

# Silverdale Design Standards Framework

Proposed Updates:

Reorganization + Suggested Edits

*DRAFT for discussion purposes only – March 27<sup>th</sup>, 2026*



CENTRAL KITSAP  
COMMUNITY COUNCIL



BERK ParametriX



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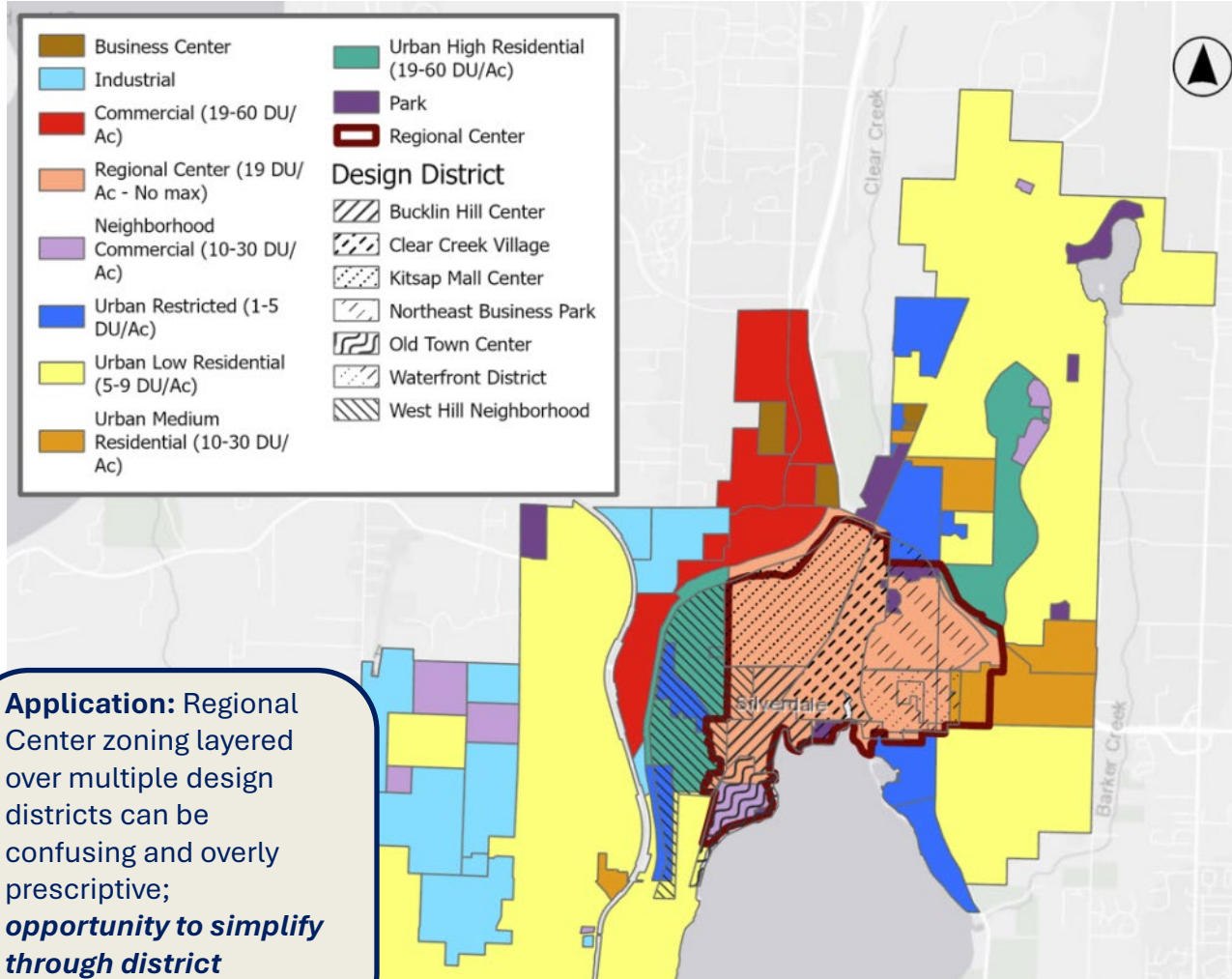
- 2006 Current Standards Document (Recap)
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# Current Design Standards

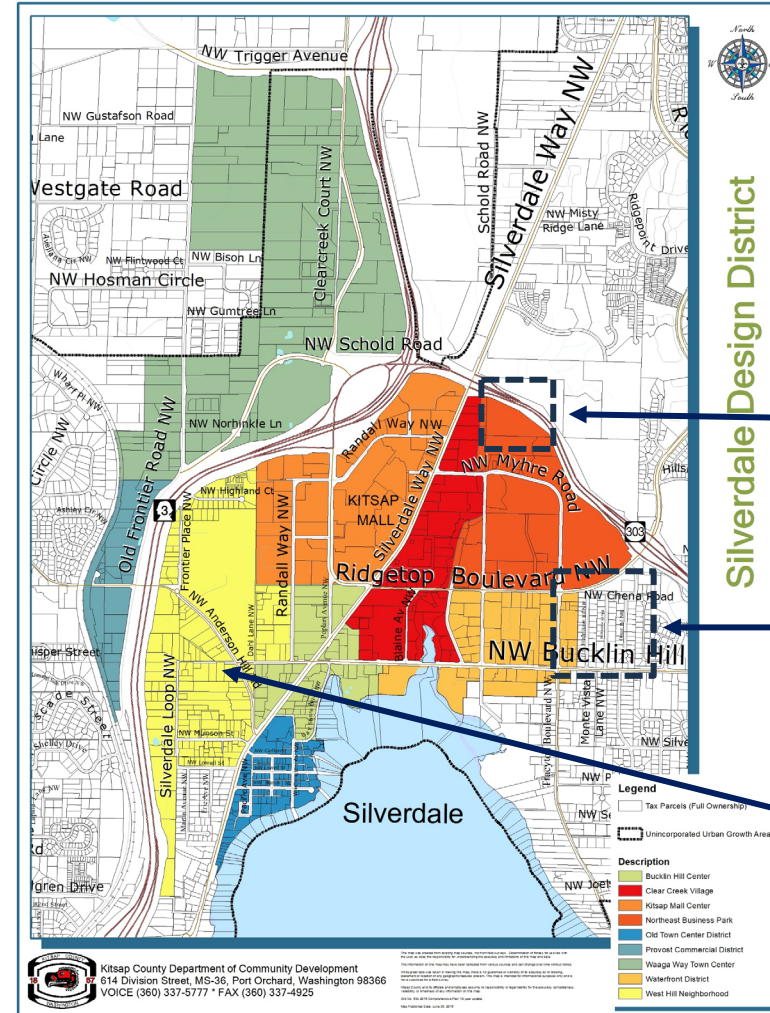


# Zoning vs. Design Districts

## Silverdale Urban Growth Area (UGA) Zoning



## Design Districts (7-9)



**Note:** This presentation focuses on design standards within or adjacent to the Regional Center Boundary; for the purposes of discussion, Provost Commercial and Waaga Way are not included.

# Kitsap County Code

## 17.420.058 Silverdale design district density and dimension table.

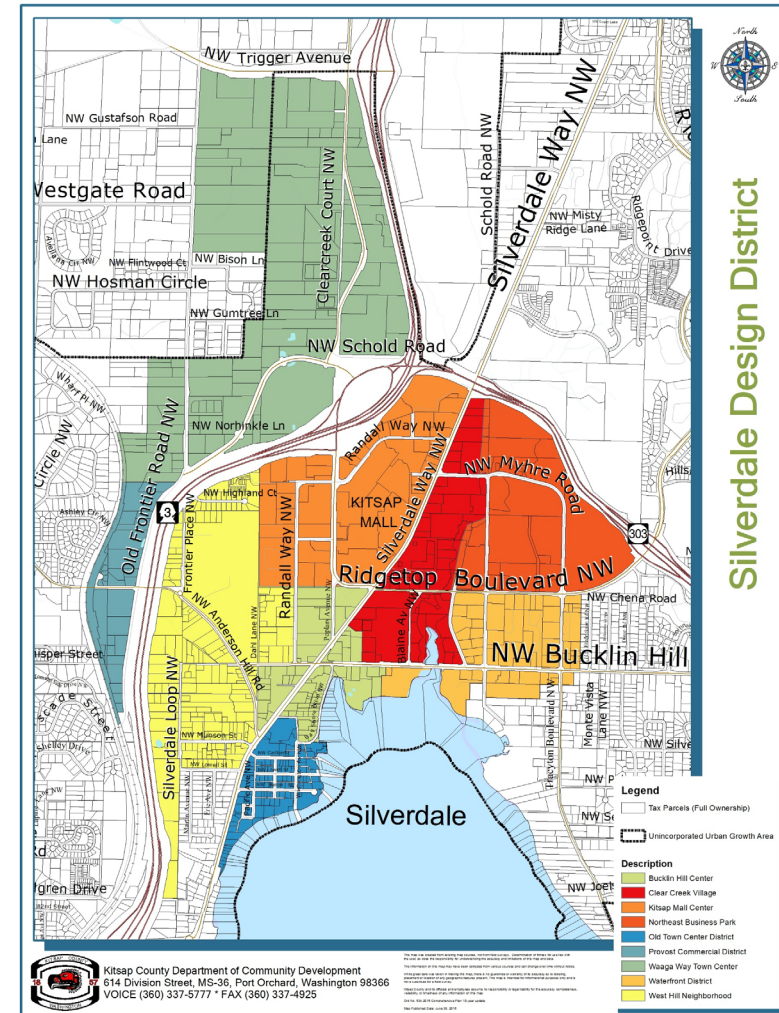
Standard	Old Town	Bucklin Hill Center	Clear Creek Village	Kitsap Mall Center	West Hill	Northeast Business	Waterfront	Provost Commercial	Waaga Way
Min. density (du/acre) (57)	10	10	10	10	UH: 19 RC: 10	10	10	Refer to zoning	Refer to zoning
Max. density (du/acre) (56)	30/60	NA	NA	NA	UH: 60 RC: NA	NA	NA	Refer to zoning	Refer to zoning
Min. height (feet) (62)	NA	35 ft fronting Silverdale Way (62)	35 ft fronting Silverdale Way (62)	35 ft fronting Silverdale Way (62)	35 ft fronting Silverdale Way (62)	35 ft (62)	NA	Refer to zoning	Refer to zoning
Max. height (feet) (33)(37)(40)(56)	45 ft	Base: 65 ft/ Max: 85 ft	Base: 65 ft/ Max: 85 ft	Base: 65 ft/ Max: 85 ft	UH: Base: 55 ft/ Max: 85 ft RC: Base: 65 ft/ Max: 85 ft	Base: 65 ft/ Max: 125 ft	Base: 65 ft/ Max: 125 ft	Refer to zoning	Refer to zoning
Max. lot coverage	NA	NA	NA	NA	NA	NA	NA	Refer to zoning	Refer to zoning
<b>Setbacks (34)(35)(48)</b>									
Min. front (feet)	20 ft	20 ft	20 ft	20 ft	UH: 20 ft RC: 20 ft	20 ft	20 ft	Refer to zoning	Refer to zoning
Max. front (feet) (29)(41)(42) (43) (45)	NA	NA	NA	NA	NA	NA	NA	Refer to zoning	Refer to zoning
Side (feet) (29) (42)(43)(45)	10 ft	10 ft	10 ft	10 ft	UH: 5 ft RC: 10 ft	10 ft	10 ft	Refer to zoning	Refer to zoning
Rear (feet) (29) (42)(43)	10 ft	10 ft	10 ft	10 ft	UH: 5 ft RC: 10 ft	10 ft	10 ft	Refer to zoning	Refer to zoning

**# of Design Districts:**  
7-9 distinct design districts but have many have same permitted uses, and most have identical dimensional standards.

# Design Districts

## Observations:

- Individual districts clearly define desired character but may create a fragmented, “island” effect rather than cohesive or holistic development outcomes for the Regional Center.
- Maintaining separate standards for each district introduces redundancy, inefficiency, and unnecessary document length.
- “Standards” vs. “Guidelines” are somewhat inconsistently used and defined, blurring what is required versus recommended.
- Design elements are embedded within individual districts, making the overall framework harder to follow and complicated to enforce.
- A lot of thought put into design direction overall, but some standards are subjective or unclear—would benefit from clearer, more consistent language aligned with the vision, concepts and goals in 2025 Regional Center Update.



From current document:

“The Silverdale Design Guidelines are composed primarily of **Community Design Guidelines**—the larger scale design principles that address overall development patterns, circulation, building configurations as well as mass, bulk, height, landscaping and setbacks **and the Standards that implement the Guidelines**. They address how districts relate to one another and the entire downtown, pedestrian and vehicular connection and circulation, and overall design composition within each district.”

