

SILVERDALE REGIONAL CENTER PLAN

Final Draft 08/18/26

Acknowledgments

Kitsap County

- Department of Community Development
- Public Works
- Parks Department

Planning Commission

Board of County Commissioners

Central Kitsap Community Council

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- See next page

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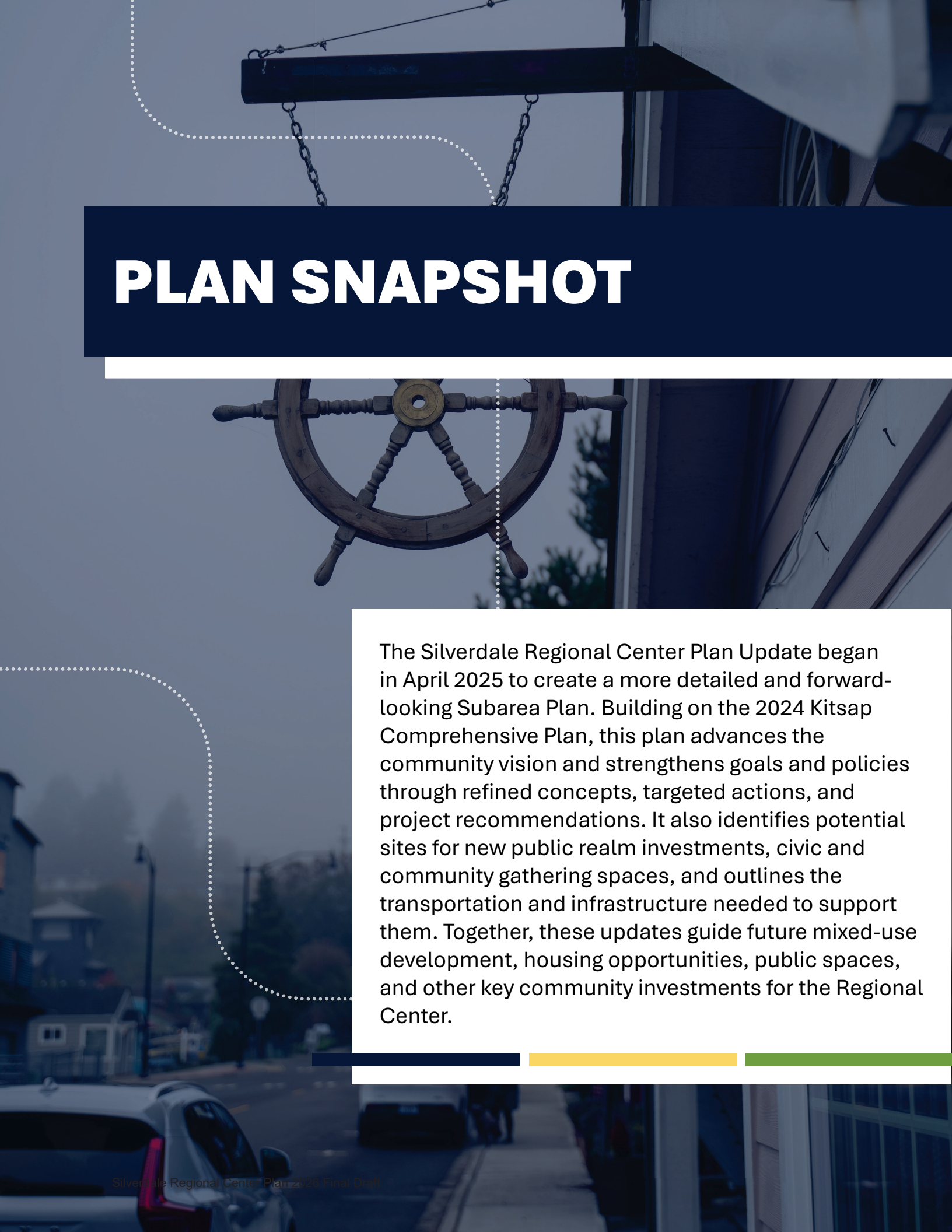
A special thank you!

To the Silverdale and larger Kitsap County community for sharing your ideas and feedback through events, workshops, and written comments for the Regional Center Plan update. Your input helps shape Silverdale's future.



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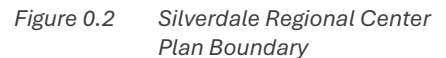
PLAN SNAPSHOT

The Silverdale Regional Center Plan Update began in April 2025 to create a more detailed and forward-looking Subarea Plan. Building on the 2024 Kitsap Comprehensive Plan, this plan advances the community vision and strengthens goals and policies through refined concepts, targeted actions, and project recommendations. It also identifies potential sites for new public realm investments, civic and community gathering spaces, and outlines the transportation and infrastructure needed to support them. Together, these updates guide future mixed-use development, housing opportunities, public spaces, and other key community investments for the Regional Center.



This Plan Update sets a bold but attainable direction for transforming the Silverdale Regional Center from a predominantly auto-oriented retail district into a vibrant, mixed-use urban center. Over time, Silverdale will evolve into a livable, connected, and trail-oriented waterfront destination that serves daily needs for residents, employees, and visitors while strengthening access to Old Town, the shoreline, and surrounding natural assets. A consistent community vision has emerged across multiple planning efforts: a desire to create **a compact, walkable center with diverse housing, integrated mobility, high-quality public spaces, and sustainable development patterns**. This Plan advances that shared vision by guiding reinvestment, redevelopment, and public realm improvements that support a community-oriented, waterfront urban district.

- **Urban Community:** A healthy, welcoming, and people-first urban environment.
- **Mobility & Connectivity:** A multimodal network that allows all users to move safely and comfortably.
- **Environmental Integration:** Nature is preserved, highlighted, and woven into the urban form for long-term ecological health.
- **Economic Development:** Incentives and strategic partnerships to sustain economic activity and enable reinvestment and redevelopment.
- **Housing & Livability:** A diverse and accessible range of housing options that support increased density in the Center, meeting County housing goals while fostering a vibrant, livable community.



Actions to Address Key Challenges

Establishing a Distinct Center Identity

Challenge: The Silverdale Regional Center lacks a defined identity and sense of place.

Plan direction:

- Advance Kitsap Mall district public realm vision. *(pages 42,95)*
- Reinforce Old Town character and waterfront activation. *(pages 46)*
- Support trail-oriented development along Clear Creek. *(pages 44,65,102)*
- Promote and incentivize pedestrian-oriented, compact development standards. *(page 90)*
- Leverage cross-sector partnerships to implement public realm investments. *(page 125)*

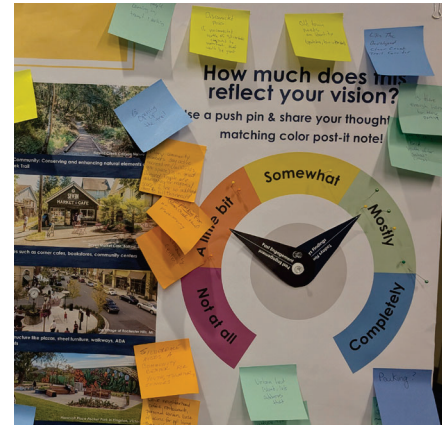


Figure 0.3 Visioning Board at August 2025 Community Workshop

Providing a Complete Multimodal Network

Challenge: Existing large blocks limit circulation for all modes of transportation, creating isolated “islands” and reducing connections between land uses.

Plan direction:

- Advance priority projects identified in the 2018 Silverdale Transportation Implementation Strategy, S-TIS. *(pages 52, 112)*
- Build a complete multimodal network with enhanced bike and pedestrian facilities. *(pages 109, 113)*
- Establish block-level connectivity requirements for large redevelopment sites. *(page 92)*
- Coordinate transit-oriented development with Kitsap Transit. *(page 96)*
- Pursue a Silverdale Regional Center Complete Streets System Plan. *(page 60)*



Figure 0.4 Connectivity Ideas at June 2025 Stakeholder Workshop

Enabling Compact, Market-Feasible Urban Growth

Challenge: Auto-dominant form and suburban context present barriers to creating an urban center.

Plan direction:

- Explore the Multifamily Property Tax Exemption (MFTE) program and other tools to support housing delivery in the Center. *(page 130)*
- Focus compact growth along priority street corridors and activity nodes. *(page 41)*
- Advance redevelopment through streamlined standards and review, targeted incentives, and strategic infrastructure investments. *(page 90, 132)*
- Establish public-private partnerships to advance Kitsap Comprehensive Housing goals within the Regional Center. *(page 125)*



Figure 0.5 An early sketch vision for the Regional Center (2006)

Creating a Cohesive, Nature-Integrated Urban Framework

Challenge: Fragmented development and extensive impervious surfaces reduce connections between natural areas, open spaces, and the communities that use them.

Plan direction:

- Promote the Clear Creek trail and riparian corridor as a unifying open space linking key activity nodes in the Regional Center. *(pages 44, 65, 102)*
- Coordinate improvements to the existing trail network and pathways to enhance mobility and recreation. *(page 65, 99)*
- Integrate parks, stormwater systems, and public spaces as multifunctional green infrastructure. *(page 116)*
- Partner with property owners and stakeholders to advance phased, trail-oriented development aligned with a cohesive urban design and placemaking framework. *(page 125)*

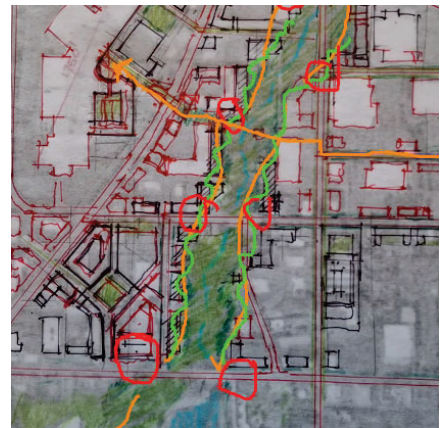


Figure 0.6 Trail-oriented development concept/sketch along Clear Creek

Silverdale Regional Center: Planning Framework and Concepts

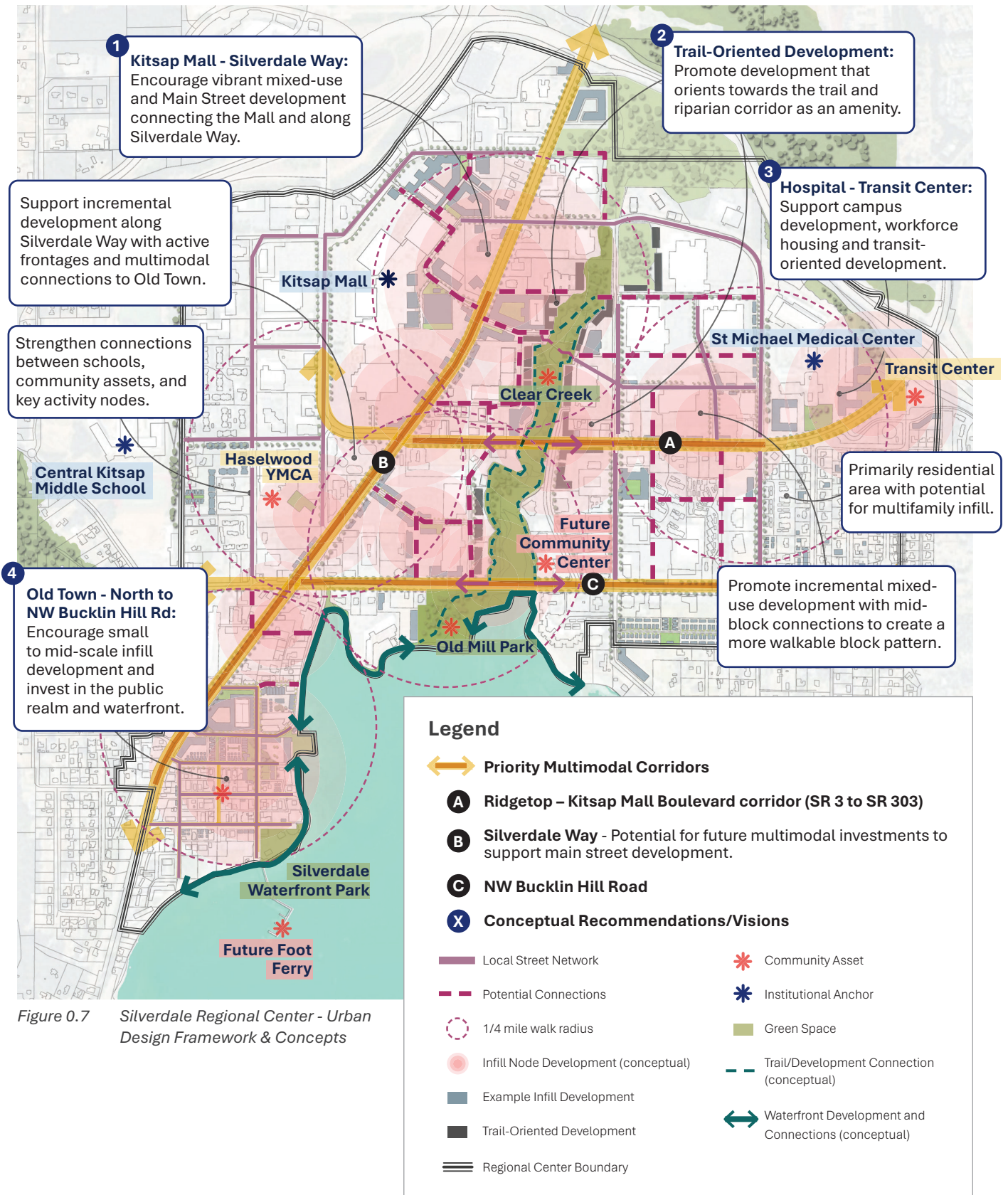
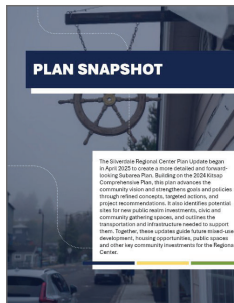
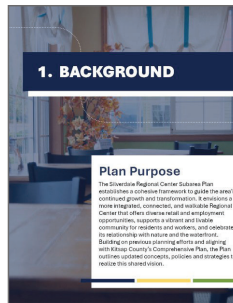


Figure 0.7 Silverdale Regional Center - Urban Design Framework & Concepts

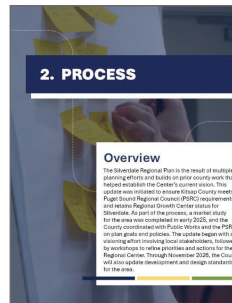
Plan Organization



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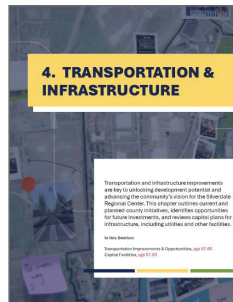


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Introductory chapters provide an **executive summary**, outline the plan's **background and purpose**, and describe the planning process, including **community engagement efforts**.

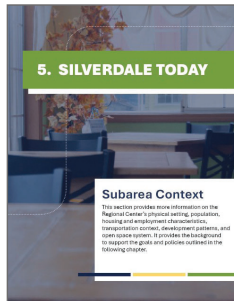


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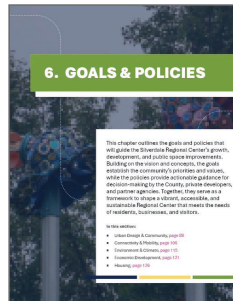


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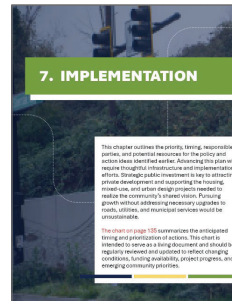
Chapters 3 & 4 establish a framework for the Regional Center's evolution, outlining the **vision and area-specific concepts**, summarizing **transportation and infrastructure** initiatives and opportunities, and providing background on **existing conditions** to inform future goals and policies.



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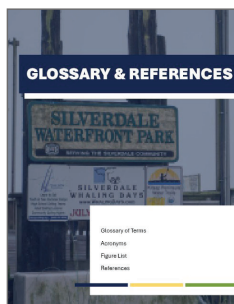


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Chapters 5-7 provide an overview of **existing conditions** to inform future goals and policies, along with actionable guidance to support County decision-making in coordination with private developers and partner agencies. These chapters present **goals and policies** to guide growth, development, and public space improvements, as well as an **implementation framework** that outlines priorities, timelines, and responsibilities for advancing plan actions.



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Glossary & References provides key planning terms and definitions, a list of acronyms, a figure index with sources, and references to other plans and studies cited throughout the Plan.

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1. BACKGROUND

Plan Purpose

The Silverdale Regional Center Plan establishes a cohesive framework to guide the area's continued growth and transformation. It envisions a more integrated, connected, and walkable Regional Center that offers diverse retail and employment opportunities, supports a vibrant and livable community for residents and workers, and celebrates its relationship with nature and the waterfront. Building on previous planning efforts and aligning with the Kitsap County Comprehensive Plan, the Plan outlines updated concepts, policies and strategies to realize this shared vision.

Why Plan Now?

Silverdale is entering an exciting new phase of transformation as the community works together to refine and advance the vision for the Regional Center. This effort will guide the area's evolution from its current development pattern into a vibrant, walkable, and well-connected urban hub that meets the daily needs of residents, workers, and visitors.

The Silverdale Regional Center Subarea Plan (also known as the Silverdale Regional Center Plan) was updated as part of the 2024 Comprehensive Plan, but it calls for a more detailed and refreshed update to better align with the community's current and emerging needs and priorities. This Plan Update presents clearer guidance on Regional Growth Center development, public investments, transportation priorities, and the overall vision for redevelopment. The ongoing evolution of the Silverdale Regional Center is central to both Kitsap County's Comprehensive Plan and the Regional Growth Strategy.

