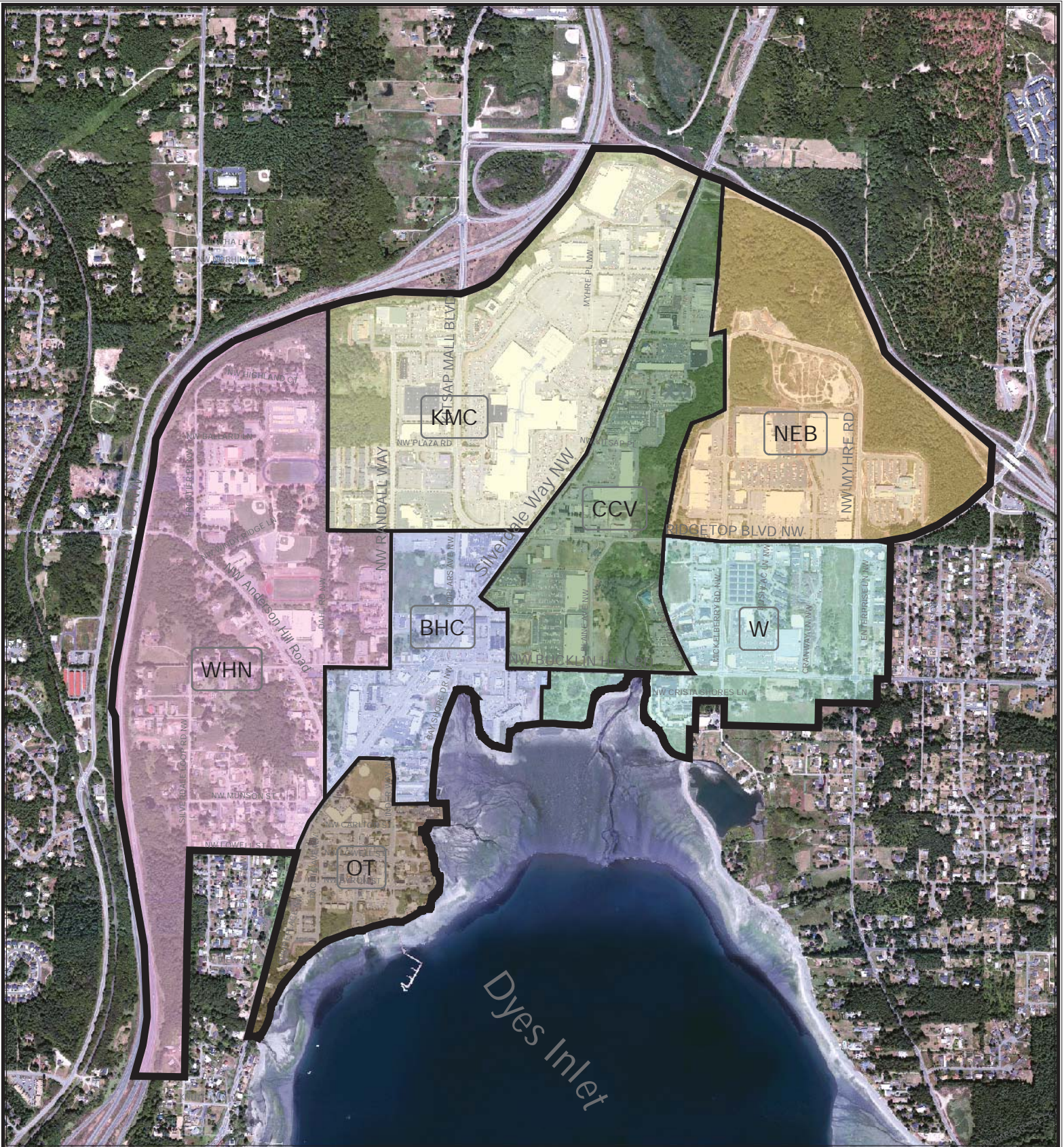




PORT OF SILVERDALE
2019 COMPREHENSIVE PLAN

APPENDIX B: SILVERDALE SUB AREA PLAN
OLD TOWN DESIGN DISTRICT STANDARDS



Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-7181 * FAX (360) 337-4925

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Map Date: January, 2007

Downtown Silverdale

Design Districts



- Bucklin Hill Center (BHC)
- Clear Creek Village (CCV)
- Kitsap Mall Center (KMC)
- Northeast Business (NEB)
- Old Town (OT)
- Waterfront (W)
- West Hill Neighborhood (WHN)



Figure 2-3

Chapter 3. Old Town District

3.1 Physical Identity Elements & Opportunities

Old Town's physical identity is different from the remaining portions of downtown Silverdale. Old Town's physical identities include:

