian–Oriented Façades

- (a) For all development, include at least three of the following design elements or techniques:
 - Sculptural, mosaic, or other architectural details.
 - Transparent window area or window displays at or below eye level along at least 50 percent of the length of the ground floor façade for retail.
 - Pedestrian weather protection.
 - Decorative light fixtures.
 - Landscape trellises.
 - Decorative building materials, including decorative masonry, shingles, brick, or stone.
 - Individualized patterns or continuous woods details such as fancy butt shingles in a geometric pattern, decorative moldings, brackets, wave trim or lattice work, ceramic tile, stone, glass block, or similar materials.
 - Other materials with decorative or textural qualities as approved.
 - Gable or hipped roof, provided the hipped or gable roof covers at least one half of the building's footprint and has a slope greater or equal to 6 feet vertical in 12 feet horizontal.
 - Building articulation, with the upper story set back from the face of the building at least 6 feet or projecting out (forward) at least 2 feet.
 - Decorative artwork.



Figure IV.B.1.(a). The front of this tiny coffee shop features many pedestrian-oriented elements, including weather protection, decorative lights, modest but effective ornamentation, traditional siding, recessed entry, and large display windows. Note the outdoor table and chairs. Add the smell of fresh brewed coffee and you have a customer magnet, not only for the coffee shop, but neighboring businesses as well.

- (b) Provide a porch, covered entry, or other building element that defines an outdoor space, such as a trellis, overhang, or canopy. Entries should include weather protection, planters, and building façade artwork. Entries should be inset into the building façade; accordingly, provide a minimum 4-foot setback from the internal edge of the sidewalk.
- (c) Treat code-required elements, such as parapet walls and screen walls, as an integral part of the architecture.
- (d) Minimize the visibility of a flat roof through the use of a false front and gables. Direct a flat roof away from, or screen it from, public spaces and street fronts.
- (e) For all buildings located along designated streets in the Old Town/Waterfront District, provide pedestrian weather protection at least 3 feet wide for a minimum of 80 percent of the building's façade. The weather protection may be in the form of awnings, marquees, canopies, or building overhangs. Awnings may extend to within 4 feet of the roadway curb, subject to Kitsap County building permit review.



Figure V.B.1. (b). Two examples of porches. Though simple in the extreme, the top porch adds a bit of comfort and weather protection to an otherwise plain façade. The bottom example illustrates how a covered entryway can be effectively integrated into building design.



Figure IV.B.1.(d). The Ben Franklin store façade incorporates metal roof arcades and a gabled entryway to add interest and human scale to a concrete masonry unit building.

C. Architectural Scale

The following set of guidelines are intended to address building design details as might be seen at the scale of a pedestrian. Buildings that are stylized in an attempt to use the building itself as advertising shall be discouraged, particularly where the proposed architecture is the result of a “corporate” or franchise style.

1. Architectural Scale

- (a) For all new buildings over two stories and more than 5,000 square feet in gross building footprint, provide at least three of the following features along the facades visible from the public right-of-way and pedestrian routes.
 - Upper story setback.
 - Horizontal building modulation. The maximum width without building modulation shall be 75 feet, measured horizontally. The minimum depth of modulation shall be 6 feet. Roof decks or balconies may be used as all or part of the building modulation so long as each individual balcony has a floor area of at least 100 square feet.
 - Modulated roof line, as seen from a public right-of-way or designated public space. No individual segment of a roof may exceed 50 feet in length without a change in slope of 22.5 degrees or greater.

- Building articulation with design elements with a 50 foot-maximum spacing, such as the following:
 - Repeating window patterns.
 - Including a porch, patio, deck, or covered entry for each interval.
 - Including a balcony or bay window for each interval.
 - Changing the roofline by alternating dormers, stepped roofs, gables, or other roof elements to reinforce the modulation or articulation interval.
 - Changing materials.
 - Providing a lighting fixture, trellis, trees or other landscape feature within each interval.
- Substantial landscaping and/or pedestrian-oriented open spaces along the building façade.
- Other proposed methods that satisfy the intent of the design principles of this document.