As a designated Regional Growth Center, Silverdale may receive additional attention and funding at the regional level. For Kitsap County, it represents a focal point for innovative planning, economic development, and strengthening community connections.

Over the next 20 years, significant increases in housing and employment will reshape Silverdale. A key objective of this Plan is to direct much of the Silverdale Urban Growth Area's (UGA) anticipated growth into the Regional Center. This approach will preserve the character and scale of surrounding neighborhoods while fostering new, dynamic districts within the Center. The result will be a more vibrant urban community with convenient access to shops, services, and community-oriented amenities.

PSRC Centers Framework

The Puget Sound Regional Council's (PSRC) 2018 Regional Centers Framework and VISION 2050 guides this Plan.

Regional Growth Centers are designated urban areas planned for concentrated job and housing growth, supported by coordinated infrastructure and transportation investments.

Silverdale Regional Center Study Area

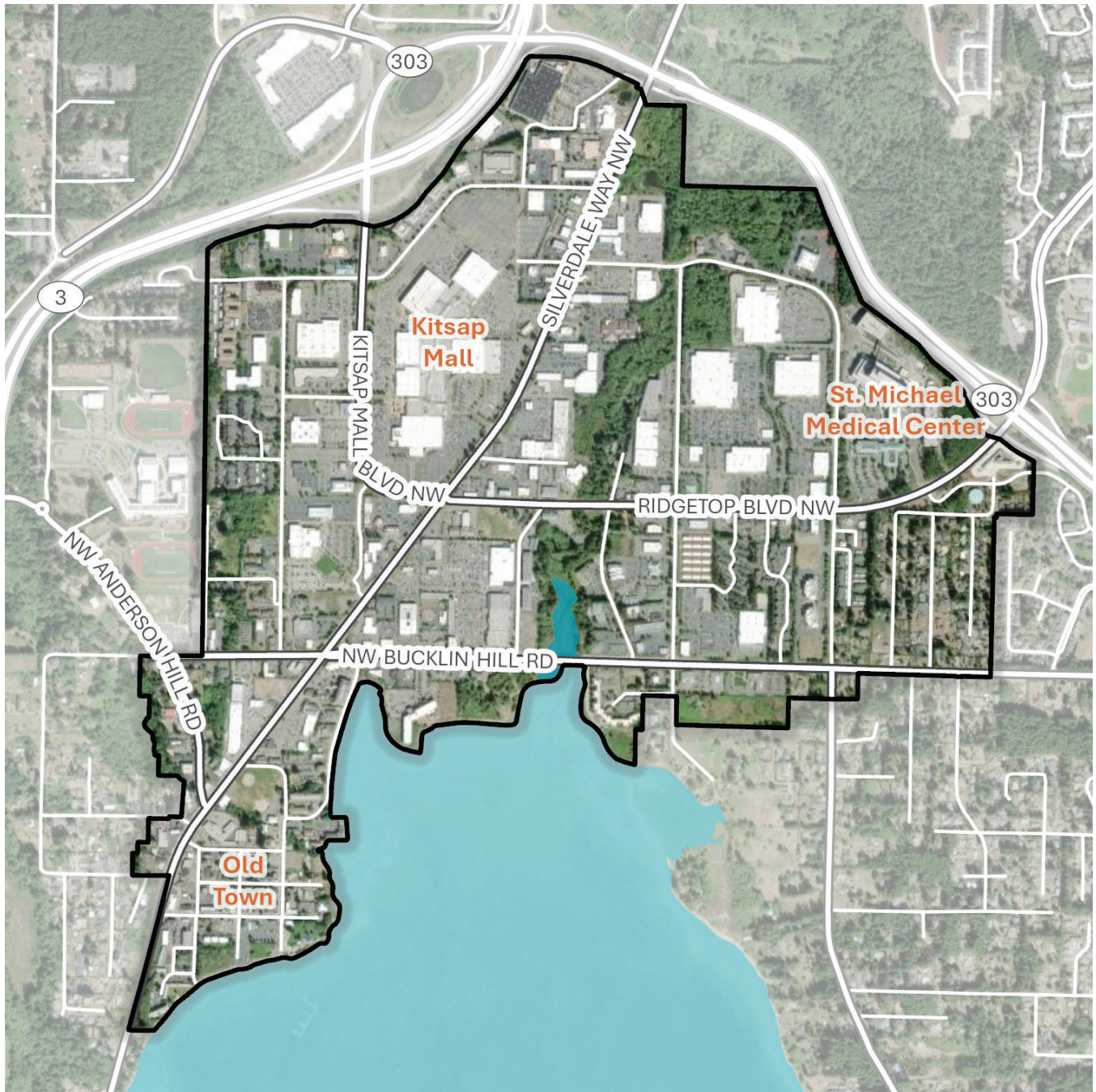


Figure 1.1 Silverdale Regional Center Boundary
The Silverdale Regional Center boundary was updated as part of the 2024 Kitsap County Comprehensive Plan Update, which included amendments to the preferred alternative boundary shown above, adding the Old Town Neighborhood Commercial area and removing a property northwest of State Route (SR) 303.



Planning Context

Kitsap County Comprehensive Plan

The Silverdale UGA, located in Central Kitsap County at the north end of Dyes Inlet, was established in 1998 with the adoption of the Kitsap County Comprehensive Plan. In 2006, as part of the adoption of the 10-year update to the Kitsap County Comprehensive Plan, the Silverdale UGA was expanded to encompass approximately 7,400 acres, the Silverdale Subarea Plan was adopted, and Draft Silverdale Design Guidelines were referenced in the Integrated Comprehensive Plan and Draft Environmental Impact Statement.

In 2003, the Kitsap Countywide Planning Policies and Puget Sound Regional Council (PSRC) recognized portions of the Silverdale UGA as a Regional Growth Center for employment and population. Regional Growth Centers are intended to be dense and diverse urban centers with a regional focus on significant business, cultural, governmental, residential, and recreational activities. Development should result in compact and centralized working, shopping and activity areas linked by transit. PSRC's VISION 2050 includes a goal of attracting 65% of regional population growth and 75% of employment growth to centers and high-capacity transit station areas.

In 2018 and 2020, PSRC updated and more clearly defined the minimum requirements for a Regional Center through the Regional Centers Framework and VISION 2050. In 2021, the Kitsap Regional Coordinating Council (KRCC) updated Kitsap County Countywide Planning Policies to stay consistent with PSRC's Regional Centers Framework and ensure Silverdale is a Regional Center.

Prior Plan Update (2024)

This Plan replaces the existing Silverdale Regional Center Subarea Plan which is an adopted element of the recently updated Kitsap County Comprehensive Plan (2024). The subarea plan implements the Comprehensive Plan and sets Silverdale focused policy direction regarding land use, natural systems, economic development, housing, transportation, and capital facilities over the 20-year planning horizon.

Throughout this document, the Plan is referred to as the Silverdale Regional Center Plan.

Silverdale Urban Growth Area

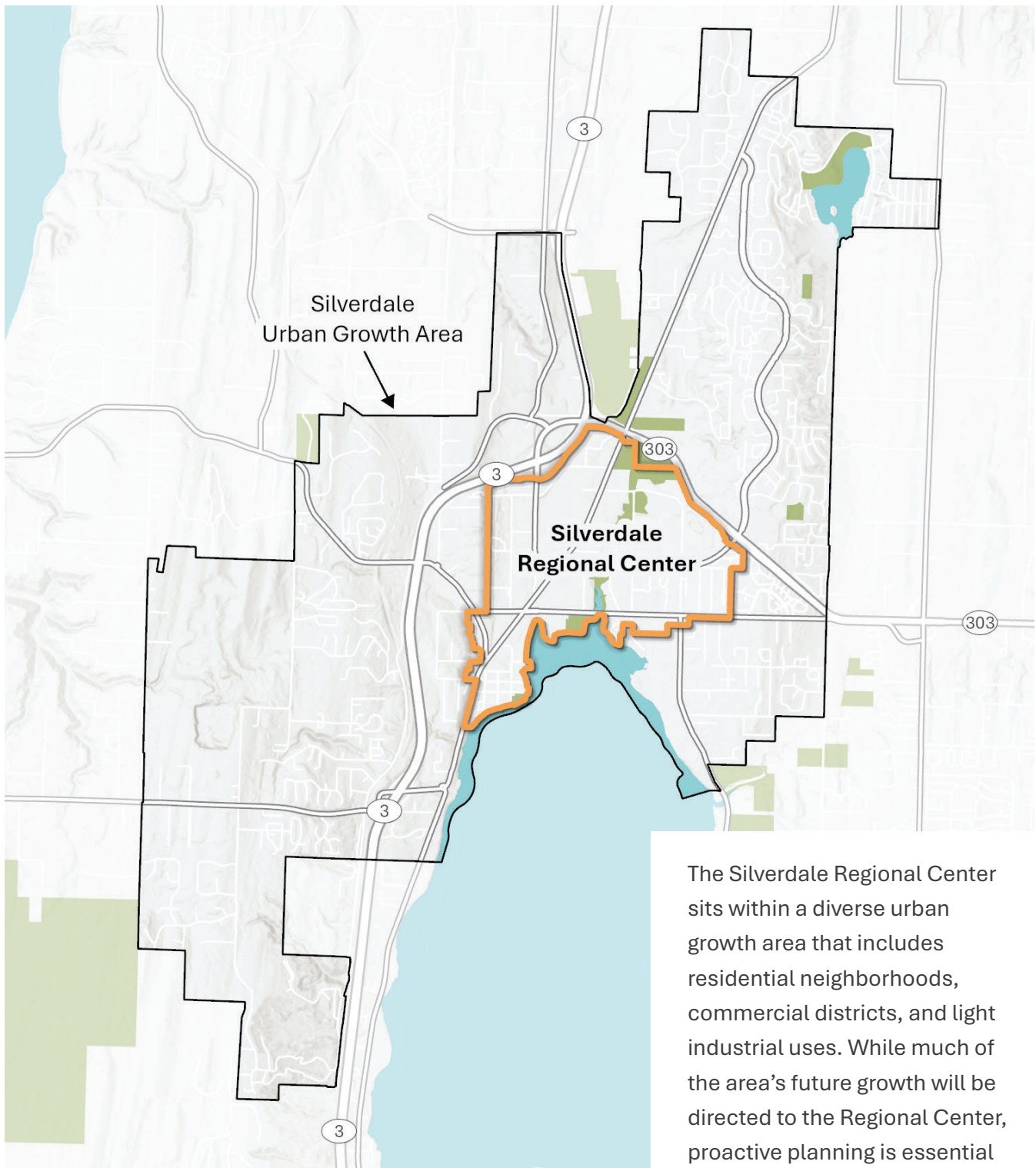


Figure 1.2 Silverdale UGA Boundary

The Silverdale Regional Center sits within a diverse urban growth area that includes residential neighborhoods, commercial districts, and light industrial uses. While much of the area's future growth will be directed to the Regional Center, proactive planning is essential to ensure this growth supports and complements the broader Silverdale UGA.

PSRC Centers Framework & Growth Targets

PSRC establishes minimum requirements for jobs and population, referred to as “activity units,” as part of the Regional Growth Center designation process. Each resident or job counts as one activity unit. **To be designated as a Regional Center, the Silverdale Regional Center must have at least 18 current activity units per acre and a planned target of 45 activity units per acre.** Following a 2024 boundary revision by the Board of Commissioners as part of the Comprehensive Plan Update, which added the Old Town area and kept the Ridgetop property outside, the estimate reached 17.8 units per acre, with a mix of 19% residents and 81% employees. According to estimates from the *2025 Silverdale Regional Center Market Study*, **growth is projected to surpass the goals and reach 46.7 activity units per acre by 2044** (ECOnorthwest, 2025).

	Existing Conditions (2025)	Planned Target Growth (2025-2044)	Projected (2044)	Projected Split
Residents	2,385	13,113	15,498	46%
Employees	10,380	7,575	17,955	54%
Activity Units	12,765	20,688	33,453	N/A
Acres	717	717	717	N/A
Activity Units per Acre	17.8	28.9	46.7	N/A

Figure 1.3 Planned Target Growth in Activity Units, Silverdale Regional Center

Future Growth Scenarios

To evaluate Silverdale’s ability to meet PSRC’s activity unit targets for Regional Growth Center certification, the *2025 Silverdale Regional Center Market Study* constructed three future growth scenarios that reflect a range of policy actions and market conditions. These scenarios are not meant to predict the future with certainty, but rather to test the implications of plausible and actionable changes in land use policy, infrastructure investment, and economic activity that could shape growth patterns in

Silverdale UGA & Regional Center Growth

Among the 30 Regional Growth Centers in the Puget Sound Region, the Silverdale Regional Center is the only center in an unincorporated area.

In the 2024 Comprehensive Plan, targeted growth for the overall Silverdale UGA includes 11,416 new jobs and 9,896 new people in the 20-year time horizon through 2044. A large share of that growth is planned to occur within the Silverdale Regional Center boundary.

According to the *2025 Silverdale Regional Center Market Study*’s updated land capacity analysis, the Center has space for 5,267 new housing units (for around 13,113 new residents) and 7,575 new jobs.

Silverdale over the next 20 years. Each scenario builds on a shared baseline of updated zoning, transit investment, and demographic trends, and layers in specific growth drivers that reflect both local planning opportunities and regional development precedents (ECONorthwest, 2025).

- **Scenario 1:** More residential growth through the adoption of a new Multifamily Tax Exemption and accounts for newly finished Hospital expansion.
- **Scenario 2:** Another expansion of the Hospital (in addition to the growth projected under scenario 1).
- **Scenario 3:** Highest residential growth with Old Town ferry related growth (assumes all the above under scenarios 1 and 2).

Activity Units	Baseline	Scenario 1	Scenario 2	Scenario 3
Residents	15,498	16,030	16,562	17,925
Employees	17,955	19,061	20,167	20,167
Activity Units	33,453	35,091	36,729	38,091
Resident/Job Activity Unit Split	46% / 54%	46% / 54%	45% / 55%	47% / 53%
Activity Units per Acre	46.7	48.9	51.2	53.1

Figure 1.4 Growth Scenarios Analysis and Planned Growth Targets

This updated evaluation confirms that the Silverdale Regional Center has sufficient land capacity to meet its long-term population and employment targets (ECONorthwest, 2025). As a large share of the targeted growth for the overall Silverdale UGA is planned to occur within the Silverdale Regional Center, it is important not only to accommodate additional development, but also to be mindful of the need to serve a range of income levels, household sizes, lifestyles, and community needs, while conserving the environment and upholding the vision for the Center. The remainder of this Plan addresses these and other considerations in greater detail.

Scenario 3 includes a potential new ferry service in Old Town, which could expand labor access and connectivity.

In 2025, Kitsap Transit conducted the Intracounty Passenger-Only Ferry (POF) Project to explore options for adding new POF ferry routes within Kitsap County. One of the routes evaluated would connect Bremerton to Silverdale.

This effort was intended to inform the development of an Intracounty POF Business Plan and Long-Range Strategy, which would serve as a blueprint for the implementation of local ferry services.

Planning for Housing Growth in the Center

The Silverdale Regional Center is anticipated to accommodate a significant proportion of the County’s population and employment growth. At the same time, it is already home to a large proportion of existing urban-density housing in the unincorporated County. Silverdale could be incorporated as a city later in the planning period. Accordingly, this Regional Center Plan builds on the Housing Element of Kitsap County’s 2024 Comprehensive Plan with additional policies and strategies to emphasize the built environment, including housing, needed to accommodate the employment and housing growth expected in the Silverdale area.

According to the 2025 Silverdale Regional Center Market Study’s updated land capacity analysis, the Center has space for **5,267 new housing units**. This would accommodate more than half of the allocated housing growth for the Silverdale UGA and approximately 36% of the allocated growth for unincorporated Kitsap County, as shown below.



Figure 1.6 The Highlands - Recent multifamily construction example just outside (north) of the Silverdale Regional Center Boundary

Housing Needs by Income Level (% of Area Median Income)		Estimated Housing Supply (2020)	Allocation (2020-2044)
0-30% AMI	Non-PSH	1,802	2,768
	PSH	8	1,214
> 30-50% AMI		7,335	2,376
> 50-80% AMI		21,046	1,996
> 80-100% AMI		13,531	1,028
> 100-120% AMI		7,815	1,012
> 120% AMI		18,450	4,103
Emergency Housing Needs (Temporary)		153	612
Total		69,987	14,498

Figure 1.5 Permanent Housing Needs by Income Level, Unincorporated Kitsap County, 2020-2044

The 2025 Silverdale Regional Center Market Study has shown that the Silverdale UGA is attracting young professionals and families, with increases in children, young adults (+4 percentage points), and family households (+5 points) from 2013 to 2023. At the same time, the share of residents over 65 has grown (+8 points), indicating rising demand for housing and services for older adults. In addition, workforce needs associated with Naval Base Kitsap and local hospital expansions are further contributing to housing demand.

The housing market reflects these trends: residents are nearly evenly split between renters (47%) and homeowners (53%). Most ownership units are single-family homes, while most rentals are multifamily. These dynamics highlight the need for a larger, balanced housing supply that supports residents at different life stages, from smaller rental units to family-sized homes. Additionally, due to the decreasing opportunity areas outside of the Center, the development pressure is expected to shift into the Regional Center.

As outlined in the 2024 Comprehensive Plan, Kitsap County administers several funding sources to address affordable housing and homelessness, including federal Community Development Block Grant (CDBG) and HOME funds, as well as state programs such as the Homeless Housing Grant Program (HHGP), Affordable Housing Grant Program (AHGP), Consolidated Homeless Grant (CHG), and Community Investments in Affordable Housing (CIAH). Additional tools the County could consider to fund affordable housing include Revolving Loan Funds and Real Estate Investment Trusts.

Among the affordable housing strategies available to the Silverdale Regional Center, a prior ECONorthwest study identified the implementation of a Multifamily Tax Exemption (MFTE) program as a particularly impactful tool. The analysis found that such a program could support redevelopment, infill, and mixed-use projects; help meet housing growth targets; expand the rental housing supply; and encourage mixed-income development.

