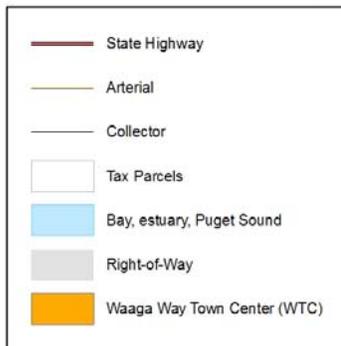
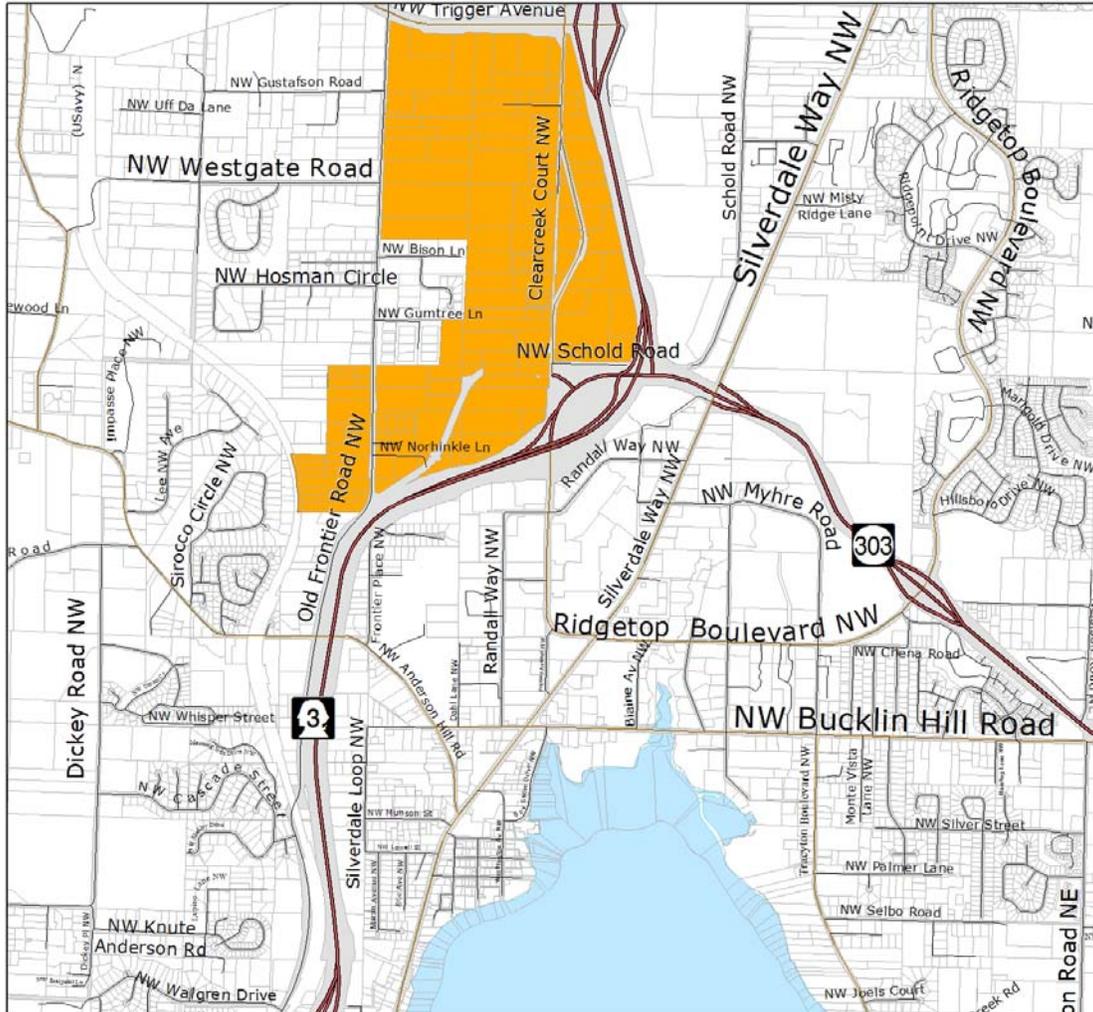


Waaga Way Town Center (WTC)



**Silverdale
Design District**

May 2009



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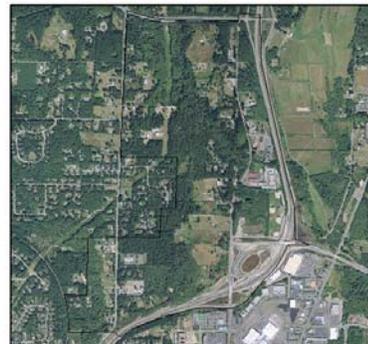


Figure 10-1

Chapter 10. Waaga Way Town Center

10.1 Physical Identity Elements & Opportunities

The Waaga Way Town Center includes land that is largely undeveloped and underutilized. The district is located northwest of the Highway 3/303 interchange in Silverdale. The predominant development pattern is single family residences with existing commercial development along Provost, Old Frontier and Clear Creek Roads.