Figure IV.C.1.(a). Clustering smaller activities around the entrance to a large building adds human scale and minimizes the large building bulk. The Thriftway Market effectively incorporates this concept, adding human scale and visual interest to its entrance.

- (b) Avoid long or continuous wall planes, particularly in the pedestrian districts, where buildings should exhibit more detail and elements appropriate for close-range pedestrian view.
- (c) Outside the Old Town/Waterfront and Village Green Districts, relieve building surfaces over two stories high or 50 feet in length with articulation or changes in wall plane that provide shadow or visual interest.

- (b) If sheet materials, such as composite fiber products or metal siding, are used as a siding material over more than 25 percent of a building's façade, use material with a matted finish in a color as specified in Section IV.D.2. Include the following elements:
 - Visible window and door trim painted or finished in a complementary color.
 - Corner and edge trim that covers exposed edges of the siding material.
- (c) If concrete blocks (concrete masonry units or "cinder blocks") are used for walls that are visible from a public street or park, use one or more of the following architectural treatments:
 - Use of textured blocks with surfaces such as split-face or grooved.
 - Use of colored mortar.
 - Use of other masonry types, such as brick, glass block, or tile, in conjunction with concrete blocks.
- (d) Do not use the following materials in visible locations unless an exception is granted by Kitsap County.
 - Mirrored glass.
 - Corrugated fiberglass.
 - Chain-link fences in front yards.
 - Synthetic materials with reflective surfaces, including galvanized steel and glossy vinyl siding.
- (e) Select all vents, gutters, downspouts, flashing, electrical conduits, etc., to match or complement the color of the adjacent surface unless they are being used expressly as a trim or accent element.
- (f) Provide approved address numbers so that they are legible to the public from the street fronting the property.
- (g) Minimize the visibility of rooftop equipment by grouping all plumbing, vents, ducts, and rooftop mechanical equipment away from the public view through use of architectural screening details, such as parapets, walls, and rooflines.
- (h) Where possible, retain original facades that conform to the above guidelines on older buildings. Do not use metal siding, metal screening, plastic, plywood, sheet wood products, or fiberglass to cover existing facades. The County may allow synthetic siding on existing buildings, provided the material and details are consistent with the original architecture.



2. Colors

Kitsap County will keep a sampling of acceptable color ranges from the historical paint colors from major paint companies or colors of traditional materials, such as wood, brick, or slate.

E. Building Equipment and Service Areas

1. Mechanical Equipment

- (a) Locate, design, and/or screen building mechanical equipment to minimize visual impact on public streets, large surface parking fields, and neighboring properties.
- (b) Screen plumbing vents, HVAC equipment, and other building equipment from public view as feasible.

2. Service Areas

- (a) See Chapter VIII, Section A.1.

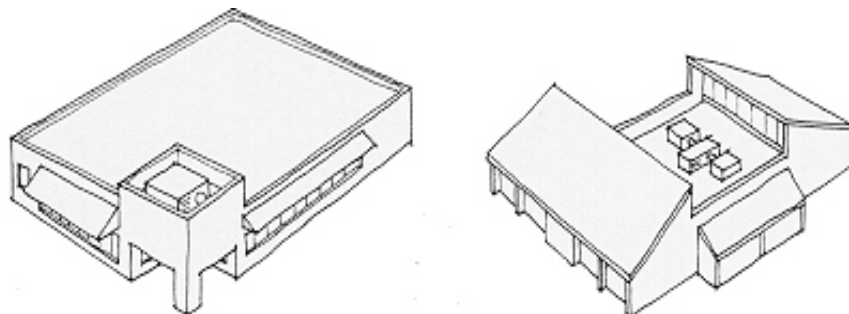


Figure IV.E.1.(b). Mechanical equipment and service areas should be screened from view.