Housing Growth Trends

Between 2020 and 2024, most permitted multifamily units in the Silverdale UGA were in mid-sized developments with 15 to 49 units. Approximately 750 of the 1,308 units permitted during that period fell within this category. However, Silverdale has also seen a few larger multifamily projects in recent years. More information about recent growth trends in the area can be found in the 2025 Silverdale Regional Center Market Study.



Figure 1.7 Stakeholder Workshop Engagement

Updating the Vision

The Silverdale Regional Center Vision was last updated in 2006. This Plan updates and refines that vision, strengthens community goals and policies, and adds greater detail through actions and recommendations for both near- and long-term projects to guide future growth and investment.

The topic-based visions established in 2006 (see next page) remain a strong foundation for the community's aspirations. A community survey conducted as part of this Update supports that these themes continue to reflect core values and priorities for the Regional Center's future. This plan builds on that foundation, expanding and updating it to address current and emerging needs. Through additional public engagement, stakeholders including property owners, businesses, employees, residents, and community members identified new priorities, opportunities, and ideas to further strengthen and connect these topic-based visions through integrated design and planning frameworks for the future.

Silverdale Regional Center Plan: 2006 Topic-based Visions



Urban Community & Design

Inspire a healthy, inter-connected urban community where pedestrians are priority, buildings and open space are openly inter-related, the site and design makes a positive contribution to the public realm, and ultimately, people thrive in vibrancy, whether working or living in Silverdale.



Connectivity & Mobility

Create a multimodal transportation system that supports an increasing number of people living, working, and visiting Silverdale and increases the ability to access destinations without the need for a personal automobile.



Natural Environment

Build a community that features nature into this developing urban community, creates landscapes that restore both nature and human activity, and cares for and preserves the natural environment for ourselves and future generations.



Economic Development

Foster re-development through processes that balance flexibility and predictability, effective use of financial incentives, and cultivation of public/private partnerships that result in mutually beneficial solutions.



Housing

Nurture a community that accommodates a diversity of income levels, activities, amenities, open spaces, gathering places, recreation, and mobility options that all contribute to a self-sustaining community where people aspire to live, work and play.

The topic-based visions outlined above remain central to the Silverdale Regional Center's future. They help organize the Plan's goals, policies, and actions for each key area of focus (see Chapter 6). Chapter 3: *Vision & Concepts* builds on these themes, showing how they come together in a holistic framework that connects ideas, physical design concepts, and priority initiatives to guide future growth and investment in the Regional Center.

2. PROCESS

Overview

The Silverdale Regional Plan is the result of multiple planning efforts and builds on prior county work that helped establish the Center's current vision. This update was initiated to ensure Kitsap County meets Puget Sound Regional Council (PSRC) requirements and retains Regional Growth Center status for Silverdale. As part of the process, a market study for the area was completed in early 2025, and the County coordinated with Public Works and the PSRC on plan goals and policies. The update began with a visioning effort involving local stakeholders, followed by workshops to refine priorities and actions for the Regional Center. Through November 2026, the County will also update development and design standards for the area.

Timeline

The Silverdale Regional Center Plan Update, conducted from Spring 2025 through Spring 2026, followed a comprehensive and iterative planning process. Engagement efforts included close collaboration with County department staff, stakeholder groups such as property and business owners, partner agencies, and community organizations, as well as outreach to residents and the broader public.



Figure 2.1 Project Timeline

Part 1: Vision & Opportunities

April - June 2025

The first phase of the Plan Update centered on refining the long-term vision for the Regional Center. This work involved clarifying community goals, identifying key assets, mapping major project opportunities, and outlining strategic public investments to catalyze private development and support mutually reinforcing growth.

During this phase, the planning team conducted a community visioning survey, hosted a virtual workshop, met with the Central Kitsap Community Council, and held a stakeholder vision and concepts workshop. These efforts helped identify future opportunities for transportation, housing and commercial infill development, and new parks and public spaces. Together, the team and community explored possible development concepts and priority moves to help illustrate and advance the shared vision for the Regional Center's future.



Vision & Opportunities

- **What's working? What's not? What could be better?**
- **Where do we see the Center in 5, 10, 15, and 20 years? Who will it be for?**
- **What kinds of investments** do we want to make, and what should come first?

Part 2: Regional Center Plan Update

June 2025 - March 2026

The second phase of the project focused on developing a comprehensive framework for the Regional Center. This included identifying areas for future investment, exploring design and planning concepts for redevelopment, and determining the infrastructure and investments needed to support these efforts. The phase also refined goals, policies, and recommended actions to advance the community vision.

This work was highly iterative, incorporating feedback through an in-person community workshop where initial concepts developed from the June stakeholder workshop were presented to confirm community priorities. A second in-person stakeholder workshop further refined development concepts and implementation strategies, ensuring strong alignment with community goals.



Regional Center Plan

- Where should we **prioritize investments** in streets, connections, parks, and public spaces?
- What **types of development** do we want for commercial, housing, and community spaces?
- What **funding, policies, incentives, and partnerships** are needed to bring our vision to life?

Part 3: Design Standards Update

March - November 2026

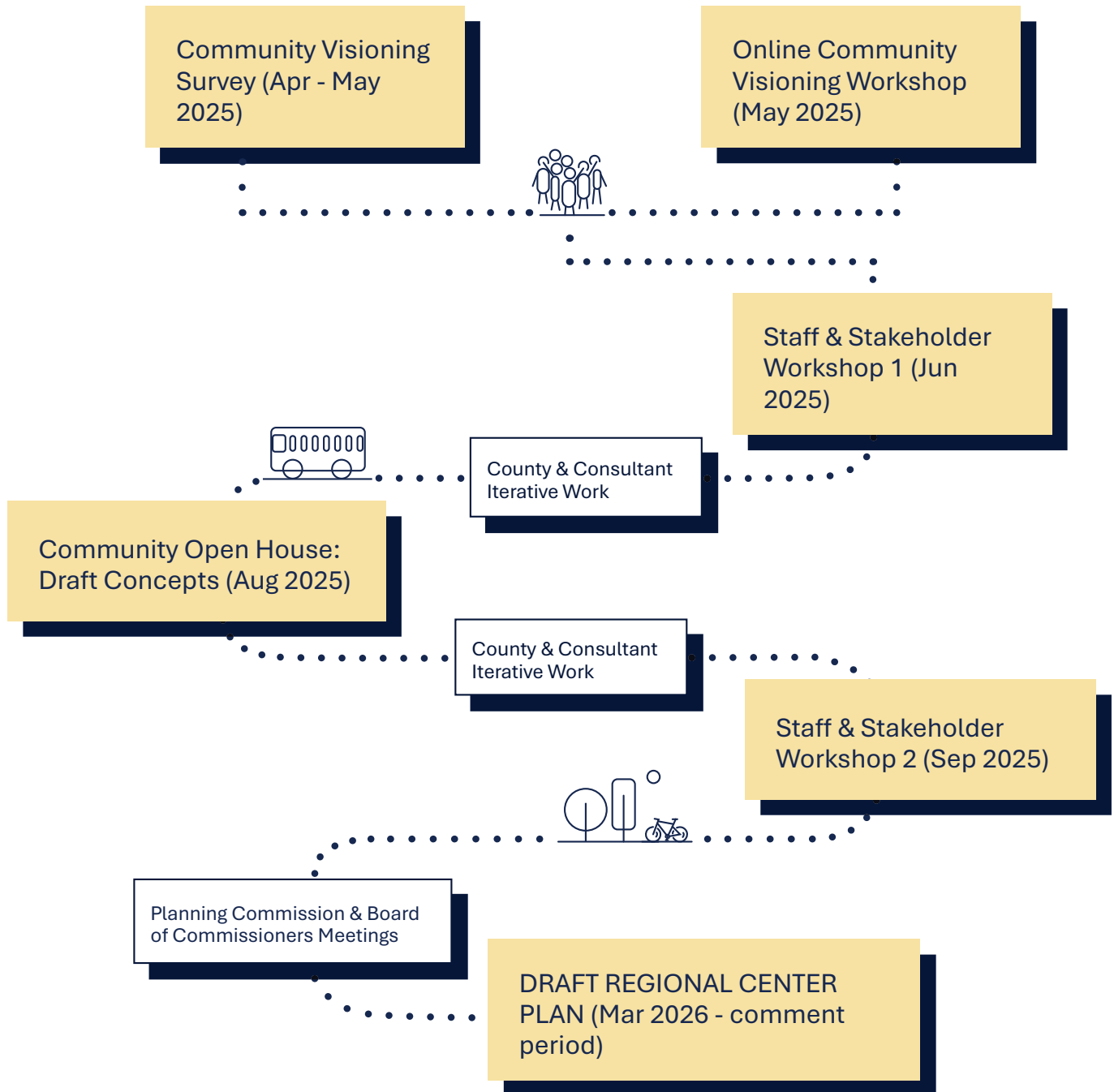
The third phase, currently underway, focuses on refining the Regional Center Plan in response to public comments, and updating design standards to align with the development vision. The goal is to translate the community vision into flexible, implementable guidelines that support high-quality, context-sensitive development. This phase includes collaboration with design and development stakeholders, public input through comment forms, and review by the Kitsap County Planning Commission and Board of Commissioners to ensure alignment with community priorities and readiness for adoption.



Design Standards

- How do we **clearly translate the development vision**?
- What **standards and policies can guide future development** while staying flexible as needs change?
- How we ensure guidelines **support great ideas without limiting what's possible**?

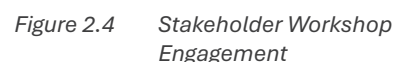
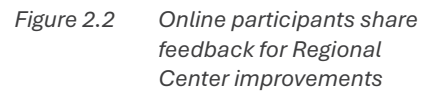
Engagement Process



Visioning Survey & May 15th Community Virtual Workshop

- **East-West Connectivity:** Enhance pedestrian and bike connections between the Kitsap Mall, Hospital, YMCA, and Old Town
- **Trail-Oriented Development:** Clear Creek as a green corridor linking housing, transit, and community spaces
- **Context-Specific Design:** Address everyday and destination needs with tailored design approaches
- **Housing Diversity:** Support a mix of housing types, including higher-density and affordable options
- **Distinct Retail Areas:** Maintain Old Town character and walkability; reimagine Mall area as a community destination with its own public realm
- **Micro-Activation & Placemaking:** Add pocket parks, street improvements, and small gathering spaces
- **Waterfront as a Destination:** Develop a continuous trail/boardwalk connecting Clear Creek, Old Town, and future ferry service

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- **Waterfront as a Destination:** Develop a continuous trail/boardwalk connecting Clear Creek, Old Town, and future ferry service



August 20th Community Open House

General alignment with key concepts shared with additional feedback highlighting:

- Support for small-scale, quick-win projects and interim strategies, including community art and events
- Emphasis on implementation and accountability
- Balance growth with parking, infrastructure, and traffic capacity
- Promote affordable and “missing middle” housing

September 30th Staff & Stakeholder Workshop 2

- Prioritize a transit circulator and coordinate with S-TIS identified projects
- Explore funding tools, including TIF and BIDs
- Apply a Complete Streets approach to key streets
- Integrate stormwater management into public amenity projects
- Incorporate long-term planning for adjacent and satellite areas



Figure 2.5 Community Open House Activity Boards



Figure 2.6 Community Open House



Figure 2.7 Stakeholder Workshop 2

3. VISION & CONCEPTS

The Silverdale Regional Center envisions a thriving, sustainable, and livable neighborhood centered on a walkable, mixed-use core. In this future vision, streets are connected by safe pedestrian, bicycle, and transit networks, housing is diverse and attainable, and a vibrant commercial hub and waterfront district are supported by welcoming public spaces and essential services, all while celebrating Silverdale's unique natural setting.

In this Section:

- Plan Drivers, pages 28
- Urban Design Framework & Area Concepts, pages 36

Plan Drivers

To transform the Silverdale Regional Center, we must take action: increase density and investment, welcome new development and redevelopment, and pursue innovative opportunities that redefine the connection between retail and residential. At the same time, we will strengthen our existing assets, including streets and public spaces, while improving access to Old Town, Dyes Inlet, the Clear Creek Trail, and other community amenities.

The opportunities, challenges, and considerations outlined in the following pages provide the foundation for the vision, concepts, and strategies that will guide the future Silverdale Regional Center.

Kitsap County Comprehensive Plan

The vision for the Silverdale Regional Center follows the policy direction of the Kitsap County Comprehensive Plan and reflects the input of community members and stakeholders gathered throughout the planning process. It represents a long-term vision that will require coordinated commitment and collaboration among multiple partners to achieve.

Previous Plans & Reports

Community & Stakeholder Engagement

Market Analysis & Findings

Ongoing County & Community-led Efforts

Silverdale Regional Center Plan

In addition to plans, studies, and community input, the Silverdale Regional Center Plan is guided by Puget Sound Regional Council (PSRC) VISION 2050 and the requirements for Regional Growth Centers, ensuring alignment and consistency for certification.

Previous Plans & Reports

The County has made significant progress supporting the Regional Center's future growth. All concepts, goals, and policies in this Plan are guided by the Kitsap County Comprehensive Plan and shaped by community and stakeholder input specific to the Regional Center.

Below is a list of previous planning efforts relevant to the Silverdale Regional Center with year indicated. Note that this list is not exhaustive.

- [Kitsap 2044 \(Comprehensive Plan, 2024\)](#)
- [Housing Analysis Findings \(County, 2024\)](#)
- [Capital Facilities Plan \(2024\)](#)
- [Parks, Recreation, and Open Space \(PROS\) Plan Update \(2025\)](#)
- [Kitsap Transit Long Range Plan \(2022\)](#)
- [Kitsap County Non-Motorized Facility Plan \(2018\)](#)
- [Silverdale Transportation Implementation Strategy \(2018\)](#)
- [Silverdale Regional Center Plan \(Prior, 2024\)](#)
- [Silverdale Design Standards \(2019\)](#)
- [Silverdale Regional Center Market Study \(2025\)](#)

Throughout this document, connected countywide and center-specific planning efforts are highlighted in colored side boxes.

Prior Regional Center Update

The Silverdale Regional Center Subarea Plan was updated through the 2024 Comprehensive Plan process, and many of its goals and policies are already underway or implemented. Still, projected growth and evolving community priorities require a more comprehensive, forward-looking update.

This updated Plan looks to:

- Advance the Regional Center vision (last updated in 2006) with long-range concepts that reflect community vision and future opportunities.
- Reassess and refine existing goals and remove outdated policies.
- Establish new priorities for growth, housing, economic development, and infrastructure.
- Provide more detailed, actionable guidance.

Throughout this Plan Update, community and stakeholder input from surveys, virtual meetings, and in-person workshops consistently identified some key priorities for the future Silverdale Regional Center:

-
- A close-up photograph showing a person's hands holding a 'Infill Redevelopment Application' form. The form features a map of a city grid and some text. The person is wearing a blue and black plaid shirt. On the desk, there are several other documents, a blue pen, and yellow and orange sticky notes. The background is slightly blurred, showing more papers and a red container.

Figure 3.1 Stakeholder Workshop 2 discussing plan concepts



Figure 3.2 Stakeholder Workshop 1 discussing opportunities and challenges

2025 Market Study

The 2025 Market Study evaluates the economic and market potential of the Silverdale Regional Center to inform future planning decisions. It identifies key opportunities and challenges to guide Silverdale's growth:

Opportunities

- Strong demand for 3-story multi-unit housing.
- Prime redevelopment potential in Old Town (transit-oriented), near Strawberry Creek, Hospital, and along Silverdale Way.
- New Multifamily Property Tax Exemption (MFTE) program can support mixed-income development.
- Adaptive reuse of large retail spaces offers opportunity amid big-box closures.
- Hospital expansion and healthcare demand increase need for workforce and seasonal housing.
- Investments in the arts, entertainment, and retail sectors have strong potential to enhance Silverdale's appeal.
- Waterfront revitalization potential.
- The Kitsap Transit Center and a potential new ferry route currently being studied by Kitsap Transit to connect Bremerton to Silverdale could improve regional access and labor market connectivity.

Challenges

- Regulatory barriers: height limits, parking minimums, high impact and affordable housing fees, permit delays, complex stormwater rules, and inflexible variance/appeals processes.
- Limited buildable land, workforce access constraints, and uncertain financing.
- Redevelopment requirements hinder small projects; adaptive reuse is often costlier than new construction.
- Insufficient housing supply, particularly for temporary and contract medical staff.
- Lack of onsite childcare limits workforce participation.
- Limited family-oriented recreation and entertainment affects staff recruitment and retention.



Figure 3.3 Recent Multifamily Construction: The Rivulet Apartments (2023) feature 78 units with amenities and a Clear Creek Trail connection



Figure 3.4 The new Transit Center offers increased bus operating capacity, closer proximity to housing, jobs and services

Development Opportunities

Vacant Land

The most promising development opportunities are on centrally located vacant parcels that are already zoned for higher-density, mixed-use development and sit adjacent to existing developments. Much of this land is likely used for parking by nearby commercial buildings. Depending on the needs of these establishments, these parcels could pose an opportunity for redevelopment infilling with existing retail.

