

Silverdale Center Plan and Design Standards

Board of County Commissioners

November 3rd, 2025



BERK ParametriX

SH&A
SETH HARRY & ASSOCIATES ARCHITECTS & PLANNERS

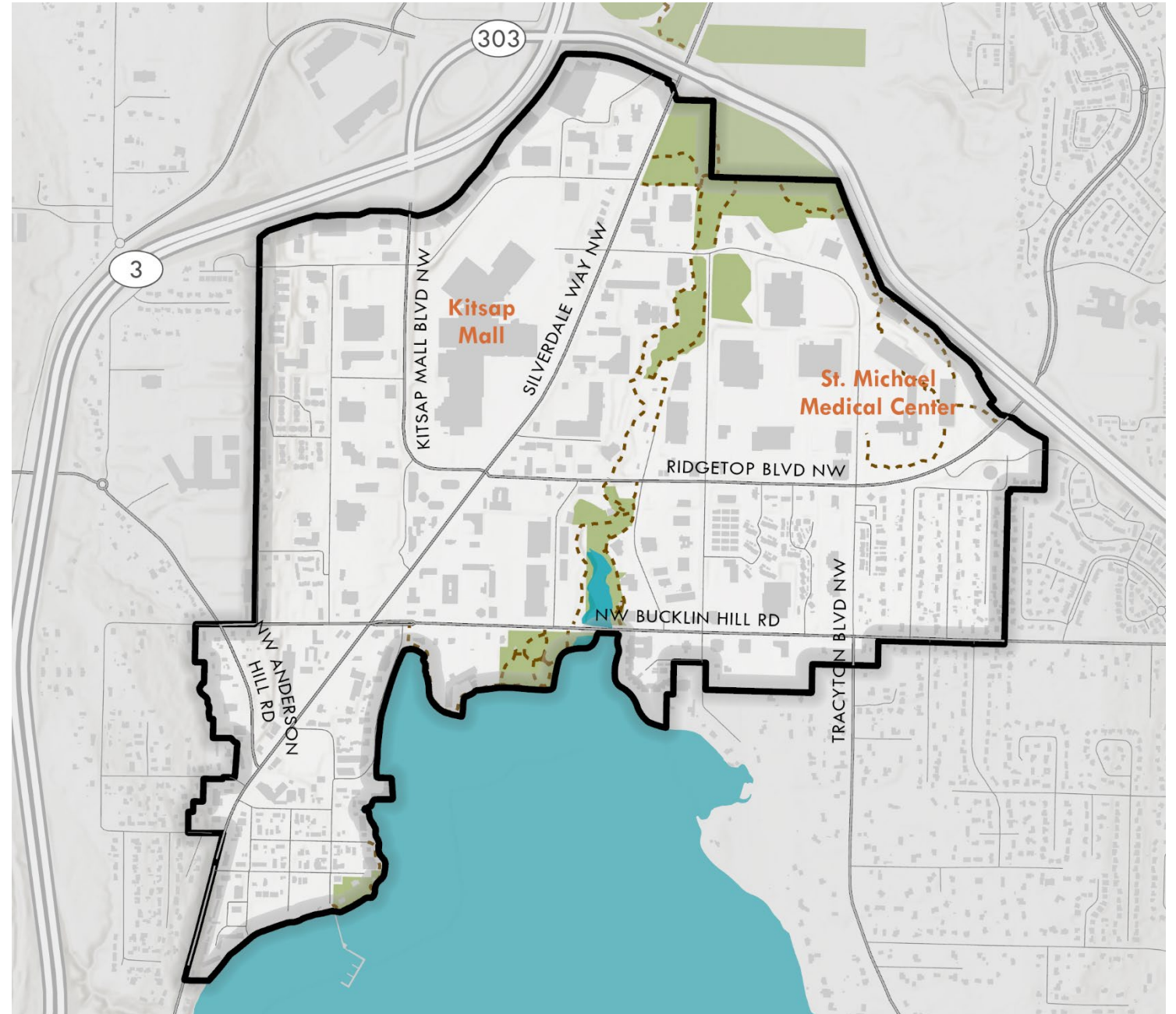
Contents

- Project Objectives & Regional Planning Context
- Engagement Findings
- Plan Concepts: Transportation & Connectivity, Urban Design & Infill Redevelopment
- Next Steps

Project Objectives

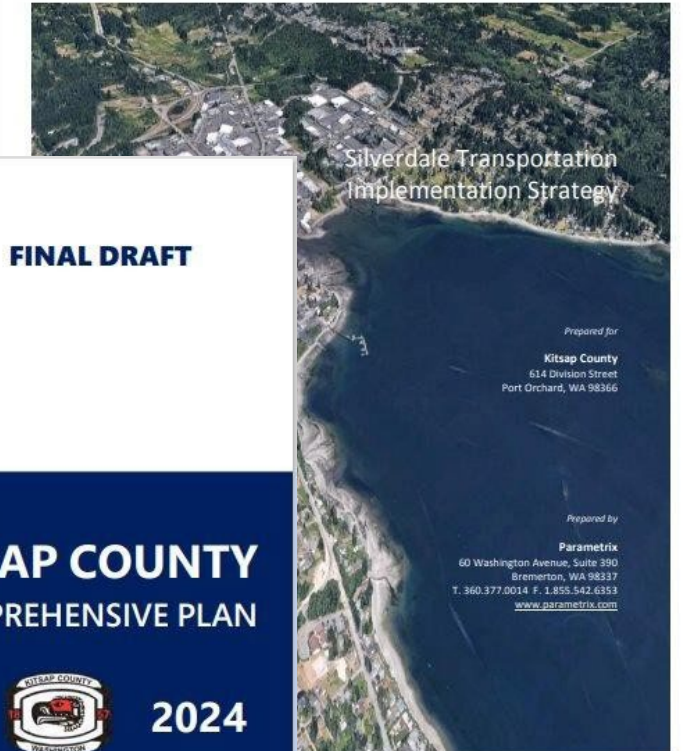
- Silverdale Center Plan was updated as part of the 2024 Comprehensive Plan update
- **What's needed?**
 - Update vision (last updated in 2006)
 - Greater detail on land use, public investment, transportation, design standards, and development code
 - Clear strategies for accommodating growth and infrastructure

Puget Sound Regional Council (PSRC) Certification: Silverdale is a designated Regional Growth Center (urban) –a cornerstone of Kitsap County's growth strategy. Maintaining this status is essential for accessing regional transportation and infrastructure funding.



Building On and Coordinating Efforts

- 2025 Silverdale Regional Center Market Study
- Kitsap Transit Upgrades and Plans
- 2018 Transportation Implementation Strategy
- Prior Community Engagement Findings
- 2024 Comprehensive Plan, the Silverdale Regional Center Subarea Plan
- Silverdale Design Standards, and Silverdale Design Districts
- PSRC requirements, aligning potential strategies with housing and job growth targets.



Project Overview



TRANSPORT

HOUSING

PUBLIC PARKS

NOT AT ALL

A LITTLE

SOMEWHAT

MOSTLY

COMPLETELY

1

3

22

11

0

6 Had a better
connection
between the paved
portions of the street
and the rest of the
street. More
and more people
are using the
street.

The majority of
the street is
not suitable for
bikes and
walking. More
people are using
the street.

It would be great
if there was a
better way to
connect the street
to the rest of the
street.

It is hard to
improve the
street and
make it better
for everyone.
The street is
not suitable for
bikes and
walking.

Walking is a
very important
mode of transport.
More people
are using the
street.

Transportation
is a very important
mode of transport.
More people
are using the
street.

More people
are using the
street. More
people are using
the street.

0

1

16

14

1

How do you deal
with the traffic
that is on the
street?

0

6

6

16

2

Because the
big street is
so busy.

Small things matter.
A little bit of
improvement
can make a
big difference.

"Adapt-a-pole"
for street
play.

Shade a tree
and it's a
great place
to sit.

More people
are using the
street.

What is the
best way to
improve the
street?

More people
are using the
street.

More people
are using the
street.

More people
are using the
street.

More people
are using the
street.

More people
are using the
street.

More people
are using the
street.

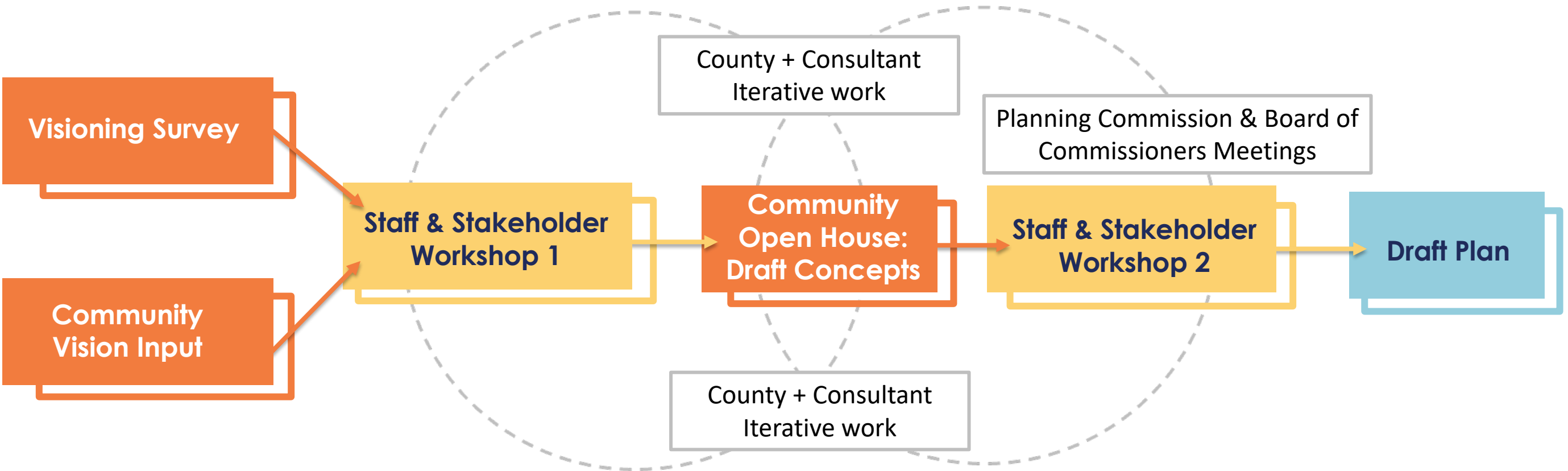
More people
are using the
street.