# Current Document - Organization

## Standards document

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## Design District

### Chapter 6. Kitsap Mall Center

#### 6.1 Physical Identity Elements & Opportunities

Kitsap Mall is a regional shopping center with an enclosed pedestrian concourse and significant open space in the form of surface parking lots adjacent to the mall. The center borders the west edge of Silverdale Way for approximately 1,200 feet, presenting an opportunity for future building and landscape design that can relate directly to Silverdale Way and Clear Creek Village.

#### 6.2 Design Intent

Kitsap Mall Center will continue to be a regional shopping center with expanded functions to include office, retail, residential and a transit hub. Kitsap Mall itself will expand as a mixed-use center, connecting its pedestrian concourse with Silverdale Way, Kitsap Mall Boulevard, and Randall Way NW at a minimum. Infill development will relate building activities and orientation to both the expanded interior/exterior pedestrian concourse and to Silverdale Way. The southern and eastern portions of the mall site will contain landscaping and pedestrian features that physically and visually connect the mall to Silverdale Way and the greater downtown Silverdale area to the south and southeast, providing significant private/public community gathering places.

#### 6.3 Design Principles

- Kitsap Mall will expand its pedestrian/shopping concourse in at least three directions (north, east, south) as a combined enclosed/open shopping "street" connecting directly to Silverdale Way, Kitsap Mall Boulevard/Silverdale Way intersection area, and Randall Way.
- Kitsap Mall will incorporate a community green space or village square at the southeast portion of the site as a part of mixed-use expansion.
- Kitsap Mall will incorporate a village square along its Kitsap Mall Boulevard and Silverdale Way edges.

#### 6.4 Design Actions

##### 6.4.1 COMPOSITIONAL STRUCTURE

- Kitsap Mall will expand to form a cross shape extending to adjacent arterials and infilled with new mixed-use and parking structures.
- The pedestrian concourse will serve as a physical circulation spine that connects the existing concourse to new and outlying enclosed and open pedestrian walkways and community green spaces.
- Community green spaces will occur at the southeasterly section along Kitsap Mall Boulevard and Silverdale Way, with direct access and connection to the arterial and sidewalks, and at the easterly entrance to the mall, providing a significant front yard private/public gathering area.
- Parking structures could be accommodated along the western and northwestern sides of the mall with direct connection to the pedestrian concourse.
- At least one major landscaped formal entry drive shall connect the mall complex to Silverdale Way.



Figure 4-3 Village Example

## Design Elements – Intent, Standards, Guidelines

### 6.4.2 BUILDING ORIENTATION, HEIGHTS & TYPE

- Buildings should be oriented to a combined enclosed/open pedestrian concourse and new interior block driving lanes, which expand the pedestrian and vehicular movement patterns within the mall.
- Buildings should be oriented around community green space(s), especially along the southern and eastern portions of the mall site.
- 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. Building types vary from large commercial buildings to stacked multi-story office and residential buildings.

### 6.4.3 OPEN SPACE & PEDESTRIAN CIRCULATION

- At least two community green spaces shall be located along the south and east edges of the mall.
- Each green space shall be a leisure or lingering space related directly to adjacent shops and serve as a "town square."
- Smaller pedestrian plazas and resting places shall be located throughout the development, connected by a pedestrian concourse and collector sidewalks.

### 6.4.4 STREETS & PARKING

See the Bucklin Hill Center Design District Guidelines, Sections 4.3 and 4.4.2.

For buildings outside of the Kitsap Mall boundaries:

- Mixed-use and town or village centers will apply the same guidelines as outlined in the Bucklin Hill Center Design District, Chapter 4.
- 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. Commercial buildings will have a transparent front façade on the ground floor facing the main street, which should compose a minimum of 50% of the width of the front façade.
- Commercial buildings will have main pedestrian entry facing front yard or main street.
- Commercial buildings will have a landscaped front yard setback of 20 feet with the following exception:
  - Front yard setbacks may be less than 20 feet if an outdoor or enclosed pedestrian space is provided along the front façade between the building and the public sidewalk, not to be less than 8 feet in depth, for use as outdoor dining, etc.
  - Commercial buildings facing onto a local street connector have no front or side yard setback requirements, but should have a transparent front façade facing that street not less than 50% of the front façade width.
- Storage facilities adjacent to residential areas will provide a decorative wall a minimum of 8 feet high or a landscaped minimum setback of 12 feet in width, with trees.



Figure 3-2 Smaller-Scale Development

**Vision:** Document references "Silverdale Downtown" but unclear what area/boundary of the districts this applies to.

**Existing Content:** Much of the descriptive text can be retained if desired, but can be refined or simplified to support clearly defined, consolidated districts (see slide 10).

**Supporting Visuals:** Existing images are largely conceptual and could be strengthened with more form-based, diagrams.

# Design Standards Updates

## Considerations/Recommendations:

- **Rethink Design Districts:** Consolidate existing districts into 3–4 broader districts.
- **Streamline Framework:** Update and reorganize the overall document framework to align with the Regional Center Plan Update and UGA goals.
- **Clarify Design Elements (Standards vs. Guidelines)**
  - Clearly separate and define Standards (required) vs. Guidelines (interpretive).
  - Define clear, form-based minimum standards: establish a consistent set of site and building design requirements for all non-single-family development in the Regional Center and eliminate redundant or unclear descriptive text.
  - Organize by key standards/guideline categories:
    - Building orientation and frontages
    - Site layout (including future circulation connections)
    - Building form and design
  - Organize standards at two levels:
    - Districts–wide (baseline requirements)
    - Consolidated district-specific

### Why?

- Simplify requirements by grouping areas with similar desired development patterns, function, and adjacency
- Improve connectivity and relationships between areas
- Align with the Regional Center Plan Update, County and UGA goals for housing and development, and support a more cohesive urban design framework and development pattern overall

### Why?

- Improve clarity and usability of the document
- Distinguish what should be codified vs. what remains as design guidance
- Create a more predictable and efficient development review process

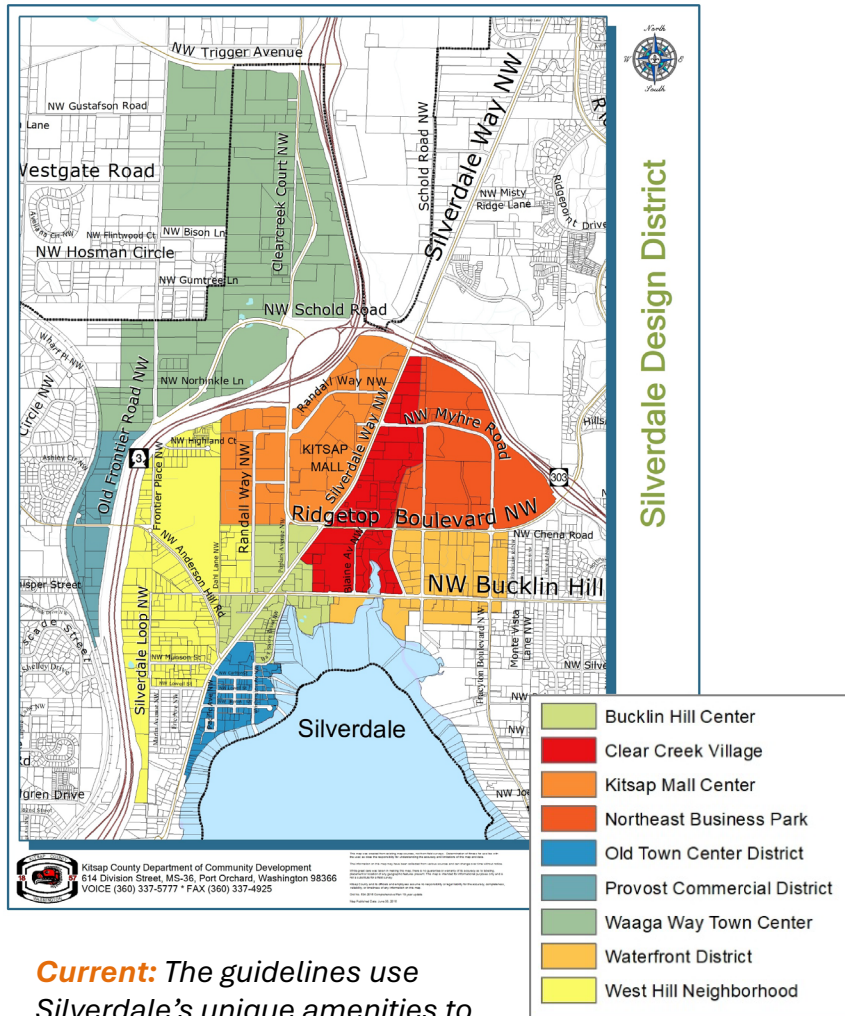
### Why?

- Enable integration into municipal code for consistency and ease of use as needed
- Reduce subjectivity and improve predictability in review
- Allow district-specific standards to focus on unique conditions rather than duplicating baseline requirements

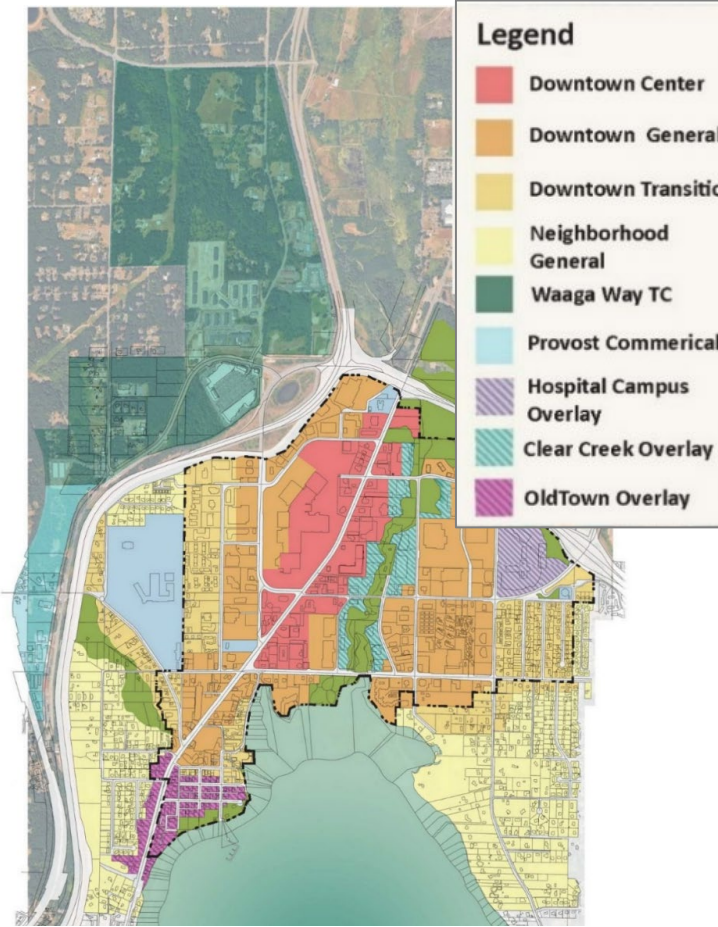
# Rethinking Design Districts



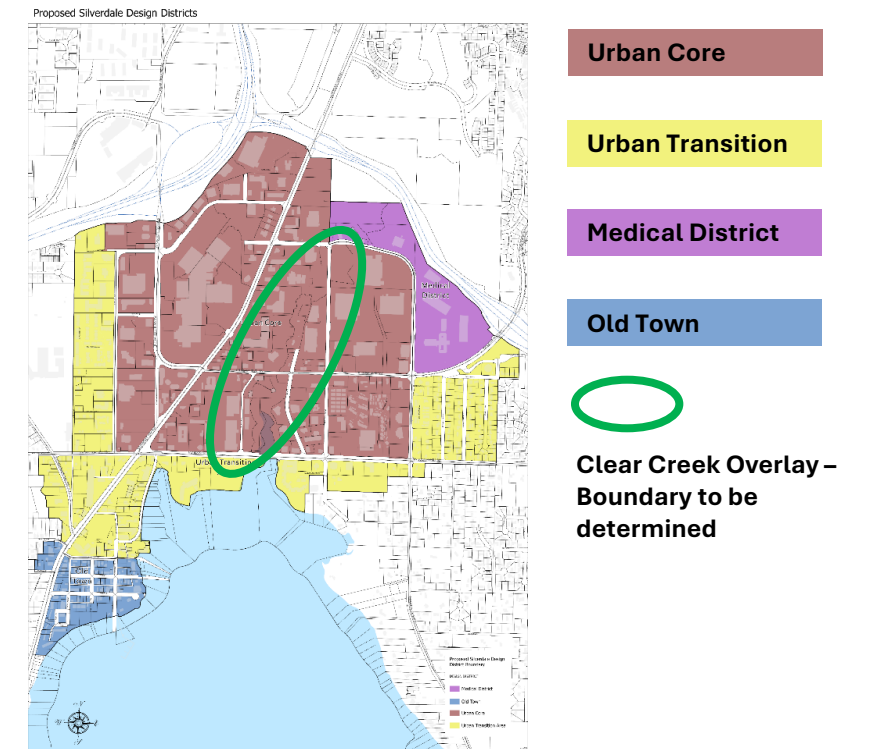
# Districts Consolidation (Draft)



**Current:** The guidelines use Silverdale’s unique amenities to guide design intent, **organized into nine districts** focused on **area-specific physical features**.



