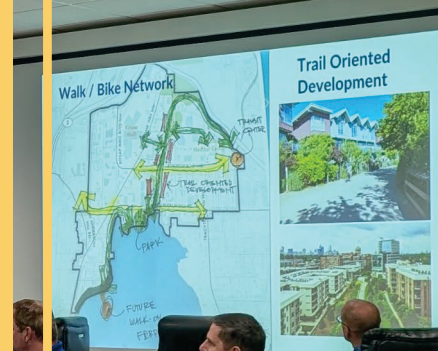


Silverdale Center Plan and Design Standards

Planning Commission
– 80% Draft Plan Overview
January 20th, 2026



CENTRAL KITSAP
COMMUNITY COUNCIL



BERK Parametrix **SH&A**
SILVERDALE & ASSOCIATES ARCHITECTS & PLANNERS

Contents

- Draft Plan Contents
- Goals and Policies Organization
- Implementation Priorities
- Next Steps
 - Design Standards Update
 - Redevelopment Code Framework
 - Wayfinding Framework
 - Draft Plan for Public Comment

Schedule Reminder



Vision & Opportunities



Regional Center Plan



Design Standards/Code Framework

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



Winter/Spring 2026

Final Plan
Final Design Guidelines
Integrate into Comp Plan

80% Draft Plan

▪ What's been updated from the previous plan?

- Expanded vision to incorporate key area concepts, transportation, and public space priorities
- Integration of community and stakeholder feedback
- Updates to goals and policies, highlighting catalytic projects and implementation priorities
- Refreshed look and feel, featuring a more graphic, visual format with stand-alone chapters



Document Organization

CONTENTS

■ Plan Snapshot

■ Background

Why plan now?
Study Area
Planning Context
Updating the Vision

■ Vision & Concept

Plan Drivers
Urban Design Framework
Transportation Improvements

■ Process

Timeline
Engagement Process

■ Silverdale Today

■ Goals & Policies

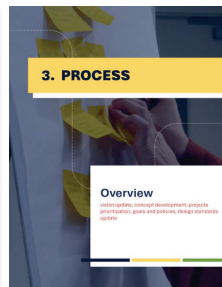
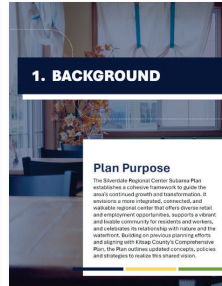
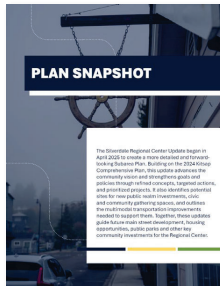
Urban Design and Community
Connectivity & Mobility
Environment & Climate
Economic Development
Housing

■ Implementation Framework

Short-term Priorities
Implementation Table

■ Glossary & Appendices

Figures



- Executive summary
- Plan background including past efforts and vision.

- Updated vision/concepts (Mall/Creek development, Old Town, TOD, Public Realm & Transportation improvements)
- Community & stakeholder engagement
- Existing conditions overview

- Goals & policies by topic area including updates and catalytic projects/actions
- Implementation priorities and general timelines

Vision & Concept Section (reminder)

- **Overall vision remains largely unchanged** from the previous plan, based on input from the community engagement and staff and stakeholder meetings.
- **Updated plan focuses on adding detail to vision statements through urban design and development frameworks** including area concepts, coordinated key transportation and public space improvements.