More people
are using the
street.

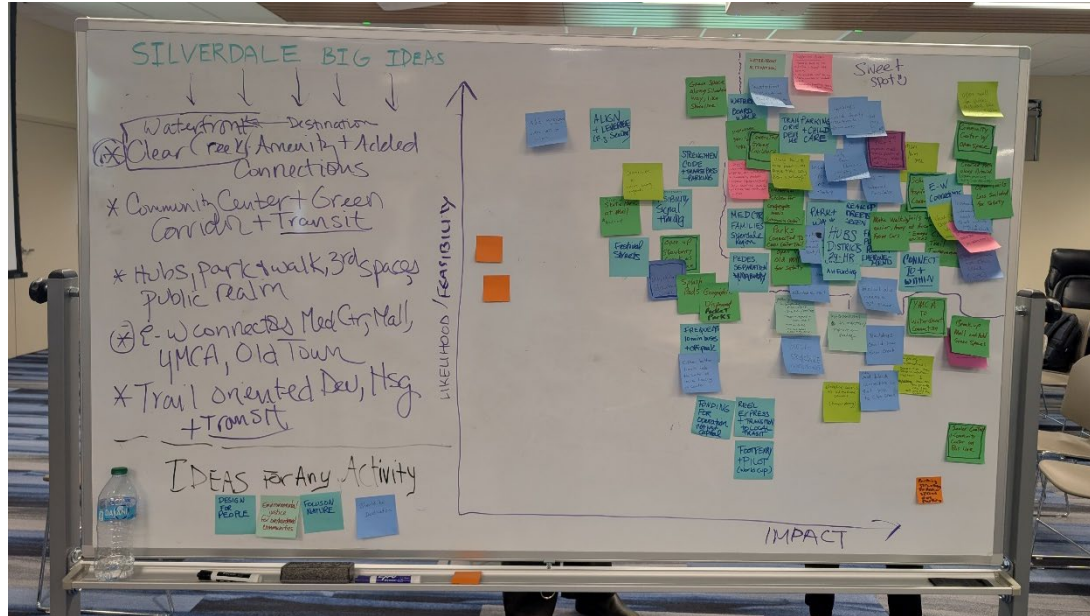
More people
are using the
street.

Engagement

Engagement Overview



Engagement



Engagement Takeaways

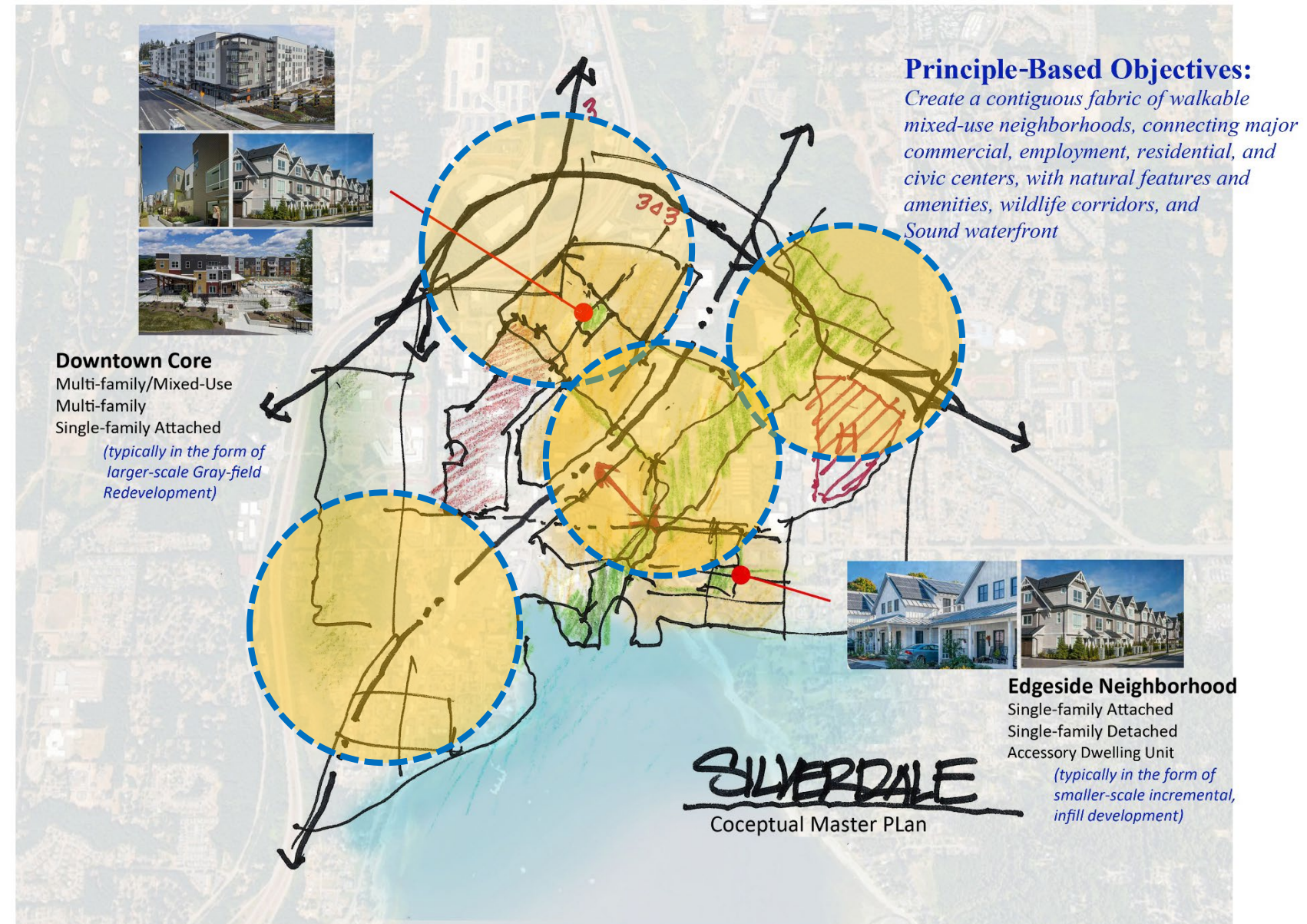
- Strengthen east–west connections between the Mall, Hospital, YMCA, and Old Town.
- Activate Clear Creek as the community's green spine.
- Provide more diverse and attainable housing.
- Enhance walkability, safety, and the visual appeal of the Center.
- Celebrate and enhance access to waterfront
- Residents/stakeholders also emphasized maintaining **Old Town's character, prioritizing transit circulator, and ensuring clear accountability** as projects advance.

Plan Concepts



Urban Design Principles

- ✓ Create a **contiguous fabric of walkable, mixed-use neighborhoods**
- ✓ **Connect major commercial, employment, residential, and civic centers, with natural features and amenities**, wildlife corridors and waterways, and Puget Sound waterfront.
- ✓ **Homes for all:** Diverse, affordable, and higher-density housing choices
- ✓ **Linked destinations:** Distinct placemaking for Old Town and the Mall area
- ✓ **Build on existing strengths and fabric**



Trail Oriented Development (TrOD)

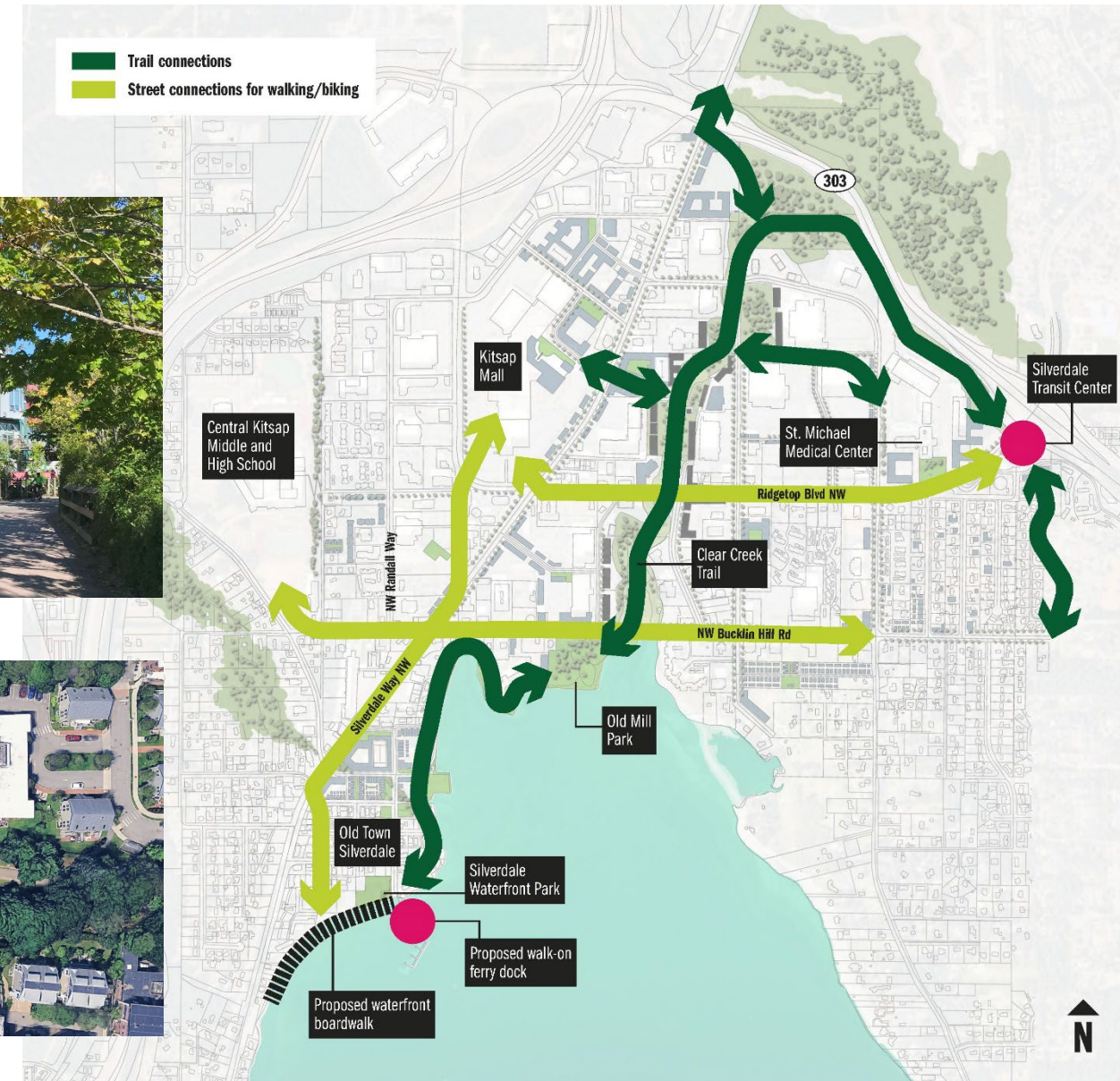
- ✓ East-west connectivity
- ✓ Community-oriented
- ✓ Trail as back or front yard
- ✓ Safe and vibrant connections to retail/work/key destinations
- ✓ Activated nodes at the interface between the linear park/creek and the adjoining urban fabric