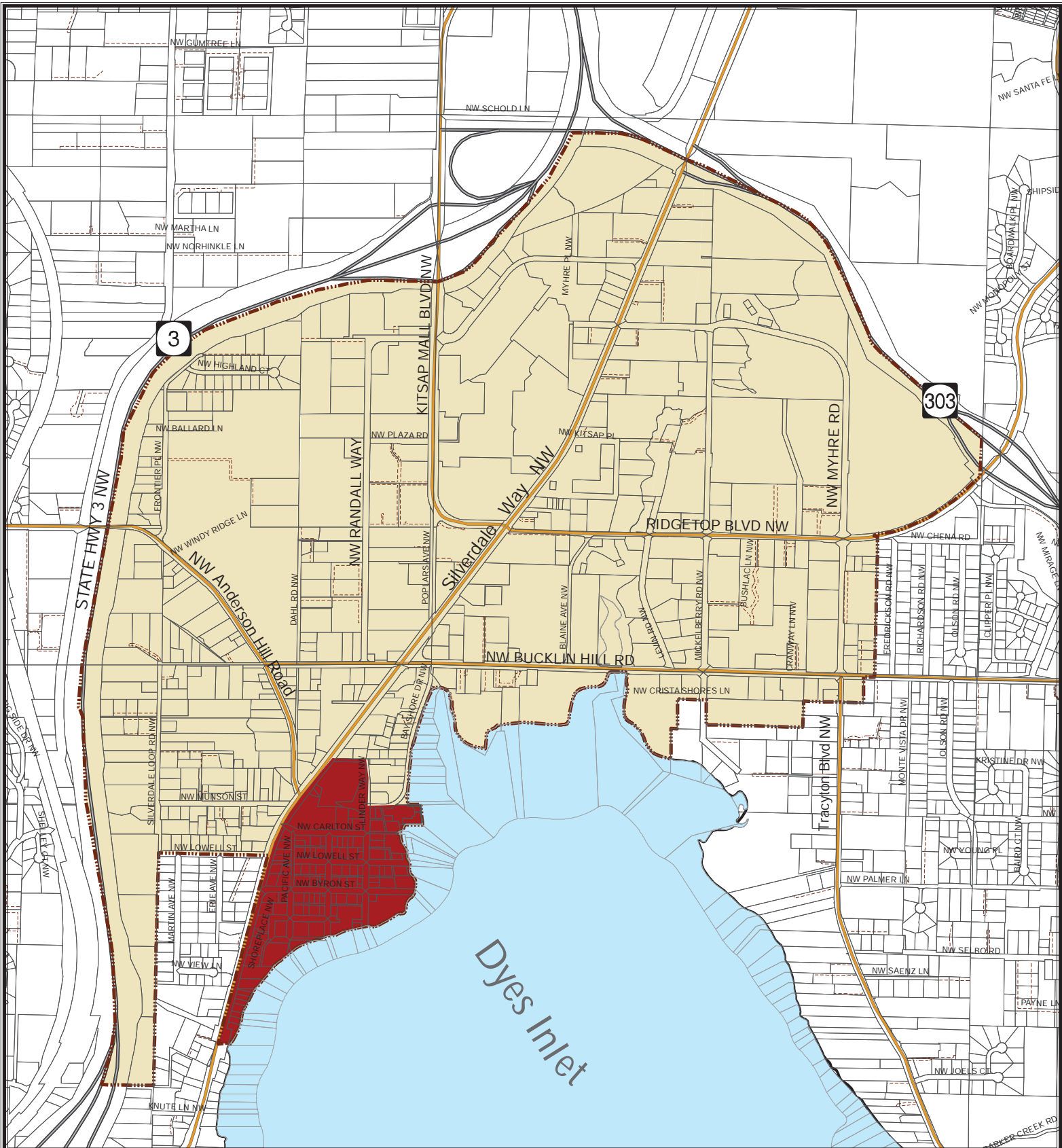
- Block grid street pattern, 200 feet by 300 feet, two way vehicular movement.
- Older one to two story, small-scale commercial and office building types with little or no front yard setbacks.
- Dyes Inlet, shoreline, waterfront parks and views of Inlet.
- Strawberry Creek and riparian area.
- "Silverdale Creek," an underground drainage channel that emerges from a culvert southeast of the Bucklin Hill Road and Bay Shore Drive intersection.
- Linder Field.
- Older, small-scale residential buildings on small blocks with landscaped front yards.
- Older churches and public/semi-public buildings throughout Old Town.