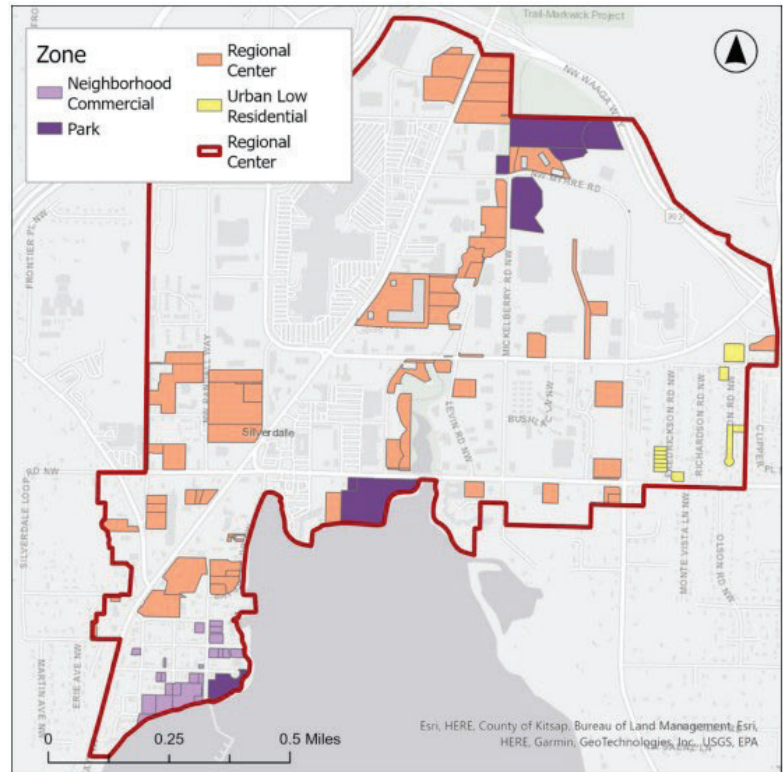


Figure 3.5 Vacant Parcels, 2025 Silverdale Regional Center Market Study

Underutilized Land

Nearly 42 acres within the Regional Center are not vacant but “underutilized,” with a building-to-land ratio of less than 50%, indicating the structures on the property are worth less than half of what the land is worth alone. Because the land may be more valuable than the current use, underutilization indicates the parcel may be positioned for redevelopment into a more profitable use.

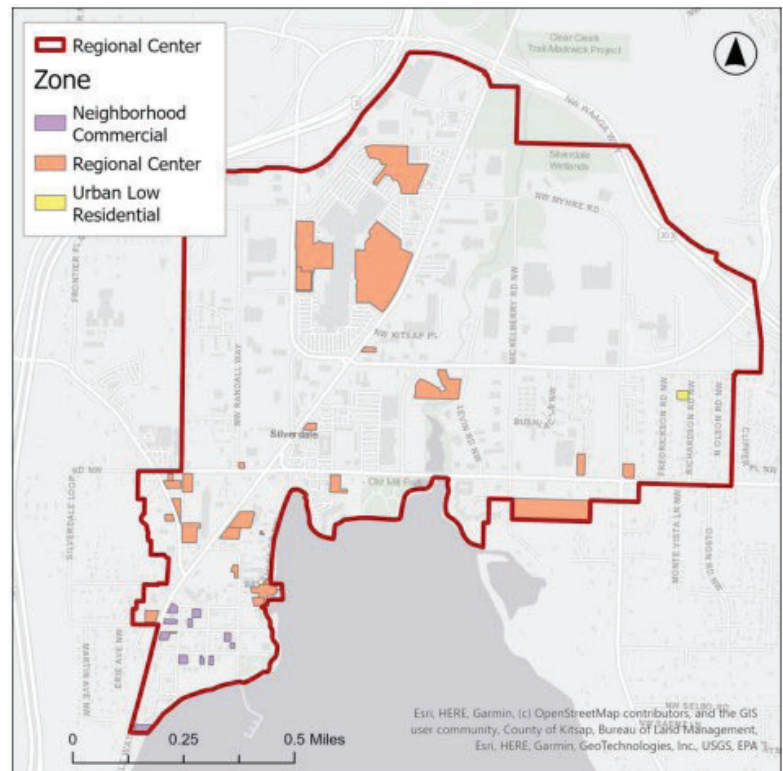


Figure 3.6 Underutilized land, 2025 Silverdale Regional Center Market Study

Market Study

Recommendations

Increase Residential Capacity and Commercial Infill Development

- Review permit processes and impact fees; consider reductions, waivers, or reimbursements.
- Promote transit-oriented development; consider overlays near ferry and Old Town.
- Identify infrastructure improvements to support mixed-use housing, walkability, stormwater, public art, and community amenities.
- Reduce minimum parking requirements.
- Support local businesses via attraction campaigns, public realm improvements, partnerships, and financing tools.

Plan Direction:

- Coordinate with departments and community/ stakeholders to align on infrastructure improvement areas.
- Update relevant goals, policies, and implementation priorities.

Advance Redevelopment in the Regional Center

- Incentivize adaptive reuse, especially in opportunity or business-closure areas.
- Consider a redevelopment-focused staff member or organization.
- Advance public-private partnerships in support of Silverdale's economic development.
 - Create compelling development strategy with demonstrable public benefit.
 - Build support among officials, stakeholders, and developers.
 - Identify priority sites and lay the groundwork for development through predevelopment activities
 - Utilize appropriate public assistance tools effectively.
 - Structure a fair deal and monitor project performance.

Plan Direction:

- Hold stakeholder workshops to identify key development sites, establish development framework and vision, and set groundwork for public-private partnerships.
- Update relevant goals, policies, and implementation priorities.

Market Study

Recommendations (cont'd)

Improve Community Quality of Life

- Support the addition of more restaurants, arts and entertainment businesses, and childcare facilities.
- Improve public spaces: parks, trails (Clear Creek Trail), waterfront, recreational and pedestrian facilities.
- Expand multimodal transportation: including park-and-ride lots, worker-driver buses, local buses, and ferries to Port Orchard and Seattle.
- Promote placemaking efforts to help transform the area into a walkable destination where residents can connect, gather, and spend locally.
- Prioritize multimodal improvements: sidewalks, bike and pedestrian paths, parks, public spaces, and neighborhood branding, to create a more welcoming, distinct community.

Plan Direction:

- Develop concepts for key areas within the Regional Center that showcase vibrant mixed-use development and engaging public spaces, guiding updates to goals and policies.
- Coordinate with ongoing street projects and identify future streets for strategic multimodal investments.

Update Vision and Goals to Reflect Current Opportunities and Support Regional Center Growth

- Promote increased integration of housing in the Center including mixed-use, workforce, multi-family, and middle housing.
- Support medical-related development (hospital expansions as catalysts).
- Promote adaptive reuse of aging commercial buildings.
- Recognize the need to invest in creating more third places, entertainment, restaurants, and childcare facilities.
- Support transit-oriented development near new Transit Center and Old Town ferry.
- Strengthen partnerships with Hospital, Navy, Port of Silverdale, and Kitsap Economic Development Alliance.
- Convene stakeholder focus groups to align on attracting residents and strengthening the economy and quality of life.

Plan Direction:

- Update relevant goals, policies, and implementation priorities, including consideration of a new MFTE program to support residential growth in the Center.

Ongoing/Planned Efforts

It is important that the Silverdale Regional Center Plan Update coordinate with ongoing and planned efforts to ensure alignment around a shared long-term vision and framework for the Regional Center. Some important efforts are listed below.

- Silverdale-specific Public Works projects including priority projects outlined in the six-year Transportation Improvement Program (TIP) 2025-2030:
 - Silverdale Way preservation (priority #14 in TIP, preservation and accessibility improvements)
 - Ridgetop Boulevard: Mickelberry to Myhre (priority #20 in TIP, roadway and sidewalk improvement)
 - Bay Shore, Washington, and Byron improvements (roads, sewer, and stormwater)
 - Pump Station 4 and Central Kitsap piping upgrades (capacity and efficiency)
 - Cured in Place Pipe, Bucklin Hill Road (stormwater infrastructure rehabilitation)
 - Bucklin/Tracyton Regional Stormwater Facility
 - Silverdale Way stormwater retrofit (proposed)
- Silverdale Design Standards and Development Code Updates.
- Exploring and adopting a new MFTE program.

Learn more about transportation projects on page 52.

Private/Community-led

Coordinating with privately developed projects and community-led efforts is essential to advancing the Regional Center vision. Community and stakeholder input shaped the concepts and goals in this plan, and continued engagement with both developers and local stakeholders will guide implementation, promote complementary investments, and ensure growth reflects the priorities and vision of the whole community as implementation occurs.



Figure 3.7 Ridgetop Boulevard: Mickelberry to Myhre
The project will widen the roadway to four travel lanes with a divided median and upgraded intersections



Figure 3.8 Stakeholder Workshop 1 focused on building consensus around a shared development framework for the Regional Center

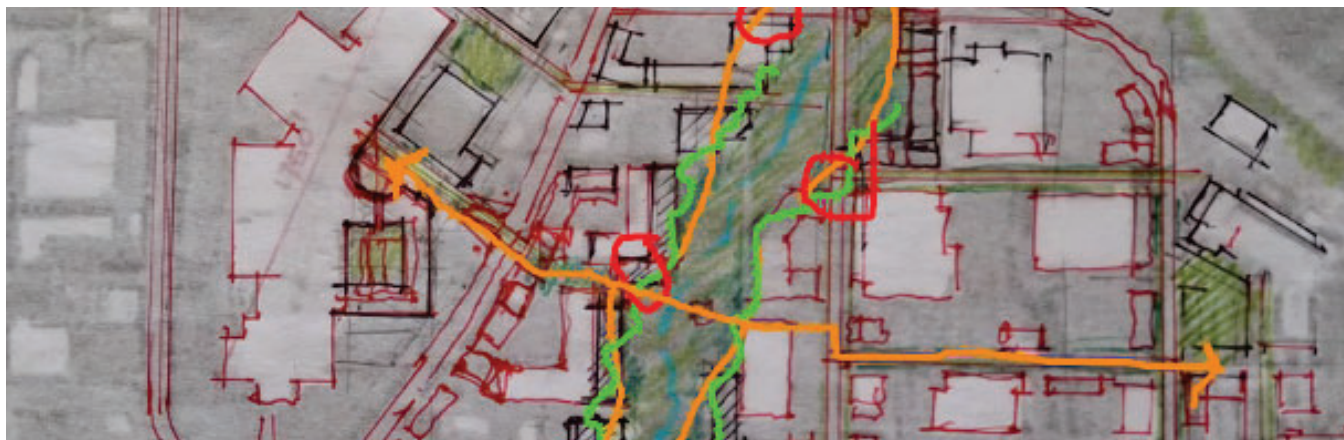


Figure 3.9 Sketch of trail-oriented development opportunity

Urban Design Framework

The Silverdale Regional Center’s topic-based vision statements (see next page) remain strong and relevant. This Update translates those enduring ideas into a cohesive urban design framework that meets today’s needs while planning for future generations. The framework emphasizes connected, walkable neighborhoods, integrating natural features into daily life and supporting a mix of building types and housing options for sustainable, market-responsive growth.

It is important to recognize that this Plan presents a long-term vision and framework for Silverdale’s development. Today, Silverdale lacks a cohesive mixed-use, downtown, walkable core partly due to its incremental growth, suburban highway location, and the absence of an early guiding plan for a central hub. Current land uses, large parcels, and a shifting real estate market mean the community and County must be strategic with investments and partnerships to realize this vision. Some sites may maintain existing uses over the next 20 years, while others may become opportunities for forward-thinking redevelopment.

From Vision to Concept

This chapter’s urban design framework and concepts show some ways the community’s vision for the Regional Center could take shape. Co-developed through feedback from surveys, workshops, and stakeholder input, these long-range ideas will require multi-agency collaboration, development incentives, public-private investments, favorable market and regulatory conditions, and strong community commitment to become reality!

Silverdale Regional Center Plan: Topic-based Visions (updated)



Urban Community & Design

Inspire a healthy, interconnected urban community where pedestrians are priority, buildings and open space are openly interrelated, the site and design makes a positive contribution to the public realm, and ultimately, people thrive in vibrancy, whether working or living in Silverdale.



Connectivity & Mobility

Create a multimodal transportation system that supports an increasing number of people living, working, and visiting Silverdale and increases the ability to access destinations without the need for a personal automobile.



Environment and Climate

Foster a community that integrates natural elements into the built environment, creates landscapes that restore the connection between people and nature, and safeguards the environment for present and future generations.



Economic Development

Foster re-development through processes that balance flexibility and predictability, effective use of financial incentives, and cultivation of public-private partnerships that result in mutually beneficial solutions.



Housing

Nurture a community that accommodates a diversity of income levels, activities, amenities, open spaces, gathering places, recreation, and mobility options that all contribute to a self-sustaining community where people aspire to live, work and play.

The topic-based visions outlined above continue to guide the Silverdale Regional Center's future. They shape the urban design framework and ideas in this chapter and provide the organizing structure for the Plan's goals, policies, and actions for each key topic area (see *Chapter 5: Goals and Policies, Page 81*).

Challenges

While Silverdale has many strengths, including its many businesses and diverse uses, a waterfront setting, and access to natural amenities, the Regional Center faces urban design challenges shaped by its development history and location. These conditions make it difficult to fully realize the community's vision for a vibrant, walkable, community-focused center.

- **Disjointed land uses.** Incremental and unplanned development has resulted in scattered, disconnected land uses, reducing opportunities for synergy between businesses, services, and housing, and limiting the potential for a cohesive, walkable community.
- **Lack of an identifiable center.** Like many outer suburbs developed in the late twentieth century, Silverdale lacks a true, pedestrian-oriented focal point and a mix of complementary uses that serve diverse needs throughout the day and evening. This makes it difficult to establish a strong sense of place and to support a walkable, community-focused environment.
- **Arterial-dominated streets.** Large blocks and a road network designed primarily for vehicles create circulation challenges for pedestrians, cyclists, and other non-motorized users, leading to an environment that feels uninviting for walking.
- **Market challenges for compact urban development.** The combination of its suburban location and auto-oriented character makes it more difficult to attract and support the smaller-scale, pedestrian-friendly development forms desired for the area.



Figure 3.10 Big-box retail stores, strip mall conditions, and large parking lots dominate the visual character of the Silverdale Regional Center



Figure 3.11 Without a clear plan for building community, Silverdale's land uses and urban form have developed in a fragmented, disconnected way

Opportunities

Despite the challenges noted, Silverdale features many assets that, when combined with thoughtful planning, enhanced development regulations, and community management and leadership, can help the subarea achieve its vision.

- **Plan for enhanced connectivity.** Identify future connections and update zoning and design provisions that integrate new pedestrian and vehicular connections in conjunction with new development.
- **Today's parking lots are tomorrow's development opportunity.** Kitsap Mall's large parking lots and other large parking lots serving big-box stores provide some of Silverdale's best opportunity areas to transform the area into a vibrant pedestrian-oriented mixed-use community.
- **Emphasize and enhance the waterfront.** Prioritize waterfront areas and connections to the waterfront with public improvements and updates to zoning and design regulations that enhance the character, visibility, and accessibility of the waterfront.
- **Orient to trails.** Clear Creek Trail is a tremendous asset to Silverdale. Zoning and design regulations could be updated to promote development that orients towards the trail and riparian corridor as an amenity.
- **Build upon the unique character of Old Town.** Zoning and design regulations could be updated to reinforce and enhance Old Town's human-scaled development pattern while allowing for infill development.



