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## Chapter 2. The Big Picture

The overall design vision outlines the “big picture” and summary of design intent for Silverdale, composed of the following major components:

- *physical identity elements*--these form the basis for area specific design guidelines
- the overall *preferred physical composition* of downtown (how major components are related and arranged)
- a conceptual downtown *local street network* and associated pedestrian walkways
- preferred *building types and configurations*
- public and private *open space patterns*

### 2.1 Physical Identity Elements

Physical Identity Elements identify and describe key natural and built physical elements and activities of each district. These features and elements distinguish districts from others, giving each a special identity. Design guidelines are based on these special features where possible, protecting, enhancing or incorporating these features in a new development pattern.

Figure 2-1 *Silverdale Physical Features* summarizes and describes the key physical characteristics of Silverdale that can positively affect new development patterns in downtown. For example, wooded slopes can be used as buffers between land use or density changes and as natural open space amenities for adjacent developments. Creek corridors can provide visual and environmental amenities for adjacent new developments. Smaller block grid street networks can facilitate pedestrian movement and sidewalk activities. Continuous pedestrian corridors can be accommodated as a part of the larger creek and wooded slope network, connecting major activity centers throughout downtown.

Special physical features of Silverdale, identified as assets and opportunities for the physical identity of Silverdale, include:

- Dyes Inlet and its northern shoreline;
- Clear Creek and riparian corridor extending south into Dyes Inlet from the Silverdale highlands to the west, north and east;
- Wetlands to the north/northeast of downtown, buffering downtown from Highway 303;
- Strawberry Creek and riparian corridor extending south and east into Dyes Inlet from West Hill;
- An underground drainage in a culvert that flows into Dyes Inlet at Bay Shore Drive, referred to in the design guidelines as “Silverdale Creek”;
- Wooded slopes along the eastern edge of West Hill Neighborhood and along the western slopes of lower Bucklin Ridge south of Highway 303;
- Old Town, a compact block grid district along the northwest shoreline of Dyes Inlet; and

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- A regional commercial and office center, with Kitsap Mall as the dominant retail type (enclosed mall).

## **2.2 Preferred Physical Composition**

The physical composition of Silverdale is the manner in which Silverdale is arranged or structured. Key aspects include natural features such as slopes and waterways, well defined historic patterns such as Old Town and its street grid pattern, the overall street network, and the manner by which buildings and open spaces are related, such as mixed use buildings surrounding a village green or pedestrian corridor.

### **2.2.1 Existing**

Excluding Old Town and portions of West Hill, Silverdale is composed of large, super-blocks served by a meandering, partial-grid street network of arterials. The development type or pattern is suburban in nature, i.e., dispersed buildings with adjacent surface parking lots, most with individual access drives from arterials, with buildings set back from the streets and sidewalks. The suburban pattern is represented by Kitsap Regional Mall--an enclosed pedestrian concourse building type surrounded by surface parking lots, big box retail outlets, smaller “L” shaped shopping centers and plazas, and individual free-standing commercial and office buildings with surface parking lots.

Existing development along Clear Creek and its riparian area forms abrupt hard edges along the creek consisting of service drives, parking lots and rear facades of buildings. The creek and riparian area consist of a wedge of open space surrounded by an asphalt plain, separate and unrelated to adjacent development.

### **2.2.2 Intent**

The Silverdale sub-area plan encourages a compact and interconnected pedestrian-oriented downtown and surrounding area, including the following characteristics:

- Protection of the existing compact scale of Old Town;
- Protection and maintenance of natural features such as Clear Creek and its riparian area, Strawberry Creek and an expanded riparian area, enhancement and maintenance of open space and public access within the Dyes Inlet shoreline area, incorporation of wooded slopes into new development in both the West Hill Neighborhood and Northeast Business Park districts;
- Development of a mixed-use village composed of one or more *town center(s)* along Silverdale Way, south of Bucklin Hill Road;
- Bucklin Hill Center, at the intersection with Silverdale Way, composed of an expanded Community Campus, and additional office and lodging activities;
- Clear Creek Village, a mixed use village along both sides of the Clear Creek corridor featuring ancillary residential uses oriented to the creek corridor;
- Kitsap Mall Center, consisting of Kitsap Mall and adjacent retail facilities with improved pedestrian connectors between the mall and adjacent streets, expanded mixed-use activities on and around the mall site, and a slow moving local street system to distribute mall oriented traffic;

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- Waterfront District with improved orientation of mixed-use buildings and pedestrian corridors to Dyes Inlet and Clear Creek corridor;
  - West Hill Neighborhood, with higher density mixed-use infill development that relates to existing residential patterns and protects and enhances the Strawberry Creek drainage and forested slopes; and
  - Northeast Business, campus-type development highlighted by buildings set in a wooded landscaped setting, with new buildings oriented toward landscaped quadrangles and other campus-type open spaces.