3.2 Design Intent

Modifications to existing buildings and design of new buildings will respect the historic design characteristics of the block grid pattern and adjacent and nearby buildings. The historical relationship of buildings fronting on the street or sidewalk, or the landscaped "front yard" pattern, if applicable, will be maintained in new and reconfigured development. Parking will be located to the rear or side yards or, where appropriate, may be located adjacent to the public roadway, configured as back-in angle parking. The creeks and Dyes Inlet shoreline will be protected and the riparian areas of the creeks will be expanded as major physical features and assets in the development pattern of Old Town.

3.3 Design Principles

- A. The vegetated slopes should be protected and maintained along both sides of Silverdale Way from approximately NW View Lane north to NW Lowell Street right-of-way.
- B. The Silverdale Way right-of-way should be landscaped with materials and colors different from other sections of Silverdale Way north.
- C. The Strawberry Creek channel and riparian edge along both sides of Silverdale Way should be expanded.
- D. Key entries to Old Town and its special features should be highlighted with landscape art in the form of sculpture, signs, fabrics and lights.
- E. The small block grid building pattern in the Old Town commercial center, with contiguous buildings along block fronts oriented toward the sidewalk and street rather than parking lots, should be protected and maintained.
- F. New or redevelopment should be encouraged to respect existing smaller, non-contiguous development, where appropriate, such as that shown in Figure 3-2 *Smaller-Scale Development*.



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Map Date: January, 2007

Downtown Silverdale

Design Districts Old Town (OT)

- Old Town (OT)
- Design District





Figure 3-2 Smaller-Scale Development

- G. Public access to and along the Dyes Inlet shoreline, including view points where appropriate, should be maintained and expanded.
- H. Pedestrian activities on public and private open space within and along the commercial/office blocks should be promoted.
- I. Shared off-street parking lots should be provided in key locations for employee and consumer parking.

3.4 Design Actions

3.4.1 LANDSCAPING, NATURAL FEATURES & SIGNAGE

- A. A flowering tree type or hedge should be planted along both sides of Silverdale Way from the Downtown Silverdale southern boundary to NW Lowell Street right-of-way on the west and to NW Byron Street on the east.
- B. Where signage/tree conflicts exist with adjacent uses, the trees should be arranged in clusters rather than a linear edge along Silverdale Way.
- C. The Strawberry Creek riparian area has been constricted by adjacent developments and Silverdale Way culverts, increasing the intensity of water flow and safety issues. The Strawberry Creek channel and riparian area on both sides of Silverdale Way could be expanded to reduce water flow intensity and increase the visual amenity of the creek area. Habitat signage, sculpture, and viewing areas along Silverdale Way at the creek could be added. Engineering studies of appropriate safety barriers, which permit visual and/or physical viewpoint access to the expanded creek area, could be conducted.
- D. If the school administration site is redeveloped, the Silverdale Way frontage can be designed as a landscaped gateway with additional landscape setbacks along Silverdale Way with clusters or rows of ornamental trees.
- E. Old Town logo signage or sculpture could be located at the intersection of NW Byron Street and Silverdale Way, Strawberry Creek, and NW Carlton Street. See Figure 3-3 *Potential Signage* as an example.
- F. If the NW Carlton Street right-of-way is vacated at Silverdale Way, a portion of right-of-way at Silverdale Way could be used for gateway landscaping and Old Town signage.



Figure 3-3 Potential Signage

- G. As part of a larger gateway design, the feed mill building could be designated as a community architectural asset, encouraging its retention regardless of use changes.

3.4.2 BUILDING ORIENTATION, HEIGHT & TYPES

- A. All buildings will be oriented to the street grid and sidewalk network with main entry(s) facing the street.
- B. Except for those areas of historical, smaller, non-contiguous development, a continuous and contiguous building façade will be maintained along the block front adjacent to street and sidewalk, avoiding gaps or “missing teeth” in the front block façade for parking. See Figure 3-4 *Old Town Block Façade Example*.
- C. All commercial buildings will have ground level transparent front facades oriented toward the pedestrian sidewalks. Figure 3-5 *Example Mixed Use Development* shows this concept.

