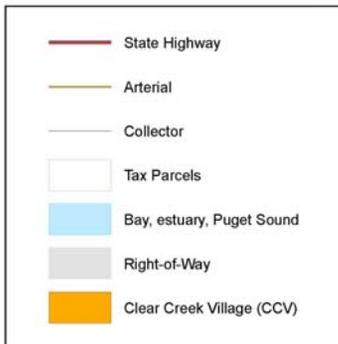
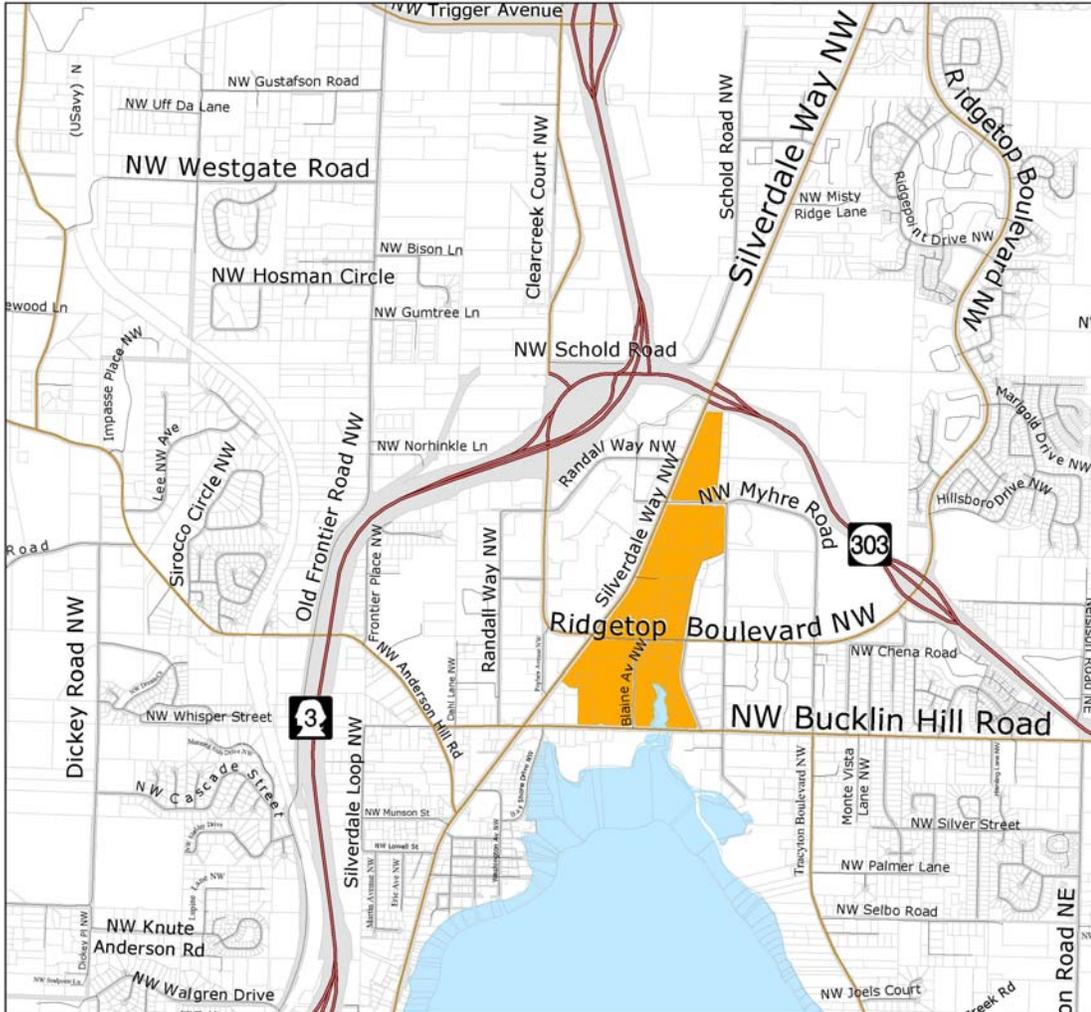


# Clear Creek Village (CCV)



## Silverdale Design District



Kitsap County Department of  
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Figure 5-1