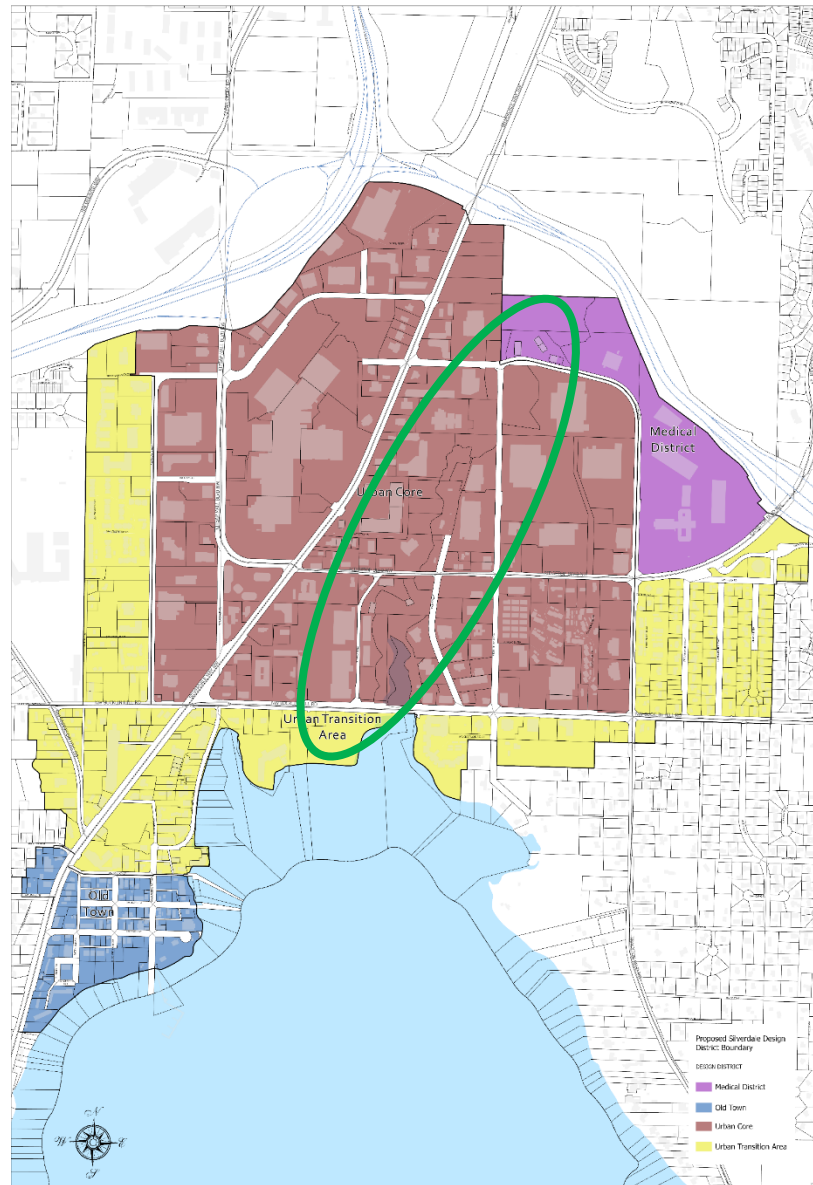
**Proposed Approach:** Shift to a **Development/Intensity Transition model with special overlays**. Districts are consolidated to six, grouped by compatible development transitions, function/relationships, and character, with shared standards and targeted overlays.



**Updated Approach (Preferred):** Further consolidate to **four districts** organized by compatible development transitions, function/relationships, and shared standards, with key **overlay focused primarily on areas around Clear Creek**.

# Proposed Design Districts (Draft)

Proposed Silverdale Design Districts



## Urban Core

Intended to be **the most** intensive of the Silverdale Regional Center Design Districts in terms of land use and urban form. The transformative nature of its long-term redevelopment is critical to achieving many of the policy goals outlined the Comprehensive Plan, and as a Regional Center for employment and population. Development in this district supports long-term redevelopment goals outlined in the Regional Center Plan, emphasizing a vibrant mix of uses, housing density, walkability, and a strong public realm that anchors the Regional Center.

## Urban Transition

Intended to facilitate the long-term incremental transformation of the area into a more connected, mixed-use, transit-supportive network of neighborhood centers, with a greater focus on community-oriented goods and services, and a combination of mixed-use and moderate density residential building types. The district is anchored by/adjacent to key community assets such as schools, the transit center, and waterfront parks and amenities.

## Medical District

Intended as campus-style environment that integrates medical, office, retail, and institutional uses within a cohesive setting. Development emphasizes a “campus park” character, incorporating natural features such as wooded areas and topography into site design. Buildings are arranged within landscaped open spaces and supported by amenities such as plazas, boulevards, and parking areas designed to complement the overall environment.

## Old Town

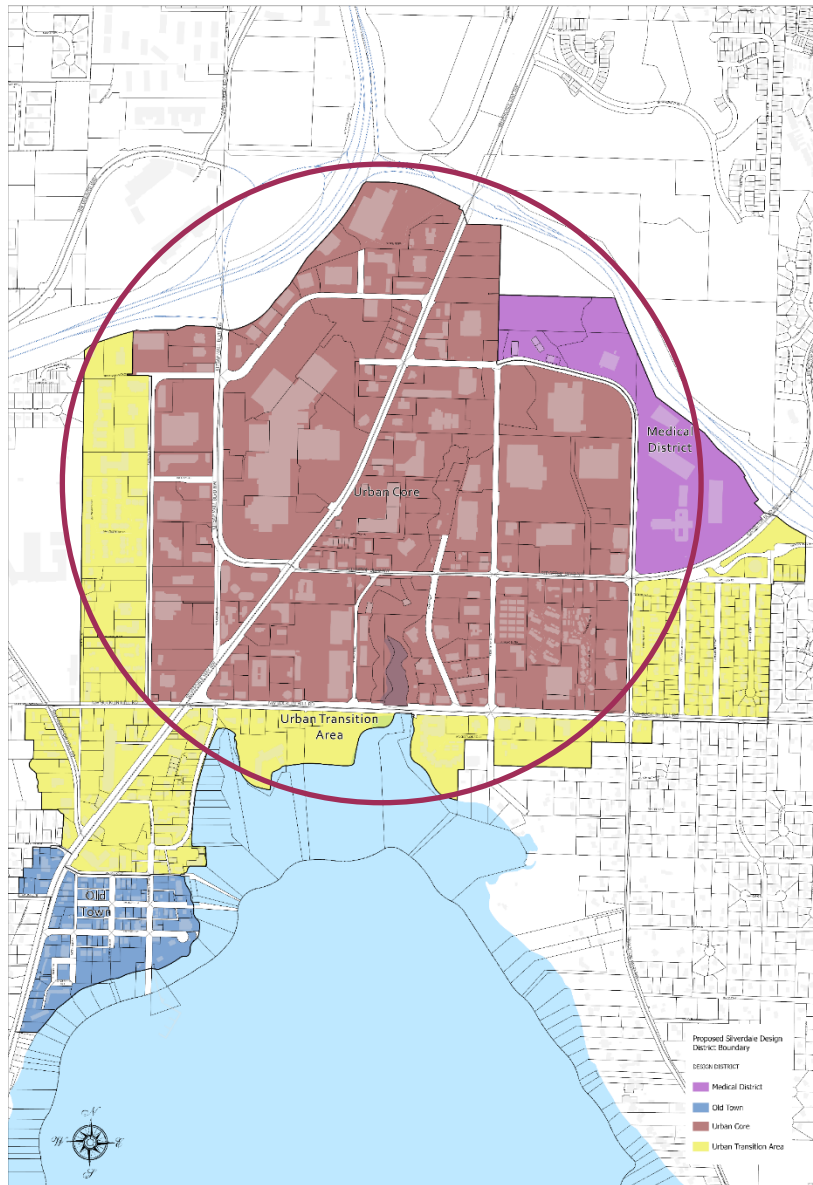
Focuses on the preservation and enhancement of existing buildings and the historic character of the area. Development and redevelopment respect established block patterns, architectural context, and the traditional relationship between buildings and the street. New and modified development maintains pedestrian-oriented streetscapes. Natural features, including shoreline areas and creeks, are protected and incorporated as defining elements of the district’s identity.

## Clear Creek Overlay – Boundary to be determined

The Clear Creek Overlay establishes design standards and guidance for development and redevelopment along the west side and immediate east side of the Clear Creek riparian corridor. Development within this overlay emphasizes a trail-oriented pattern, with a mix of residential and compatible uses connected by continuous pedestrian pathways and a fine-grained local street network. The creek corridor is treated as a central open space amenity and defining design feature. New and reconfigured residential development is oriented toward the creek, creating visual and physical connections between private open spaces and the riparian corridor. Commercial development is oriented toward adjacent local streets while maintaining strong pedestrian linkages to the creek and trail system. All development within the overlay must balance site design with the protection and enhancement of the creek’s natural systems, ensuring that ecological functions and riparian character are preserved as integral components of the built environment.

# Defining the “Urban Core”

Proposed Silverdale Design Districts



## Previous Standards Document

- The prior standards refer broadly to “Downtown Silverdale,” but do not clearly define what area constitutes “Downtown.” The document may effectively apply this label to all nine districts collectively, creating ambiguity in how each district relates to the overall framework.
- At the same time, the document establishes distinct and detailed guidelines for each of the nine districts. This dual approach treating the area as a single “Downtown” while also prescribing district-specific standards creates confusion and can make the development framework feel complex and difficult to navigate, particularly from an incentive and implementation standpoint.
- While the Regional Center functions as the area’s primary commercial and activity hub and could conceptually be understood as a “downtown,” it currently does not operate as a cohesive, compact, and walkable center as defined by Community vision and goals. A clearer framework is needed to support development patterns that reinforce centralized working, shopping, and activity areas connected by transit and pedestrian networks.

## Proposed Approach

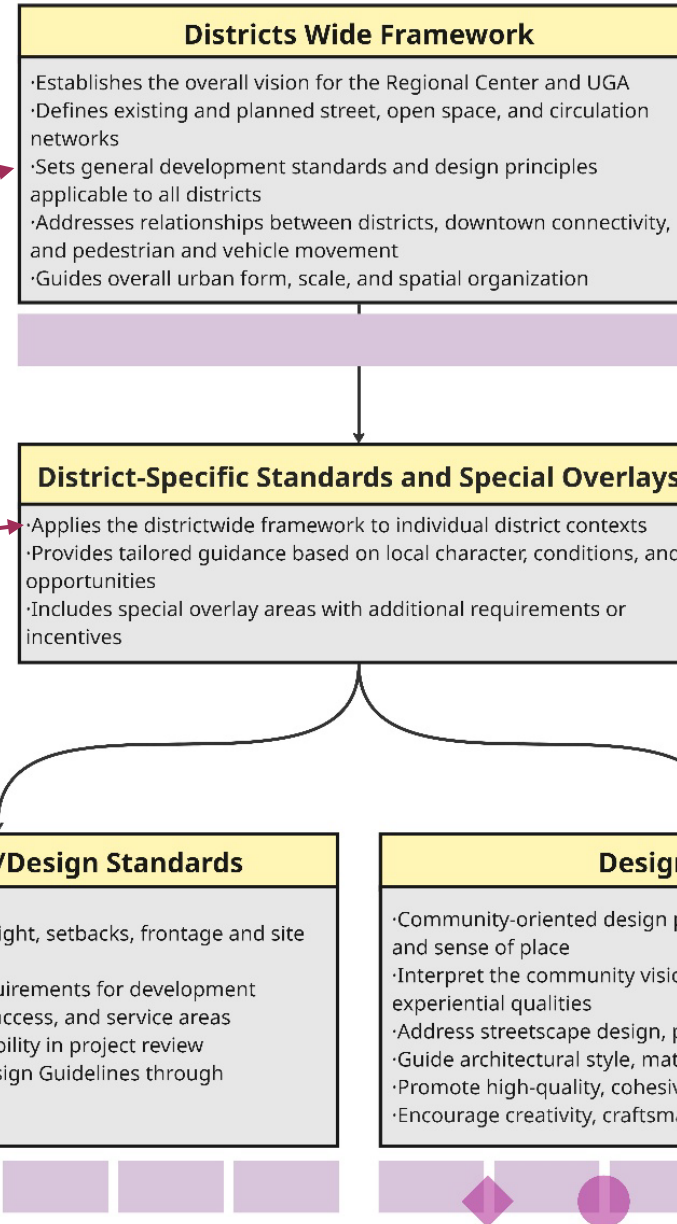
- The proposed approach simplifies the overall framework by shifting away from the “Downtown” designation and instead focusing on the Regional Center as a system of distinct but interconnected districts. This reframing emphasizes each district’s intended urban character, function, transitions, and relationships, while still supporting a cohesive and integrated whole.