## **2.3 Local Street Network**

### **2.3.1 Existing**

The major arterial street network consists of Silverdale Way as the primary north to south route, with Kitsap Mall Blvd/Clear Creek Road providing north-south access north of Ridgetop Boulevard; Bucklin Hill Road-Anderson Road and Ridgetop Boulevard provide the east-west routes with interior downtown connections provided by Randall Way, Mickleberry Road, and NW Myhre Road. Extensive land area is occupied by paved parking surfaces, which are used as “connectors” by some.

### **2.3.2 Intent**

The existing super block street network is supported by a slow moving, continuous local street network. The network provides access to and through the interior of the major super blocks, connecting buildings and parking lots to major arterials. The local streets are comprised of public and private streets and lanes with articulated edges (curbs, bollards, and other elements), which separate the traffic lanes from pedestrian sidewalks. The local street network is developed as incremental redevelopment occurs, with each succeeding development connecting to the previous network increment.

Figure 2-2 *Potential Local Street Network* illustrates a suggested conceptual pattern of local streets connected with major arterials; the exact location of the local streets may vary as redevelopment takes place.

## **2.4 Building Configurations & Types**

### **2.4.1 Existing**

Buildings in Silverdale, excluding major portions of Old Town and the West Hill Neighborhood, are shopping malls, shopping centers and plazas composed of one- story commercial buildings oriented to large surface parking areas, and stand-alone commercial or office buildings with parking on two to four sides of the buildings. Pedestrian entrances for most buildings are from the parking lots rather than streets. Most buildings have individual access drives to arterials, are one-story in height with higher buildings at Kitsap Mall, Bucklin Hill Road/Silverdale Way intersection, Northeast Business Park and a scattering throughout downtown.

### **2.4.2 Intent**

Silverdale will have a compact development pattern with building heights ranging from 35 feet to 65 feet depending on district and location or as determined in Kitsap County Code. Residential and office uses can be accommodated in mixed use buildings, with

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retail and general commercial uses at grade levels. Existing surface parking lots will be reduced in area, with more parking located in and under buildings as well in selected parking structures. Many front and side yard setbacks will be eliminated for the interior of super-blocks where new and reconfigured development will be located along and in conjunction with a local street network. Building types along Clear Creek corridor will be oriented to the creek, providing private open space courtyards and plazas, which will, at a minimum, visually relate to the creek corridor.

## **2.5 Open Space Patterns**

### **2.5.1 Existing**

Silverdale has an open space pattern represented by natural features such as Dyes Inlet and shoreline, Strawberry Creek and riparian corridor, Clear Creek and riparian corridor, and wooded slopes to the west in West Hill Neighborhood and to the northeast in the Northeast Business Park. The existing Community Campus site provides tree cover and open space. Kitsap Mall provides a privately owned enclosed pedestrian mall and courts for consumers using that facility. There is a deficiency of pedestrian open space in the commercial development pattern of downtown Silverdale.

The natural open space pattern forms a north/south “V” shape within Silverdale, providing an existing open space spine that extends from Dyes Inlet on the south edge of downtown to Highway 303. Strawberry Creek drains out of West Hill to and through Old Town and into Dyes Inlet. A drainage channel, named “Silverdale Creek” for reference in the guidelines, enters Dyes Inlet immediately southeast of Bucklin Hill Road and Bay Shore Drive.

### **2.5.2 Intent**

The open space system for Silverdale will protect and expand the natural open space corridors and relate new public and private parks, plazas, green areas and courtyards to the creek corridors, Dyes Inlet and new mixed use residential/commercial developments. The larger open space system, composed of public and private components, will be connected with continuous pedestrian walkways, paths, or trails. Key features of the Silverdale open space systems will include:

- Dyes Inlet and Shoreline, including public access points, parks and shoreline walkways;
- Clear Creek and riparian corridor, including public access or viewing facilities, pedestrian bridge(s) and continuous trails and paths along both sides;
- Strawberry Creek and riparian corridor, including an expanded riparian area in the vicinity of Linder Field and Silverdale Way, public access or viewing facilities, trails and paths along key portions of creek, and public access at the confluence of the creek and Dyes Inlet;
- “Silverdale Creek” protection and expansion through daylighting where feasible as a part of private development north of Bucklin Hill Road;
- Kitsap Mall concourse with potential future expansion to adjacent arterials, either enclosed or semi-enclosed;

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- Kitsap Mall community parks incorporated into future mall expansion, located along both the southern and eastern edges of the mall, relating the mall to the adjacent community;
  - A diverse distribution of private open space parks, plazas, green areas incorporated into remodeled and new developments and connected to a continuous pedestrian walkway network;
  - Continuous pedestrian corridors as private development features through major super blocks, connecting, for example, Silverdale Way and Clear Creek corridor and Bucklin Hill Road to Ridgetop Boulevard;
  - Continuous pedestrian walkways and landscaped areas along all major arterials;
  - Landscaped “front yard” pattern in Old Town, West Hill Neighborhood, and Waterfront Districts based on the historic Old Town typology; and
  - “Quadrangle” and courtyard open space features as a part of the Northeast Business District development pattern.