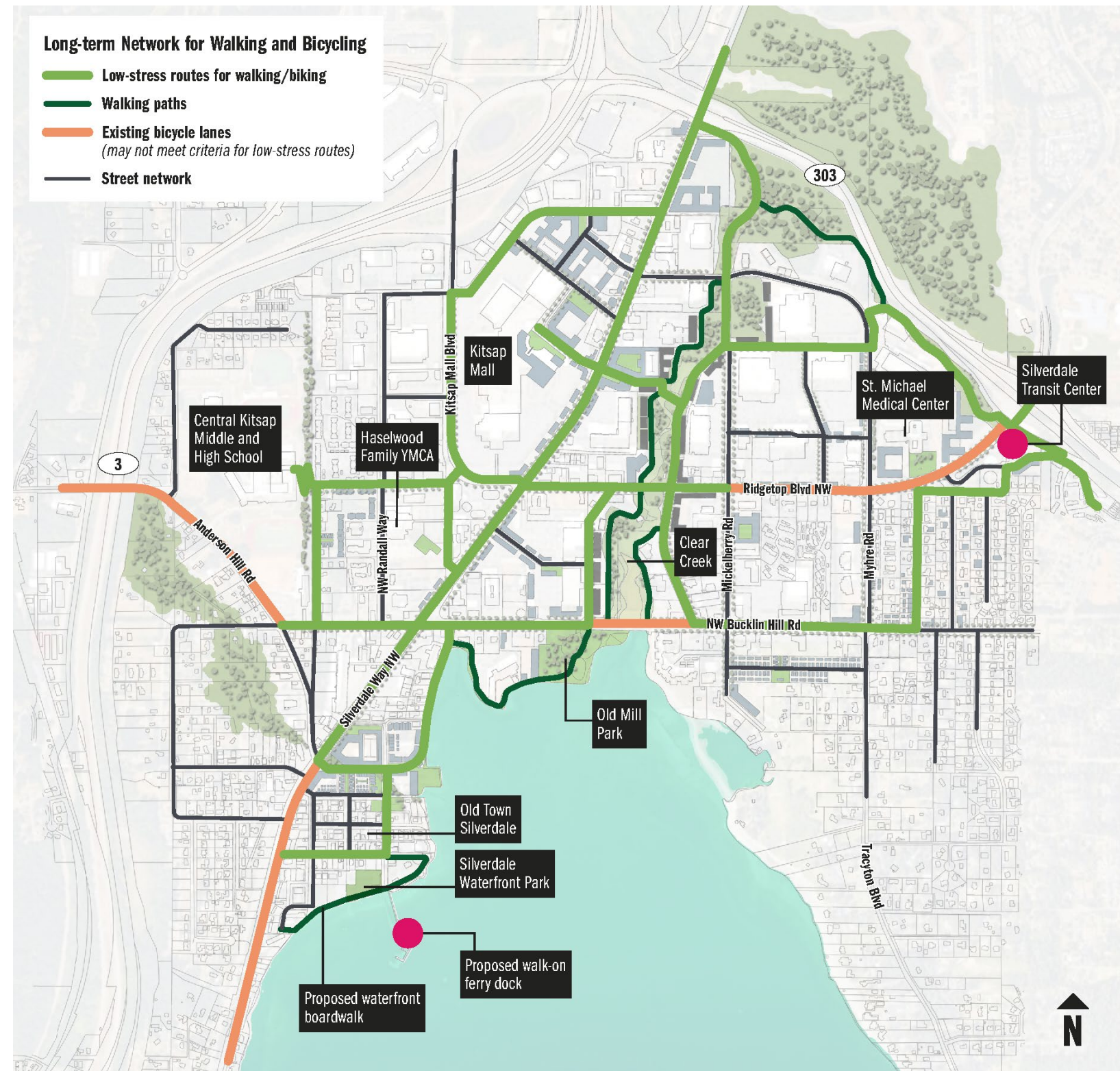
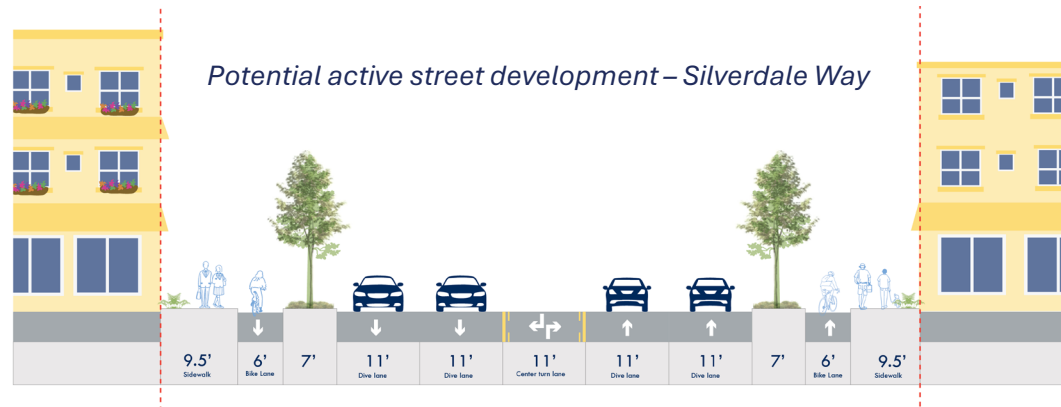
Example: Victoria TrOD



Example: Alewife Linear Trail, MA



Long-term Low Stress Network

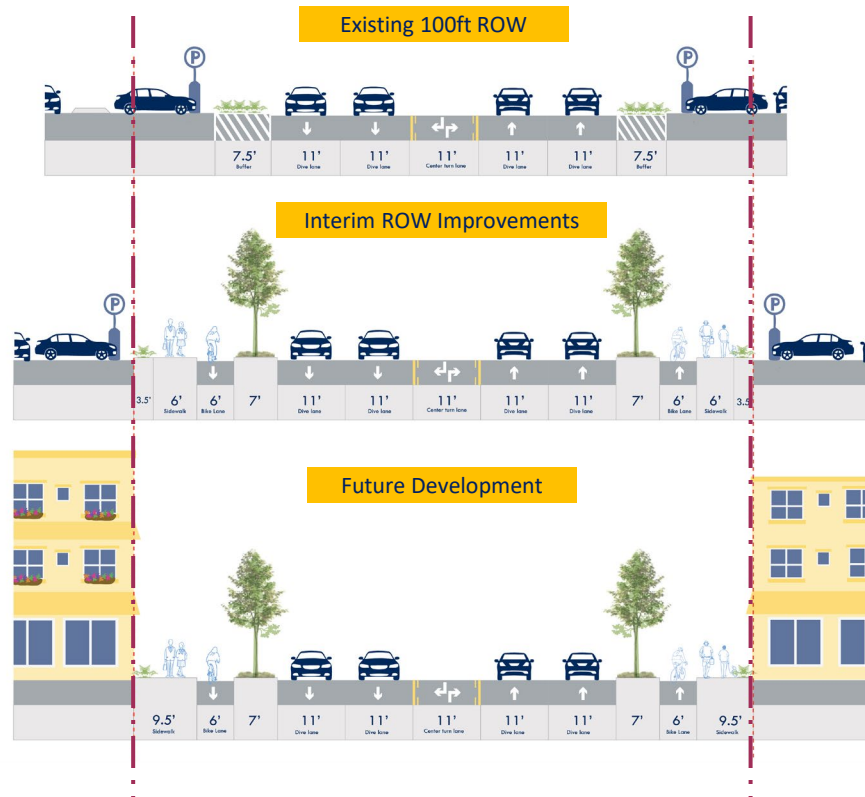


WSDOT Complete Streets

Level of Traffic Stress	Description	Bicyclist	Pedestrian
1	• Suitable for all ages and abilities • Children could walk or bike here independently. • Separated and/or barrier-protected.		
2	• Comfortable for most adults, including most adults experiencing disabilities. • Some separation, no barrier.		
3	• Tolerable for enthusiastic and/or confident adults. • Little space, no separation.		
4	• Only used by highly confident people, or those with no alternative. • No dedicated space, no separation		

Near-term Projects

- Walkable Silverdale Way
 - Low-stress route for walking/biking



Near-term Transportation Improvements

Walkable Silverdale Way and Poplar Ave
(proposed catalyst project)

Walk-on ferry dock (pilot)

Projects Planned or Under Way

Silverdale Way Preservation Project
(complete in 2025)

Bucklin Hill Road Preservation Project
(complete in 2025)

Ridgeway Phase 2
(complete in 2029)

Ridgeway Phase 3
(planned)