The neighborhood's natural and physical features include large forested areas, isolated wetland systems and moderate to steep slopes with views of downtown Silverdale and Dyes Inlet.

10.2 Design Intent

Waaga Way Town Center is intended to include a compatible mix of office/retail, business and residential uses. Developments in this area should be constructed in a coordinated park-like setting using landscaping and open spaces where appropriate. Businesses should be oriented toward pedestrian and bicycle pathways, transit facilities, recreational trails and gathering areas. Such development shall include an integrated system of pedestrian and bicycle pathways to ensure their compatibility with vehicular traffic in the area. Architecture shall be distinct and draw focus to business entrances and intersections with public streets and interior access roads.

The following standards and guidelines are intended to implement the goals and policies of the Silverdale Sub-Area Plan and the purpose of the commercial, industrial, business center and urban low residential (applies to urban low only when specifically noted) zoning districts (Kitsap County Title 17). The standards are a mandatory requirement and are intended to be used in conjunction with the requirements of Kitsap County Code. Certain guidelines are general in their nature in order to encourage unique and innovative site design solutions from the applicant and to provide a varied landscape in the county.

10.3 Design Principles

- A. The Waaga Way Town Center shall be a pedestrian and bicycle-friendly environment built to a human-scale with convenient pathways, connecting buildings and parking lots in a landscaped setting.
- B. Parking shall be located in dispersed lots, while avoiding large expansive areas of paved surfaces, where feasible. Parking areas shall include landscaped pedestrian and bicycle pathways that are protected from vehicular traffic. Development shall include low impact development techniques, where feasible.
- C. Future development should avoid disturbance of the natural topography by retaining trees and natural features, where feasible. Development shall also incorporate natural vistas, such as views to Dyes Inlet, the Cascade Mountain range, and Clear Creek into the overall orientation of the development.
- D. Interior access roads shall provide landscaped edges or medians.

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- E. Larger buildings shall be designed in a manner to have the exterior appearance from all public areas of several smaller buildings using architectural features or other methods.
 - F. Buildings shall be architecturally distinct using multiple roof forms and elevations. Building scale and bulk shall be mitigated through the use of prominent architecture at corners, focal points and business accesses. The visual effect of expansive walls shall be broken up using wall treatments and/or horizontal articulation.
 - G. Business center, industrial and commercial development patterns will protect and buffer adjacent residential developments with enhanced landscape features and other techniques.
 - H. Development shall use innovative and sustainable green building techniques, where feasible. Such techniques may include, but not limited to, energy-efficient construction, green roofs, and/or solar or geothermal energy production.
 - I. Development adjacent to the Clear Creek Trail system shall be coordinated with these facilities with private open spaces and gathering places oriented towards them.

10.4 Waaga Way Connector Roads

The Silverdale Sub-Area Plan, adopted on December 11, 2006 and amended on December 23, 2008, provides policy guidance on roadway design and location of connector roads to the Waaga Way Extension Road. Generally, these connector roads are intended to provide a coordinated circulation pattern within the Waaga Way Town Center. These connector roads are classified as local sub-collectors in the Kitsap County Road Standards and shall be located consistent with Figure 10.1 (shown in blue).

The northern connector roads are identified as those north of the Waaga Way Extension Road, between Old Frontier and Clear Creek Roads. These northern roadways shall be designed, at minimum, consistent with Figure 10.2. The southern connector roads are identified as those south of the Waaga Way Extension Road and north of State Route 3 and, shall be designed, at minimum, as shown Figure 10.3. Road names of these connector roads shall be determined by the Kitsap County Board of Commissioners.

While allowed to be constructed at one time, it is likely that construction of these connector roads (funded by private development) would occur in two phases. Phase One (blue lines) would likely occur serving the commercial properties located nearest the Extension Road. This Phase would depend largely on the Extension Road for traffic circulation with no required connections to Old Frontier or Clear Creek Roads. The connection between the cul-de-sac and Old Frontier Road (Phase Two) shall be determined through a future planning process.

