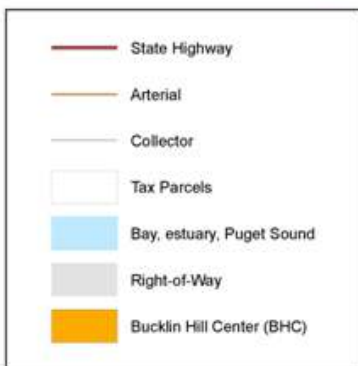
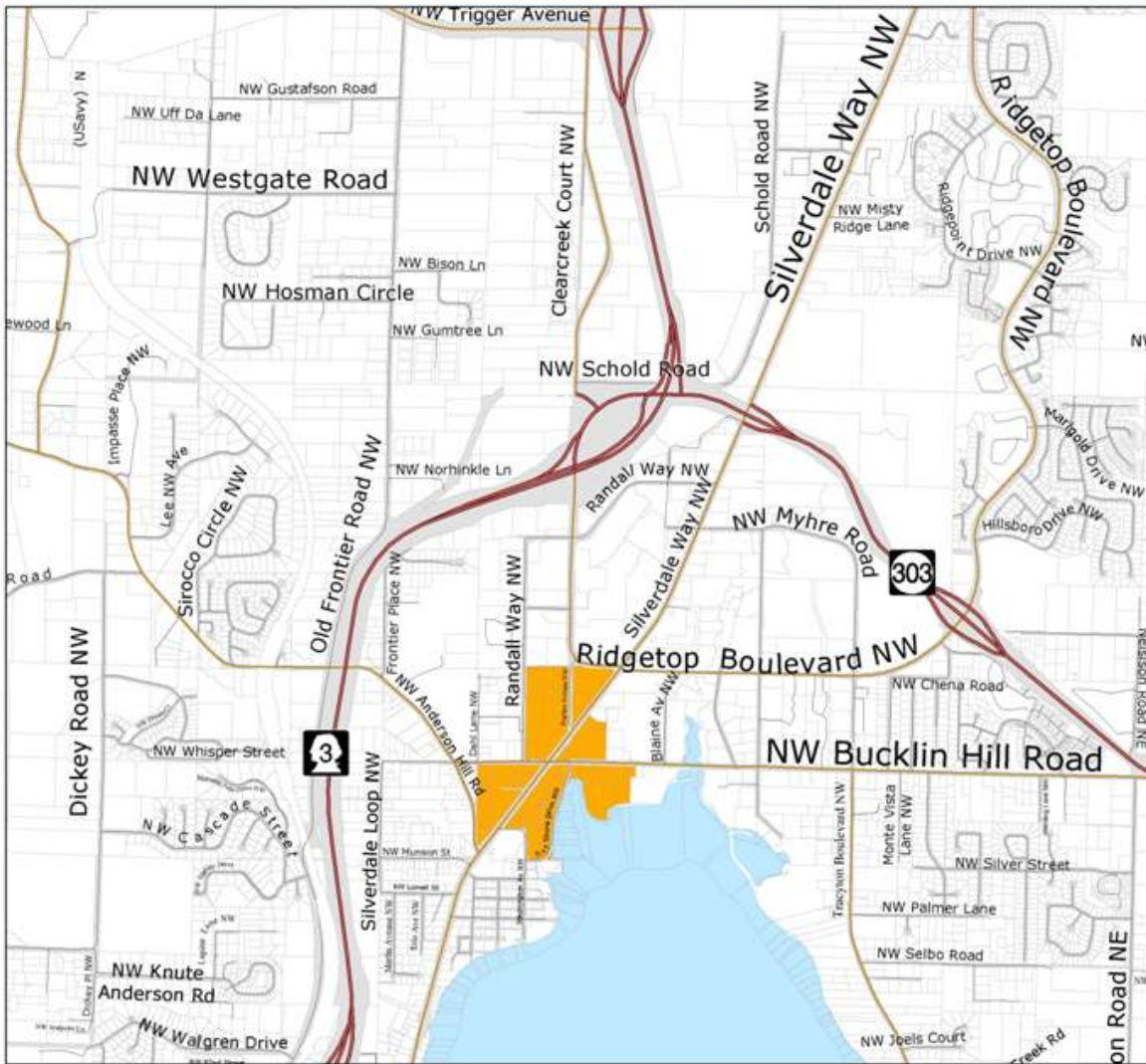