Projects Recently Completed

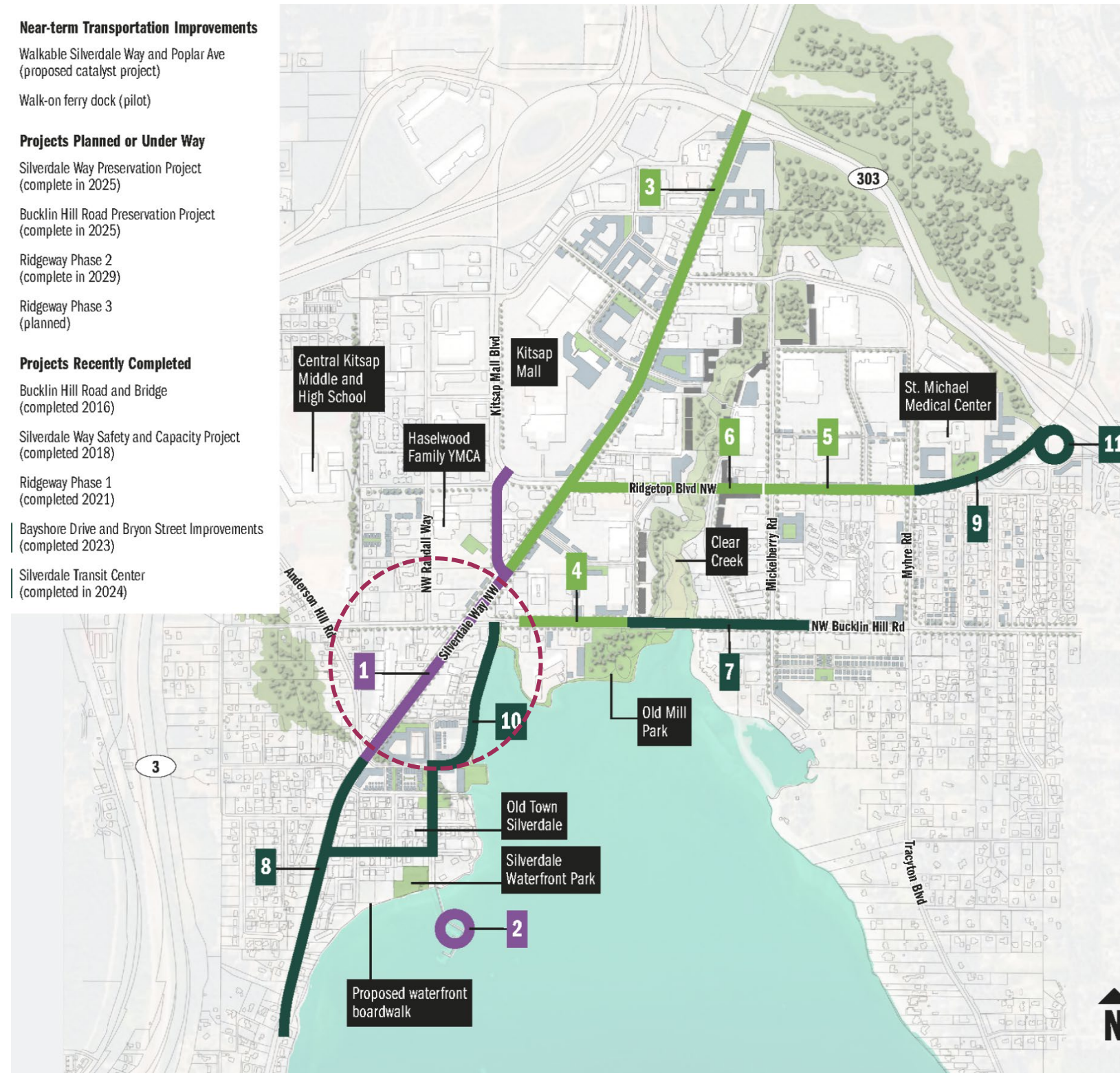
Bucklin Hill Road and Bridge
(completed 2016)

Silverdale Way Safety and Capacity Project
(completed 2018)

Ridgeway Phase 1
(completed 2021)

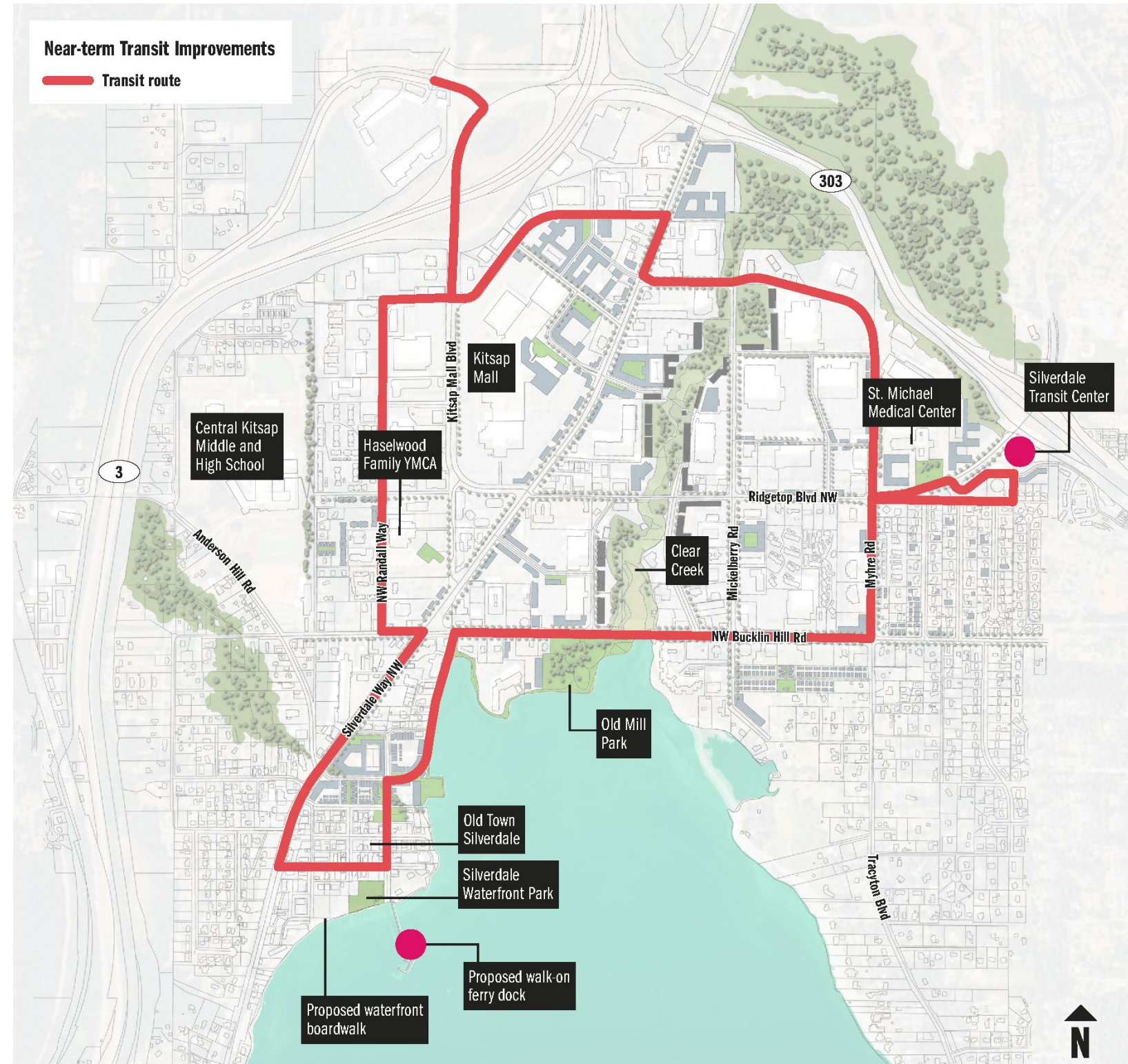
Bayshore Drive and Bryon Street Improvements
(completed 2023)

Silverdale Transit Center
(completed in 2024)



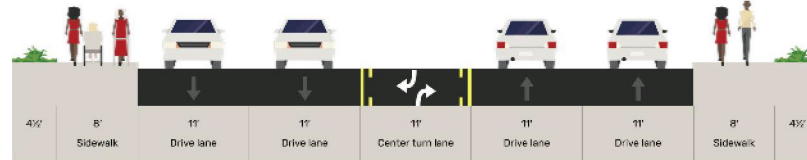
Near-term Transit

- Circulator bus routes
 - Kitsap Transit Long Range Plan
 - Connects: transit center, hospital, old town, Kitsap Mall
- Silverdale – Bremerton Walk-on Ferry
 - Weekend pop-up pilot in 2025