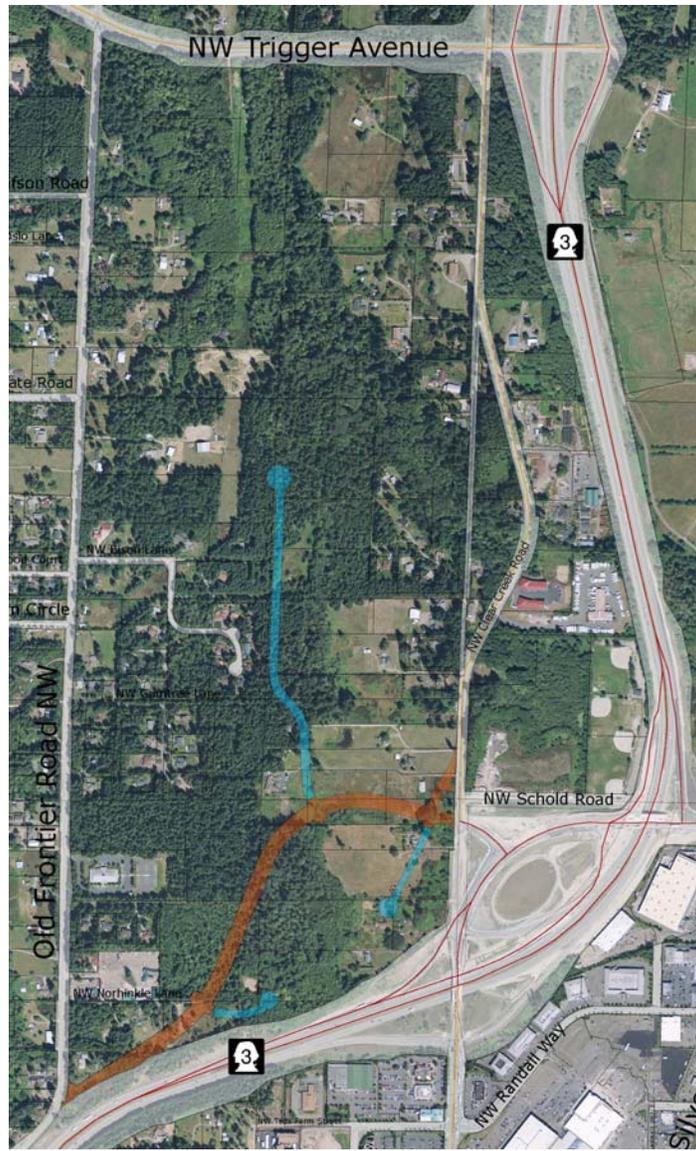


Figure 10.2 Connector Road Alignment

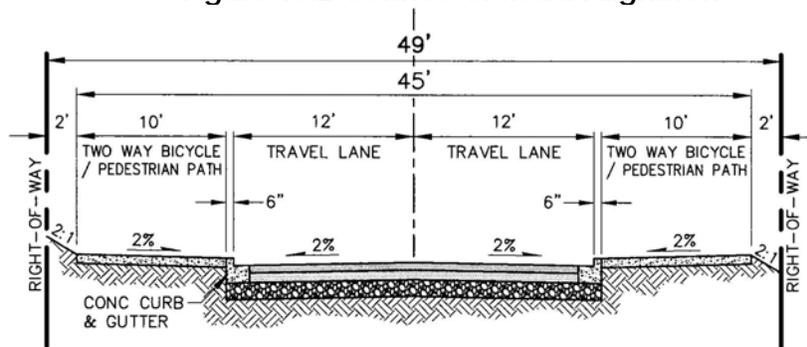


Figure 10.3 Northern Connector Road Design

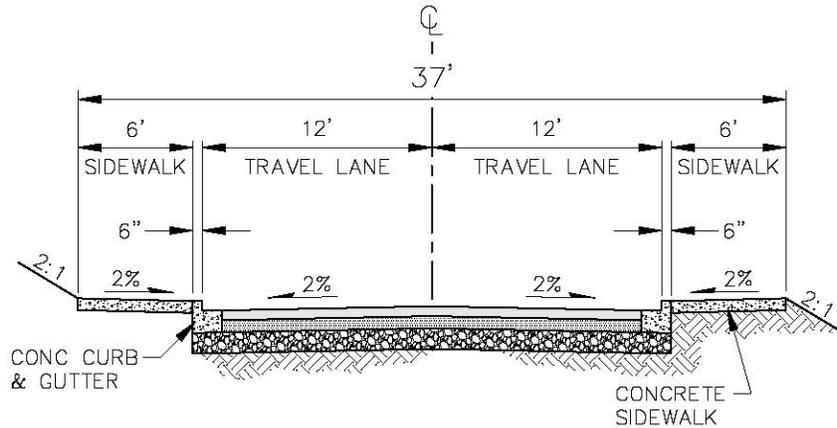


Figure 10.4 Southern Connector Road Design

Additional modifications to these locations and designs may be allowed with the aggregation of property ownership or project engineering features if such modifications maintain the intent of free-flowing, compatible design and multi-modal access to the Waaga Way Extension Road.