Chapter V

Landscape Design



Illustration courtesy of Bob Hines.

A. Landscape Plan Concept

Goal: The intent of these standards is to preserve and improve the aesthetic character of Kingston, to enhance the esthetic quality of new construction, to promote retention and protection of existing vegetation and to reduce the impact of development on drainage systems and natural habitats. Landscaping should be suitable and fitting with the character of Kingston as a community bordering marine and semi-rural areas. Existing substantive vegetation and native materials in informal plantings and arrangements should be considered in the concept.

Objectives:

- To provide visual screens and barriers as a transition between differing land uses.
- To define plant species which are of low maintenance, resistant to drought and otherwise appropriate for conditions within the business district and which are safe for pedestrians.
- To provide visual relief from large expanses of parking areas and integrate new construction into the natural environment.
- To provide some physical separation between vehicular and pedestrian traffic.

- To retain existing vegetation and significant trees by incorporating them into the site design.
- To provide decorative landscape as a focal setting for signs, special site elements and/or pedestrian areas.
- To provide increased areas of permeable surfaces to allow for infiltration of surface water into groundwater resources, reduce the quantity of storm water discharge and improve the quality of storm water discharge.

1. Landscape Plan Requirements

- (a) Submit a landscape design plan and be prepared to demonstrate that the plan addresses the following considerations:
- A unified pedestrian circulation system with amenities and plantings.
 - A coordinated system of open spaces and/or planted areas that provide the required pedestrian areas. The plan should indicate how the various spaces and plantings relate to the project's site design objectives of continuity, variety, activity, etc.
 - Screening of service or unsightly areas.
 - Plantings and/or site features that enhance the building's architectural qualities.
 - Protection of existing significant trees and natural site amenities.

In addition, the design should consider the following landscape design objectives where appropriate:

- Where feasible, coordinate the selection of plant material to provide a succession of blooms, seasonal color, and a variety of textures.
- Provide a transition in landscaping design between adjacent sites, within a site, and from native vegetation areas in order to achieve greater continuity.
- Design landscaping- to create definition between public and private spaces.
- Design landscaping to provide a transition between built structures (vertical planes) and the site (horizontal planes).
- Use plantings to highlight significant site features and to define the function of the site, including parking, circulation, entries, and open space.

Planting strips in parking areas and along roadways where traffic visibility is required will be limited to items on the approved plant list.

2. Decorative Landscaping and Special Areas

- (a) Use decorative landscaping as a focal setting for signs, special site elements, and pedestrian areas. Shrubs should cover at least 50 percent of the landscaped area. At least 50 percent of the shrubs should exhibit decorative flowers or foliage. They should be planted in a manner that will cover the ground in the area allotted to them within 3 years. The remainder of the area may be planted with trees, shrubs, ground cover, grasses, or cultivated flowerbeds.
- (b) Use plant materials as visual barriers or to add ambiance to special site elements for pedestrians, such as seating areas. Additions such as sculpture, artwork, kiosks, and site furniture are encouraged. Lighting for areas where pedestrians might congregate at night should be provided at approximately 4 foot-candles average for pedestrian-oriented spaces. Landscape materials should be in scale with the area.



Figure V.B.2. (a). Note how landscaping enhances this shop.

- (a) Screen in one or more of the ways identified in Figure V.B.4(a) all parking lots and outdoor storage and sales areas within 100 feet of a public right-of-way and visible from the street.

An alternative to the required perimeter parking area landscaping guidelines above may be submitted, provided that a better solution can be found in terms of public benefit for one or more of the following items:

- Integrating interior surface parking area landscaping with required biofiltration swales or surface water detention ponds.
- Incorporating or protecting natural features, including wetlands, significant trees and vegetation, and slopes.
- Preserving distant views.
- Providing significant pedestrian-oriented spaces, such as a “pocket park” or amphitheater, in excess of what is required under the Kitsap County Zoning Ordinance.
- Creating an extension of or connection to a local park or a regional bicycle/pedestrian trail system.