Bucklin Hill Center (BHC)



Silverdale Design District



Kitsap County Department of
Community Development
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Figure 4-1

Chapter 4. Bucklin Hill Center District

4.1 Physical Identity Elements & Opportunities

Figure 4-1 identifies the boundaries of this district. Historical development occurred in Old Town and south of Bucklin Hill Road along Silverdale Way prior to the expanded shopping center development to the north. Bucklin Hill Center, the area around the intersection of Bucklin Hill Road and Silverdale Way, is both a design district at a major intersection and a gateway area into the larger downtown Silverdale area.

An existing Silverdale Village shopping center is located west of Silverdale Way and another smaller center is located on the east side. A higher intensity of office and lodging uses exists in the northeast and southeast quadrants of the Silverdale Way and Bucklin Hill Road intersection.

The district also includes the Silverdale Community Campus area, bounded by Randall Way on the west, Kitsap Mall Boulevard to the north, Silverdale Way on the east and Bucklin Hill Road on the south. This “community campus” area is expected to provide public amenities such as senior housing, community center and open space, and will be treated separately in this chapter.

4.2 Design Intent

The existing shopping centers located along Silverdale Way will redevelop as mixed-use “village centers” from Anderson Hill Road and Linder Way on the south to Bucklin Hill Road on the north. They will contribute to a larger village character by locating pedestrian squares in visual proximity to one another along and visible from Silverdale Way, by connecting local service streets to other adjacent districts where feasible, and by providing safe pedestrian connectors across Silverdale Way.

New interior local streets will provide a continuous traffic pattern into and through the village. The mixed-use developments will add residential or office space to retail uses, incorporate civic or cultural uses where feasible, and integrate an expanded pedestrian open space system to parking areas, retail facilities and other uses.

Above grade housing or office uses reinforce the retail uses at ground level. The western edge of the existing Silverdale Village borders a wooded slope, providing an opportunity for medium density housing in that area. Housing provides a transition use between the adjacent West Hill Neighborhood and the village. It provides opportunities for pedestrian access from West Hill to the Silverdale Village Center with a West Hill climb incorporated into new development, and provides views of Dyes Inlet. Similarly, the eastern edge of the eastern village component borders a portion of Old Town and has potential views of Dyes Inlet, Linder Field and Strawberry Creek.

A mixed-use area of larger scale office, lodging, and entertainment buildings could be located in the northeast and southeast quadrants of the Silverdale Way and Bucklin Hill Road intersection and along the shore lands on the south side of Bucklin Hill Road.

4.3 Design Principles

Former shopping plazas should be converted to mixed-use centers, comprising a village center complex on both sides of Silverdale Way, referred to as *Silverdale Village*. See Figures 4-2 and 4-3 for design sketches of a sample “village.”

The basic elements and composition of the town or village center include:

- A. A “main street” will be part of a private or public local service street network for each side of Silverdale Way, providing clearly defined on-site vehicular circulation, connecting on-site parking areas to major arterials and adjacent districts where feasible.
- B. Local service street access to perimeter arterials will be coordinated with adjacent and nearby developments as development incrementally occurs.
- C. One to four story buildings shall be arranged along a “main street” and clustered around a village square and smaller pedestrian courtyards.
- D. Pedestrian walkways, sidewalks, and other paths will provide a continuous pedestrian connection from on-site facilities to parking, adjacent public streets and nearby developments.
- E. Housing or office units will be mixed with retail uses, either stacked above or clustered next to retail and located away from Silverdale Way where feasible.
- F. A village square, plaza, greens, or commons shall be provided in a centralized location, along “main street,” as a focal leisure space for each development, integrated with ground floor retail and residential/office uses, and oriented to the southeast, south, or southwest.
- G. Parking areas will be in small, dispersed parking lots.
- H. One connecting east-west vehicular crossing with a signalized intersection can occur in the southern portions of each development.



Figure 4-2 Village Example



Figure 4-3 Village Example

Basic elements of design in the existing higher density area east of Silverdale Way would include:

- I. Parking and vehicular access will be from a local street network with controlled access points to arterials safely away from the Bucklin Hill/Silverdale Way intersection.
- J. Development on the south side of Bucklin Hill Road shall orient to Dyes Inlet and Silverdale Creek with landscaping and public pedestrian access facilities along the shoreline.