10.5 Design Actions

10.5.1 SITE DEVELOPMENT STANDARDS

- A. To provide for a welcoming and accessible streetscape, primary building entrances shall be oriented toward pedestrian, bicycle and transit facilities.
- B. Buildings within the Regional Commercial, Highway Tourist Commercial and Business Center zones shall be located as close as possible to the street and sidewalk. Such buildings located nearest the Waaga Way Extension Road, connector roads or other public streets shall be setback a maximum of twenty-five (25) feet from these right-of-ways. No parking areas are permitted within this setback or between these roadways and any proposed buildings. For buildings not located at the street, the circulation drive and parking at the front of the building shall be designed with the look and feel of a street including, but not limited to street trees, street furniture, and/or sidewalks.
- C. Commercial development should provide spaces for civic interaction and frequently serve as public spaces. To make these more accessible and accommodating to the public, pedestrian plazas, street furniture and public open spaces shall be incorporated as site amenities whenever possible. The location and design of these spaces shall be integrated into the overall project design.
- D. To create welcoming public spaces, establish character and increase accessibility and access to development, buildings on corner lots shall be located on the street corner with building frontage and prominent architectural design on both streets.-
- E. If buildings are not located at the corner intersections, monumentation shall be incorporated at key or focal intersections within or on the perimeter of developments to foster a sense of community identity and arrival. Monumentation shall be of an appropriate size, scale and design to accomplish this intent. Signage may be

considered such monumentation if consistent with a master sign district regulations of KCC Chapter 17.445.

10.5.2 ARCHITECTURAL AND BUILDING DESIGN AND HEIGHT STANDARDS

- A. Building walls located along the Waaga Way Extension Road, connector roads or other public streets shall be horizontally articulated a minimum of five (5) feet every seventy-five (75) feet of their length.
- B. Any building wall greater than fifty (50) feet in length shall include one (1) or more of the following elements:
 - 1. Transparent windows or doors.
 - 2. Architectural treatments such as mosaic, glass block or similar features.
 - 3. Trellis with climbing plants.
 - 4. Display windows.
 - 5. Other features the interrupt blank walls.
- C. All buildings located nearest a full-motion access intersection with a connector road and/or the Waaga Way Extension Road shall include prominent architecture at the corner facing the intersection.
- D. Uses greater than 10,000 square feet in size shall include prominent architecture at their entrance.
- E. Buildings less than or equal to 10,000 square feet in size shall include a minimum of two roof/façade elevations.
- F. Buildings between 10,000 and 25,000 square feet in size shall include a minimum of three roof/façade elevations.
- G. Buildings 25,000 square feet or greater in size shall include a minimum of four roof/façade elevations.
- H. Buildings shall integrate awnings, overhangs or other rain protection features when abutting pedestrian amenities.
- I. Height shall be consistent with the requirements of Kitsap County Code.

10.5.4 VEHICULAR CIRCULATION & PARKING STANDARDS

- A. Parking lots shall be integrated in such a manner as to encourage pedestrian and bicycle access to the development, connect uses to the street and decrease the distance between adjacent developments.
- B. The multi-modal circulation system and parking shall be designed as an extension of the street system to provide a connection to the street and to draw users onto the site. This shall be accomplished through the use of continuous sidewalks, bicycle pathways, landscaping, utilization of the street elevation, the use of parallel and/or angle parking and the use of driveways and circulation drives as mid-block connections, where feasible.
- C. In order to reduce the amount of land devoted to surface parking, shared parking between users is encouraged. Users with differing peak periods such as offices and movie theaters are especially suitable for shared parking. Shared parking may count for up to 40% of required minimum number of spaces.

