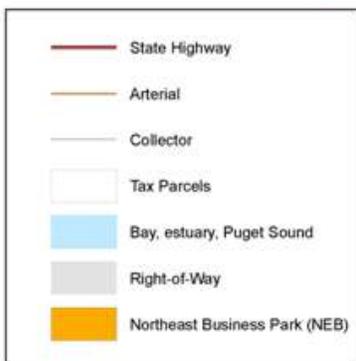
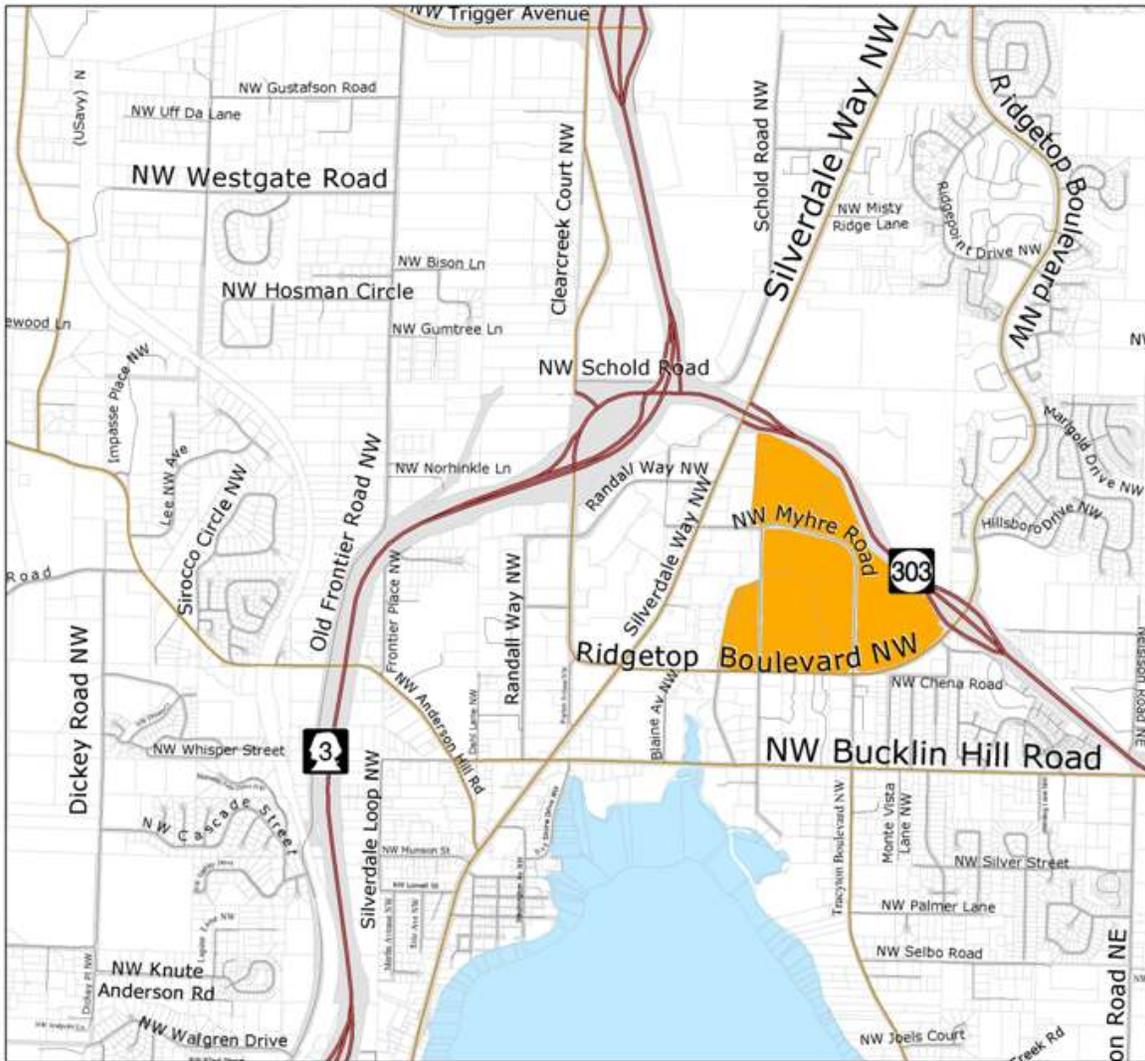