- (b) Provide internal parking lot landscaping (but not for outdoor sales and storage areas). Specifically, all surface parking lots (excluding underground or structured parking areas) with more than 14 stalls and within 100 feet of the public right-of-way (excluding alleys) and not separated from that street by another building shall conform to the following standards:

<u>Total Number of Parking Spaces</u>	<u>Minimum Required Landscape Area</u>
15 to 50	15 square feet/parking space
51 to 99	25 square feet/parking space
100 or more	35 square feet/parking space

Provide shrubs and ground cover in the required landscape areas. Plant shrubs at a density of five per 100 square feet of landscape area. Up to 50 percent of shrubs may be deciduous. Select and plant ground cover so as to provide 90 percent coverage within three years of planting, provided that mulch is applied until plant coverage is complete.

Do not locate a parking stall more than 50 feet from a landscape area.

Provide at least one tree for every six parking spaces. The trees required for parking lot landscaping may not be considered as street trees. *Exceptions:*

- Kitsap County may exempt parking lots not visible from or not within 100 feet of a street or park from interior parking lot landscaping, but not necessarily from perimeter parking lot landscaping.
- The applicant may propose alternative parking lot landscaping schemes. See Figure V.B.4(a) for some other options.

- c) Provide landscaping to screen parking lots from adjacent or neighboring properties. Specifically, screen parking lots with over 14 stalls and within 10 feet of adjacent property lines by one of the methods described in Figure V.B.4.(a). Kitsap County staff may waive this requirement if parking is shared by the adjacent uses.

Retention of Significant Trees

Objectives:

- To retain substantial natural vegetation.
- To preserve and protect stands of mature trees.
- To aid in the stabilization of soil by preventing erosion.
- To reduce storm water runoff and costs associated with it.
- To provide an important visual buffer and screen against traffic and noise.
- To conserve and enhance the unique character of the area and protect and increase property values.

1. Significant Tree Protection

- (a) Consider alternative building and parking siting strategies to preserve existing trees. Kitsap County staff will review site plans and may require modifications in order to save stands of significant trees.
- (b) Consider integrating pedestrian and bicycle paths with stands of mature trees, where feasible, to provide a connection to adjacent uses.



Figure V.C.1. Note how the evergreen trees form a characteristic backdrop.

D. Approved Plant List

Objectives:

- To encourage the use of hardy, attractive, and easily maintained plant material.
- To encourage at least two seasons of interest for trees and shrubs.
- To provide visual continuity by using plant materials from a specified plant list of a limited number of varieties and species, yet be open to new and interesting plant materials.
- To encourage the use of trees and shrubs within the business district as an important unifying element to strengthen the image and continuity of the streetscape.

1. Trees

- (a) When planting evergreen trees for required landscaping, incorporate plant material from the approved list below or alternative plant species as approved by Kitsap County.

<i>Arbutus unedo</i>	Strawberry Tree	Flowers and fruit
<i>Calocedrus decurrens</i>	Incense Cedar	Horizontal branching habit
<i>Cupressus glabra</i>	Smooth Arizona Cypress	Reddish bark
<i>Garrya elliptica</i>	Coast Silk Tassel	Beautiful catkins
<i>Magnolia grandiflora</i>	Evergreen Magnolia	Fragrant white flowers
<i>Pinus cembra</i>	Swiss Stone Pine	Dense foliage
<i>Pinus contorta contorta</i>	Shore Pine	Native tree
<i>Pinus thunbergii</i>	Japanese Black Pine	Irregular branching
<i>Quercus ilex</i>	Holly Oak	Evergreen, wind tolerant

- (b) When planting deciduous trees for required landscaping, incorporate plant material from the approved list below or alternative plant species as approved by Kitsap County.