Figure 3.12 Kitsap Sailing, Old Town

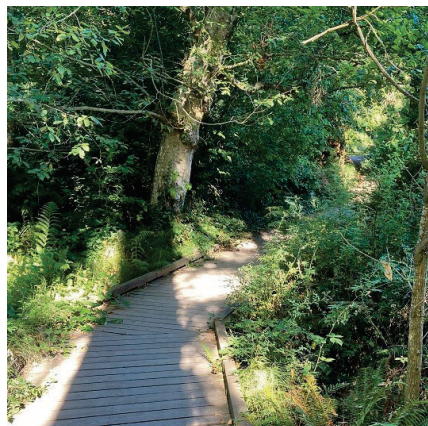


Figure 3.13 Clear Creek Boardwalk



Figure 3.14 Kitsap Mall

Future Opportunities

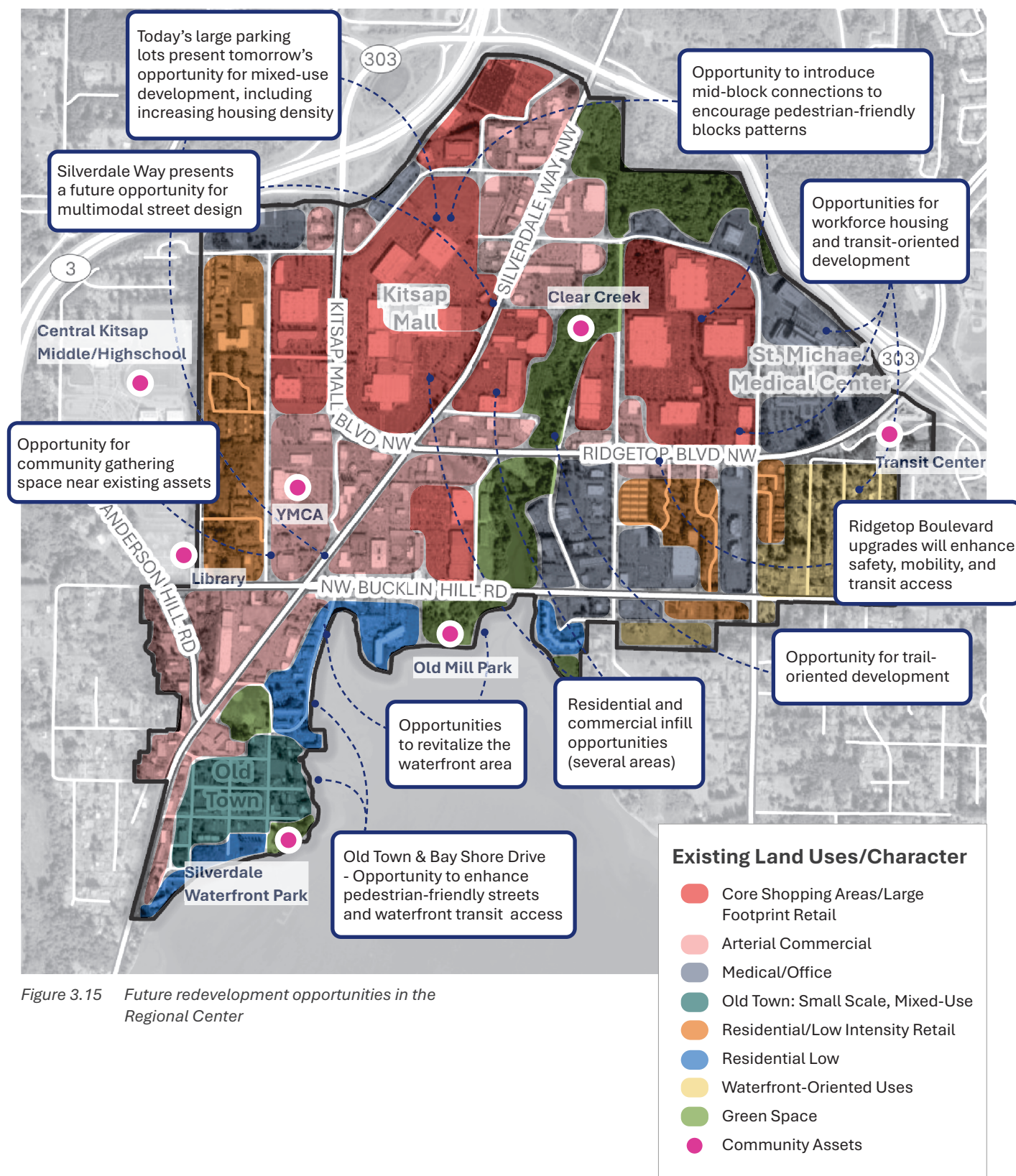


Figure 3.15 Future redevelopment opportunities in the Regional Center

Silverdale Regional Center: Planning Framework and Concepts

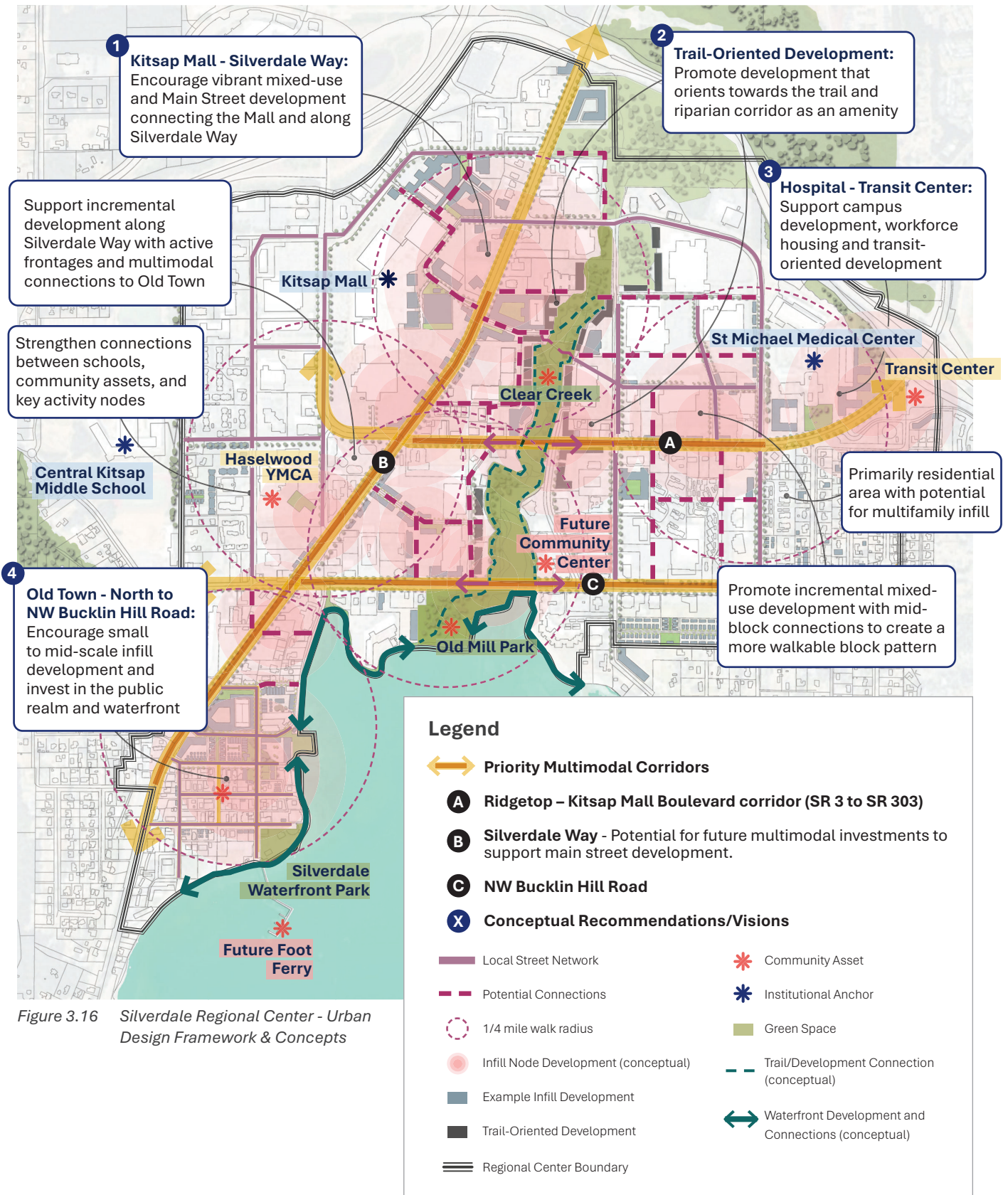


Figure 3.16 Silverdale Regional Center - Urban Design Framework & Concepts

Area Concepts

1 Kitsap Mall - Silverdale Way

Community feedback shows that while Silverdale residents value the convenience of clustered big-box retail, they want the Regional Center to be more walkable, bike-friendly, and community-oriented—a place where people spend time beyond shopping. **Transforming largely auto-oriented areas, including big-box stores, parking lots, and strip malls, will require long-term coordination among County departments and agencies including Community Development and Public Works, as well as property owners and developers.** While Kitsap Mall remains a major destination with no immediate plans for major redevelopment, strategic opportunities exist, such as underused parking lots for higher-density housing and adaptive reuse of aging or vacant commercial buildings.

The Plan concept promotes integrating the Kitsap Mall area into the broader Regional Center, creating a vibrant, connected district rather than a standalone site. It emphasizes incentivizing mixed-use development including multi-unit housing, entertainment and community gathering spaces, enhancing the public realm with parks and plazas, and activating Silverdale Way with retail and streetscape improvements to strengthen pedestrian connections to Old Town and Clear Creek.

This is a long-term vision. During stakeholder workshops, participants expressed strong interest and excitement in future mixed-use development opportunities and enhancing the outdoor public realm at the Kitsap Mall area. Continued engagement with key stakeholders of the Mall property will be essential to guide flexible, public-private implementation and ensure the area evolves as a vibrant, connected part of the Regional Center.



Figure 3.17 Aerial view of Kitsap Mall

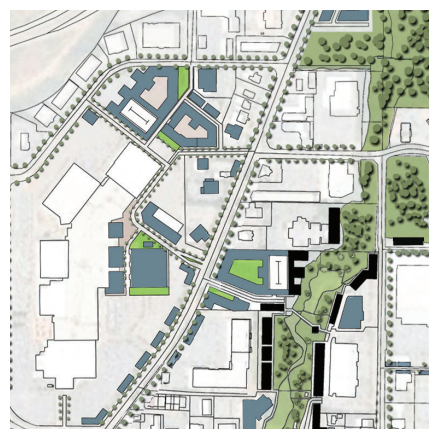


Figure 3.18 Infill development by Kitsap Mall and Silverdale Way (Conceptual)



Figure 3.19 University Village: Example of a previous strip mall transformed into lifestyle and urban retail model

Kitsap Mall - Silverdale Way (concept)

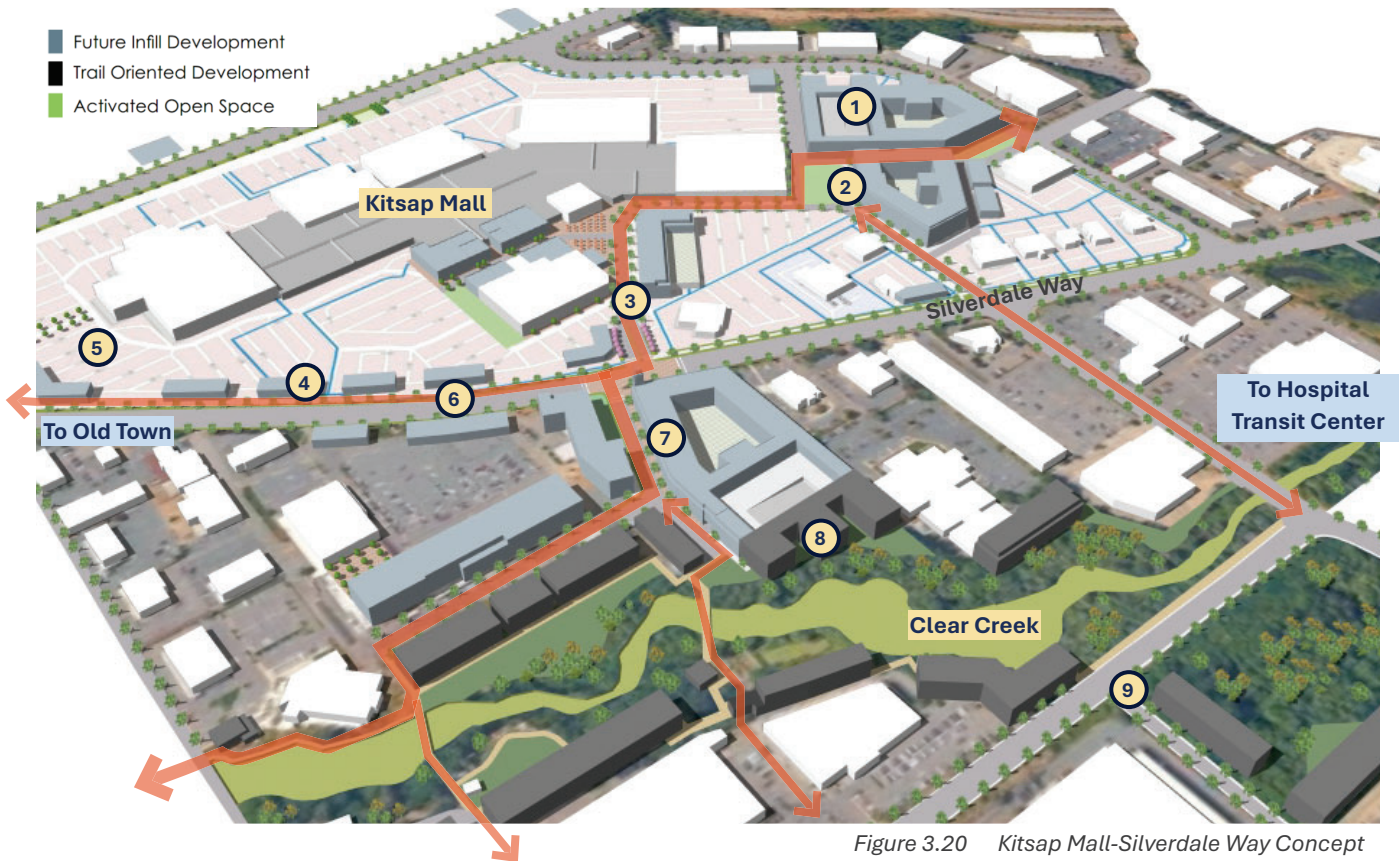


Figure 3.20 Kitsap Mall-Silverdale Way Concept

1. Underused surface parking lots can be redeveloped with **multi-family buildings featuring ground-floor retail along new public streets**, with parking provided via decks, on-street spaces, and existing lots.
2. New buildings face **public greens, pocket parks, and plazas**, supporting outdoor dining and programmed events.
3. **A new urban street** connects a family entertainment anchor to the mall, **expanding pedestrian circulation**, supporting open-air leases, and allowing occasional street closures for events.
4. “Liner Buildings” serve as short-term, flexible uses that help create **pedestrian-friendly block frontages and support active street fronts**.
5. **Existing parking remains for mall, business, or Regional Center park-and-ride use** until demand supports structured parking or site redevelopment.
6. Multimodal investments on Silverdale Way to provide **safe, vibrant walk and bike connections to Old Town and the waterfront**.
7. Over time, **incremental housing and mixed-use development** can link the mall to Clear Creek and nearby businesses.
8. **Trail-oriented development** connects residences to private and public spaces along the creek.
9. Key east-west intersections are ideal for **community activity nodes such as cafés, corner stores, childcare facilities, and other amenities**.
10. Opportunity to **replace aging grey infrastructure with green stormwater solutions** during redevelopment (overall).

2 Trail-Oriented Development: Clear Creek

Throughout past and current planning efforts, Clear Creek has consistently been recognized as a defining natural and community asset for a reimagined Silverdale Regional Center. County staff, stakeholders including business and property owners, community organizations, public agencies, elected officials, and the broader public emphasized that the creek should be celebrated and carefully preserved. Stakeholder workshops envisioned trail-oriented development along Clear Creek, featuring housing oriented to the trail for access to trail networks, while mixed-use fronts face Silverdale Way and other major corridors. Elevated public pathways could provide important east-west connections across the Regional Center, offering safe routes for pedestrians and bicyclists. Care should be taken to ensure development within critical buffer areas avoids negative environmental impacts.



Figure 3.21 Example of trail-oriented development in Victoria, British Columbia



Figure 3.22 Clear Creek Trail-Oriented Development Concept
A vision for Clear Creek Park that integrates neighborhood-scale, multifamily housing oriented toward the creek. Private open spaces would connect to a new, continuous public walking and biking path running north-south, linking the Silverdale Waterfront and Old Town. The primary creek corridor would be preserved in its natural state, with targeted trail improvements to support recreation, and development thoughtfully buffered to protect critical environmental areas.

3 Hospital - Transit Center

The St. Michael Medical Center recent and planned expansions, including women's health, cardiovascular, orthopedic, imaging, urgent care, and the potential establishment of a teaching hospital, will further solidify Silverdale's role as a regional healthcare hub. This growth is expected to sustain demand for additional medical office space and support continued development or redevelopment of properties for healthcare and outpatient services. Hospital expansion also creates significant demand for workforce and seasonal housing, particularly for medical staff and traveling nurses on short-term assignments. Expanding housing options near the medical campus presents a clear opportunity to support workforce retention, improve quality of life, and strengthen the local economy.

Transportation investments enhance this opportunity. The new Kitsap Transit Center directly across from the Hospital improves accessibility for employees and patients, while growing interest in foot and fast ferry service could expand the labor shed and regional patient draw. Planned multimodal improvements along Ridgetop Boulevard will support safer biking, pedestrian crossings, and sidewalks to better connect housing, commercial, and medical areas.



Figure 3.23 St. Michael's supports Silverdale's position as a growing regional medical hub



Figure 3.24 Example: Bridges@11th An apartment complex providing priority access to faculty and staff of UW Medicine and Seattle Children's Hospital

2025 Regional Center Market Study

Market analysis indicates that development feasibility near the Hospital would be strengthened by reducing minimum parking requirements and increasing base height limits, allowing for higher-density residential and mixed-use projects. Coordinated partnerships with the Hospital and healthcare stakeholders, including focus groups with medical professionals, can further refine development strategies to attract residents, support workforce needs, and enhance Silverdale's long-term economic vitality.

4 Old Town - North to Bucklin Hill Road

Community and stakeholder engagement emphasized Old Town as central to the Regional Center’s future vision. The area is valued for its small-scale character, local businesses, and walkable block pattern. The community supports preserving this character while allowing thoughtful redevelopment and public realm improvements.

Old Town Infill Opportunities

- **Preserve Small-Scale Character:** Support walkable blocks and new public spaces by limiting block sizes and tailoring open space requirements to parcel size and location.
- **Gradual Densification:** Larger parcels along Silverdale Way and north towards Bucklin Hill Road can host bigger mixed-use buildings with structured parking.
- **Streetscape & Public Realm:** Prioritize pedestrian, intersection, and waterfront-access improvements to strengthen safety, character, and connectivity.
- **Mobility Connections:** Position Old Town as a key connection node for a future transit circulator, trail system, and potential foot ferry service.
- **Waterfront Activation:** Revitalize the waterfront by connecting trails, parks, and the boat launch, while adding new amenities and nearby restaurants to strengthen community use and enjoyment.
- **Parking Management:** Explore district-wide parking strategies, including park-and-ride options and, where feasible, centralized garages.
- **Daylight Strawberry Creek:** Explore opportunities to daylight creek sections as a community green asset and integrated green infrastructure, ensuring that any restoration or design efforts are informed by, and aligned with, ongoing salmon recovery initiatives and habitat protection goals in the region.



Figure 3.25 Historic aerial view of Old Town



Figure 3.26 Old Town Today



Figure 3.27 Pedestrian-friendly plaza in downtown business district, Kirkland

Old Town Infill Redevelopment Concept



Figure 3.28 Conceptual infill redevelopment - Old Town

1. Infill redevelopment and new public streets, introducing a **mix of housing types and densities that gradually transition** from Old Town's small-scale, organic character to higher-density towards Silverdale Way frontage to the north.
2. Public realm improvements can include **pedestrian-oriented pathways, inviting storefronts, street trees and plantings, and stormwater features** designed as visual amenities.
3. **Larger multifamily buildings** should reflect the design character and scale of **Old Town**, ensuring new development complements the historic fabric. Their larger footprint may also create opportunities for **shared or centralized structured parking**.
4. **Multimodal improvements along Silverdale Way** to create safe, vibrant walking and biking connections between Old Town, the waterfront, and northern commercial areas, including Kitsap Mall.
5. **Day-lit Strawberry Creek** as a community pathway and integrated green infrastructure.
6. **Opportunity for continuous waterfront pathway** that integrates natural and built features, offering recreation, community amenities, and business opportunities.
7. **Waterfront community assets** like new parks, recreational amenities, and flexible outdoor spaces can help activate the waterfront as a vibrant community asset.
8. **Future foot ferry** presents opportunities for transit-oriented development for residents and workers, and attracting visitors to Old Town as a key destination.
9. **Small-scale infill development** filling gaps along key streets to create continuous, active frontages, supporting vibrant, pedestrian-oriented retail.