# **Proposed Update: Suggested Reorganization/Framing**



# Reorganization Framework (Draft)

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**Why?**

- Establish clearly defined and form-based, bulk and dimensional standards that can be readily codified and consistently applied
- Distinguish between mandatory standards and flexible guidelines to reduce ambiguity
- Improve clarity, navigation, and predictability within the development review process

# Standards vs Guidelines

	<b>Development/Design Standards</b>	<b>Design Guidelines</b>
<b>Definition</b>	Mandatory requirements that regulate building and site design.	Flexible recommendations that interpret the design intent.
<b>Purpose</b>	Ensure consistency, compliance, and enforce district-specific regulations.	Encourage creative, context-sensitive solutions while maintaining overall design vision.
<b>Scope</b>	Mass, bulk, height, landscaping, setbacks, and other district-specific requirements.	Aesthetic, functional, and contextual considerations; interpretive design intent.
<b>Flexibility</b>	Low – strict compliance required.	High – allows multiple approaches and innovative solutions.
<b>Language Indicator</b>	“Will,” “must,” “shall” – denote obligation.	“Could,” “can,” “should” – indicate preference or recommendation.
<b>Enforcement</b>	Legally or administratively enforceable; non-compliance may result in permit denial.	Advisory; non-compliance does not typically prevent approval but may affect design quality.
<b>Outcome</b>	Consistent, predictable, and code-compliant development.	High-quality, contextually appropriate, and visually appealing development.

# Examples

## Design Standards

- **Building placement:** Buildings shall be located at the front property line or within 5 feet of it.
- **Height:** Minimum 3 stories; maximum 65 feet.
- **Transparency:** Ground-floor façades shall provide at least 60% transparent glazing between 2–10 feet above grade.
- **Entrances:** A primary entrance shall face the primary street frontage.
- **Parking location:** Off-street parking shall be located behind or to the side of buildings; front yard parking is prohibited.
- **Façade articulation:** Blank wall segments shall not exceed 25 feet in length without an offset of at least 2 feet.

## Design Guidelines

- **Building placement:** Buildings should align with the street edge to reinforce a continuous street wall.
- **Height and massing:** Taller elements should be placed toward the center of the site to reduce perceived bulk.
- **Transparency:** Ground floors should include ample glazing to support active, engaging frontages.
- **Entrances:** Entries should be clearly visible and emphasized with architectural features such as canopies or recesses.
- **Parking design:** Parking areas should be screened with landscaping or low walls to minimize visual impact.
- **Façade design:** Building façades should incorporate variation in materials, colors, and architectural elements to create visual interest.

Developments at intersections shall emphasize its unique aspect with two or more of the following methods:

- a. Placement of the primary entry.
- b. Articulation at a minimum of 30 feet intervals.
- c. Towers.
- d. Plazas.
- e. Distinctive roof forms.
- f. Other architectural features.

*Options format (can be structured for both standards and guidelines)*

*Example: Manchester Village Commercial District*

# Districts-wide Framework



# Districts-wide Framework

<b><i>Connectivity Challenges (noted in existing document)</i></b>	<b><i>Connectivity Opportunities (noted in existing document)</i></b>
<ul style="list-style-type: none"> <li>• Major arterials in Silverdale function as barriers rather than connectors, with wide five-lane roads and limited safe, comfortable pedestrian access.</li> <li>• Shopping centers and plazas are isolated “islands,” set back from arterials and surrounded by large parking lots with few connections to nearby parcels.</li> <li>• Old Town is a small, contained peninsula oriented to Dyes Inlet, bounded by Silverdale Way and Bucklin Hill Road.</li> <li>• The West Hill neighborhood is separated from the “urban core” by a steep rise in topography along its eastern edge.</li> </ul>	<ul style="list-style-type: none"> <li>• Clear Creek and its riparian area form both a boundary and a connecting open space element in a triangular shape north to south, affecting the Kitsap Mall Center, Clear Creek area, Northeast Business, waterfront, and portions of Old Town Districts.</li> <li>• The waterfront edge of Dyes Inlet is a visual connector as well as partial physical connector for the Old Town and Waterfront Districts.</li> <li>• Significant land now providing surface parking could provide a future development opportunity to infill and connect development throughout the Center.</li> </ul>

# Districts-wide Framework

## Street/Circulation Network

### Current:

- The major arterial street network consists of Silverdale Way as the primary north to south route, with Kitsap Mall Boulevard/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.
- With the exception of Old Town and the West Hill neighborhood, the predominant development pattern is in the form of superblocks, mostly occupied by paved surface parking lots, some of which are used as “connectors,” in-lieu-of formally dedicated public right-of-ways.

### Envisioned:

- As large parcels are incrementally redeveloped, provisions for dedicated public right-of-ways will be made to allow for new development directly fronting minor arterials and local collector roads, improving access and connectivity, with enhanced pedestrian amenities.

## Silverdale Regional Center: Planning Framework and Concepts

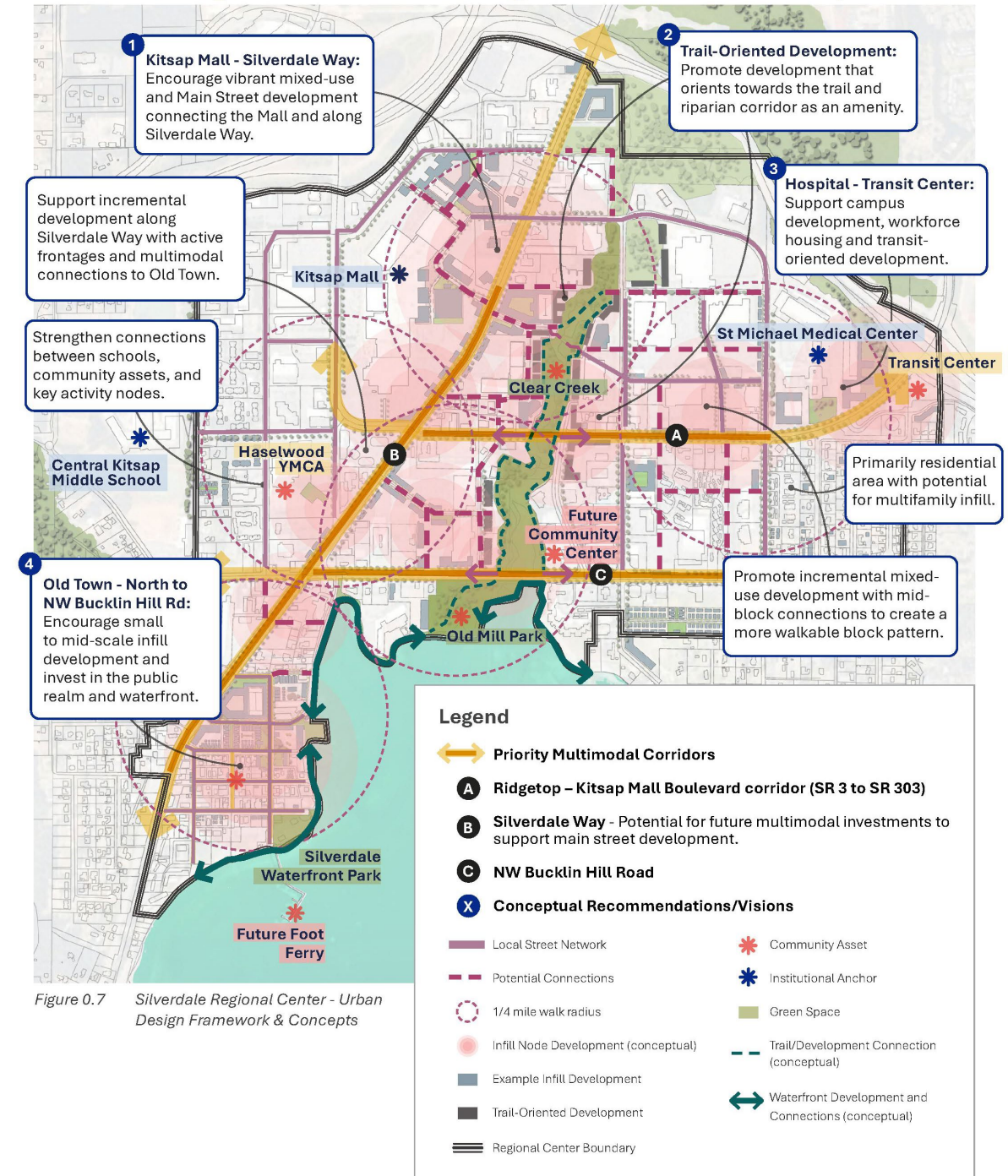


Figure 0.7 Silverdale Regional Center - Urban Design Framework & Concepts

# Districts-wide Framework

## Open Space

### Current:

- Open space consists primarily of natural areas and watercourses protected from development by existing environmental regulations, but with limited means of ensured public access and/or leveraged amenity value, and “angle-of repose” graded areas designed to accommodate large changes in ground elevations, while providing no practical aesthetic or recreational value.

### Envisioned:

- An interconnected network of pedestrian walkways, and public frontages providing improved access and connectivity with improved local street network and mixed-use development, including new higher-density residential building types, and an integral network of formal public spaces in a variety of sizes and settings.

## Silverdale Regional Center: Planning Framework and Concepts

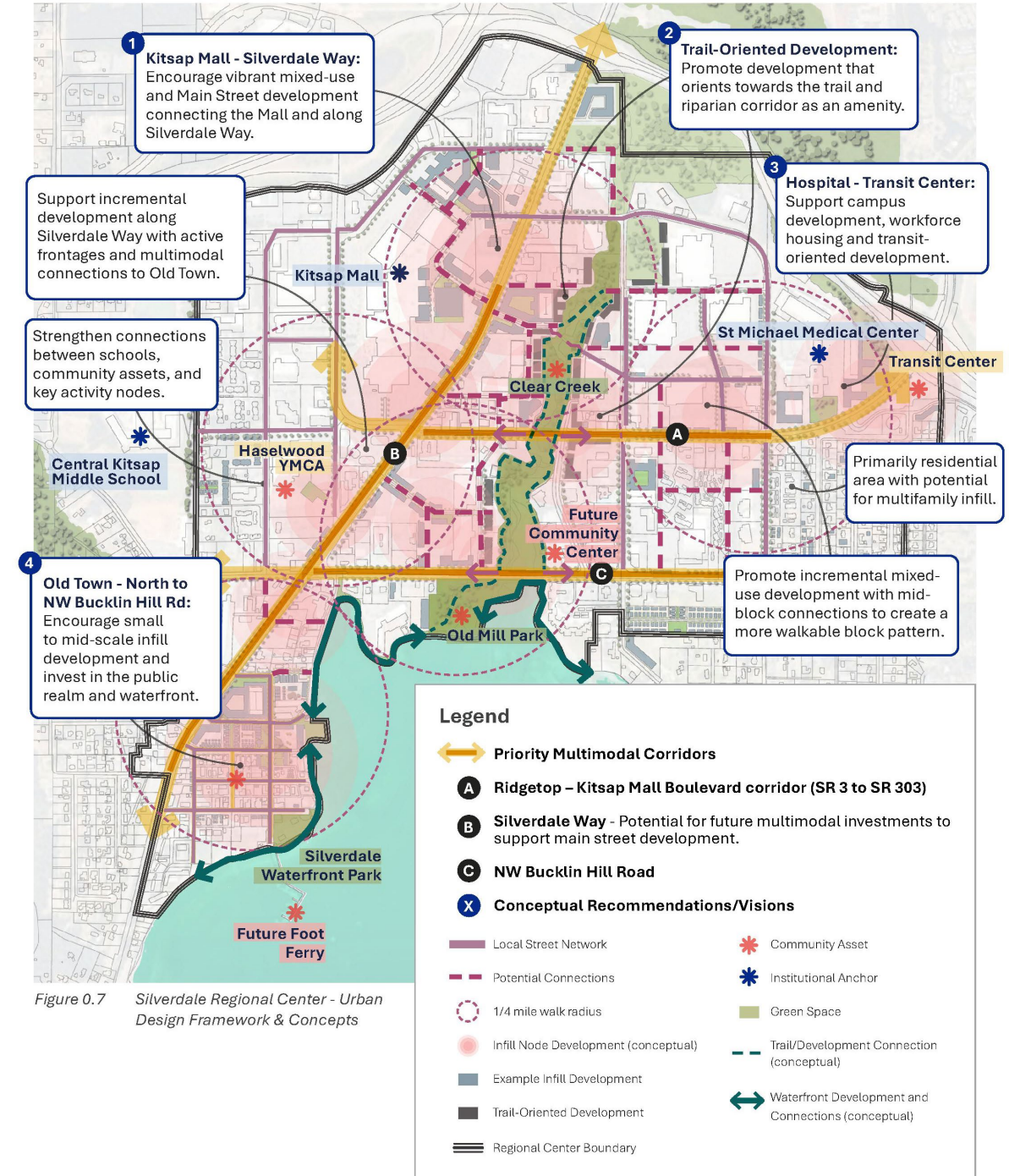


Figure 0.7 Silverdale Regional Center - Urban Design Framework & Concepts

# Districts-wide Framework

## Buildings/Development

### Current:

- The development type or pattern is suburban in nature, i.e., dispersed, single-use buildings with adjacent surface parking lots, most with individual access drives from arterials, with buildings set back from the streets and sidewalks.