<i>Acer campestre</i>	Hedge Maple	Yellow fall color
<i>Acer circinatum</i>	Vine Maple	Native
<i>Acer ginnala</i>	Amur Maple	Red fall color
<i>Carpinus betulus</i>	Narrow European Hornbeam	Yellow fall color
<i>Cercidiphyllum japonicum</i>	Katsura	Yellow fall color
<i>Cornus mas</i>	Cornelian Cherry	Flowers in winter
<i>Fagus sylvatica</i>	Beech	Smooth gray bark
<i>Fraxinus angustifolia 'Raywood'</i>	Raywood Ash	Seedless, great fall color
<i>Malus sp.</i>	Flowering Crab Apples	Spring flowers
<i>Nyssa sylvatica</i>	Sour Gum	Early fall color, very red
<i>Oxydendron arboreum</i>	Sour Wood	Scarlet fall color, white flowers
<i>Parrotia persica</i>	Persian Ironwood	Good fall color
<i>Pyrus calleryana 'Capitol'</i>	Capitol Pear	Good for narrow spots
<i>Quercus robur 'Fastigiata'</i>	Upright English Oak	Good for narrow spots
<i>Stewartia sp.</i>	Stewartia	Flowers, good fall color, good bark
<i>Tilia cordata</i>	Littleleaf Linden	Fragrant flowers in summer

2. Shrubs and Ground Covers

- (a) When planting evergreen shrubs for required landscaping, incorporate plant material from the approved list below or alternative plant species as approved by Kitsap County.

<i>Arctostaphylos x media</i>	Hybrid Kinnikanik	Hybrid native
<i>Cistus sp.</i>	Rockroses	Many varieties
<i>Lavandula sp.</i>	Lavender	Many varieties
<i>Mahonia aquafolium</i>	Oregon Grape	Native
<i>Mahonia nervosa</i>	Low Oregon Grape	Native
<i>Myrica californica</i>	Pacific Wax Myrtle	Salt tolerant, good hedge
<i>Rosmarinus</i>	Rosemary	Many varieties
<i>Vaccinium ovatum</i>	Evergreen Huckleberry	Native
<i>Viburnum tinus</i>	Laurustinus	Winter flowering

- (b) When planting deciduous shrubs for required landscaping, incorporate plant material from the approved list below or alternative plant species as approved by Kitsap County.

<i>Amelanchier alnifolia</i>	Service Berry	Native	White flowers and good fall color
<i>Buddleia davidii</i>	Butterfly Bush		Purple flowers in summer
<i>Oemleria cerasiformis</i>	Oso Berry	Native	Early white spring flowers
<i>Rhamnus purshiana</i>	Cascara	Native	Good fall color
<i>Acer circinatum</i>	Vine Maple	Native	Good fall color
<i>Salix sp.</i>	Willows		Good for wet areas
<i>Ribes sanguineum</i>	Red Flowering Currant	Native	Pink flowers in spring
<i>Cornus stolonifera 'Flaviramea'</i>	Yellow Twig Dogwood	Native	Yellow stems in winter, wet areas
<i>Cornus stolonifera</i>	Red Osier Dogwood	Native	Red stems in winter, wet areas
<i>Philadelphus lewisii</i>	Mock Orange	Native	Fragrant white flowers in late June
<i>Spiraea douglasii</i>	Hardhack Spirea	Native	Pink flowers in summer
<i>Vaccinium parvafolium</i>	Red Huckleberry	Native	Edible berries, good fall color

- (c) When planting ground covers for required landscaping, incorporate plant material from the approved list below or alternative plant species as approved by Kitsap County.

<i>Arctospholos uvi-ursi</i>	Kinnikanik	Native	Evergreen, red berries in winter
<i>Gaultheria shallon</i>	Salal	Native	Evergreen, can get shrubby
<i>Gaultheria procumbens</i>	Checkerberry/Wintergreen		Evergreen, stays low, holds berries
<i>Polysticum munitum</i>	Sword Fern	Native	Evergreen, low maintenance
<i>Cotoneaster sp.</i>	Cotoneaster		Many varieties
<i>Erica sp.</i>	Heather		Many varieties
<i>Calluna sp.</i>	Heath		Many varieties
<i>Epemedium sp.</i>	Epemedium		Many varieties

- (d) When planting grasses for required landscaping, incorporate plant material from the approved list below or alternative plant species as approved by Kitsap County.