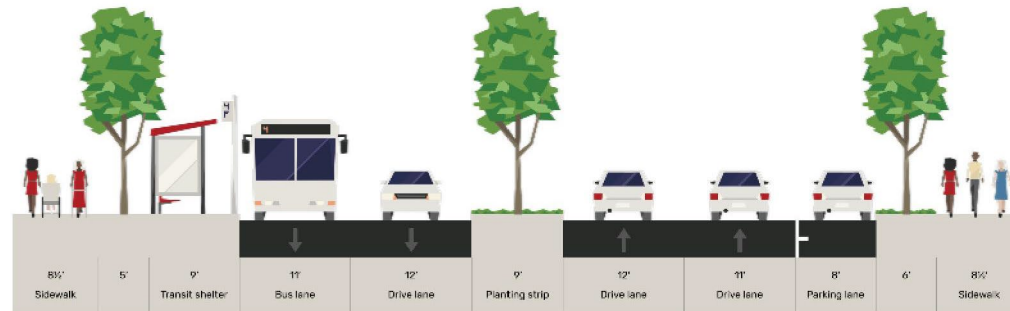


Long-term Improvements Silverdale Way

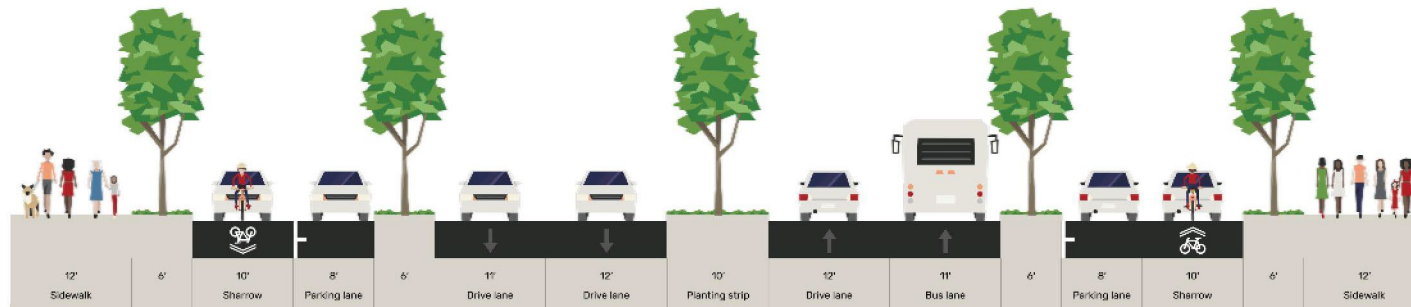
Existing 80ft ROW



Concept 1: 100ft ROW



Concept 2: 140ft ROW



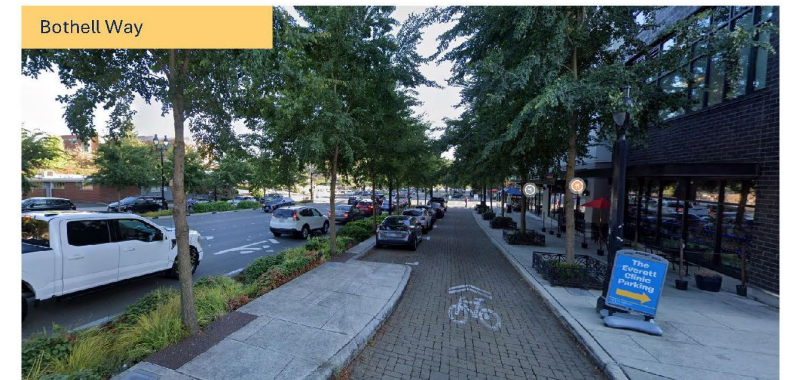
Existing Silverdale Way



Lake City Way (SR522)



Bothell Way

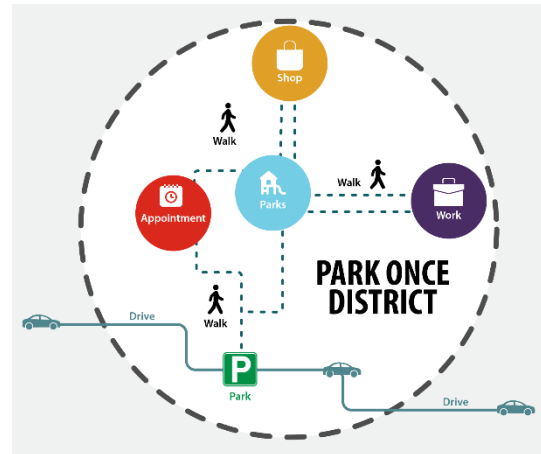


Parking Considerations



Maximize underutilized parking areas

Utilize a range of strategies including innovative, self-parking building types, green roofs, and mixed-use, to dramatically reduce impervious surfaces



Park Once and Walk

central public parking area serves multiple destinations within a walkable district, encouraging less car use and more pedestrian activity



Parking Structures

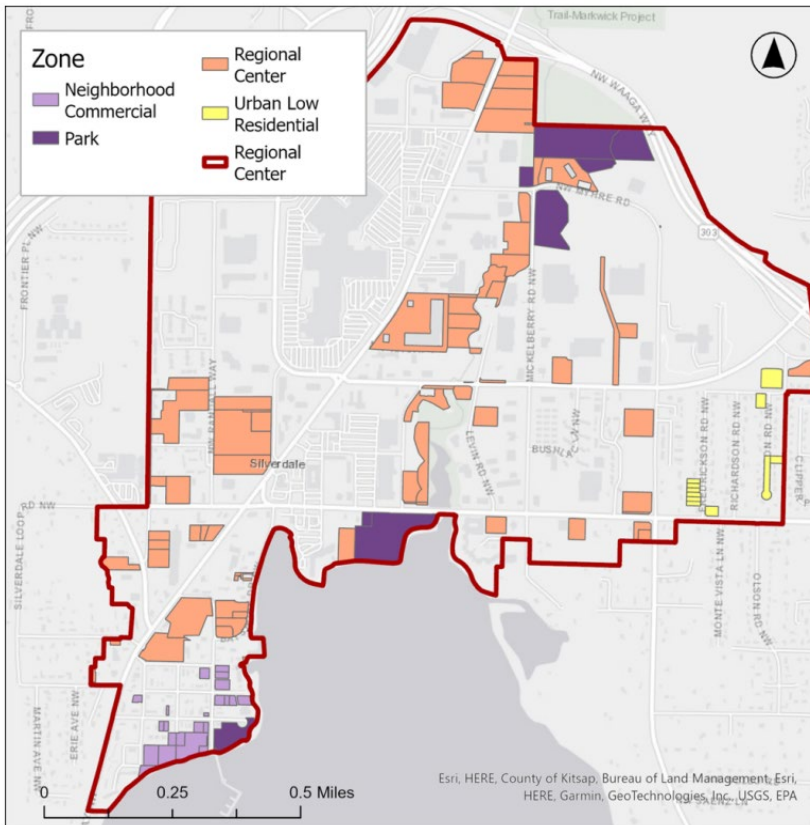
Adaptive/flexible structures - Designing with taller ground floors, generous floor-to-floor heights, flat slabs, and wider layouts allows future conversion for uses like courtyards or other functions



Urban Design & Infill Redevelopment

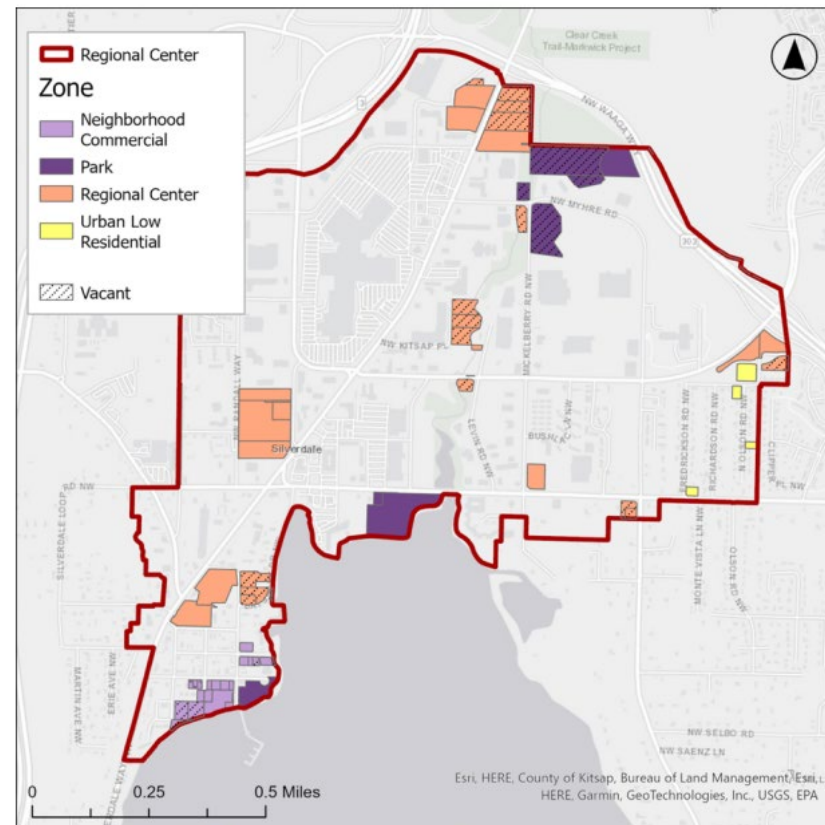
2025 Market Study – Infill Opportunities

Vacant Parcels



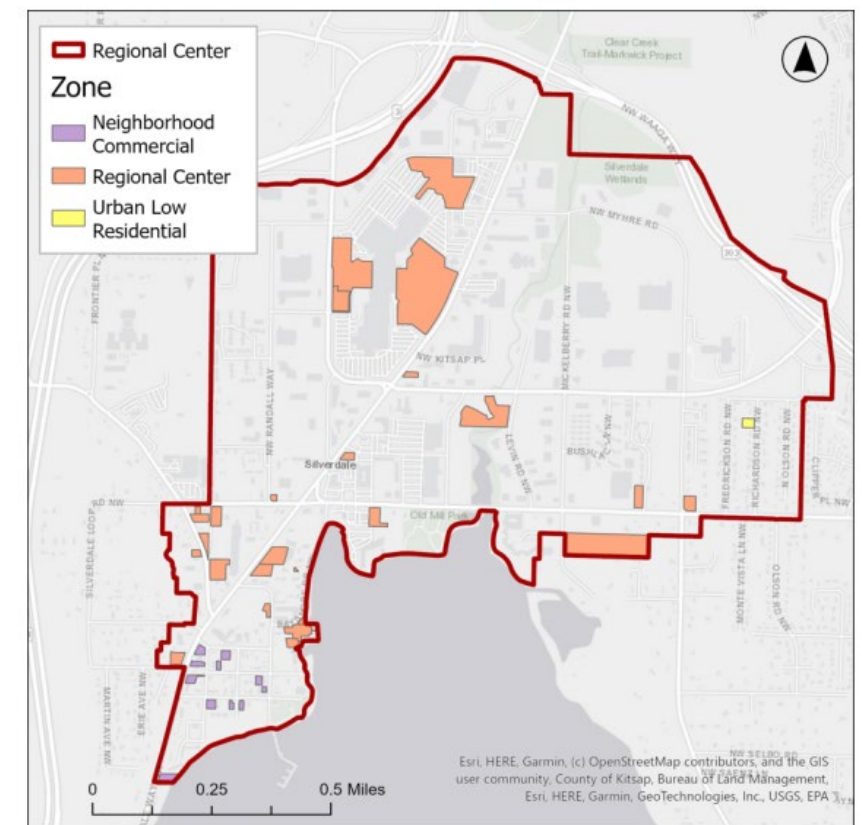
Data Source: ECONorthwest, Kitsap County Assessor Data