While Old Town should retain its cherished small-town character and pedestrian-scaled streetscapes, larger parcels north toward Bucklin Hill Road and along Silverdale Way could gradually accommodate larger, appropriately scaled development including multifamily housing with vibrant public realm improvements and open spaces.

Figure 3.29 Conceptual before-and-after view of a new 3-over-1 multifamily building north of Old Town along Silverdale Way



Strawberry Creek offers an opportunity to expand its channel and riparian corridor, improving habitat, reducing flow intensity, and enhancing safety at Silverdale Way. Trails, viewing areas, signage, and public art near Linder Field and the creek's confluence with Dyes Inlet could make it a visible community amenity and signature element of Old Town.



Figure 3.30 Bothell Horse Creek Improvements, Bothell

Other Big Block/Strip Mall Areas

The mix of existing uses, large parcels, and a shifting real estate market means Silverdale and Kitsap County will need strategic investments, partnerships, supportive development codes, and incentives to guide change. While some sites may maintain current uses over the next 20 years, unexpected vacancies could create opportunities for catalytic projects. Concepts for human-scale, pedestrian-oriented redevelopment successfully applied in one part of the Center, can serve as models for other big-box, strip mall, or large-block sites, allowing incremental redevelopment that strengthens the Regional Center over time.

Waterfront

Silverdale's substantial Dyes Inlet waterfront and upland water views are the Regional Center's biggest visual and physical amenity. Protecting and enhancing this asset will play a big role in the community's growth and character. Public assets include the Silverdale Waterfront Park, Old Mill Park, Clear Creek Trail, Port of Silverdale Boat Ramp, and Bayshore Drive. Numerous private developments and businesses take advantage of the waterfront setting, including Christa Shores Senior Living, Best Western Plus Silverdale Beach, Oxford Suites Silverdale, Golden Tides II, and the Yacht Club broiler, among other establishments. Further enhancing access to the waterfront and promoting infill development that strengthens the community's waterfront character and setting is essential. Implementation should coordinate public waterfront improvements with private development, update zoning and design regulations where needed, and offer incentives for infill projects that enhance the waterfront's character.



Figure 3.31 A vision for Silverdale: a compact, mixed-use center with welcoming streetscapes and open spaces



Figure 3.32 Example - Gig Harbor Waterfront

Parks & Community Spaces

Community engagement highlighted the need for diverse public spaces, parks, and “third places” where people can gather, alongside social and recreational amenities like cafés, restaurants, and flexible community centers. Activating and celebrating the waterfront while preserving natural elements was also a top priority. Creating these spaces will require a coordinated public-private effort. Some parks and amenities could build on existing projects, such as Public Works’ stormwater improvements on Clear Creek and efforts to daylight Strawberry Creek, while others may take shape through future private developments.

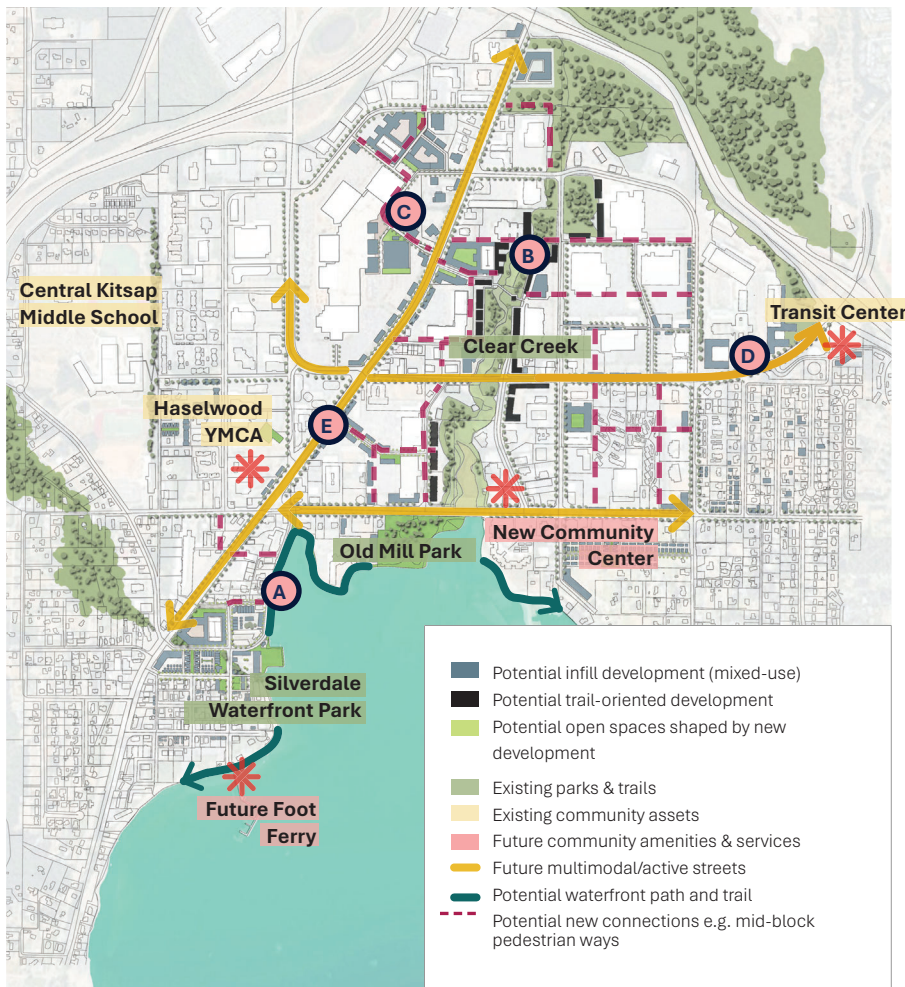


Figure 3.33 Opportunities for expanded community spaces, parks, and third spaces



Figure 3.34 Example: Waterfront walkway and park connecting parks, businesses and trails



Figure 3.35 Example: Trail-oriented housing, with shared path connecting to green space



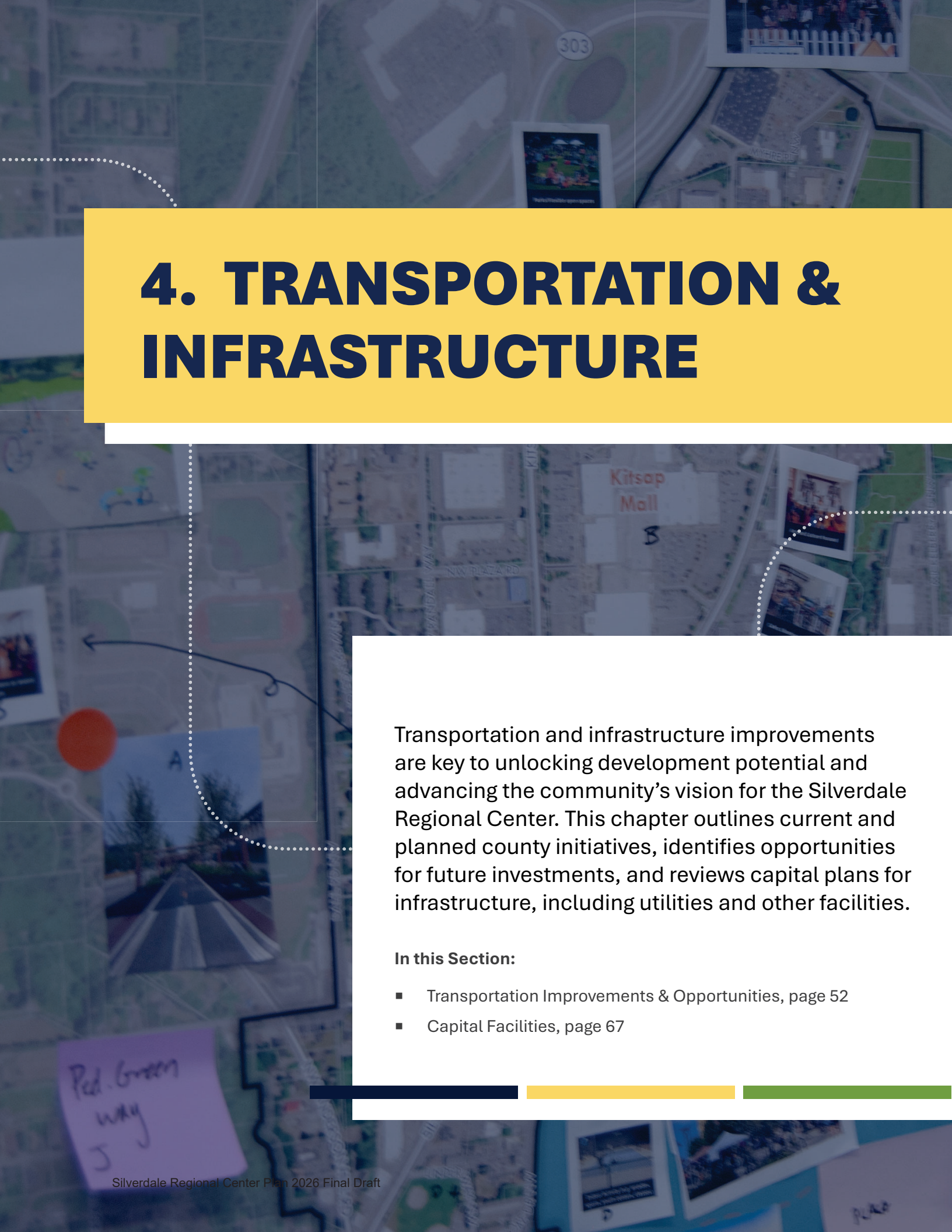
Figure 3.36 Example: Public parks and plazas shaped by private mixed-use/commercial development



Figure 3.37 Example: Pocket parks and seating areas for everyday use near workplaces



Figure 3.38 Example: Long-term transformation of active street edges shaping vibrant corridors

The background of the page is a collage of various elements. At the top, there's a map snippet showing a road labeled '303'. Below it, a yellow banner contains the section title. The lower half of the page features a larger map with a red circle and an arrow pointing to a specific location. To the right of the map, there's a white box containing text and a list. At the bottom, there are three horizontal bars in dark blue, yellow, and green. The bottom left corner has a purple sticky note with handwritten text.

4. TRANSPORTATION & INFRASTRUCTURE

Transportation and infrastructure improvements are key to unlocking development potential and advancing the community's vision for the Silverdale Regional Center. This chapter outlines current and planned county initiatives, identifies opportunities for future investments, and reviews capital plans for infrastructure, including utilities and other facilities.

In this Section:

- Transportation Improvements & Opportunities, page 52
- Capital Facilities, page 67

Transportation Improvements

Transportation is essential to supporting development potential and the community vision for the Silverdale Regional Center.

Today, Silverdale’s auto-oriented land use pattern, large-scale developments, and role as a regional destination constrain internal connectivity. Limited local street and pedestrian connections funnel traffic onto major arterials like Silverdale Way, reinforcing car dependence. Encouraging more compact, connected development can incrementally improve circulation by integrating new streets and through-block connections as redevelopment occurs.

Survey respondents identified transportation issues as a weakness of the Center, citing congestion, car dependency, poor road conditions, and limited options for transit, walking, and biking.

The Regional Center planning process offers a key opportunity to tackle these issues holistically. Coordinating transportation with land use strategies, market conditions, and community priorities, and shaping transit investments, the plan can deliver an integrated mobility network that supports and strengthens the Center’s long-term growth.

To view Transportation Goals and Policies for the Center see *Chapter 6 - Goals and Policies, page 101*.

Recent Transit Improvements and Future Plans

- **The new circulator Routes 265 and 266** provide connecting service to almost all areas of employment, services, and housing in the Silverdale Regional Center.
- **The new Transit Center** offers increased bus operating capacity, closer proximity to housing, jobs and services than the old Transfer Station.
- **Ferry Service Feasibility.** Kitsap Transit currently has commissioned a study for a new ferry route connecting Silverdale to Bremerton.
- **Kitsap Transit’s Long Range Transit Plan** calls for service frequency and span of service increases.

2018 Transportation Implementation Strategy

The Silverdale Transportation Implementation Strategy (S-TIS) is a technical analysis that identifies and prioritizes transportation projects for implementation. The 2018 S-TIS evaluated a range of potential improvements within the Silverdale Regional Center, assessing safety, circulation, non-motorized benefits, and project costs. This analysis resulted in a prioritized, phased list of projects that can be delivered as funding becomes available. Key S-TIS projects are complete or underway, driven by ongoing work from Public Works to create the connectivity and circulation improvements needed to support and advance the Plan's core concepts.

S-TIS and TIP

Note: The S-TIS does not decide which projects are included in the TIP. The S-TIS prioritization can be used to identify candidate projects and its rankings give those projects added points during the scoring process.

Kitsap County Transportation Improvement Program (TIP 2026-2031) - Silverdale Projects

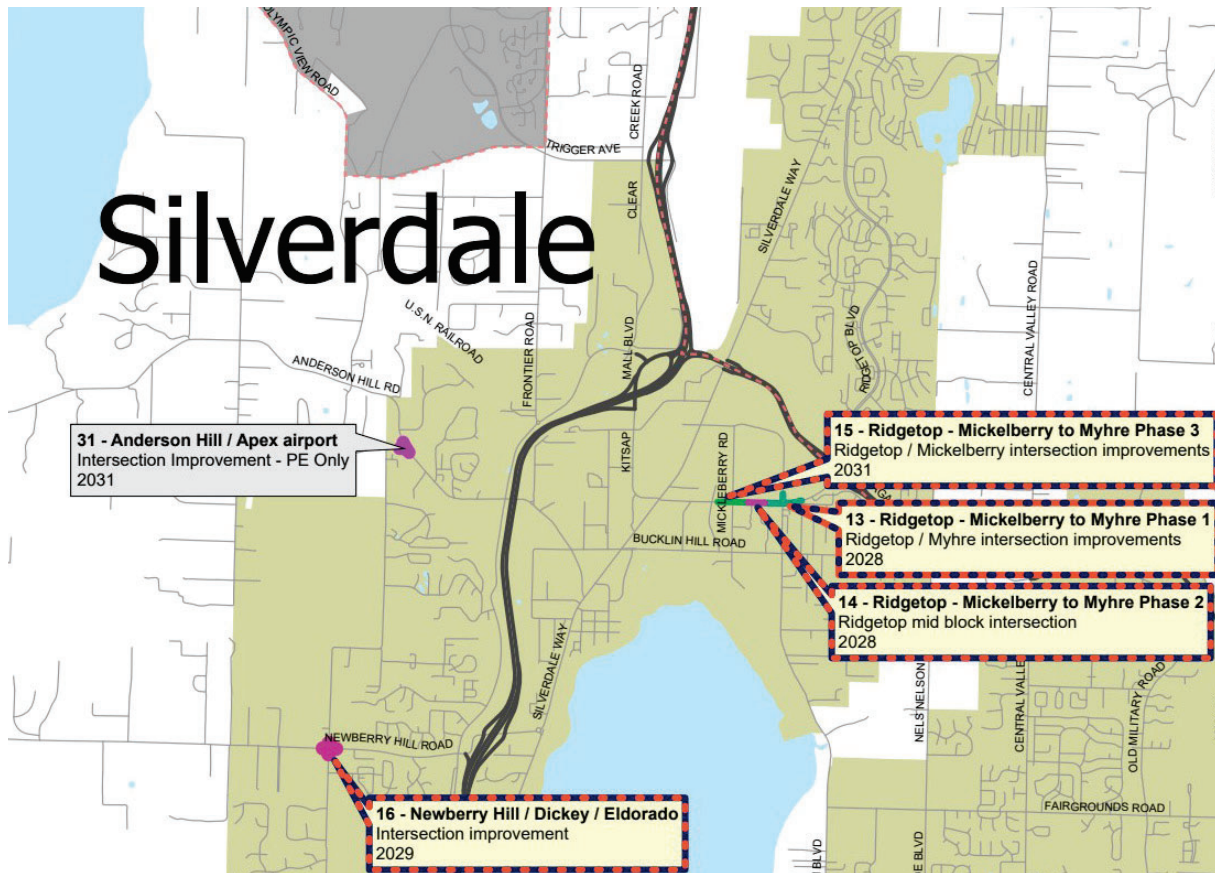
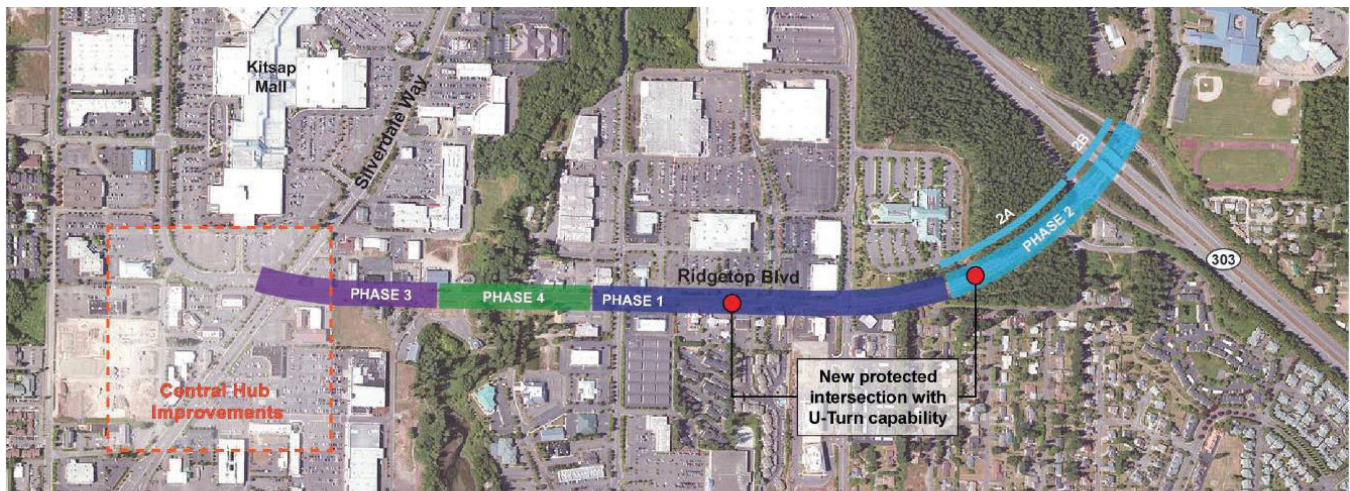


Figure 4.1 Kitsap County TIP 2026-2031 Map (Silverdale)

Major Projects Complete/Underway

1 Ridgetop Boulevard (underway)

The Ridgetop Boulevard corridor was identified in the 2018 S-TIS as a priority project. The Ridgetop corridor is a critical connection for east-west travel and provides access to businesses, transit, and employment. Improvement strategies in the corridor include additional roadway capacity, low-stress facilities for walking and bicycling, safety for all modes, and access management improvements from Silverdale Way to State Route (SR) 303.