<i>Fescue sp.</i>	Many varieties
<i>Carex sp.</i>	Many varieties

Chapter VI

Signage



Illustration courtesy of Bob Hines.

Definition: The display of information by portable or permanent signs of all types, such as reflective, illuminated, neon, or fluorescent signs; overhead banners; posters; and painted or engraved signs.

Goal: To provide a means of disseminating useful information to residents and visitors in a manner that is user-friendly, attractive, and compatible with the appearance of downtown Kingston.

Objective: All signs shall meet the requirements of the Kitsap County Zoning Ordinance section 445. They shall be divided into three categories: informational signs; commercial and business signs; and personal, political, and event signs.

A. Informational Signs

Informational signs are recommended as a service to visitors and residents. They are proposed to be located at strategic entrance points and other appropriate locations in Kingston as required, including:

- Highway 104 at the ferry landing.
- Lindvog road at Highway 104.
- West Kingston Road at the Community Center.

These signs shall include a map locating parks, beach access, parking, schools, Community Center, fire station, sheriff's office, and post office.

B. Commercial and Business Signs

1. Commercial and Business

- (a) Keep signs as simple as possible, relying on symbols to avoid needless clutter and complexity.
- (b) Use landscaping in conjunction with pole signs for safety as well as appearance.



Figure VI.B.1.(a). The United States Post Office provides an excellent example of appropriate signage. The message is clear and the lettering simple. The materials are durable and of high quality. The logo is appropriate and well crafted. The sign and the building's architecture are well integrated. Note how the recess in the gable provides an attractive frame around the sign and adds scale and interest to the building façade in a straightforward manner.



Figure VI.B.1.(b). This pole sign is attractively designed, scaled, and constructed. Note how the tree frames the view of the sign.

- (e) Make signs small and low-level, oriented to pedestrians. (See recommended heights and types on Figure VI.B.1(d).)

Figure VI.B.1.(e). Some inappropriate and appropriate sign configurations.

- (f) Mount building-mounted signs perpendicular to or flat against the building, integrating the sign and building design. (See Figure VI.B.1.(e).)

Figure VI.B.1.(f). Pedestrian-oriented "blade" signs, especially attractively designed ones such as this example, are appropriate.

- (g) Limit “A”-board or freestanding open signs to one aesthetically pleasing sign per business entrance. Locate such signs so as not to obstruct pedestrian circulation on public sidewalks.
- (h) Do not use animated or audible signs or signs illuminated by any intermittent, flashing, or scintillating light. This shall not apply to time and temperature displays.
- (i) Do not use internally illuminated signs (can) in the Old Town/Waterfront or Village Green Districts.
- (j) Do not use banners, flags, etc.
- (k) Background colors (i.e., colors that are not part of lettering, graphics, or decoration) shall be from the historic color palette of any major manufacturer approved by the County.
- (l) Mounted or freestanding reader-board signs are not acceptable.

C. Personal, Political, and Event Signs

Signs in this category include the following:

- **Personal Signs**
 - Garage sale signs.
 - Yard sale signs.
 - Moving sale signs.
 - For rent signs.
 - For-sale-by-owner signs.
 - Lost pet signs.
- **Political Signs**
 - Individual candidate campaign signs.
 - Regional or state issues campaign signs
 - Local issues campaign signs.
- **Event Signs**
 - Parade signs and instructions.
 - Farmers market signs.
 - Church meeting or social signs.
 - Concert or entertainment signs.

Traffic signs regulating the flow of vehicular traffic throughout the Kingston area are exempt from these regulations.

1. Personal, Political, and Event Signs

- (a) Remove all personal, political, and event signs within five days after the event.
- (b) Do not display vinyl banners unless associated with a specific special event and/or date.
- (c) Do not display any signs in this category for more than 30 days.