Mall-Creek Area Concept

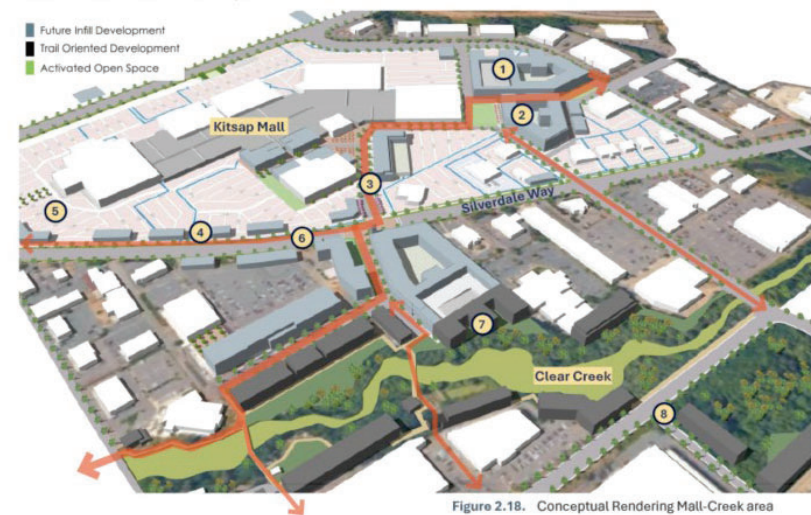


Figure 2.18. Conceptual Rendering Mall-Creek area



Figure 2.36. The Ridgetop Boulevard Corridor

Goals & Policies: Organization

Topic Area

- Vision statement
 - Goals
 - Strategies/Policies
 - Catalytic Actions/Projects

Based on the plan update and engagement process, goals and policies were revised as needed, with new language added where appropriate and key/priority/big actions identified as “catalytic” within each topic area.



Goals & Policy Updates: Example

Goals & Policies Connectivity & Mobility

Goal 6: Complete Transportation Network

Use a Complete Streets approach to support the transportation vision for the re-development of the Silverdale Regional Center.

Silverdale Regional Center Policy

SRCP 6.1. Prioritize a complete Active Transportation network suitable for people of all ages and abilities that includes on-street facilities and trails to provide low-stress connections to destinations throughout Silverdale Regional Center and adjacent neighborhoods. Improve existing trails and strengthen connections between trails and on-street facilities.

SRCP 6.2. Create connectivity/maximum block size standards that apply to new large-site development and redevelopment. Specifically:

- The standards should be tiered to allow larger block sizes provided through-block connections are integrated to enhance connectivity.
- The standards for block sizes should vary depending on the zone and corresponding permitted intensity of development, with those areas emphasizing a mixture of pedestrian-oriented commercial and multifamily blocks being the smallest (no more than 300 feet long between a street and through-block connection).
- Through-block connections may be a mixture of private streets, alleys, woonerfs (narrow curb-less routes designed to allow pedestrians and vehicles to share the same lane), and pedestrian-only connections.

SRCP 6.3. Promote the desired urban form of Silverdale by focusing first on street design and streetscapes.




Figure 6.16 Source:




Figure 6.17 Source:

Silverdale Regional Subarea Plan 2025 DRAFT - FOR INTERNAL USE ONLY 82

Goals & Policies Connectivity & Mobility

Catalytic Projects and Implementation Priorities

Adopting a Complete Streets Policy for Silverdale Regional Center

Implementing a Complete Streets policy in the Silverdale Regional Center presents a significant opportunity to enhance safety, multimodal connectivity, and overall community livability while unlocking funding opportunities. In Washington, a Complete Streets policy can support applications for grants through the Transportation Improvement Board (TIB), and using Level of Traffic Stress (LTS) as a performance measure aligns with criteria in many Washington State Department of Transportation (WSDOT) grant programs.

Complete Streets Washington: WSDOT's 2022 Complete Streets policy guides planning, design, and maintenance of state facilities, emphasizing a safe systems approach with low-stress walking and biking facilities through reduced vehicle speeds and increased separation. While the current policy applies only to WSDOT-led projects, it provides a model for the Silverdale Regional Center to develop its own policy.

Implementation Priorities and Opportunities:

- Develop a Silverdale Regional Center Complete Streets policy with clear design guidance and performance measures.
- Use LTS analysis to identify streets for improved pedestrian and bicycle access.
- Prioritize key corridors, including Silverdale Way and Ridgetop Boulevard, for multimodal improvements.
- Align private development with Complete Streets objectives.
- Leverage state and regional funding opportunities for project implementation.