Publicly Owned Parcels



Data Source: ECONorthwest, Kitsap County Assessor Data

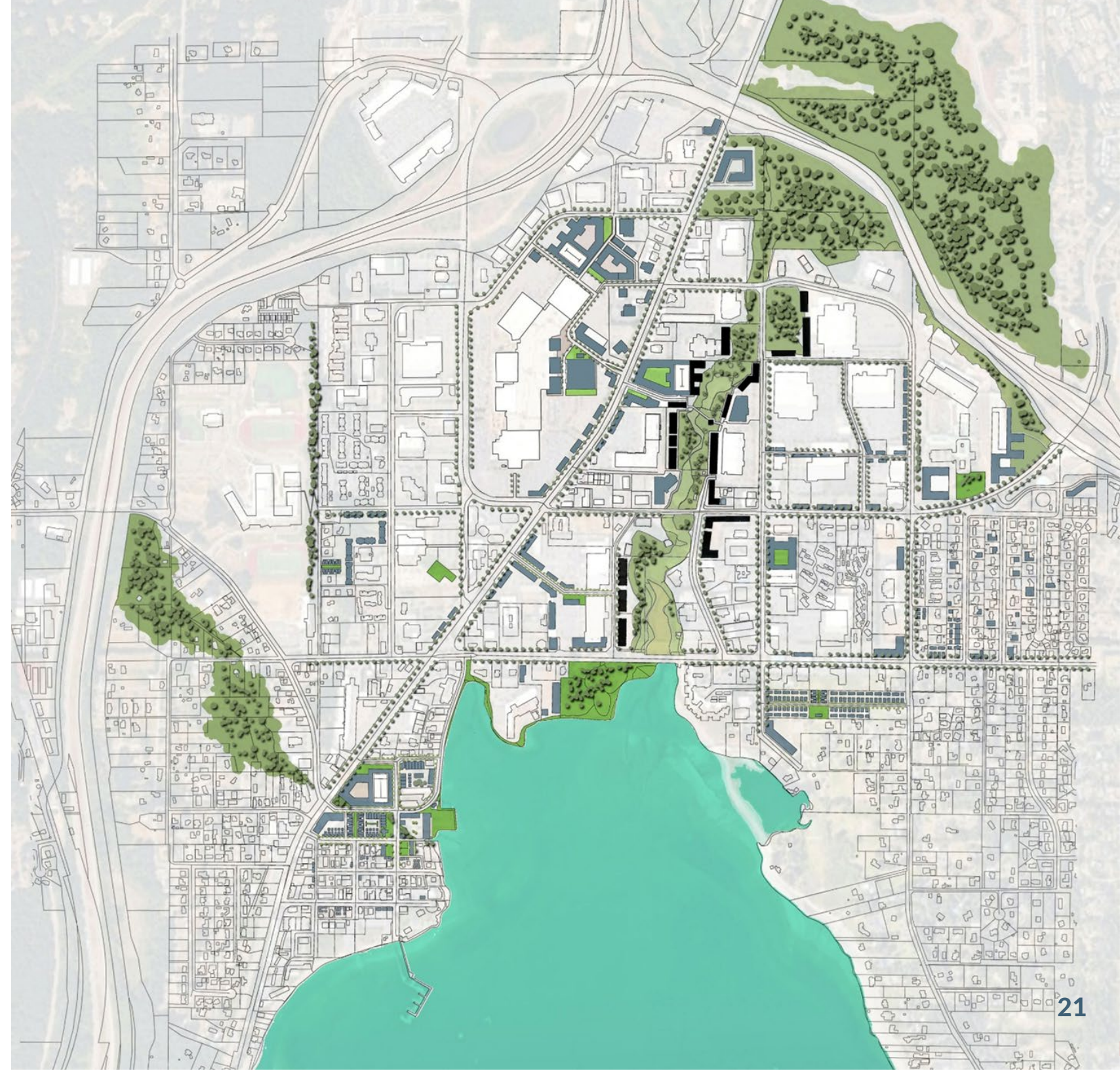
Underutilized Parcels



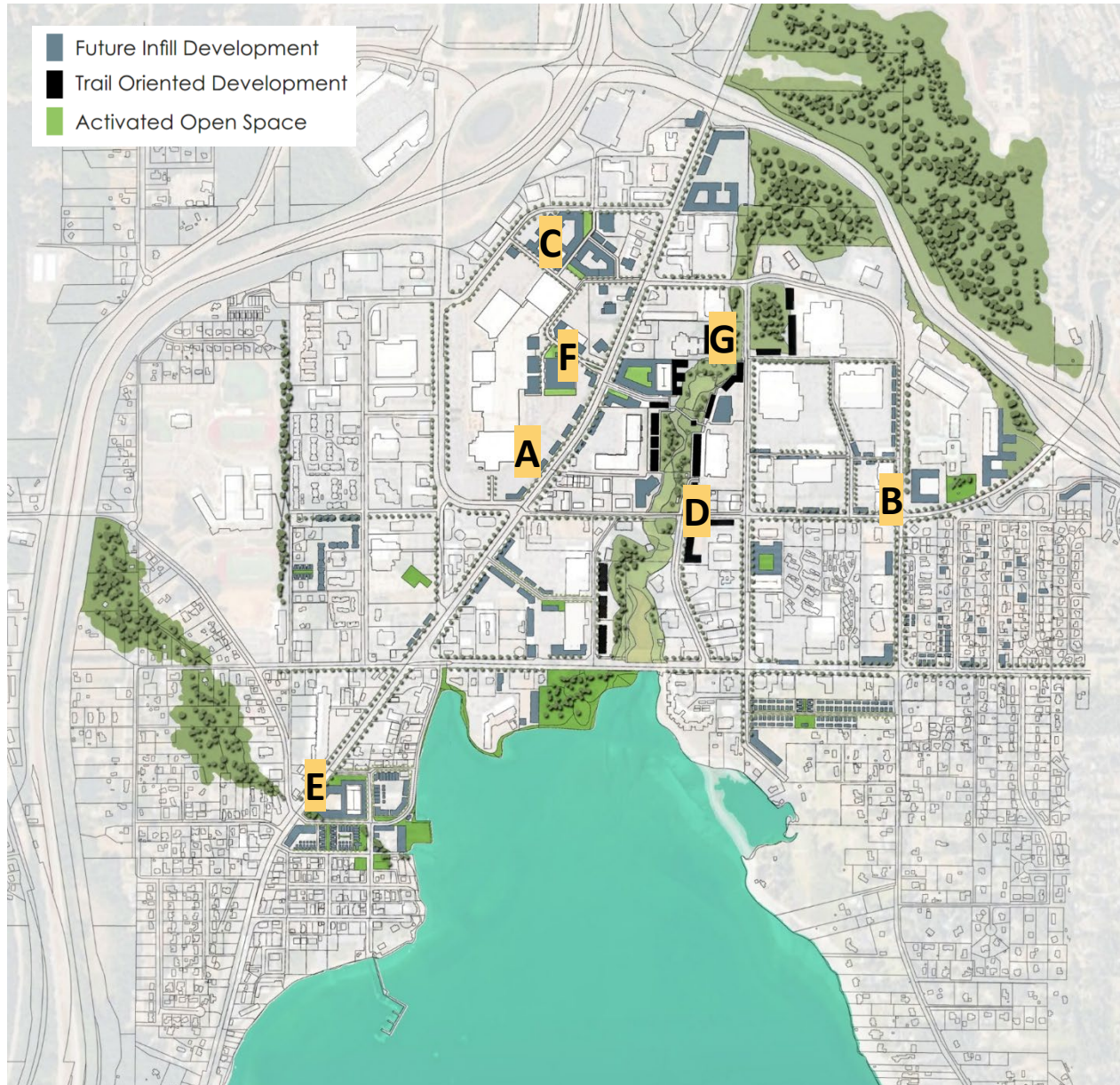
Data Source: ECONorthwest, Kitsap County Assessor Data

Conceptual Plan

- Future Infill Development
- Trail Oriented Development
- Activated Open Space



Infill Redevelopment Application



A **Liner buildings** fronting on major arterials and liner building types specifically designed to help manage elevation changes to facilitate connectivity and pedestrian access



B **Introducing modestly larger multi-unit building types** as a strategy for incremental densification



C **Redevelopment of impervious surface parking lots** with higher-value uses, like multi-family/mixed use, and public open space



D **Activated nodes at the interface** between the linear park/creek boardwalks and the adjoining urban fabric



E **Infill development in Historic Old Town** designed to not overwhelm the scale and feel of the existing community building fabric