Central Hub Improvements - Poplars extension, sidewalk, ADA treatments, low stress bike lane - Protected intersections with U-turn and left turn at: - Poplars/Kitsap Mall Blvd. (with shared use path) - Poplars/Silverdale - Silverdale Way Poplars to Ridgetop Complete Streets	3. Silverdale Way to Blaine 4-Lane Ridgetop with center median access control - Sidewalk, landscaping, low stress bike lane - Protected intersections with U-turn and left turn at: - Blaine/Ridgetop - Silverdale/Ridgetop	4. Blaine to Mickelberry 4-Lane Ridgetop with center median access control - Sidewalk, landscaping, low stress bike lane - Protected intersections with U-turn and left turn at Levin/Ridgetop - New bridge - Clear Creek Trail connections	1. Mickelberry to Myhre 4-Lane Ridgetop with center median access control - Sidewalk, landscaping, low stress bike lane - Protected intersections with U-turn and left turn at: - Mickelberry/Ridgetop - Myhre/Ridgetop - Potential New midblock feasibility TBD - Add 2nd EB GP lane and uphill bike lane from Myhre to realigned Sid Uhnick Dr - Storm water, sanitary sewer and utilities	2a. Realignment of Sid Uhnick Drive - Realign Sid Uhnick Drive to align with Harrison Hospital entrance - Add new EB lane on Ridgetop Boulevard 2b. New SR 303 Improvements 4 to 5 lane, bike lane, sidewalks (w/ WSDOT) - Add dual EB LT and 2 receiving lanes on NB SR 303 on-ramp and dual WB LT off SR 303
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Figure 4.2 The 2018 S-TIS recommends multiple phases of improvements to the Ridgetop Boulevard corridor. Phase 1 is currently in development.

Currently, Ridgetop Boulevard has one lane in each direction with a center turn lane and sidewalks. The 2026-2031 TIP identifies Ridgetop Boulevard Phase 1 (Mickelberry to Myhre) for implementation in three phases:

- Phase 1: Myhre intersection improvements (2028)
- Phase 2: Mid-block intersection improvements (2028)
- Phase 3: Mickelberry intersection improvements (2031)

The scope of the improvements for each of the three phases includes expanding the roadway to four lanes to support transit operations, intersection improvements and new mid-block intersection, bridge replacement, access control, expanding sidewalks, improving ADA accessibility, adding bike lanes, and upgrading illumination, landscaping, and street trees.



Figure 4.3 The 2018 S-TIS recommends a strategy of protected intersections and separated bike lanes to provide low-stress facilities for bicyclists

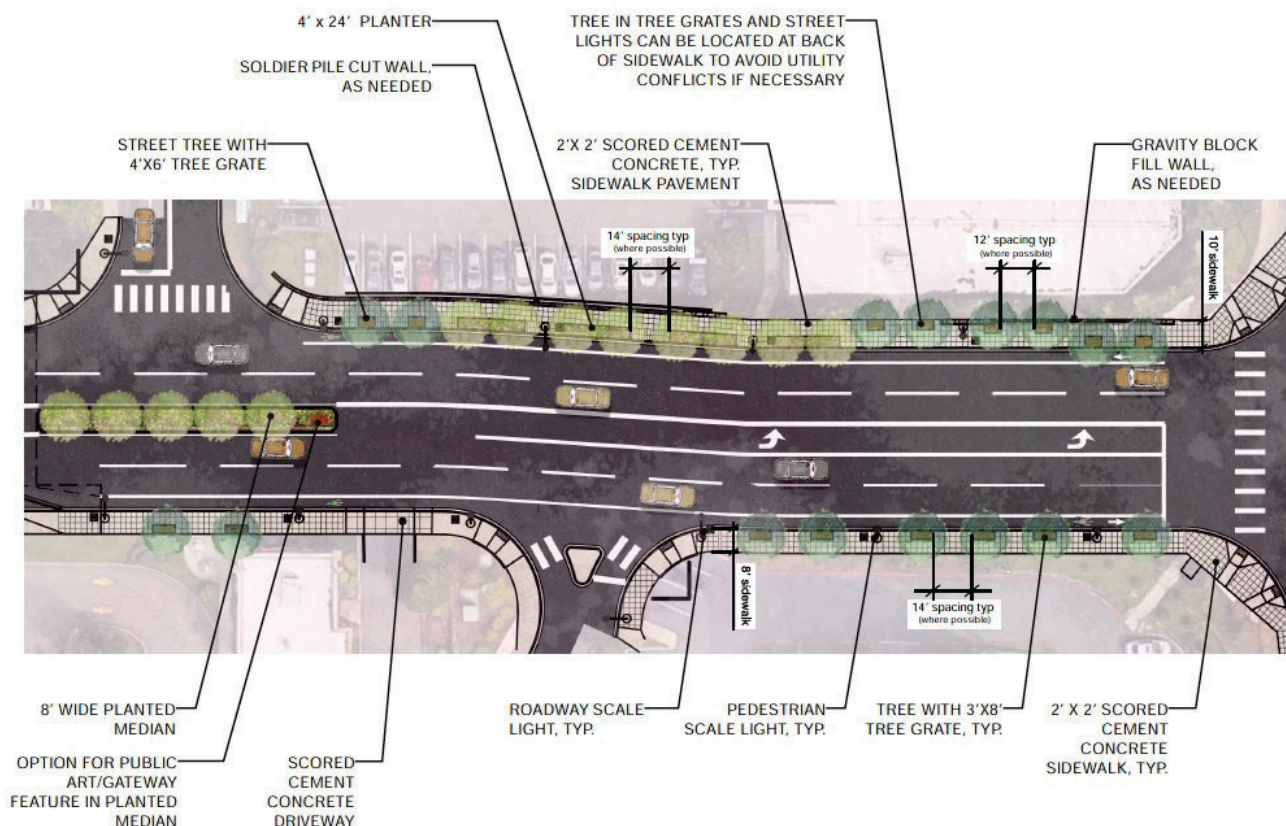


Figure 4.4 An illustrative plan showing a portion of Ridgetop Boulevard from the 2025 Ridgetop Boulevard Urban Design Package

2 Silverdale Way Preservation (complete)

In 2025, Kitsap County Public Works completed a preservation project and accompanying pedestrian and accessibility improvements along one mile of Silverdale Way from Bucklin Hill Road to Waaga Way and approximately 1,000 feet of Bucklin Hill Road from Silverdale Way to Blaine Ave. The project included a 3-inch grind and overlay to address deterioration of the existing pavement, reducing long-term maintenance cost; curb ramps and sidewalks to improve accessibility at signalized intersections; removal of slip lanes; and, replacing stormwater infrastructure.



Figure 4.5 Before and after images showing removal of slip lane, new sidewalks, and curb ramps at the intersection of Silverdale Way and Randall Way

3 Bucklin Hill Road Projects

Bucklin Hill Road multimodal improvements (complete)

In 2016, Kitsap County Public Works completed a project along Bucklin Hill Road from Blaine Avenue to Mickelberry Road that included adding general purpose lanes, bicycle lanes, sidewalks, and a new bridge over Clear Creek.

Bucklin/Tracyton Regional Stormwater Facility (planned)

The vacant lot at the southwest corner of Bucklin Hill Road and Tracyton Boulevard is planned as a 0.8-acre public stormwater park with paths, interpretive signage, landscaping, and open space. It will treat runoff from more than 70 acres before it reaches Dyes Inlet and offer space for walking, small gatherings, and passive recreation. Construction is anticipated to begin in 2027.



Figure 4.6 Illustrative concept plan for the Bucklin/Tracyton regional stormwater park

4

Within the Silverdale Urban Growth Area (UGA), Code Green Signal Timing Technology will be installed at 21 intersections to improve safety and traffic operations. The system relies on artificial intelligence to collect and analyze data from traffic cameras and optimize signal timing as traffic patterns change throughout the day. Increasing predictability and flow of traffic will help achieve the primary goal of the project, which to improve safety for roadway users. Additionally, improved traffic operations will reduce the demand for additional roadway capacity. The project is expected to begin implementation in early 2026.

What is Code Green Signal Timing?

Code Green Signal Timing is a traffic signal improvement project planned in the Silverdale UGA. It involves updating and modernizing the timing and operation of traffic signals at multiple intersections to improve traffic flow.

The goals of the project include:

- Improving the level of service at intersections
- Reducing vehicle delay and travel time
- Enhancing safety by better managing queues and reducing stop-and-go conditions

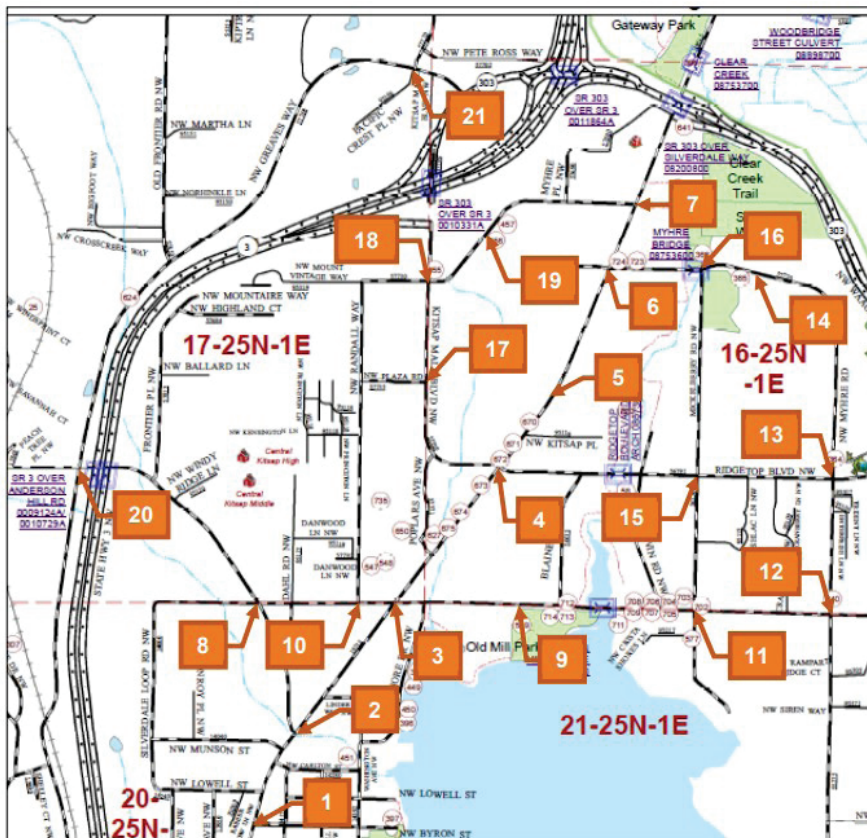


Figure 4.7 Locations of intersections included in the Code Green Signal Timing Project

Kitsap Transit Long Range Plan

Kitsap Transit has made significant investments in the Silverdale area. New circulator Routes 265 and 266 connect nearly all major employment, service, and housing areas within the Regional Center; Route 266 runs every 30 minutes and is designed for future 15-minute service. The new Transit Center increases bus capacity and is more centrally located near housing, jobs, and the Hospital, making transit more accessible. Kitsap Transit is also studying a potential new ferry route connecting Silverdale to Bremerton.

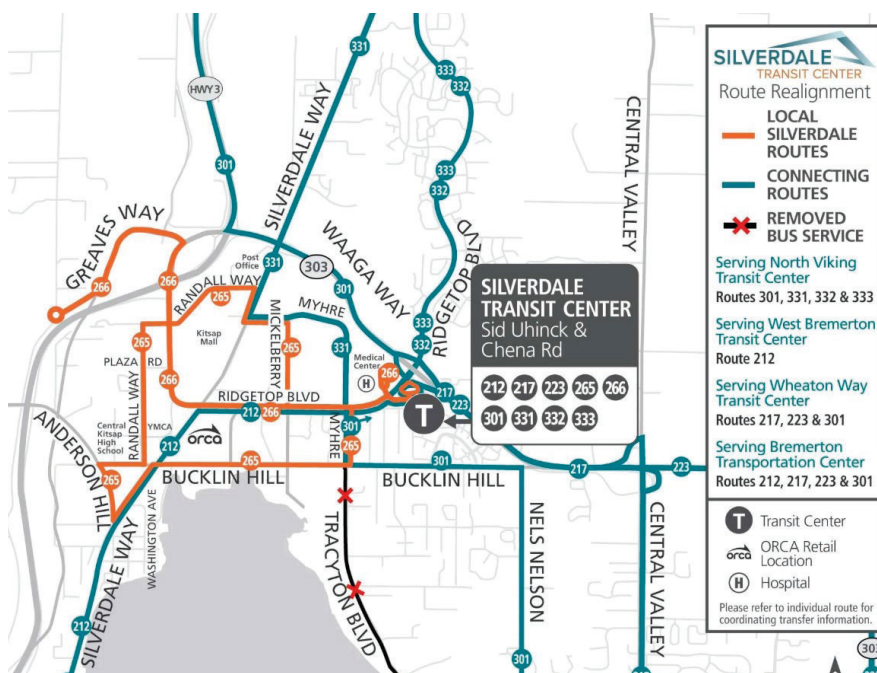


Figure 4.8 New circulator Routes 265 and 266

2018 Kitsap County Non-motorized Facility Plan

The Regional Center plan incorporates key recommendations from the 2018 County Non-Motorized Plan, which outlines a vision for a connected trail and on-street bicycle/pedestrian network, prioritizes key routes, supports diverse users, and promotes coordinated planning among local jurisdictions. The plan is scheduled for an update within one to two years. A Non-Motorized Facilities Community Advisory Committee (NMFC) advises County Commissioners and staff on non-motorized transportation issues.

Kitsap 2044 Comprehensive Plan

A key countywide transportation policy is to ensure adequate bus transit connecting communities and centers to major destinations within the Silverdale, Central Kitsap, and East Bremerton UGAs (see Policy 7.2, Comprehensive Plan). The County should continue working with Kitsap Transit to shift Express/BRT service to the Kitsap Mall Boulevard/Ridgetop Boulevard corridor, better serve the Center, and strengthen transit connections between the Center and Silverdale UGA.