### Envisioned:

- New development will be in the form of mixed-use, multi-story buildings fronting directly on attractive, pedestrian-friendly public right-of-ways, ideally with on-street parking and active ground floor commercial uses, and a diverse assortment of higher-density residential building types, providing greater market-rate options for a range of housing needs and affordability. Off-street parking will be placed alongside or, ideally, behind all buildings, or in mid-block parking decks. Where existing land-uses continue to require large areas of surface parking in the near-term, shallow depth/horizontal “liner buildings” can provide an interim form of enhanced land-utilization/revenue, while addressing policy mandates for improved pedestrian frontages.

## Silverdale Regional Center: Planning Framework and Concepts

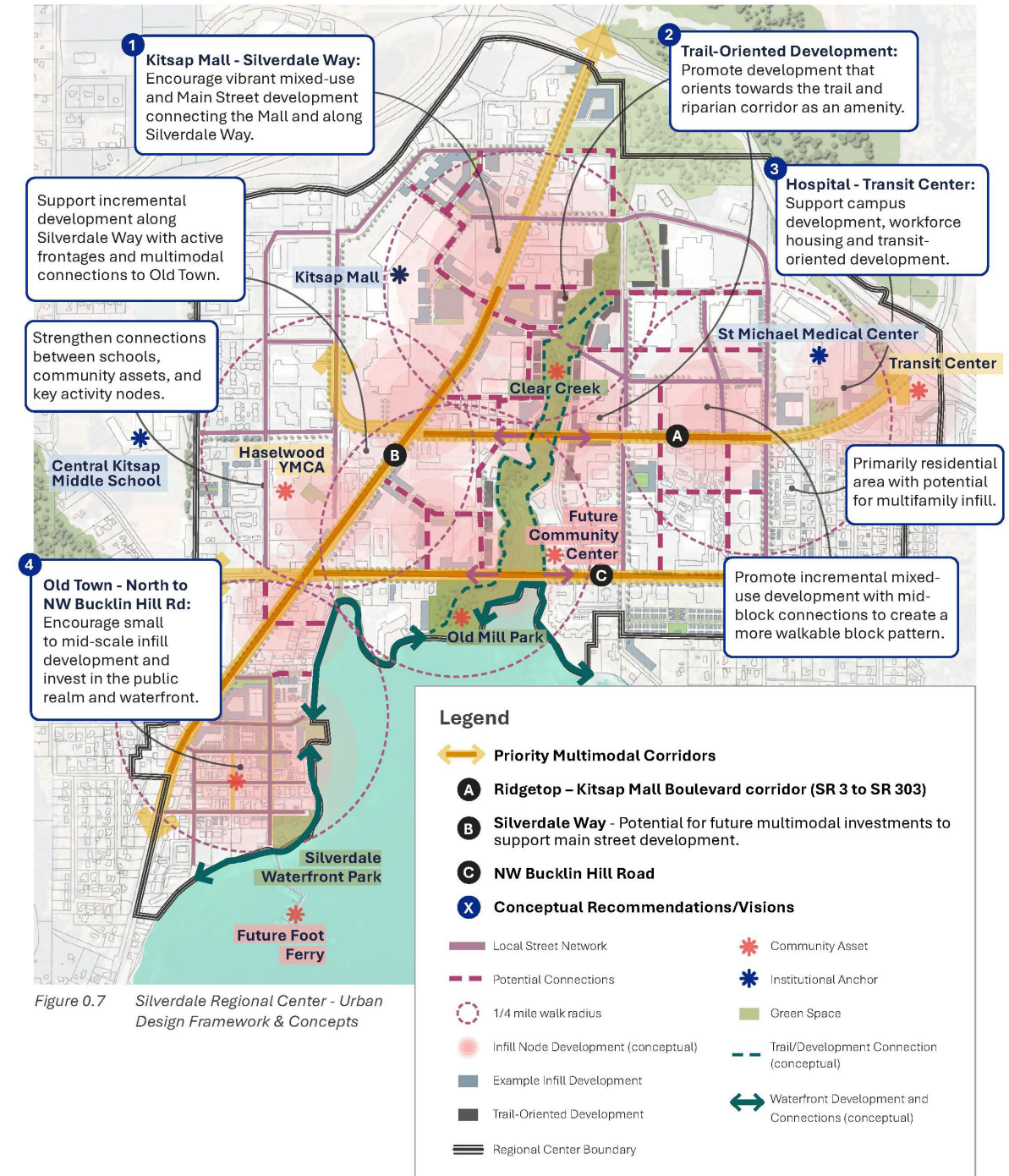
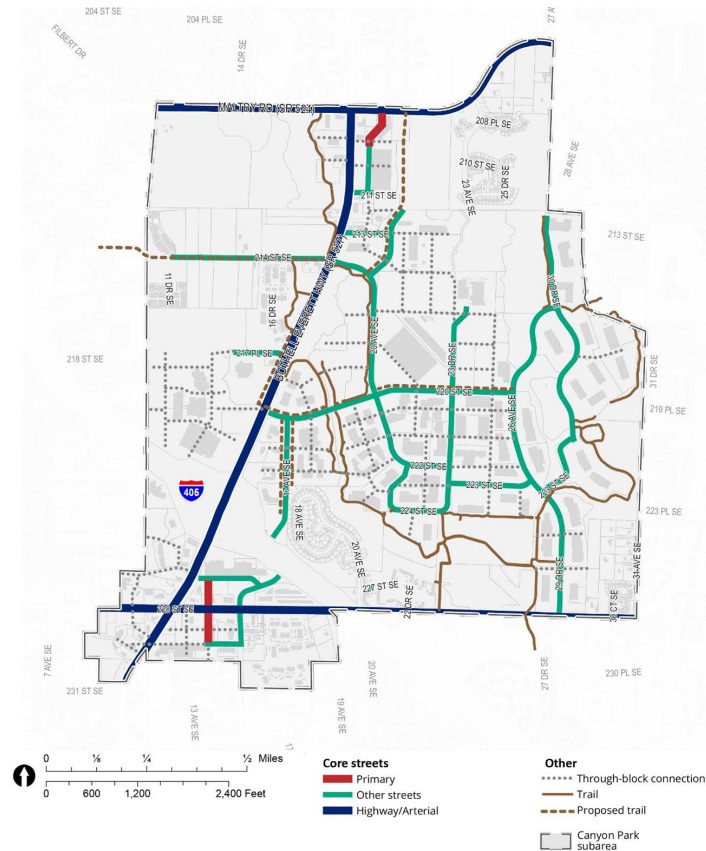


Figure 0.7 Silverdale Regional Center - Urban Design Framework & Concepts

# Suggested Districts-wide Maps to Guide Standards

## Street Circulation & Planned Connections

Fig. 12.48.200. Canyon Park Subarea street network, streetscape classifications, and planned through-block connections.

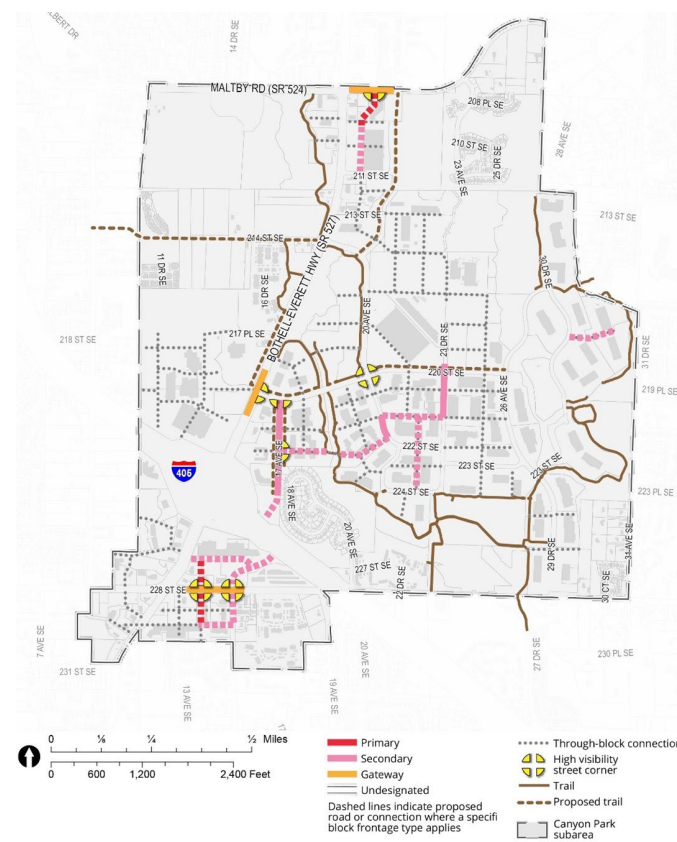


Example: Bothell Canyon Park Subarea

(integrated into municipal code)

## Block Frontage types

Fig. 12.48.305. Canyon Park block frontage designations map.



## Recommended: (to help integrated areas/connections as development as it occurs)

- Formalize a **Regional Center street and circulation map**, including planned connections (coordinate with Public Works).
- Work with staff and property owners to **refine and map conceptual connections** especially for large redevelopment sites (e.g., Costco block, the Kitsap Mall) based on the conceptual connections already shown in current standards document and the Regional Center plan.
- Establish maximum block size standards** to guide future redevelopment of large blocks.
- Provide design options for connection types** and clarify whether they must be public streets meeting full standards or may include private/internal connections (e.g., walkways, alleys, shared streets).
- Define frontage standards** along through-block connections, including ground-floor uses, setbacks, façade transparency, and blank wall requirements.

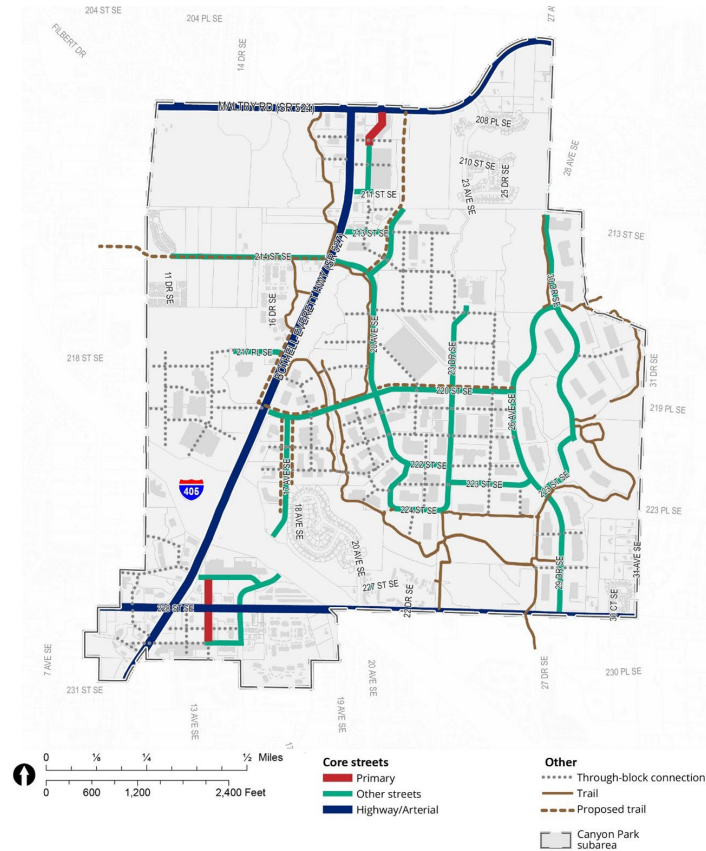
## Other:

- Open space and trails map** for the Center to align existing and planned green/public space network (coordinate with Parks Department).
- Underlying zoning map/table for districts.**

# Suggested Districts-wide Exhibits to Guide Standards

## Street Circulation & Planned Connections

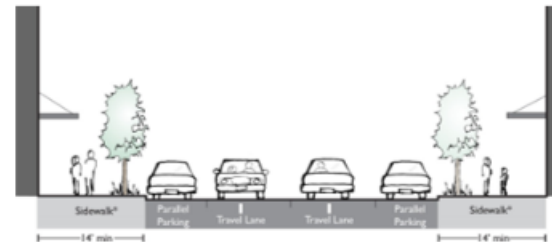
Fig. 12.48.200. Canyon Park Subarea street network, streetscape classifications, and planned through-block connections.