A strong Complete Street policy includes the following components:

- Establishes commitment and vision
- Prioritizes underinvested and underserved communities
- Applies to all projects and phases
- Allows only clear exceptions
- Requires coordination
- Adopts excellent design guidance
- Requires proactive land-use planning
- Measures progress
- Sets criteria for choosing projects
- Creates a plan for implementation

Silverdale Regional Subarea Plan 2025 DRAFT - FOR INTERNAL USE ONLY 85

Red text = goal/policy language update in 80% Draft Plan Update

Implementation Priorities

Short-term Priorities (No particular order - many of these coincide with catalytic actions/projects highlighted in goals and policies chapter)

- Update and adopt **development/design standards and redevelopment code**
- Establish incentives for development including expediting processes, and defining residential target area for and implementing **12-year multifamily tax incentives MFTE program**
- Prioritize efforts to strengthen **collaborations and partnerships to advance vision and area concepts** (business & property owners, anchor institutions, regional agencies, community organizations)
- Explore **funding for key transportation** projects
- Conduct a **Parking Study** of the area
- Collaborate with **Kitsap Transit on Circulator routes**
- Develop a **Complete Streets Policy** for Silverdale Center
- Coordinate **parks and public spaces with stormwater engagement**
- Create **wayfinding** for the Center

Implementation Table

Short Term: 0-5 years
 Medium Term: 6-10 years
 Long Term: 10+ years
 Long Term Transformation: 20+ years

Implementation

Bold = Priority or High Impact Actions

Action	Timeline	Responsibility
Urban Design & Community		
▪ Adopt and update development and design standards which prioritize urban form and quality pedestrian-oriented development.	Short-Term	DCD; PW
▪ Update design standards to consolidate and simplify design districts.	Short-Term	DCD
▪ Strategically increase building heights and density and lower parking requirements to promote pedestrian-oriented forms of development.	Short-Term	DCD; PW
▪ Conduct a parking study for the Silverdale Center area that includes community outreach and participation, data collection and analysis, and develops recommendations on new policies to right size future parking.	Short-Term	DCD; PW
▪ Right-size parking minimums, and consider maximums, to limit how much parking is developed and ensure they are not resulting in a disconnect in the amount of parking provided and land use goals.	Short-Term	DCD
▪ Collaborate and partner with property owners of key properties to: (1) Foster the development of a pedestrian-oriented re-tail/mixed-use focal point for Silverdale; (2) foster development that enhances the pedestrian environment and the visual character of the waterfront and (3) integrate pedestrian, bicycle, and gathering space amenities into developments.	Ongoing	DCD; PW
▪ Define areas within the center where to focus streetscape improvements, storefronts and mixed-use development, and cultural focal points.	Ongoing	DCD
▪ Evaluate Old Town for priority streetscape and pedestrian improvements, set priorities and update applicable streetscape design standards and develop improvement plans, and seek funding for the most critical improvements.	Medium-Term	DCD; PW
▪ Establish incentives for development through enhanced or expedited permit processes.	Short-Term	DCD

Silverdale Regional Subarea Plan 2025 DRAFT - FOR INTERNAL USE ONLY

104

Next Steps

- **Update Silverdale Regional Center Design Standards where appropriate including:**
 - Simplifying requirements/processes including consolidating design districts
 - Adding detail and specificity where needed based on updated plan, vision, and area concepts
- **Outline Redevelopment Code Framework**
 - To address challenges faced by constrained sites that may not meet development requirements
- **Create Wayfinding Framework for the Center**
- **85% Draft for Stakeholder Review**
- **95% Draft for public review and comment**
- **Planning Commission and Board of Commissioners hearings and adoption**

Any Questions about the process?

The most helpful feedback on the draft will include:

- Helping define implementation priorities and ensuring alignment with County goals
- Highlighting areas of the draft plan that could be clearer
- Identifying key elements that may be missing, such as important ongoing initiatives or considerations



Thank you!

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