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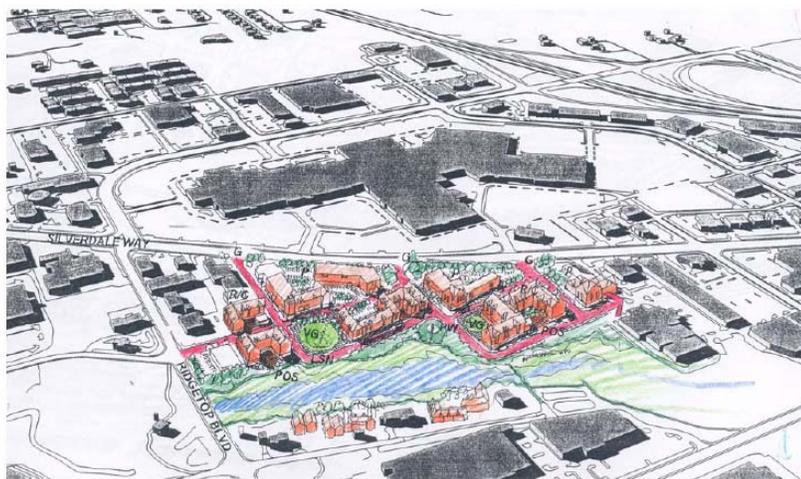
## Chapter 5. Clear Creek Village District

### 5.1 Physical Identity Elements & Opportunities

Clear Creek Village extends north from Bucklin Hill Road to State Highway 303, excluding the northeast portion of the Bucklin Hill Road/Silverdale Way intersection, and from Silverdale Way eastward to and including eastern portions of the Clear Creek corridor. Clear Creek Village is comprised of a riparian area, a north-south greenway forming a natural “V” shape through the center of the Silverdale commercial center. Medium-sized, one-story shopping center/plazas with front yard surface parking lots, capable of being reconstituted as mixed-use centers are the existing development pattern. Silverdale Way is the western boundary of the super blocks north of Bucklin Hill Road to State Highway 303. Significant east-west depth of super blocks from Silverdale Way to Clear Creek provides a potential development amenity for residential units located along the creek corridor and away from arterials.

### 5.2 Design Intent

Clear Creek Village will be a new and central neighborhood or village composed of a series of interconnected mixed-use developments along the west side and immediate east side of Clear Creek riparian area. The village will include residential, commercial and office uses arranged around village squares, connected by continuous pedestrian walkways and a local street network. New and reconfigured developments will use the Clear Creek corridor as an open space amenity and design feature. Residential uses will orient to the creek corridor, visually connecting private open space features with the creek corridor. Development within the village will be oriented toward a local street network. See Figure 5-1 *Clear Creek Village Site Design Example* and 5-3 *Clear Creek Village Streetscape Example*.



**Figure 5-2 Clear Creek Village Site Design Example**

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### 5.3 Design Principles

- A. As new and reconfigured commercial developments occur, a compact, incremental building pattern with an interconnected local street network will emerge.
- B. New mixed-use residential/commercial developments will be oriented along the eastern portion of the Clear Creek Village, focusing on Clear Creek and riparian area.
- C. Mixed-use centers will provide a hierarchy of open space features for residents and consumers, including at least one village square or commons, courtyards, wider sidewalks for outdoor commercial activities, and small pedestrian “eddies,” i.e., places for shoppers to pause and rest.
- D. Village squares or gathering places will be interconnected with a village-wide pedestrian walkway system, including a Clear Creek trail system.
- E. Mixed-use centers will have at least one major pedestrian promenade connecting the development to west and south arterials, and interconnecting with adjacent developments to achieve the arterial connections.
- F. Mixed-use developments along Clear Creek will orient private open spaces to the creek corridor and trail system, at least visually, where feasible.
- G. Vehicular access will be limited to full or partially controlled intersections from Silverdale Way and Bucklin Hill Road, connecting to an interior local street network.



**Figure 5-3 Clear Creek Village Streetscape Example**

### 5.4 Design Actions

#### 5.4.1 COMPOSITIONAL STRUCTURE

- A. Development along the Clear Creek corridor, with mixed-use residential and commercial buildings and related open space, will face east, southeast and west.
- B. A local service street network, interconnected among various developments, will provide an informal or flexible street grid for access and interior block circulation.
- C. A “main street” will connect the different components of the village to adjacent arterials as development occurs.
- D. The street system will be complemented by a continuous pedestrian walkway system connecting mixed-use centers to the creek corridor and adjacent arterials.