Example: Bothell Canyon Park Subarea

(integrated into municipal code)

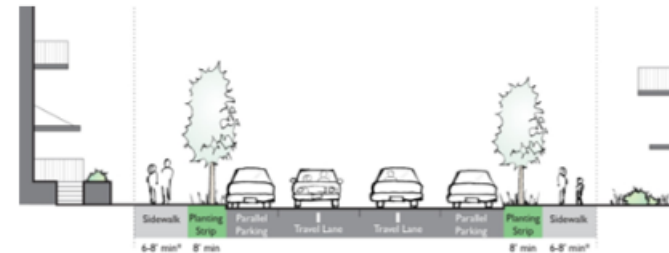
Fig. 12.48.220.E.1. Cross-section of streetscape regulations for other streetscapes when featuring a primary/storefront block frontage design.



\*Where a planting strip is used (instead of trees in grates), the planting strip must be at least 5' wide.

NOTE: Adjustments to the streetscape regulations may be required to conform to transportation chapter of the Canyon Park Subarea Plan.

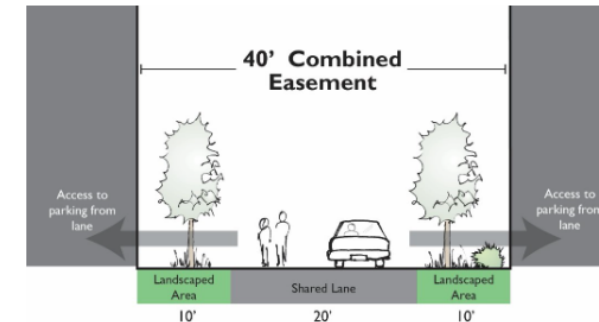
Fig. 12.48.220.E.2. Streetscape cross-section for other streetscapes when featuring a stoop or landscaped setback.



\* Sidewalks must be at least 8' wide in the following zones: OR-H, OR-M, RMU-H, and E-M. In all other zones, sidewalks must be at least 6' wide.

NOTE: Adjustments to the streetscape regulations may be required by the city to conform to transportation chapter of the Canyon Park Subarea Plan.

Fig. 12.48.230.F.2. Cross-section of minimum regulations for a woonerf design through-block connection.



### Recommended:

- Can cross reference existing Street Standards (Public Works)
- And/or create standards for Regional Center Street segments i.e. standards for new through-block connections throughout the Center.

# Suggested Districts-wide Exhibits to Guide Standards

## Block Frontage types

Fig. 12.48.305. Canyon Park block frontage designations map.

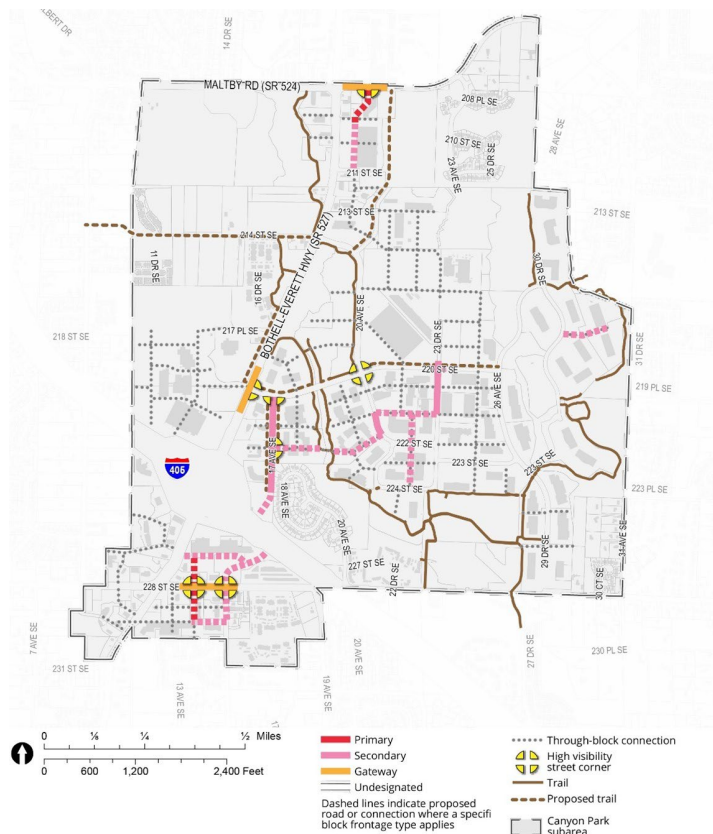


Table 12.48.300. Summary of key block frontage types.

	Permitted Frontage	Details
Primary		<ul style="list-style-type: none"> <li>No new ground-level parking adjacent to the street.</li> <li>Special transparency, weather protection, and entry requirements.</li> <li>Minimum commercial space height and depth.</li> <li>No ground-floor residential uses except for live/work units on select storefront-designated blocks where the storefront space meets height and depth regulations.</li> </ul>
Secondary	 OR  Storefront or landscape frontages allowed	<ul style="list-style-type: none"> <li>Ground-level parking must not be visible from the street.</li> <li>Landscaping to soften façades of nonstorefronts and buffer parking areas.</li> <li>Minimum façade transparency requirements per use and setback.</li> </ul>
Gateway	 OR  Storefront or landscape frontages allowed	<ul style="list-style-type: none"> <li>Emphasizes "secondary" block frontage regulations for buildings at intersections, but emphasizes the "undesignated" block frontage regulations between intersections to allow greater flexibility.</li> </ul>
Undesignated	 OR  Storefronts are optional in mixed-use zones, otherwise frontages with landscaped setbacks are emphasized	<ul style="list-style-type: none"> <li>Flexible parking lot location regulations.</li> <li>Landscaping to soften façades of nonstorefronts and buffer parking areas.</li> <li>Minimum façade transparency requirements per use and setback.</li> </ul>



Fig. 12.48.320.A. Primary block frontage vision and key regulations.

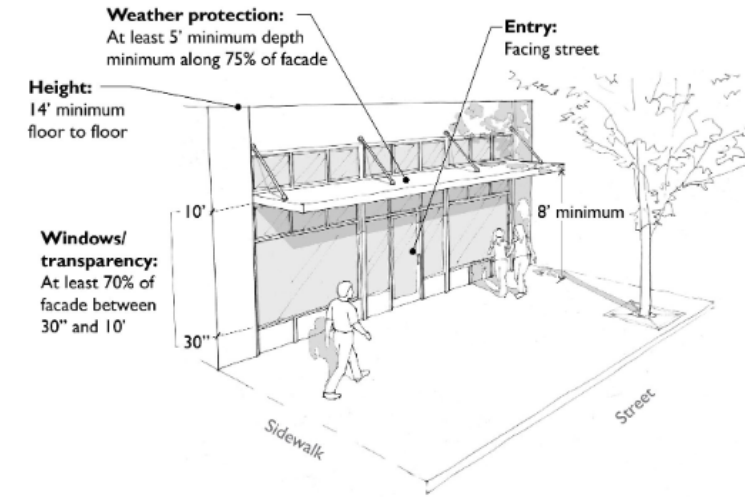


Fig. 12.48.330.C. Acceptable examples of possible setback departures.



The apartment building (left image) includes a street setback of about 6-8-feet and features a landscape planter, an elevated ground-level, and generous window transparency. The elevated-stoop frontages (right image) is another acceptable reduced setback departure example. The combination of landscaping elements, facade transparency, low fencing, and facade materials and detailing help to create an effective transition between the public and private realm.

Example: Bothell Canyon Park Subarea

**District-specific Standards:**  
***Example Framework - Urban Core***



# Updated Document Structure (Draft)

## 1. Purpose and Approach

- 1.1 Development and Design Standards
- 1.2 Organization
- 1.3 Standards vs. Guidelines
- 1.4 Kitsap County Code
- 1.5 How to Use this Document

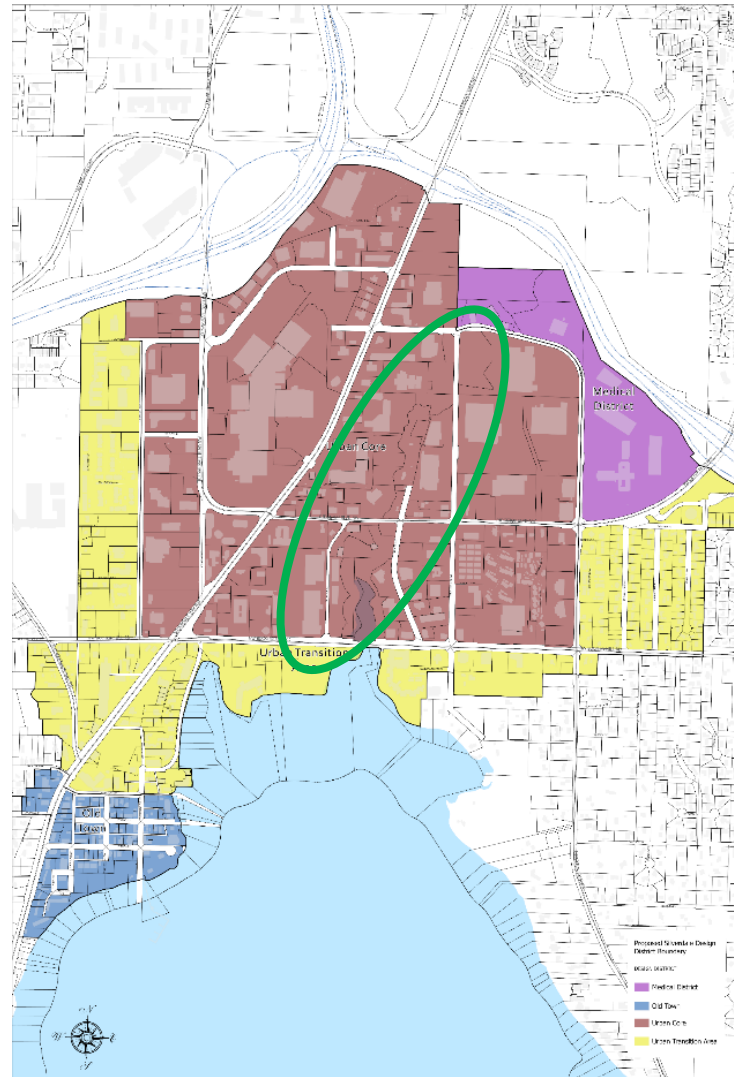
## 2. Districts Wide Framework

- 2.1 Big Picture
- 2.2 Design Districts Map
- 2.3 Design Districts and Overlays
- 2.4 Districts-wide Standards and Considerations

## 3. Districts – Specific Standards and Guidelines

- 3.1 Urban Core**
- 3.2 Urban Transition
- 3.3 Medical District
- 3.4 Old Town
- 3.5 Clear Creek Overlay

Proposed Silverdale Design Districts



Urban Core

Urban Transition

Medical District

Old Town



Clear Creek Overlay –  
Boundary to be  
determined

# Example: Urban Core (Draft)

## 3. Districts – Specific Standards and Guidelines

### 3.1 Urban Core

3.1.1 Map (highlighting applicable area)

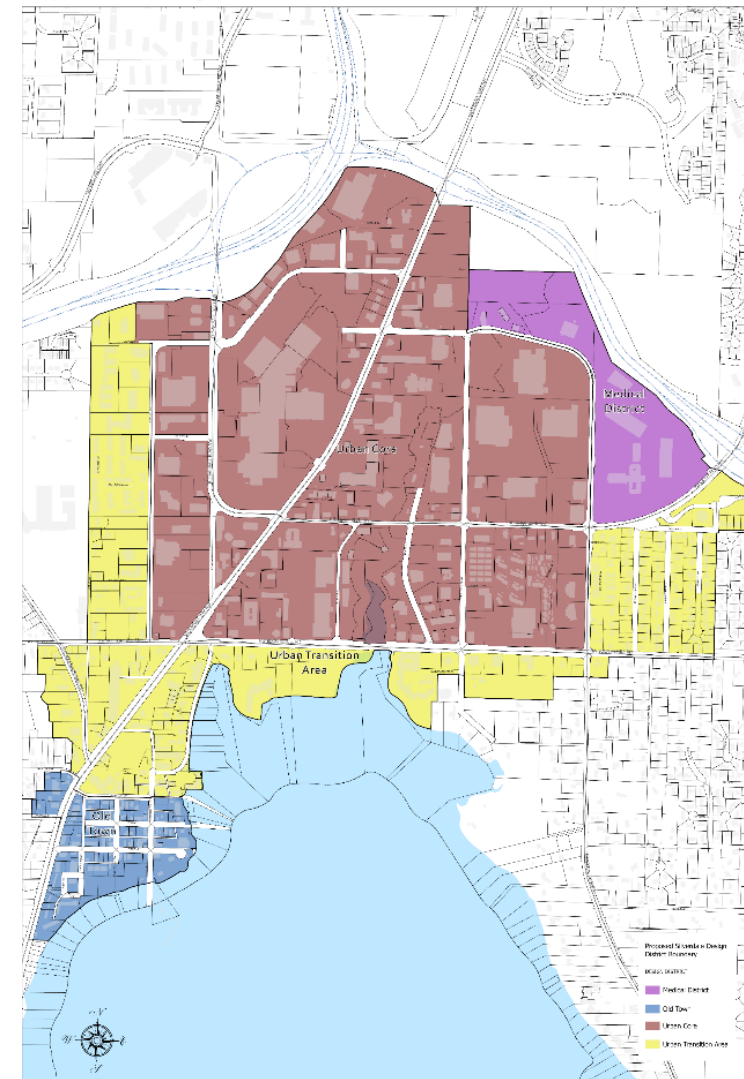
3.1.2 Physical Identity Elements & Opportunities