Northeast Business Park (NEB)



Silverdale Design District



Kitsap County Department of
Community Development
614 Division Street, MS-36
Port Orchard, Washington 98366
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Figure 8-1

Chapter 8. Northeast Business District

8.1 Physical Identity Elements & Opportunities

The Northeast Business District includes Clear Creek and associated riparian area and wetlands. The district has views of Dyes Inlet and encompasses lands to the south of Highway 303. The predominant development pattern is office park, commercial and “big box” retail between Ridgetop Boulevard and Highway 303, with some high-density housing to the east.

8.2 Design Intent

Northeast Business District will be a campus type development pattern for office, office/retail, institutional and related uses. The design district establishes a *business park in a forest* setting, incorporating features of the forest and wooded slopes into development patterns as physical identity elements.

A “business park” is a development type with office, institutional, research-development, and live/work type buildings set in a *park-like* setting, with larger landscaped entry plazas, landscaped boulevards and landscaped parking lots. A “campus (office) park” type development pattern differs from a business park by the way buildings are arranged. In addition to a park-like setting, the campus type uses formal to semi-formal geometric shaped landscaped open spaces around which buildings are clustered. The park-like setting is incorporated into open space types such as parking lots, service and storage areas, and landscaped boulevards.

8.3 Design Principles

- A. The Northeast Business District buildings shall be located around and oriented to landscaped formal, semi-formal and natural open spaces, referred to as “campus quadrangles” – a conventional typology used on university campuses to organize and structure building arrangements, open space and parking.
- B. The Northeast Business District will be a pedestrian-friendly environment with convenient walkways connecting buildings and parking lots in a landscaped setting.
- C. Main pedestrian entrances to buildings shall be accessed from the “campus quadrangles” with pedestrian paths and walkways connecting quadrangles to parking lots and other quadrangle building clusters.
- D. Parking lots will be conveniently located in dispersed lots, avoiding large expansive areas of paved surfaces.
- E. Visitor parking should be visually evident from access roads, located in small landscaped lots close to buildings and separate from peripheral employee parking.
- F. Semi-formal arrangements of open space geometries will respond to and adapt to the sloping wooded slopes, and should retain trees and natural features
- G. Access roads will continue the formal landscape characteristics of the open spaces with landscaped edges or medians.
- H. Business Park development patterns will protect and buffer adjacent residential developments with special landscape features.

8.4 Design Actions

8.4.1 OFFICE/CAMPUS COMPOSITIONAL STRUCTURE

- A. The Northeast Business Park shall be composed of interior landscaped quadrangles that are pedestrian oriented, bordered by buildings and dispersed parking lots, with clusters of quadrangles connected to one another by landscaped promenades.

8.4.2 BUILDING ORIENTATION, HEIGHTS & TYPES

Campus Office Parks

- A. For campus office parks, buildings will be oriented to campus quadrangles where the front (and entry) yard is a formal or semi-formal open space, with parking and service access dispersed throughout the development. Figure 8-2 *Multiple Quadrangle Combinations* illustrates one way to site buildings in this fashion.
- B. New, remodeled or reconfigured buildings in the RC zone will have a maximum base height of 35 feet, with an approved height increase not to exceed 65 feet except where authorized by Kitsap County Code.
- C. Building types may include double-loaded corridor buildings, central circulation core buildings, and townhouse over flats for live/work.
- D. Access drives with emergency vehicle access and drop-off/pick-up cutouts may be provided within pedestrian-oriented campus quadrangles.