Chapter VII

Lighting

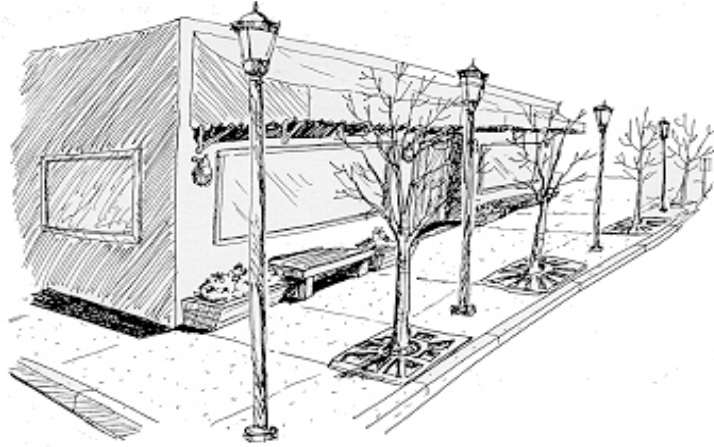


Illustration courtesy of Bob Hines.

Definition: This standard defines the recommended ambient illumination required during periods of darkness throughout the entire downtown area, including all streets, parking lots, building entries, and pedestrian walkways intended for public use.

Goals:

- To provide a suitable level of illumination for pedestrian walkways and building entries at night throughout the downtown area.
- To minimize the possibility of illegal activities by providing suitable illumination at night.
- To improve the confidence and safety of pedestrians walking throughout the downtown area at night.

Objectives and General Specifications: Existing streetlights generally provide sufficient illumination in the immediate area of their location and are intended to illuminate cross streets and intersections. They are suitable for vehicular traffic but are inadequate for pedestrian safety. Additional illumination must be provided along pedestrian walkways and vehicular parking lots.

For the illumination levels described below, conformance shall be determined with the measuring instrument located approximately 5 feet above the walking surface. Measurements shall be taken during the darkest portion of the night. Existing lighting fixtures, whether illuminated advertising signs, building-mounted lights, or streetlights, may contribute to the measured levels stipulated.

All electrical lighting fixtures shall be installed in compliance with the current edition of the National Electrical Code.

Technical Definitions:

- **Foot-candle:** A unit equivalent to the illumination produced by a source of one candle at a distance of one foot and equal to one lumen incident per square foot.
- **Foot-lambert:** A unit of luminance equal to the luminance of a surface emitting a luminous flux of one lumen per square foot.
- **Lux:** A unit of illumination equivalent to 0.0929 foot candle and equal to the illumination produced by luminous flux of one lumen falling perpendicularly on a surface one meter square.
- **Lumen:** The unit of luminous flux equal to the luminous flux emitted in a unit solid angle by a point source of one candle intensity.

A. Lighting

1. Lighting Standards

- (a) Provide a minimum illumination level of 2 foot-candles for all public pedestrian walkways . Building entries require 4 foot-candles or greater.
- (b) Provide a minimum illumination of 1 foot-candle throughout public and private parking areas. Parking lot light fixtures shall be of attractive and harmonious design for the area they serve and shall provide maximum illumination down while minimizing illumination up. They shall be high-pressure sodium or as approved by the County.
- (c) Direct lighting downward to the intended area to be lighted. All exterior lighting fixtures should incorporate cutoff shields to prevent spillover into residential areas. Broadcast lighting fixtures that project lighting outward rather than downward are discouraged. Outdoor lighting should be arranged so that the light is directed away from adjoining properties. Temporary high intensity construction lights should be oriented so that the bulb itself is not visible from the nearest property line.
- (d) Limit freestanding light fixtures to 14 feet in height.
- (e) Vehicular roadway and highway lighting shall be subject to the County requirements.
- (f) Where auxiliary lighting fixtures are required to meet the illumination levels described above, install fixtures that conform to the existing style as used in Old Town/Waterfront District: HOLOPHANE Model UPT350 (or an acceptable equivalent) providing a nominal 9500 Lumens with a 100 watt bulb installed.