3.1.3 Design Intent (goals, principles)

3.1.4 Design Action (bulk regulations, specific standards, guidelines)

The area designated as the Urban Core extends roughly from the Silverdale Way/SR 303 interchange, south to Bucklin Hill Road, extending approximately 1,000 ft to the west, and 800 feet to the east, of Silverdale Way. The area is composed primarily of low-density, surface parked, single-use retail and commercial buildings, with some hospitality, civic, and community recreational uses and facilities. This area has some of the largest concentrations of under-utilized land and under-performing real estate, providing opportunities for new, higher-density infill development, including both public and private open space, and enhanced street and pedestrian connectivity, including access to regional-scale natural features and amenities.

Proposed Silverdale Design Districts



# Example: Urban Core (Draft)

## 3. Districts – Specific Standards and Guidelines

### 3.1 Urban Core

3.1.1 Map (highlighting applicable area)

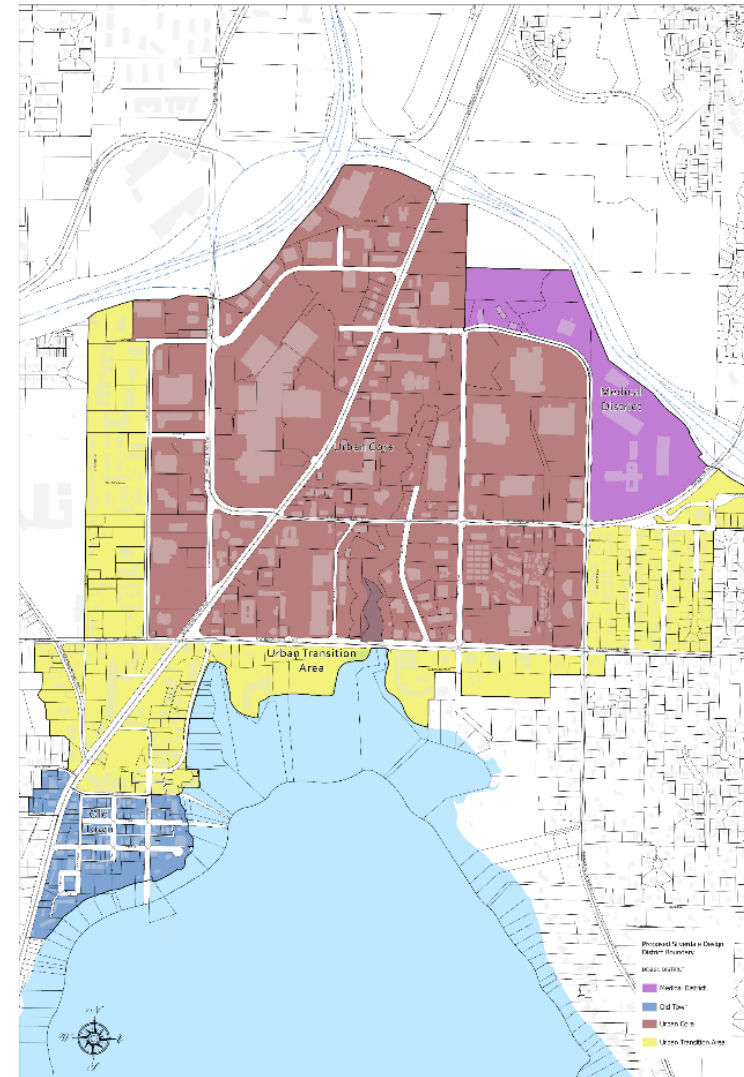
3.1.2 Physical Identity Elements & Opportunities

3.1.3 Design Intent (goals, principles)

3.1.4 Design Action (bulk regulations, specific standards, guidelines)

- An interconnected network of infill blocks and local streets will provide through-access within new mixed-use developments organized around public open spaces. These developments will add residential and office uses to existing retail, incorporate civic or cultural uses where feasible, and expand a pedestrian-oriented open space system that connects parking areas, retail, and other destinations.
- Upper-level housing and office uses will support ground-floor retail while creating a transition between the Urban Core and the Urban Transition/Medical districts. This includes improved pedestrian connections to and across Clear Creek to maintain consistent, walkable block sizes throughout the Regional Center.
- Within the Urban Core, Kitsap Mall will expand its pedestrian shopping concourse in at least three directions (north, east, and south) as a combined indoor/outdoor “shopping street.” These connections will link directly to Silverdale Way and adjacent arterials and include a central green or town square at the interface between the mall and surrounding infill development.
- Existing surface parking lot drive aisles will be reconfigured to meet public street and pedestrian standards where they connect primary mall entrances to the surrounding street network. Interim infill strategies may include outparcel and liner buildings to reinforce a continuous pedestrian environment and maintain strong frontages along primary arterials, pending full redevelopment.

Proposed Silverdale Design Districts



# Example: Urban Core (Draft)

## 3. Districts – Specific Standards and Guidelines

### 3.1 Urban Core

3.1.1 Map (highlighting applicable area)

3.1.2 Physical Identity Elements & Opportunities

3.1.3 Design Intent (goals, principles)

3.1.4 Design Action (bulk regulations, specific standards, guidelines)

- In addition to the Kitsap Mall, former, or substantially improved shopping plazas and I should be converted to mixed-use centers, at intervals equivalent to a 5-minute walking radius (1/2 mile, center-to-center) linked by a continuous local “main street” network with enhanced pedestrian crossings at all major arterial crossings, 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.
- Local service street access to perimeter arterials will be coordinated with adjacent and nearby developments as development, comprised of 2-to-4 story buildings, incrementally occurs,
- Pedestrian walkways, sidewalks, and other paths will provide a continuous pedestrian connection from on-site facilities to parking, adjacent public streets and nearby developments, and public open space in the form of small pocket-parks, attached greens and plazas, or larger squares, at a minimum ratio of XX percent of all net-developable land, or portion thereof, excluding streets and sidewalks, at intervals not to exceed ¼ mile.
- Housing or office units will be mixed with retail uses, either stacked above or clustered next to retail and front directly on a public right-of-way or equivalent, with parking areas located to the rear and accessed through secondary frontages.

Mall-Creek Area Concept

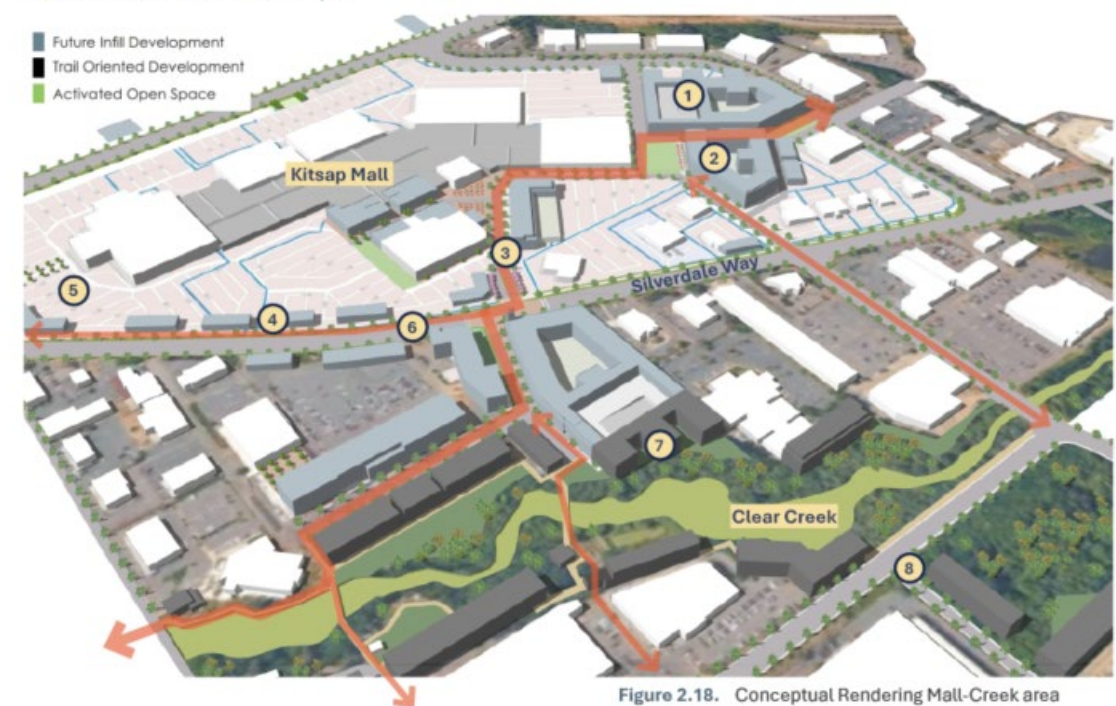


Figure 2.18. Conceptual Rendering Mall-Creek area

# Example: Urban Core (Draft)

## 3. Districts – Specific Standards and Guidelines

### 3.1 Urban Core

3.1.1 Map (highlighting applicable area)

3.1.2 Physical Identity Elements & Opportunities

3.1.3 Design Intent (goals, principles)

3.1.4 Design Action (bulk regulations, specific standards, guidelines)

- Bulk Regulations
  - **Site Development Standards**
    - Land Use
    - Allowable Building Types
    - Building Heights
    - Building Orientation
    - Allowed Frontage Types
    - Setbacks (Front, Side, Rear, Alley)
    - Max. Building Length
    - Frontage Coverage
    - Provision of Outdoor Space
    - Parking Type
    - Parking Standards by Use
    - Architectural Standards
      - Building Disposition
      - Building Articulation
      - Ground Floor Transparency
      - Design Guidelines (Flexible weighted)
  - **Street and Block Standards**
  - **Redevelopment Standards (Trigger Threshold)**

Ideally, these standards should be objective, using measurable dimensions or clear yes/no criteria, and codified for enforcement. A table format provides a simple, clear way to present them (see example on the following slides). Note: Staff to work with stakeholders to refine list.