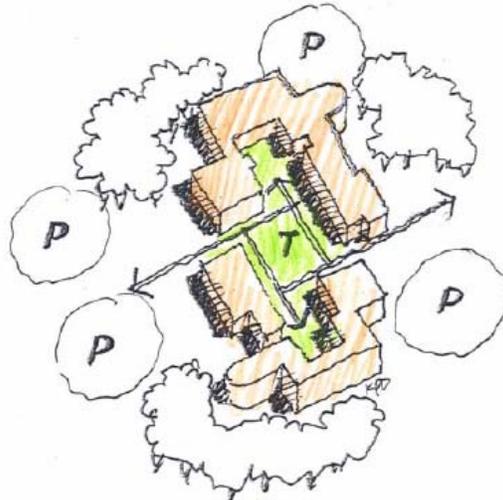


Figure 8-2 Multiple Quadrangle Combinations

Retail/Office Parks

- A. For office/retail parks where employee populations are smaller and truck/van access is needed, buildings may be oriented to landscaped front yards without campus style shapes, with parking and service access located within the interior or rear of building arrangements. See Figure 8-3 *Warehouse Park Diagram*.
- B. New, remodeled or reconfigured buildings in the RC zone will have a maximum base height of 35 feet, with an approved height increase not to exceed 65 feet. Flat roofs are acceptable.

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- C. Live/work buildings may be townhouse-type buildings above ground level flats or flats stacked above ground level office/warehouse uses.

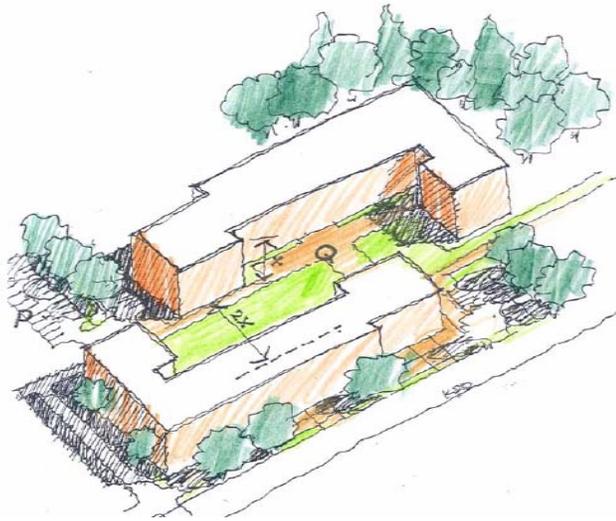


Figure 8-3 Warehouse Park Diagram

8.4.3 OFFICE/CAMPUS OPEN SPACE FEATURES

- A. Widths of campus quadrangles (diameters, widest points, etc.) shall be twice (2h) the height (h) of the highest building measured on building face closest to the quadrangle; for example, a 65 high office building has a 130 wide quadrangle as its front yard.
- B. Campus quadrangles and park open spaces will have landscaping features including retained existing trees, ornamental trees and shrubs, and sculpture where feasible.
- C. Pedestrian promenades that connect one quadrangle cluster to another shall be a minimum of 20 feet in width with landscape features separating pedestrian walkways, paths, trails from vehicular lanes using landscaped mounds, shrubbery, hedges or landscape walls not to exceed 3 feet in height.
- D. Water features should incorporate surface water filtration and retention aspects into their function and design.
- E. Wetlands and areas adjacent to Clear Creek will be used as natural campus open space features where feasible.

8.4.4 OFFICE/CAMPUS VEHICULAR CIRCULATION & PARKING

- A. Access roads will have a hierarchy of types including a primary entry street with landscaped edges, sidewalks and landscaped median, and 10 to 12 feet wide lanes in each direction plus turning lanes, with cutouts for drop-off/pick-up not to exceed three car lengths.
- B. Pedestrian crosswalks, raised or emphasized with contrasting materials, will be provided at key connections between parking lots and sidewalk network.
- C. Surface parking lots will be limited to two rows of stalls served by a single access drive and will be separated from additional parking lots by landscape buffers at

least 8 feet in width, containing shrubs, hedges, grassy mounds or other suitable vegetated treatments.

- D. All parking lots will have separated sidewalks, 6 feet wide minimum, connecting them to major pedestrian and open space areas.