Figure VII.A.1.(f). Kingston Old Town street lights.

- (g) Do not use mercury vapor light fixtures.
- (h) When using decorative miniature lighting strings, do not use bulbs larger than 11 watts each.
- (i) Do not use back-lit awnings.
- (j) Consider light from buildings as an attractive component of streetscape lighting.

Figure VII.A.1.(j). A combination of light sources can be desirable.

Chapter VIII

Utilities/Refuse/Service Areas

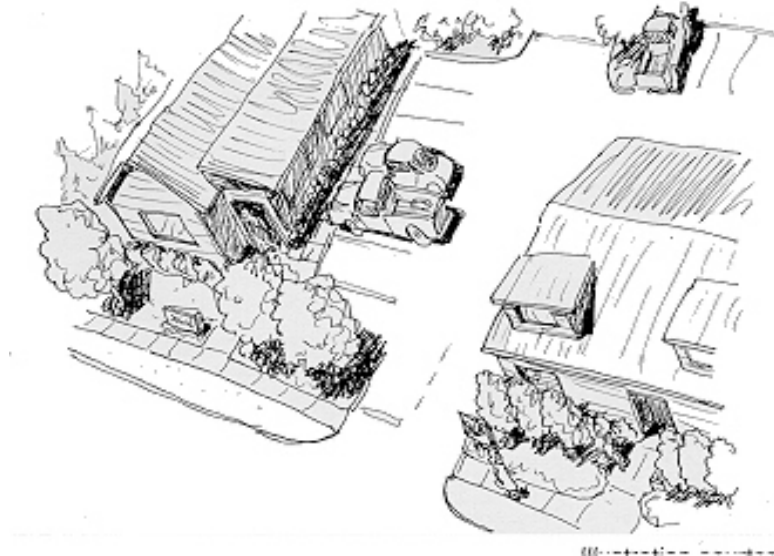


Illustration courtesy of Bob Hines.

Goals:

- To reduce the visibility of unsightly uses (containers, for example) in the business districts.
- To minimize the visibility of "backs" of buildings, where service areas are located.
- To reduce the noise impacts of service areas.

A. Refuse Disposal and Service Areas

1. Service Areas

- (a) For every parcel with a structure, provide a trash receptacle on the premises or access to a shared facility.
- (b) Locate service areas (loading docks, trash dumpsters, compactors, mechanical equipment, and storage yards) so as to not have a negative visual, auditory (noise), or physical impact on the street environment and adjacent residentially zoned properties. Locate service areas at the rear of the lot, if possible.
- (c) When refuse and service areas are visible from the sidewalk or adjacent properties, screen the elements. The screen should incorporate similar materials and architectural forms as the site's principal building.

- (d) Provide trash receptacles that comply with adopted Public Works standards and are of sufficient size to accommodate the trash generated. All receptacles shall be screened on three sides with a fence and/or landscaping.
- (e) Ensure architectural consistency between the design of any structure enclosing an outdoor collection point or any building primarily used to contain a collection point and the design of the primary structure(s) on the site.
- (f) Install a 6-foot wall or fence to enclose any outdoor refuse collection point or dumpster service area, excluding collection points located in industrial developments that are greater than 100 feet from residentially zoned property. The fence shall be a solid material, such as wood or masonry, rather than chain link fence.

B. Utilities

1. Poles and Overhead Wires

- (a) Eliminate overhead wires and poles where possible.
- (b) When planned projects such as street redesign, placement of water, sewer lines or other major construction that would require the removal of overhead wires and poles, coordinating meetings shall be held by the project designer/engineer with the utility companies (e.g. power co., telephone co., etc.) to discuss and plan the feasibility of burying utility facilities to eliminate overhead wires and/or poles.