4.4 Design Actions

4.4.1 BUILDING ORIENTATION, HEIGHTS & TYPES

- A. Mixed-use buildings will be oriented to a “main street” and village square, with front and side yard setbacks ranging from zero to 8 feet maximum depth along major pedestrian walkways.
- B. Civic or cultural buildings, if any, should have prominent locations, preferably at major intersections or on village square.
- C. 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 45 feet. Residential units should be located away from Silverdale Way and Bucklin Hill Road.
- D. Weather protection features such as canopies and marquees shall be provided on storefront buildings along major pedestrian walkways.
- E. Commercial buildings at prominent corners shall have distinctive architectural features such as setback entries, corner towers, or architectural sculpture
- F. Live/work buildings can provide a transitional use and building type between commercial and residential buildings.

4.4.2 OPEN SPACE & PEDESTRIAN SYSTEM

- A. Pedestrian-oriented village squares, greens, commons, courtyards, and walkways will be incorporated into mixed-use developments. They will contain a variety of hard and vegetated surfaces and will accommodate outdoor activities ranging from cafes and coffee shops to outdoor markets, sales and play areas. See Figure 4-5 for an example of a village square with mixed-use buildings.



Figure 4-4 Village Square

- B. The village square or green should 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 volleyball 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. Pedestrian promenades and “main street” walkways that 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 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 artistic features.
- F. Parking lot walkways that connect parking lots and lots to retail clusters will be 8 feet minimum width.
- G. Pedestrian crossings within a parking lot will be 6 feet minimum in width and either striped, containing different paving materials for contrast or raised.
- H. Weather protection features such as canopies and freestanding shelters should be dispersed throughout parking areas for pedestrian comfort and safety.
- I. Two pedestrian highway crossings should be located along Silverdale Way south of Bucklin Hill Road and should connect mixed-use centers east and west of the highway, using pedestrian-activated signals, raised medians, pedestrian flags, different paving patterns or flashing lights.

-
- J. A pedestrian bridge should cross Silverdale Creek, south of Bucklin Hill Road, connecting Bay Shore Drive with the waterfront walkway on the east side of the creek.
 - K. A waterfront walkway will extend along the waterfront east of Silverdale Creek, from Bucklin Hill Road south and eastward to the county park and Clear Creek corridor.
 - L. If feasible, a portion of "Silverdale Creek," a covered drainage channel flowing into Dyes Inlet, will be daylighted on the north side of Bucklin Hill Road and incorporated into new or expanded development. Reduced parking requirements, variations in building heights, or reductions in permit fees may be granted to a development that incorporates an open creek in its site design.

4.4.3 STREETS & PARKING (See Figure 4-5 *Parking, Landscape and Street Diagram* for examples)

- A. "Main streets" and collector street(s) connecting the development to major arterials will be 22 to 24 feet in width with parallel parking places on one or both sides of street, with a raised or protected sidewalk (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 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 that 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 lots and structures in the northeast quadrant of the Bucklin Hill Road and Silverdale Way intersection will be accessed from a local street network to the north, northeast and east of the intersection development.