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#### **5.4.2 BUILDING ORIENTATION, HEIGHTS & TYPES**

- A. Developments along the local street network will have no front and side yard setback requirements.
- B. If a front or side yard setback is included in the site design, the setback will be 8 feet maximum in depth and pedestrian or landscape in function.
- C. Civic and/or cultural buildings, if any, should have prominent locations, preferably at major intersections or on village square.
- D. The retail component should be prominent and visible from the arterial(s) or located on “main street” or both.
- E. 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.
- F. Residential units shall be located in relationship to an amenity such as natural open space, a village square, “main street” or courtyards and away from Silverdale Way and Bucklin Hill Road.
- G. Weather protection features such as canopies and marquees shall be provided on storefront buildings along major pedestrian walkways.
- H. Commercial buildings at prominent corners should have distinctive architectural features such as setback entries, corner towers, or architectural sculpture
- I. Live/work buildings can provide a transitional use and building type between commercial and residential buildings.
- J. Buildings along the Clear Creek corridor will orient courtyards and landscaped setbacks to the creek and related trails and walkways.

#### **5.4.3 OPEN SPACE & PEDESTRIAN SYSTEM**

- A. Pedestrian-oriented village squares, greens, commons, courtyards, and walkways will be incorporated into mixed-use developments. The spaces should contain a variety of hard and vegetated surfaces and accommodate outdoor activities ranging from cafes and coffee shops to outdoor markets, sales and play areas.
- B. The village square or green shall be the largest and central space located on “main street,” with size varying according to site conditions and size of development, e.g., 7,000 to 8,000 square feet (approximating the size of a volley ball court) can provide space for diverse outdoor activities.
- C. Commercial Courtyards, between 30 to 50 feet in width, shall be provided in or between retail clusters, with buildings on two or three sides.
- D. Live/work buildings may accommodate some or all of the required residential outdoor open space on balconies or decks.
- E. Private courtyards and open spaces along the creek may be secured with fences, hedges and other security edges, while maintaining a visual connection to the creek corridor.
- F. Pedestrian promenades and “main street” walkways, which connect major components of the village development and the village to perimeter arterials, will be 12 feet minimum in width for the walking area on at least one side of the street, and 8 to 12 feet on the remaining side. Where outdoor activities such as cafes, restaurants, etc. are anticipated to use portions of the walkways, add 8 feet to the

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- sidewalk width. Where parking abuts the “main street” walkway, add 4 feet minimum for planting features or 2 feet minimum if vertical barriers such as artistic bollards, attractive hardscape elements or trees are provided.
- G. Parking lot walkways that connect parking lots and lots to retail clusters will be 8 feet minimum width.
  - H. Pedestrian crossings within a parking lot will be 6 feet minimum in width and either striped, containing different paving materials for contrast or raised.
  - I. Weather protection features such as canopies and freestanding shelters should be dispersed throughout parking areas for pedestrian comfort and safety.
  - J. Pedestrian highway crossings shall be located across Ridgetop Boulevard and Bucklin Hill Road and should connect mixed-use centers north and south, using pedestrian-activated signals, raised medians, pedestrian flags, different paving patterns or flashing lights.
  - K. The Clear Creek Corridor should have a 6 feet wide minimum pedestrian walkway/trail network along both sides of the creek, with pedestrian bridges where feasible.

#### **5.4.4 STREETS & PARKING**

- A. “Main streets” and collector street(s) connecting the development to major arterials will be 22 to 24 feet in width, with parking spaces on one or both sides of street, and a raised or protected sidewalk (artistic bollards, planting features) on both sides of street.
- B. Secondary streets connecting parking lots to main streets and collector streets will be 20 to 22 feet in width with a raised or protected sidewalk (bollards, planting features) and a parking lane on at least one side of the street.
- C. Non-signalized streets connecting to arterials will have limited turning movements such as right turn in and right turn out, keeping with the flow of arterial traffic.
- D. Local streets, which serve as delivery lanes, may use “main street” dimensions.
- E. Parking areas will be small clusters of lots consisting of one to two double-loaded parking bays maximum, i.e., one driving lane flanked by one row of parking stalls on each side.
- F. On-street parking may be used to fulfill parking requirements for a proposed use if located on the subject parcel, contiguous with the public right-of-way and meeting all sidewalk and landscape requirements.
- G. Individual parking clusters shall be separated by an 8 feet wide minimum sidewalk protected by curbs, plantings or artistic bollards.
- H. Parking for creek-side development on the east side of creek shall be away from the creek. Parking in the setback facing the street shall be 50% or less of the parcel width.