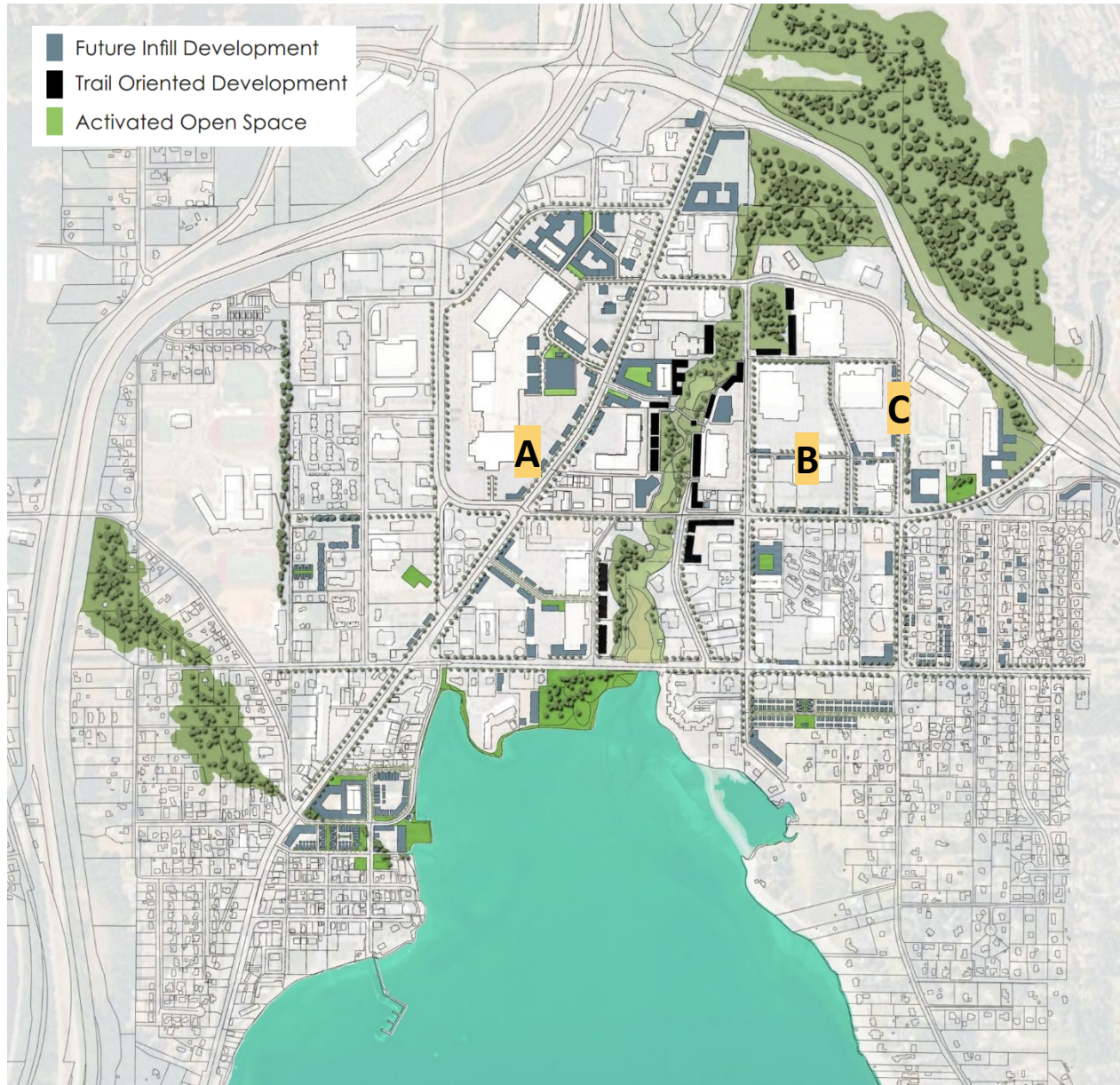


F **New urban fabric and street connections fully integrated with the existing mall pedestrian network**, to support new outdoor public event spaces with outdoor dining, etc.



G **Clear Creek Trail as a community backbone**, serving as an east-west connection and the “front/back yard” for future homes and local amenities

Liner Building Concepts - Application



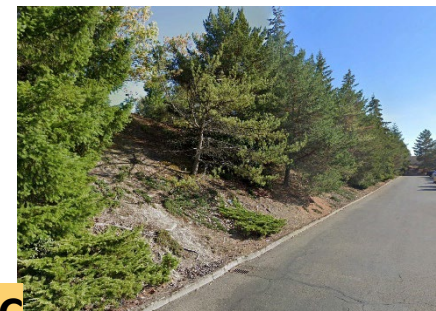
A

Liner buildings fronting on major arterials (existing parking lots), with an enhanced pedestrian environment including wider sidewalks, street trees, and pedestrian-scaled lighting



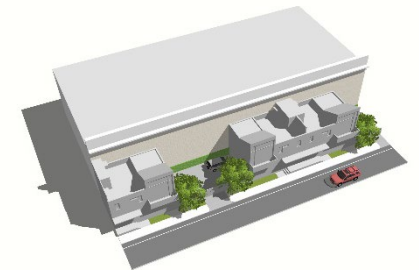
B

Liner buildings fronting on major arterials (big box blank walls), with an enhanced pedestrian environment including wider sidewalks, street trees, and pedestrian-scaled lighting



C

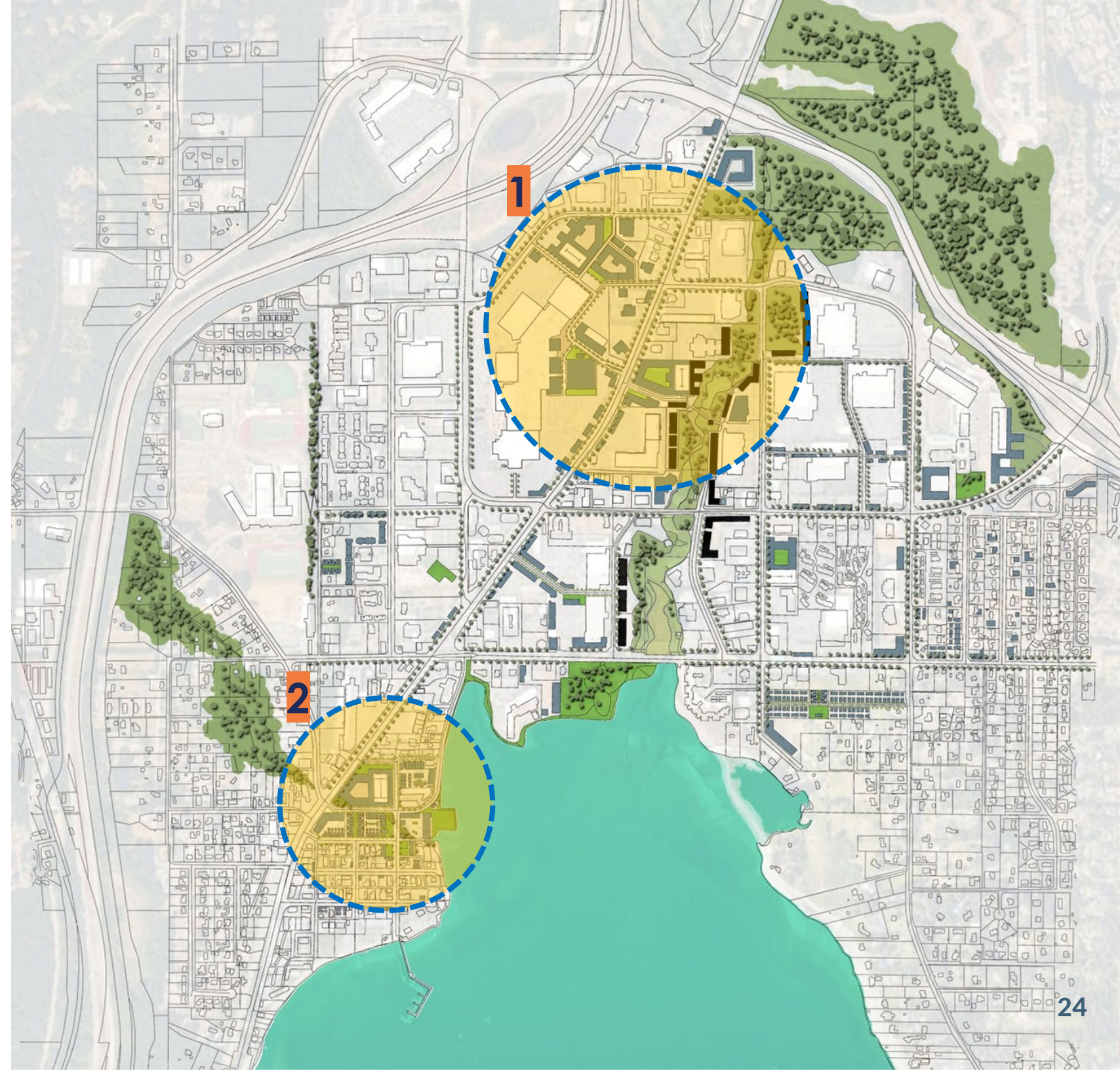
Liner building types specifically designed to help manage elevation changes to facilitate connectivity and pedestrian access.