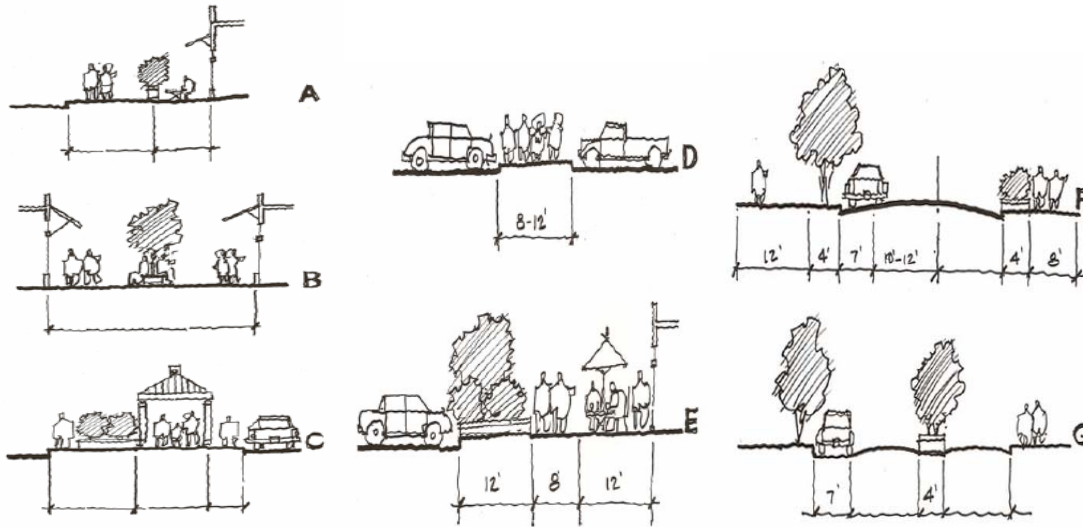


Figure 4-5 Parking, Landscape and Street Diagram

4.A.1 SILVERDALE COMMUNITY CAMPUS

4.A.2 Design Intent

The Silverdale Community Campus will expand to include a campus type pattern. Coordination of Community Campus open space location and design with that of adjacent properties may establish a physical gateway for the larger downtown area, providing the Community Campus with a strengthened presence along Silverdale Way. New and remodeled development within the properties in the northwest quadrant of the Silverdale Way/Bucklin Hill Road intersection, including the campus, and at the Poplars Motel site, will all contribute landscape and setback features to the gateway design. The campus and the Kitsap County Consolidated Housing Authority (KCCHA) site open space designs will be visually connected across Poplars Avenue, creating a landscaped foreground for both developments and downtown.

4.A.3 Design Principles

- A. The Community Campus will be arranged around an interior open space village green, open to the southeast toward Silverdale Way and the KCCHA site, with strong pedestrian connections.
- B. The KCCHA site should incorporate the southern portion of its property into the gateway design.
- C. The Silverdale Way right-of-way will contribute special open space features as a part of the larger gateway design.
- D. Weather protection features such as canopies and marquees shall be provided on buildings along major pedestrian walkways.

4.A.4 Design Actions

1. COMPOSITIONAL STRUCTURE

-
- A. New facilities will be built around a central village green, with the green connected physically and visually to Poplars Avenue and the KCCHA site and Silverdale Way.
 - B. The KCCHA site may contain a landscaped open space on the southern portion of the site as a part of the campus and downtown gateway: signage, art and landscaping could all highlight this open space feature.

2. BUILDING ORIENTATION, HEIGHTS & TYPE

- A. The Community Campus will organize new facilities around a village green with trees, seating areas, outdoor meeting places, sculpture with an orientation of the courtyard to Poplars Avenue and the KCCHA site.
- B. The KCCHA site, when fully redeveloped, may contain a residential building(s), possibly mixed-use with retail or offices on the ground floor, oriented to the landscaped southern portion of the lot and Silverdale Way as a part of a larger gateway design, referred to as Gateway Green.
- C. Buildings will be 65 feet maximum height.

3. OPEN SPACE & PEDESTRIAN FEATURES

- A. A central village green will be the focus of new campus buildings and may contain features such as landscaping, seating areas, outdoor meeting places, and sculpture.
- B. The campus green will be connected to Poplars Avenue and shall have a minimum 10 feet wide hill climb with handrails, landings and seating.
- C. If Poplars Avenue is not vacated as a street, a crosswalk will connect the campus hill climb to the KCCHA site, with the crosswalk consisting of a raised pedestrian crossing or a contrasting paving pattern a minimum of 12 feet in width.
- D. The KCCHA site shall contain a landscaped open space, Gateway Green, a minimum of 30 feet along Poplars Avenue and Silverdale Way from the southern tip of the property as the site is redeveloped. If provided, the area could be traded for lesser setbacks and landscape areas on other portions of site.
- E. The KCCHA Gateway Green may contain sculpture related to the campus and the larger downtown gateway plus appropriate signage.

4. PARKING FEATURES

- A. Surface parking facilities shall be dispersed around the Community Campus site in small lots (one double-loaded bay configuration), with no surface lots between Poplars Avenue and the courtyard facing Poplars Avenue.
- B. A proposed parking structure will be located on the site in the most appropriate location.
- C. Parking for the KCCHA site shall be to the northwest and north portions of the site, north of the Gateway Green.