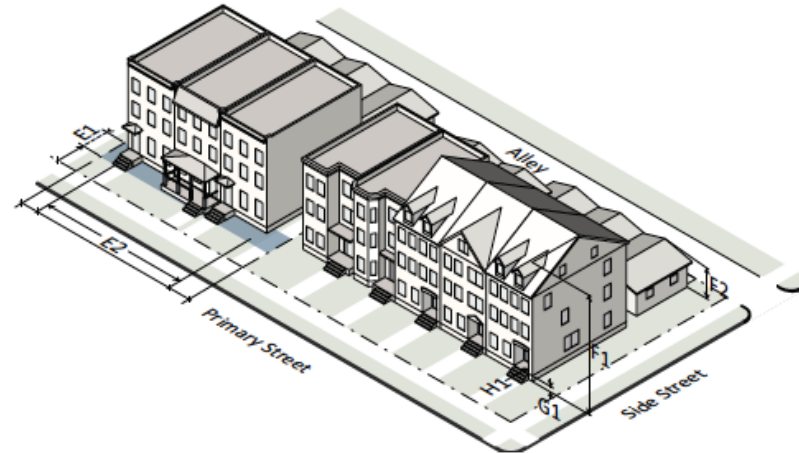
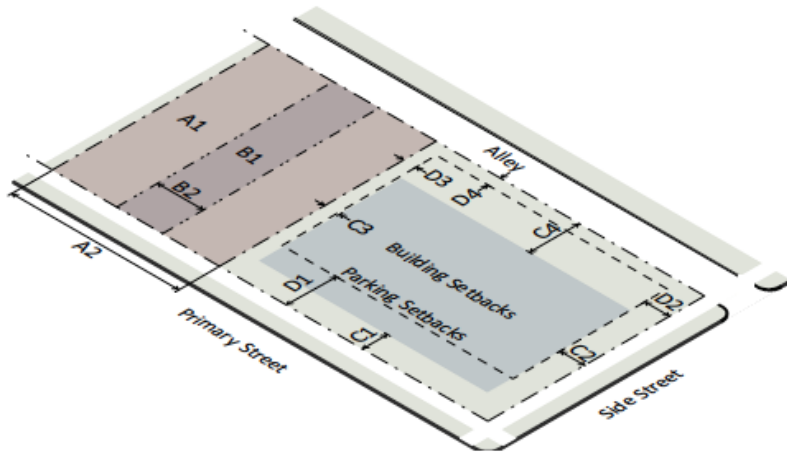
# Example: Urban Core – Standards Tables (Draft)

Site Development Standards	District Requirements
<b>1. Land Use</b>	
TBD	
<b>2. Allowable Building Types (Residential/Mixed-use)</b>	
2.1. Multi-family/Mixed-Use Block	
2.2. Multi-family Block	
2.3. Apartment Building	
2.4. Live-work Unit	
2.5. Single/Mixed-use Liner Building*	
<b>3. Building Heights</b>	
3.1 Minimum Building	<del>32</del> Floors and <del>3520</del> '
3.2 Maximum Building Height	5 Floors and 65' <u>85"</u> max.
<b>4. Building Orientation</b>	
4.1 Main Entrance must face Primary Frontage	
<b>5. Allowed Frontage Types</b>	
5.1 Shopfront w/awning	
5.2 Corner Entry	
5.3 Gallery	
5.4 Arcade	
5.5 Forecourt	
5.6 Stoop	
<b>6. Front Yard Setback</b>	
6.1 minimum	0'
6.2 maximum	12'
<b>7. Side-yard Setback</b>	
7.1 minimum	0' (adj. building per Code)
7.2. maximum	5'
<b>8. Rear-yard Setback</b>	
8.1 minimum	5'
<b>9. Alley Setback</b>	
9.1 minimum	5'
<b>10. Maximum Building Length</b>	
10.1 maximum	300'
<b>11. Frontage Coverage</b>	

Site Development Standards	District Requirements
11.1 maximum	Max 100%
<b>12. Build-to-Corner</b>	
12.1. Required	
<b>13. Provision of Outdoor Space</b>	
13.1. Percentage of Parcel Size	TBD
13.2. Minimum Parcel size Threshold	TBD
13.3. Civic Space Types Permitted	
• 13.3.1.1. Park	
• 13.3.1.2. Square	
• 13.3.1.3. Plaza	
<b>14. Parking Type</b>	
14.1. Surface Lot – front	Not Allowed
14.2. Surface Lot – side	TBD
14.3. Surface Lot – rear	Permitted
14.4. Parking Structure exposed	TBD
14.5. Parking Structure wrapped	Permitted
14.6. Parking Structure underground	Permitted
<b>15. Parking Standards by Use</b>	
15.1. Retail	1 per 250 sf
15.2. Office	1 per 300 sf
15.3. Lodging	1 per room
15.4. Residential MF	1.8/unit
15.5. Civic-Cultural	1 per 250
<b>16. Architectural Standards</b>	
16.1. Building Disposition	
• 16.1.1. Edge yard	not permitted
• 16.1.2 Side yard	Not permitted
• 16.1.3 Rear yard	permitted
• 16.1.4 Court yard	permitted
16.2. Building Articulation	max. 100 ft
16.3. Ground Floor Glazing	min. 60 percent

Site Development Standards	District Requirements
16.4. Parking location	
• 16.4.1 Rear Third of Property, behind Principal Building	
<b>17. Design Guidelines</b>	
17.1. Flexible, weighted standards	permitted
17.2. Vertical Massing:	Provide Base, Middle, Top
17.3. Examples:	
a) Upper story setback.	
a) Enhanced Building/Facade articulation	
a) Including a porch, deck, or covered entry.	
a) Including a balcony or bay window.	
a) Changes in roofline including dormers, gables or other roof features	
a) Provision of pedestrian-oriented open spaces along the building facade.	
a) Providing enhanced pedestrian-level facade detailing	
<b>18. Street &amp; Block Standards</b>	
18.1. Maximum Parcel/Block perimeter	1,800 ft
18.2. Maximum Intersection spacing	
• 18.2.1 Short Side	300 ft
• 18.2.2 Long Side	600 ft
• 18.2.3 Max Block Area before mandatory Public ROW req	TBD
<b>19. Street Standards</b>	TBD
<b>20. Re-Development Standards Trigger Thresholds</b>	
20.1. Maximum Disturbed Area	TBD
20.2. Percentage of Overall Site area for Proposed Redevelopment (min. existing site area)	50%
20.3. Percentage Value of Proposed Improvements	50%

# Example: Standards Tables with Images



	R-4	R-6	R-10
<b>A. Site Dimensions</b>			
A1 Net site area (min)	3,900 sf	3,300 sf	3,000 sf
A2 Width (min)	52'	44'	40'
<b>B. Lot Dimensions</b>			
B1 Area (min)	1,500 sf	1,200 sf	1,050 sf
B2 Width (min)	20'	16'	14'
<b>C. Building/Structure Setbacks</b>			
C1 From primary street (min)	10'	10'	10'
C2 From side street (min)	10'	10'	10'
C3 From side lot line (min)	0' or 6'	0' or 6'	0' or 6'
C4 From rear lot line (min)	20'	20'	20'
C4 From alley, garage only (min)	4' or 20' min	4' or 20' min	4' or 20' min
<b>D. Parking Setbacks</b>			
D1 From primary street (min)	20'	20'	20'
D2 From side street (min)	10'	10'	10'
D3 From side line (min)	0' or 3'	0' or 3'	0' or 3'
D4 From rear lot line (min)	3'	3'	3'
D4 From alley (min)	4'	4'	4'

	R-4	R-6	R-10
<b>E. Build-to (Site)</b>			
E1 Primary street build-to (min/max)	10'/55'	10'/55'	10'/55'
E2 Building width in primary build-to (min)	70%	70%	70%
<b>F. Height</b>			
F1 Principal building (max)	45'/ 3 stories	45'/ 3 stories	45'/ 3 stories
F2 Accessory structure (max)	25'	25'	25'
<b>G. Ground Floor Elevation</b>			
G1 Within build-to (min)	2'	2'	2'
G1 Outside of build-to (min)	0'	0'	0'
<b>H. Pedestrian Access</b>			
H1 Street-facing entrance required for units fronting the street	yes	yes	yes
<b>I. Allowed Building Elements</b>			
Porch, stoop			
Balcony			

See Sec. 1.5.4.D "Building Setbacks" for specific building element requirements.

Source: Seth Harry & Associates

# Example: Urban Core (Draft)

## 3. Districts – Specific Standards and Guidelines

### 3.1 Urban Core

3.1.1 Map (highlighting applicable area)

3.1.2 Physical Identity Elements & Opportunities

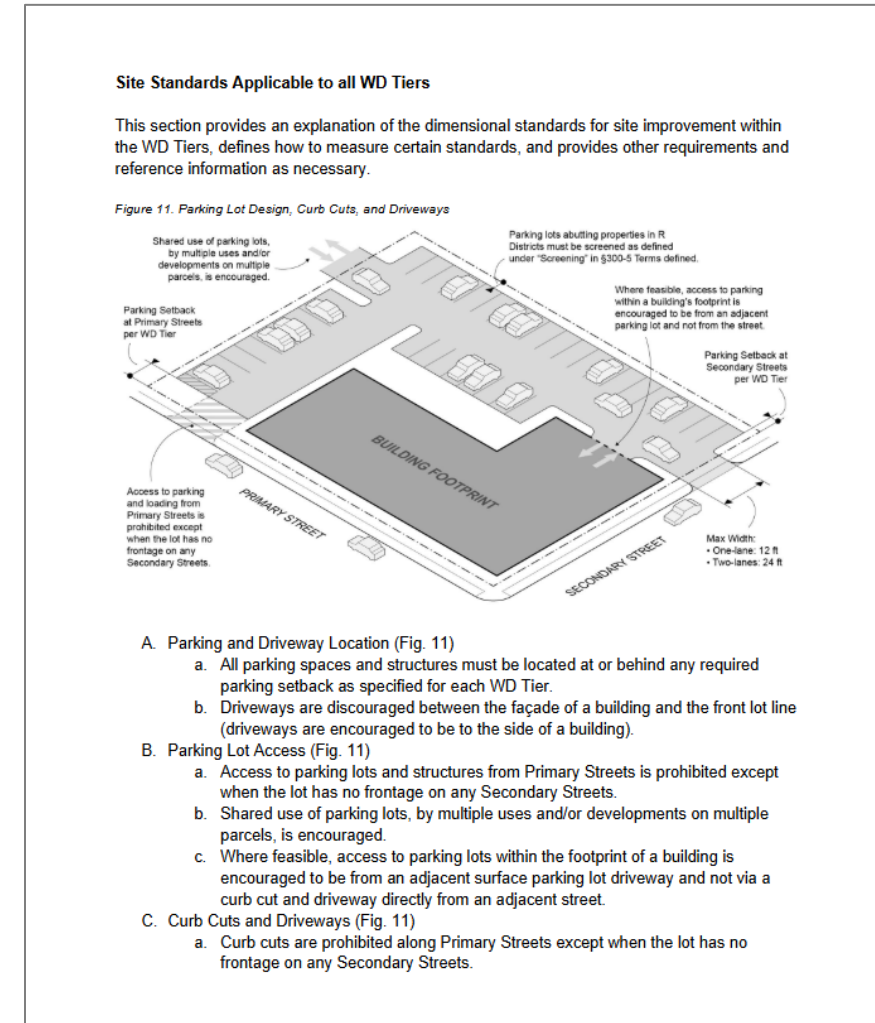
3.1.3 Design Intent (goals, principles)

3.1.4 Design Action (bulk regulations, specific standards, guidelines)

- **District General Standards**  
*(adds specificity/direction to design standards tables)*
- **Specific Areas in District (example: Kitsap Mall)**

### For example: District General Standards

- New infill and redevelopment shall follow a street-and-block pattern consistent with the Site Development Standards. Buildings shall front directly on new or existing public rights-of-way that meet approved Kitsap UC Thoroughfare and Frontage standards, including minimum pedestrian requirements such as street trees and, where applicable, on-street parking on minor arterials and local collector streets.
- Primary building entrances shall face the primary frontage. Buildings shall include clearly defined base, middle, and top elements. Maximum building length and uninterrupted façade planes shall not exceed XX feet; façades must incorporate offsets of at least 2 feet in depth or 4 feet in projection (e.g., balconies or bays), with a minimum width of 4 feet.
- New, remodeled, or reconfigured buildings in the UC zone shall be a minimum of three stories, with a base height not exceeding 28 feet. Maximum building height shall not exceed 65 feet, except as allowed by Kitsap County Code through approved “Optional Feature” provisions.
- Permitted building types include large-format commercial and multi-story residential buildings with active ground-floor uses. Ground-floor commercial is required along designated major and minor arterial frontages, with a minimum transparency of XX percent.
- Off-street parking shall be located behind buildings. Shared access and cross-easements with adjacent properties shall be provided where feasible.
- Parcels greater than XX acres shall provide public open space ranging from 0.5 to 2 acres, scaled as a percentage of total site area and spaced at intervals no greater than 0.25 mile. Acceptable open space types include plazas, greens, and squares.



Wherever possible, drawings or diagrams should be included for design direction. Example – Beverly Design Standards, Massachusetts

# Example: Urban Core (Draft)

## 3. Districts – Specific Standards and Guidelines

### 3.1 Urban Core

3.1.1 Map (highlighting applicable area)

3.1.2 Physical Identity Elements & Opportunities

3.1.3 Design Intent (goals, principles)

3.1.4 Design Action (bulk regulations, specific standards, guidelines)

- **Design Guidelines**

*(Design guidelines to follow standards, these would be flexible recommendations to interpret design intent; focus more on aesthetic and contextual desires)*

Example Criteria:

- Architectural/Decorative Elements
- Landscaping
- Details on massing and articulation
- Pedestrian infrastructure – street furniture, lighting, etc.

# Next Steps

- Confirm/Refine Design Districts boundaries with key departments and stakeholders
- Refine/Define Standards Criteria with key departments and stakeholders (i.e. enforceable standards vs recommended guidelines)
- County to continue inserting key dimensions/standards criteria for November draft
- Develop key maps, diagrams and form-based exhibits to guide standards.



# Thank you!

**Contact Info:**

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