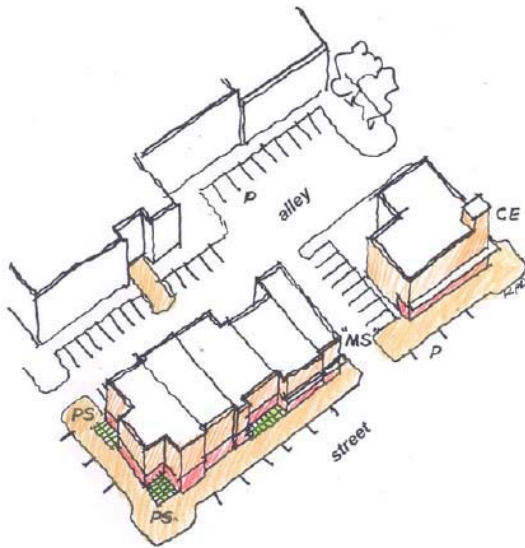


Figure 3-4 Old Town Block Façade Example

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- D. Mixed-use development will not be required to have ground floor commercial uses on the building side facing Dyes Inlet.
 - E. No front or side yard setbacks will be required for new and remodeled buildings.
 - F. Reserve front yards, if any, for landscaping or outdoor consumer-related activities such as sidewalk cafes, coffee shops, restaurants, wine bars, etc., and when provided, do not exceed 12 feet in depth.
 - G. Provide pedestrian weather protection elements (awnings, marquees) where feasible along the front street/sidewalk area, at least 8 feet above the sidewalk.
 - H. New, remodeled or reconfigured buildings in the NC zone will have a maximum base height of 35 feet, with an approved height increase not to exceed 45 feet. In the RC zone, the maximum base height will be 35 feet, with an approved height increase not to exceed 65 feet.
 - I. Live/work buildings may accommodate some or all of the required residential outdoor open space on balconies or decks.



Figure 3-5 Example Mixed Use Development

3.4.3 STREETS & PARKING

- A. No on-site parking requirements, excluding residential uses, for commercial and office uses will be required when a parking development fee, determined by a Business Improvement District (BIA) or, as an alternative, a “fee-in-lieu” program, is paid to a shared-parking fund.
- B. Land can be leased or purchased for shared parking lots using BIA funding mechanisms, as permitted by Washington State.
- C. Off street shared parking lot(s) with a use radius of 800 feet may provide consumer and employee parking for non-residential uses as a means to reduce or eliminate on-site parking.
- D. Parking lots will be landscaped with a 30 inch high minimum vegetated edge or buffer between the lot and adjacent sidewalk(s) or with a tree landscaped setback or both.
- E. On-site parking lots should be located to the rear or side yard or both, accessed by an alley driveway where feasible or by a side yard with a maximum 18 foot wide access drive.
- 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.

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- G. Driveway aprons on private property will not be required for alley access parking, enabling private parking space or garage to locate closer to the alley right-of-way line.
 - H. On-street parallel parking is allowed and encouraged on all streets.
 - I. Provide sidewalks on both sides of all streets, where possible.

3.4.4 STRAWBERRY CREEK PROTECTION & ENHANCEMENT

- A. The Strawberry Creek channel is contained by concrete walls and security fencing with little or no riparian area associated with the creek until its confluence with Dyes Inlet. The creek corridor should be opened and expanded to reduce the intensity of water flow and to expand the open space feature of the creek as a major physical identity or signature element of Old Town and Silverdale. Two examples for slowing the water flow and creating a physical amenity include:
 - a. Expanding the creek riparian area horizontally into Linder Field and along the southern edge of the creek, including east of Washington Street.
 - b. If horizontal expansion is restricted, a series of pools as a part of a larger cascade can be developed with a controlled spill way to hold water and release it more slowly into the lower creek, while providing fish access up the cascade.

See Figure 3-6 *Strawberry Creek Slough* as an example.

- B. A transparent security and safety barrier can be provided along the creek, specifications to be determined by appropriate engineering studies.
- C. Strawberry Creek and the Linder Field recreational facility comprise an open space corridor and amenity for the Old Town community, which are improved with a creek-side trail, informational signage and viewing areas.
- D. Strawberry Creek is a fish habitat to be protected and enhanced with side pools, riparian area shading vegetation, a gravel creek bed and other elements determined by fisheries biologists.
- E. The confluence of Strawberry Creek and Dyes Inlet should be a public access point and attraction with public access and viewing area.
- F. The expanded creek riparian area should be incorporated into new development on both the school administration site and library site with trails, viewing platforms and seating areas along the creek, with pedestrian connections from adjacent street to the creek area.

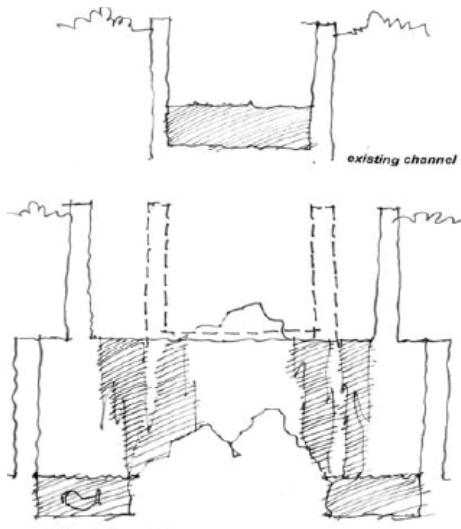


Figure 3-6 Strawberry Creek Slough