Infill Redevelopment: Study Areas

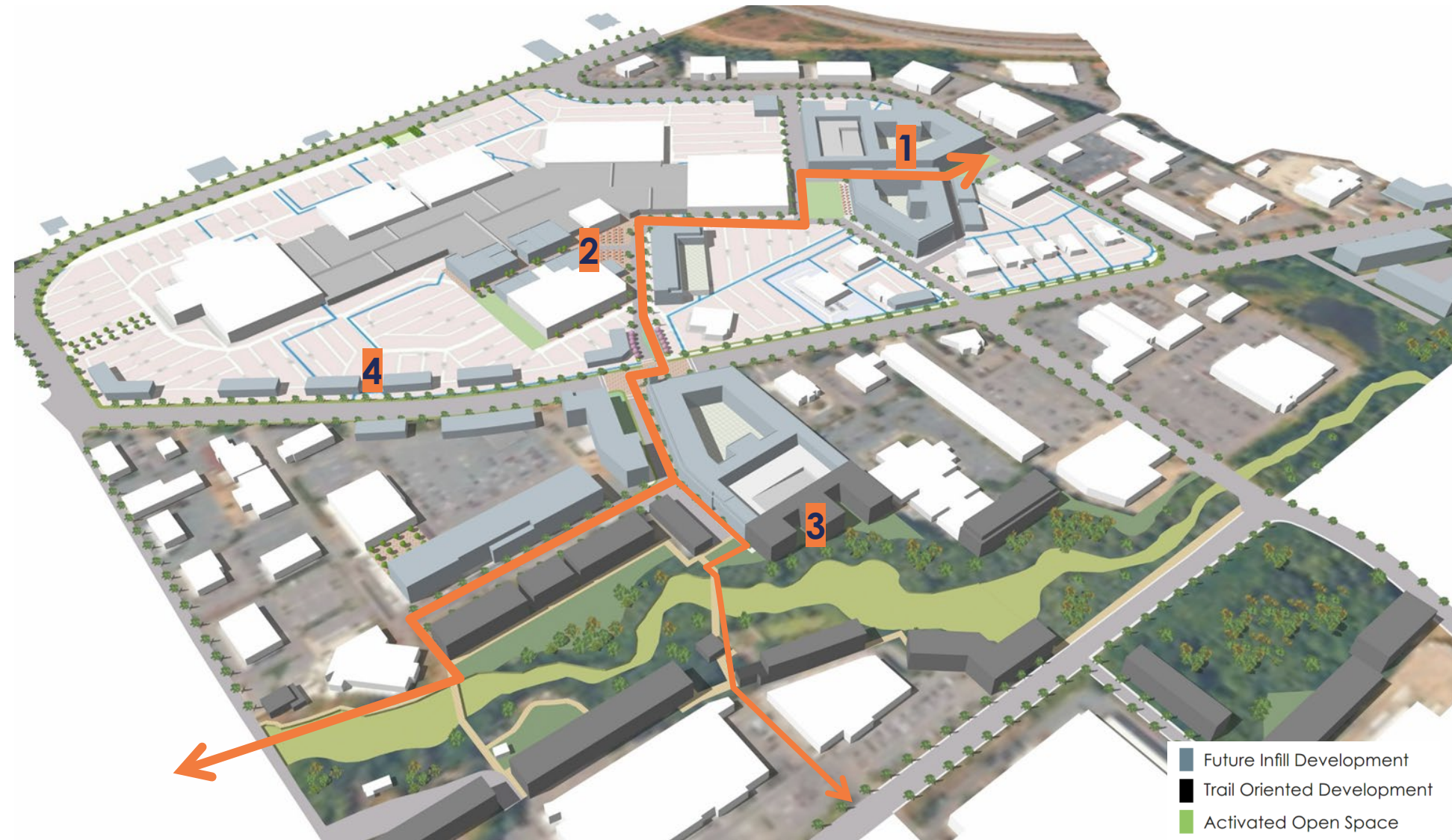
1 Mall – Creek Area

2 Old Town Transition Area

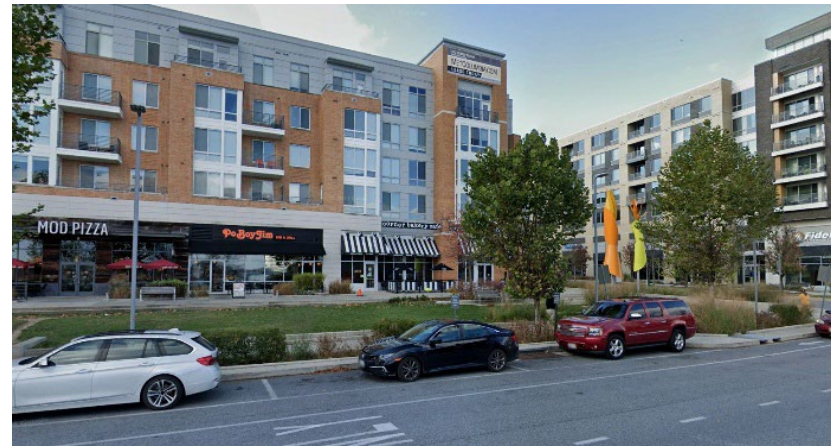


Mall-Creek Area

- 1** Under-utilized surface parking lots are redeveloped with **new Multi-family buildings**
- 2** New **urban “street”** cuts between a vacant Anchor space, re-tenanted as a Family Entertainment Center, and the existing mall common areas
- 3** Smaller-scale **trail-oriented development, east-west connection**
- 4** **Street activation** - Liner buildings fronting on major arterials



Mall-Creek Area



Old Town Transition

- 1 New Infill Multifamily/ Mixed-Use w/Structured Parking
- 2 New Infill SFA, and small Multi-unit residential
- 3 Shoreline walking path and New Waterfront Park
- 4 Small-scale infill Commercial/mixed- Use
- 5 Day-lit Strawberry Creek



- Small-scale/shallow depth commercial buildings, pulled up to sidewalk/on-street public

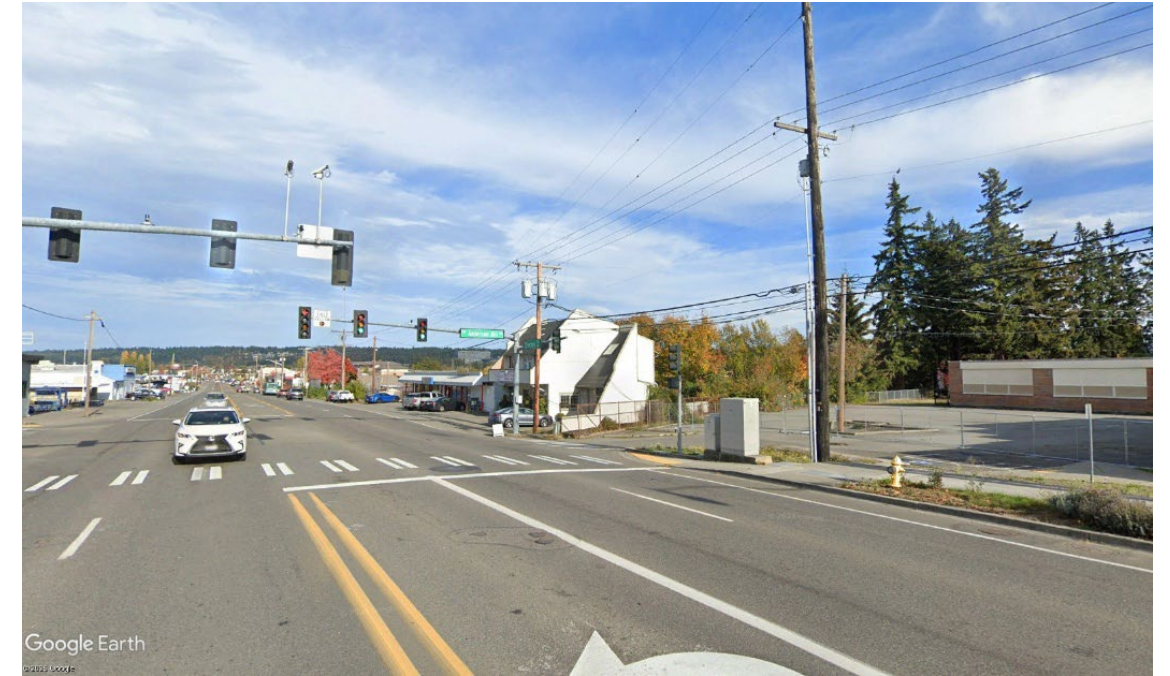


- Future Infill Development
- Trail Oriented Development
- Activated Open Space

Old Town Transition



- New two-block infill/redevelopment and new public thoroughfare showing a range of housing types and densities as a transition from the small-scale organic Old Town fabric transitioning toward the Silverdale Way frontage and more higher density zoning to the north.
- New public waterfront park, and smaller pocket parks as well as small-site infill commercial building types.



Top: Before view at the intersection of Silverdale Way and Anderson Hill Rd.
Bottom: Incremental densification – Multifamily infill building

Next Steps

Low Stress Network

Long-term Network for Walking and Bicycling

- Low-stress routes for walking/biking
- Walking paths
- Walking bicycle lanes
- Existing bicycle lanes
- (may not meet criteria for low-stress routes)
- Street network

parking lot
legislation?
lowers
regulations
will have effects

Complete Streets

Next Steps



Vision & Opportunities



Regional Center Plan



Design Standards

Spring 2025

Review Existing
Conditions
Community Visioning
Market Study

Summer 2025

Community
Workshops
Hot Topic Discussions
Design Concepts

Fall 2025

Draft Plan
Draft Design
Guidelines
Implementation Strategies

PSRC Checklist



Winter 2026

Final Plan
Final Design
Guidelines
Integrate into Comp Plan

Sept 30th Staff & Stakeholder Workshop 2



Incorporate 9/30 Workshop Feedback into action items

Transit & Mobility

- **High-priority transit loop aligned with Kitsap Transit Plan**
- **Complete Streets policy**
- Ferry & shuttle integration
- Pursue grants/funding

Parking & Land Use

- **Revisit parking requirements** for redevelopment
- Flexible parking: shared, priced, or timed

Trails & Connectivity

- Strengthen and connect trails (esp. Clear Creek Trail)
- Link trails to schools, mall, neighborhoods
- **Improve wayfinding/signage**
- **Address private property limits on connectivity**

Housing & Development

- **Prioritize workforce/middle-income & missing middle housing**
- **Relax regulations to incentivize development**
- Consider MFTE for Silverdale
- TOD along transit corridors
- Mall, Old Town standards

Urban Form & Vision

- **Promote “15-minute community” access**
- Connect activity zones in Silverdale center
- **Use design standards to highlight local identity**
- Integrate functional greenspace

Infrastructure & Environment

- **Plan transit to support higher-density**
- Manage congestion, air quality, sea-level rise
- Consider urban exception for stream setbacks to allow infill

Economic Dev & Financing

- **Explore TIF, MFTE, opportunity zones**
- **Partner with landowners for transit uses**
- **Promote public/private partnerships**

Partnerships & Engagement

- **Collaborate with Port & stakeholders**
- Maintain ongoing community involvement

Next Steps - Considerations

Coordination with Existing Projects

Factor in recently completed or in-progress road projects (e.g., Ridgetop, Silverdale Way) when planning near-term improvements.

Alignment with key long-range plans

Comprehensive plan, Kitsap Transit Plan etc.

Housing Growth & Infrastructure Considerations

Long-term planning should consider adjacent and satellite areas around Silverdale Center. Several areas are zoning for high-density and will influence overall community development, so a strategic approach is essential to guide how the Silverdale evolves.

PSRC Requirements

Consistency with PSRC's Vision 2050 framework and requirements for growth management, transportation concurrency, and regional coordination. This includes meeting targets for housing, jobs, and transit-oriented development, as well as integrating climate, environmental, and equity considerations.



Thank you!

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