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- D. Common driveways between users are strongly encouraged wherever possible in order to reduce curb cuts and the frequency of automobile traffic interrupting pedestrian and bicycle infrastructure. All curb cuts shall be as narrow as safety allows in order to reduce the distance pedestrians must cross.
 - E. To provide greater opportunity for pedestrian and bicycle interconnectivity and to prevent automobiles from having to use the public street system to travel between adjacent developments, parking and pedestrian and bicycle circulation shall be designed to accommodate connections between developments, where feasible.
 - F. For properties zoned Regional Commercial, Highway Tourist Commercial, Urban Low Residential or Business Center, a minimum of a 15-foot landscaping buffer is required along the Waaga Way Extension Road, all connector roads and other public streets. Vegetation shall include street trees and shrubbery. Irrigation may be required based upon the species of vegetation installed. The uses allowed within this buffer include utilities, street lighting, gathering areas, pedestrian and bicycle access, transit facilities and vehicular access to the overall development.
 - G. For properties zoned Industrial, a 25-foot screening buffer is required along the Waaga Way Extension Road, all connector roads and other public streets. Vegetation shall include evergreen trees and other vegetation to provide adequate functional screening of the uses on site.
 - H. Rows of parking stalls shall include a planting strip every ten (10) stalls protected by a vertical curb. Such a strip shall be five (5) feet in width and include a minimum of one (1) tree and other shrubbery. Irrigation may be required based upon the species of vegetation installed.
 - I. Parking stalls abutting a building frontage shall include an planting strip every six (6) stalls protected by a vertical curb. Such a strip shall be a minimum of five (5) feet in width and include a minimum of one (1) tree and other shrubbery. Irrigation may be required based upon the species of vegetation installed.
 - J. In order to reduce the growth of surface parking which results in decreased intensity of uses, increased sprawl and separation of uses and anti-pedestrian environments, the amount of surface parking shall be limited to no more than one hundred percent (100%) of the required minimum amount. Any parking in excess of the 100% required minimum must be located within a parking structure(s).

10.5.5 PEDESTRIAN INFRASTRUCTURE STANDARDS

- A. Pedestrian linkages shall be designed to provide the most direct route to the transportation infrastructure. Linkages should be a continuation of the infrastructure to reduce dead-end paths and encourage users to the development. Consideration shall be given to off-site destinations in the design of the system.
- ~~B.~~ Pedestrian and bicycle pathways shall be coordinated both on-site and within adjacent developments, where feasible. Such pathways are required through the site connecting buildings or parking lots. At minimum, one (1) pathway shall be located every two (2) aisles of parking stalls. Such pathways shall be a minimum of five (5) feet in open width if serving only pedestrian traffic and ten (10) feet in open width if serving both pedestrian and bicycle traffic. Such pathways shall be aligned with building entrances and, where feasible, and landscaped on both sides including a row of trees protected from vehicle traffic by a vertical curb. All pedestrian and bicycle

pathways and crossings of vehicle lanes shall be delineated with a distinct surfacing different from the driving areas in color, texture and composition.

- C. Amenities such as benches, sitting areas, art, pedestrian squares and varied building facades shall be provided along pedestrian routes to add interest and convenience to the user. These amenities shall share a common construction with the pedestrian and bicycle pathways in color, texture and composition.
- D. To provide for convenience, pedestrian and bicycle facilities along building frontages and developments shall incorporate rain protection and boulevard landscaping whenever possible. When such facilities are provided, special attention should be given to ensure safety, security and convenience by not creating enclosed spaces that may shelter potential criminal activity. Appropriate lighting shall be incorporated whenever possible.

10.6 INCORPORATION OF LOW-IMPACT DEVELOPMENT TECHNIQUES

Development within the Waaga Way Town Center shall utilize low-impact development techniques allowed by Kitsap County Code, where feasible. Through the incorporation of low-impact development techniques, site amenities such as landscaping and buffers may be designed and calculated as stormwater facilities.

10.7 MODIFICATIONS ALLOWED THROUGH SILVERDALE DESIGN COMMITTEE REVIEW

Once established by the County, applicants may request review by the Silverdale Design Committee to address site-specific project modifications to these standards. Such modifications may be requested to:

- a. Address site constraints such as topography or critical areas that make specific design standards infeasible in the area in which they are required; and/or
- b. Allow for innovative and sustainable development techniques.
- c. Allow for deviations from the standards set forth herein as long as sections 10.2 and 10.3 are achieved.

An applicant must show such modifications maintain the district's design intent and principles and are consistent with other applicable sections of Kitsap County Code Title 17 (Zoning).

After completion of review, the committee shall provide their written recommendations to the appropriate approval body as prescribed by Kitsap County Code Title 21 (Land Use Procedures).