Kitsap Transit Long Range Transit Plan, Service and Capital Projects

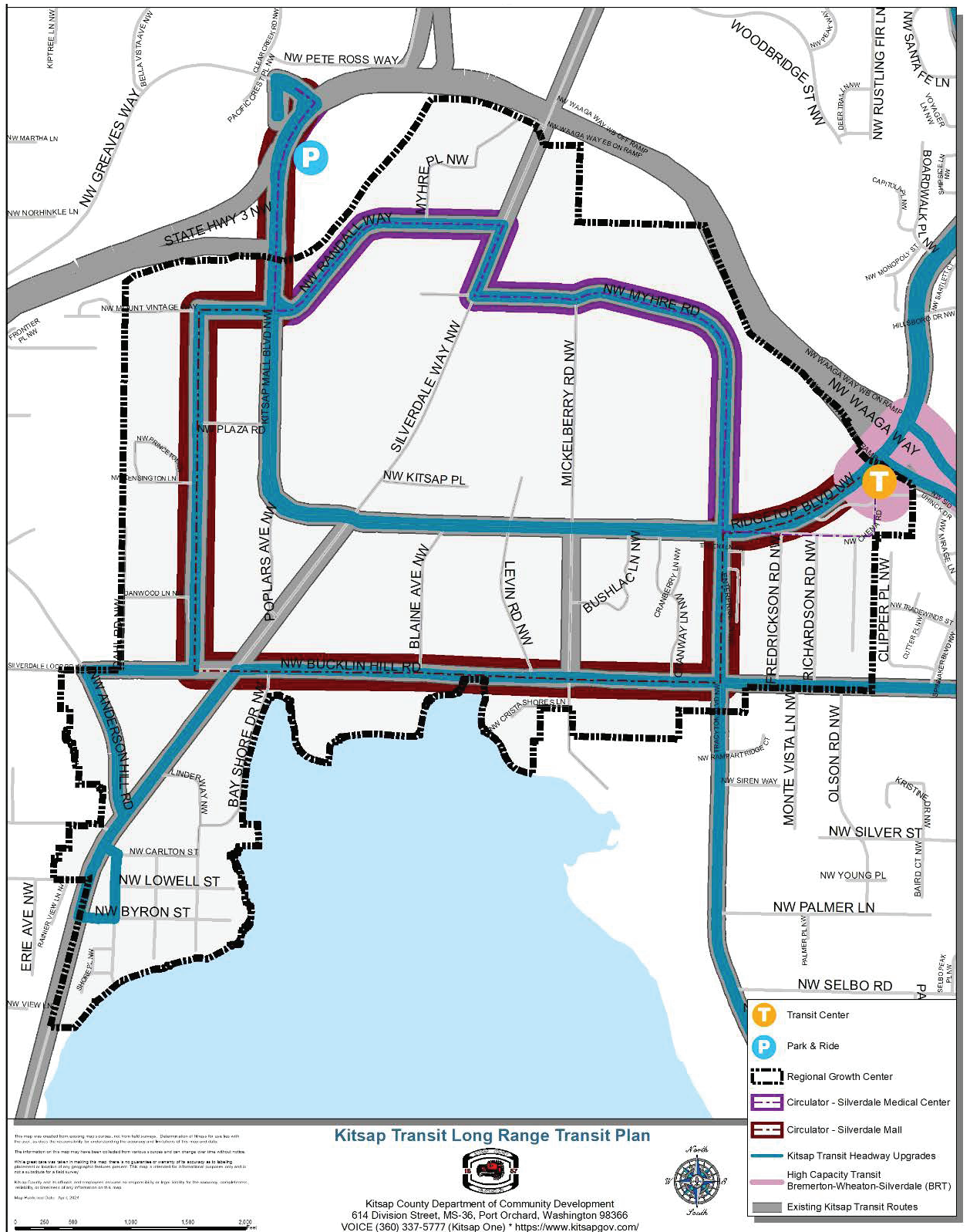


Figure 4.9 Kitsap Transit Long Range Transit Plan, Silverdale Regional Center

Future Transportation Opportunities

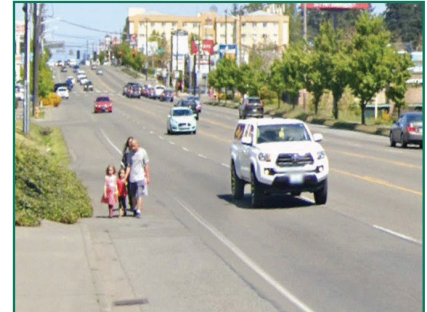
Kitsap County Comprehensive Plan emphasizes Complete Streets system design approaches for UGA and subarea planning. Key corridors in the Silverdale Regional Center, such as Silverdale Way, could benefit from future Complete Streets system improvements, including enhanced pedestrian crossings, protected bike lanes, traffic calming measures, improved sidewalks and lighting, transit stop upgrades, and defining performance measures. These improvements can be integrated incrementally as future development occurs, supported by clear design criteria to guide their transformation into safe, multimodal, and active streets.

Level of Stress

In 2022, the Washington Department of Transportation (WSDOT) enacted a Complete Streets policy that guides the planning, design, implementation, operation, and maintenance of WSDOT facilities. A key performance measure WSDOT uses to evaluate Complete Streets projects is perceived **Level of Traffic Stress (LTS)**.

LTS is a measure of the stress a person feels walking or riding a bicycle while using the transportation network. This objective process takes into account various attributes of a roadway, including speeds, volumes, number of lanes, presence of parking, presence and quality of facilities for active modes, and intersection control and accommodation.

LTS is based on extensive research that has concluded that most people walking or riding bicycles are most comfortable when physically separated from motorized traffic. As the separation increases in distance and quality, stress levels are reduced.



Roads like this are common in Washington, and have an LTS of 4.

Level of Traffic Stress	Description
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

Figure 4.10 LTS considers several factors that contribute to discomfort for people outside of vehicles, WSDOT, 2023

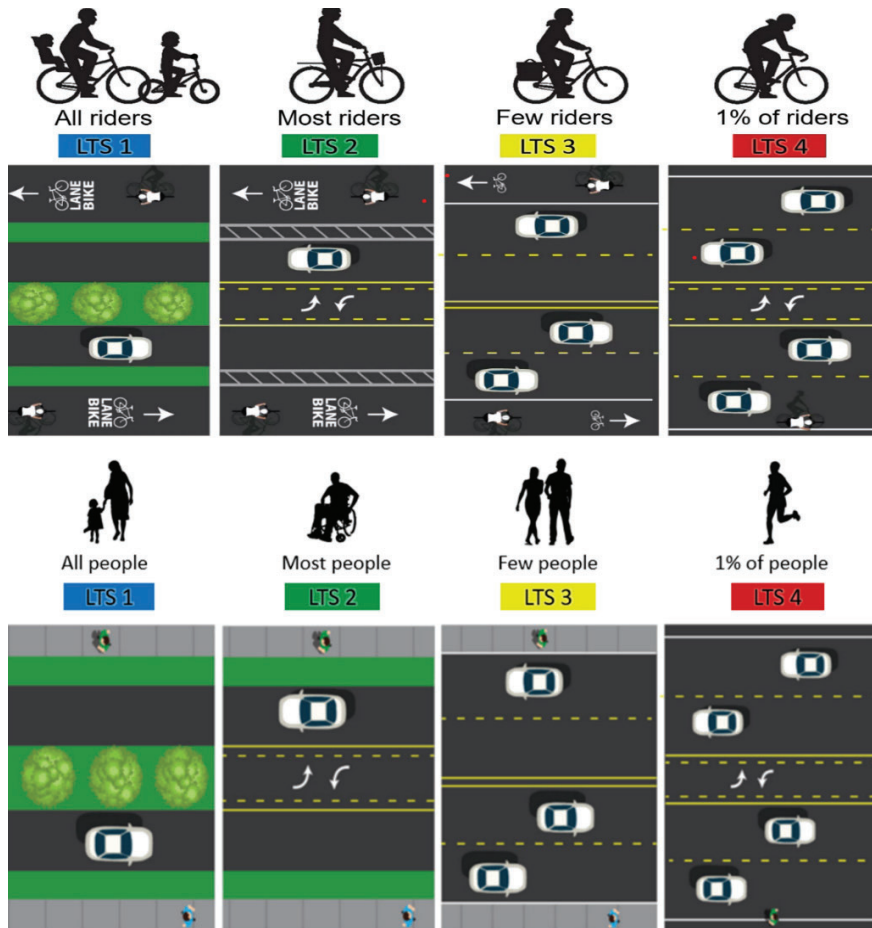


Figure 4.11 WSDOT uses LTS of 1 or 2 as a performance measure for Complete Streets projects

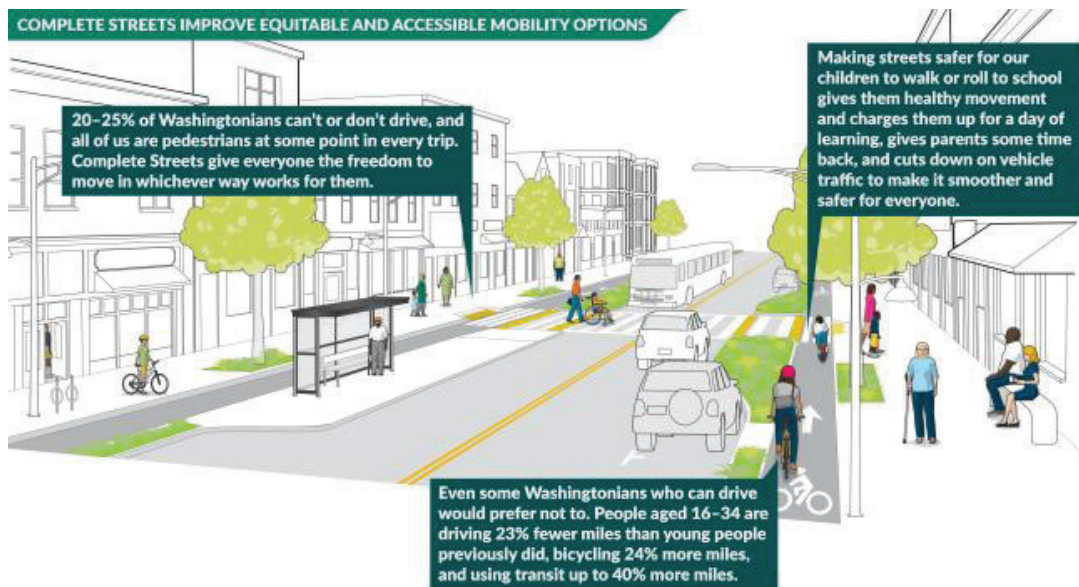


Figure 4.12 Complete Streets concept illustration, WSDOT

Roadway Project Ideas/ Recommendations

Within Silverdale Regional Center, there is an opportunity to incorporate LTS in systems designs.

Recommendation: Conduct a Complete Street Systems Plan for the Silverdale Regional Center

A recommendation is for Kitsap County Public Works to conduct a Complete Street System Plan for the Silverdale Regional Center to guide long-term development.

Ridgetop Boulevard

Phases 3 and 4 of the Ridgetop corridor can be implemented to provide low-stress facilities for people walking and bicycling between Silverdale Way to Mickelberry Road. This will provide a critical east-west connection across Clear Creek and a connection between the Clear Creek trail system and Kitsap Mall.

Silverdale Way

Recommendation: Anderson Hill Road to Bucklin Hill Road

This segment of Silverdale Way lacks sidewalks and is a gap in Silverdale's pedestrian network. The 2018 S-TIS recommends improving capacity and enhancing multimodal mobility, with low-stress bikeways and sidewalks as core project elements.

Looking ahead, there is an opportunity to reallocate the existing right-of-way (ROW) to preserve current travel lanes while introducing low-stress walking and biking facilities. These improvements could create a safer, more accessible connection between Old Town, Kitsap Mall, and the YMCA. Concept illustrations below show one potential approach.

Kitsap County and Complete Streets System

The Comprehensive Plan emphasizes a Complete Streets system approach to ensure the transportation system supports all modes of transportation. Comprehensive Plan Goals and Policies guide UGA and subarea planning, periodic review of road design standards, and project review to strengthen multimodal connections within and between communities.

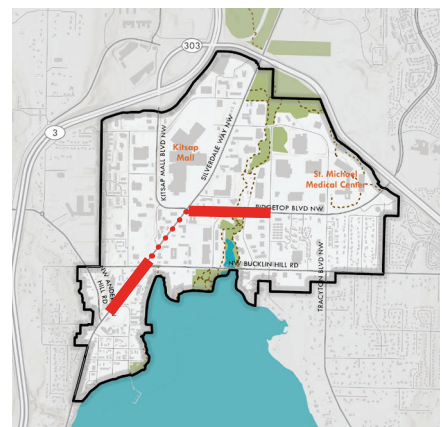


Figure 4.13 Project Ideas/
Recommendations

Silverdale Way Recommendation: Anderson Hill Road to Bucklin Hill Road (concepts)

Existing

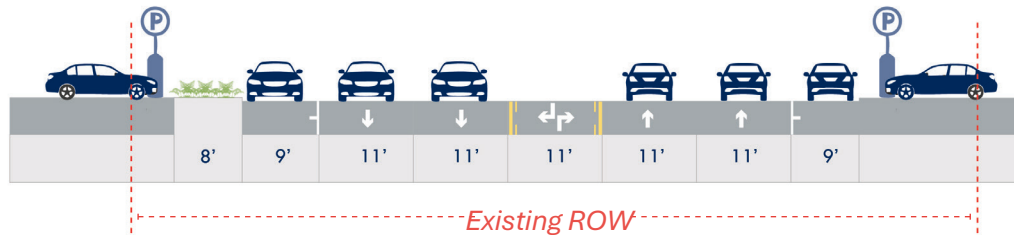


Figure 4.14 Existing: Silverdale Way

This segment of Silverdale Way is a principle arterial with four traffic lanes, two-way center turn lane, and wide paved shoulders that could be utilized differently.

Right of Way improvements

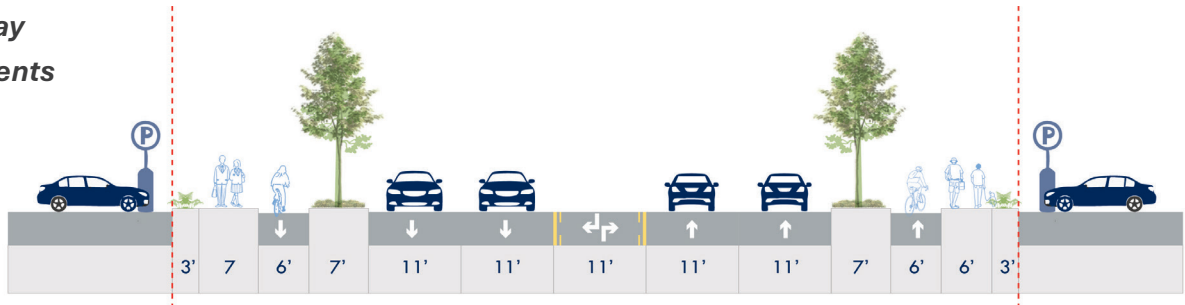


Figure 4.15 Long-term: Silverdale Way

The street section above illustrates buffered sidewalks, bike lanes, and landscaped elements, including street trees for shade, to create a safer, more comfortable corridor for all users.

Transformation over time

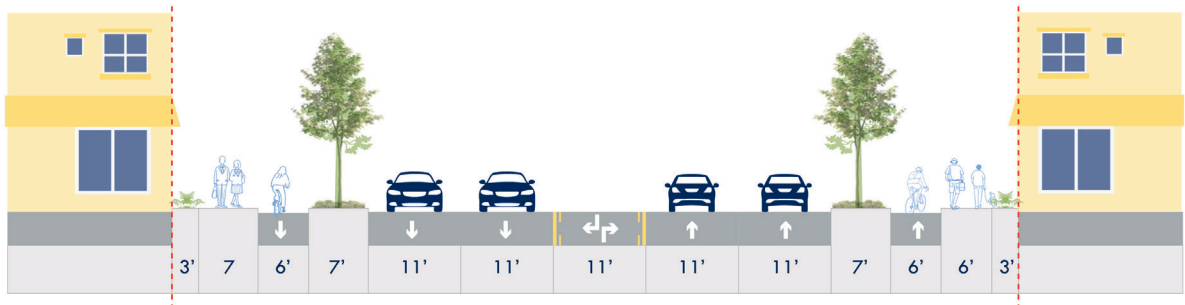


Figure 4.16 Long-term: Silverdale Way

Over time, a combination of new private development and right-of-way improvements could help transform Silverdale Way into a more vibrant, multimodal corridor. Buildings would face the street with active ground-floor uses and welcoming frontages, while parking is located to the rear. These changes would be complemented by enhanced sidewalks, bike lanes, and streetscape features that support a more comfortable and engaging public realm.

Silverdale Way Long-Term Recommendation: Bucklin Hill Road to SR 303

The 2018 S-TIS recommends a Complete Streets approach for Silverdale Way between Ridgetop and SR 303, including low-stress bikeways and sidewalks. With an existing ROW of roughly 80 feet, achieving this vision will require either reallocating portions of the roadway to pedestrian and bicycle facilities or expanding the ROW.

Two regional case studies show how a larger ROW could retain the same number of travel lanes while significantly increasing the quality of space allocated to people walking and bicycling. As the area evolves over time toward a more mixed-use pattern, these types of approaches can help support increased activity, enhance accessibility, and create a more balanced, people-oriented street environment.

Lake City Way (SR 522)

This busy commercial corridor in Seattle has a 100 feet ROW, and includes wide sidewalks, mid-block crossings, a parking lane, street trees and a center median, transit stops to facilitate high frequency bus routes.

Bothell Way

This segment of Bothell Way had a cross section very similar to the existing Silverdale Way cross section. As part of a larger district redevelopment plan, the city significantly expanded the ROW to about 140 feet to create a multi-way boulevard that includes access and parking lanes that provide a wide buffer between a high-quality pedestrian experience and the main travel lanes for the corridor. Bicyclists comfortably use the access lane as a shared street to travel along the corridor.



Figure 4.17 Silverdale Way - Existing



Figure 4.18 Lake City Way (SR 522)



Figure 4.19 Bothell Way NE & 185th Street

Long-Term Recommendation: Develop a Low-Stress Network for Walking, Bicycling, and Rolling

A future mobility network for the Regional Center envisions a Complete Streets system which that balances vehicle traffic, transit access, freight movement, with safe walking and biking facilities. Sidewalks located on all public roads along with bike facilities will form an interconnected network to provide access within Silverdale and connections to other communities. Both facilities will be buffered based on LTS, context sensitive design, and practicality to implement. Separated shared use paths and walkways will connect the natural areas and selected connections within the Center.

Connected Trail System

An interconnected trail system for walking and biking would provide low-stress alternatives to major roadways while strengthening connections within and to Silverdale Regional Center. As large blocks redevelop, mid-block connections and shared pathways integrated into private projects can gradually expand the network and improve overall connectivity. Establishing a clear vision for trail-oriented development will be key to guiding phased improvements and ensuring long-term success. For example, along and adjacent to Clear Creek, improvements could enhance both access and environmental stewardship:

- **Existing trails:** Widen paths to better accommodate people walking and biking, improve visibility, and use durable, slip-resistant materials for year-round use. Design should carefully balance safety and accessibility with protection of sensitive natural areas through thoughtful alignment, drainage, and material choices.
- **New adjacent multi-use paths:** As nearby parcels develop over time potentially with more mixed-use housing and small businesses, new paved paths and landscaped buffers could be introduced between development and the creek. These spaces can function as shared “backyards” for residents while providing a connected, low-stress north-south route that complements and helps protect the more natural creek corridor.



Figure 4.20 South Bay Trail, Bellingham, connects the Central business district of Bellingham with downtown Fairhaven



Figure 4.21 Sammamish River Trail The trail connects the Ballard Locks to Lakes Washington and Sammamish via the Burke-Gilman and East Lake Sammamish rail-trails

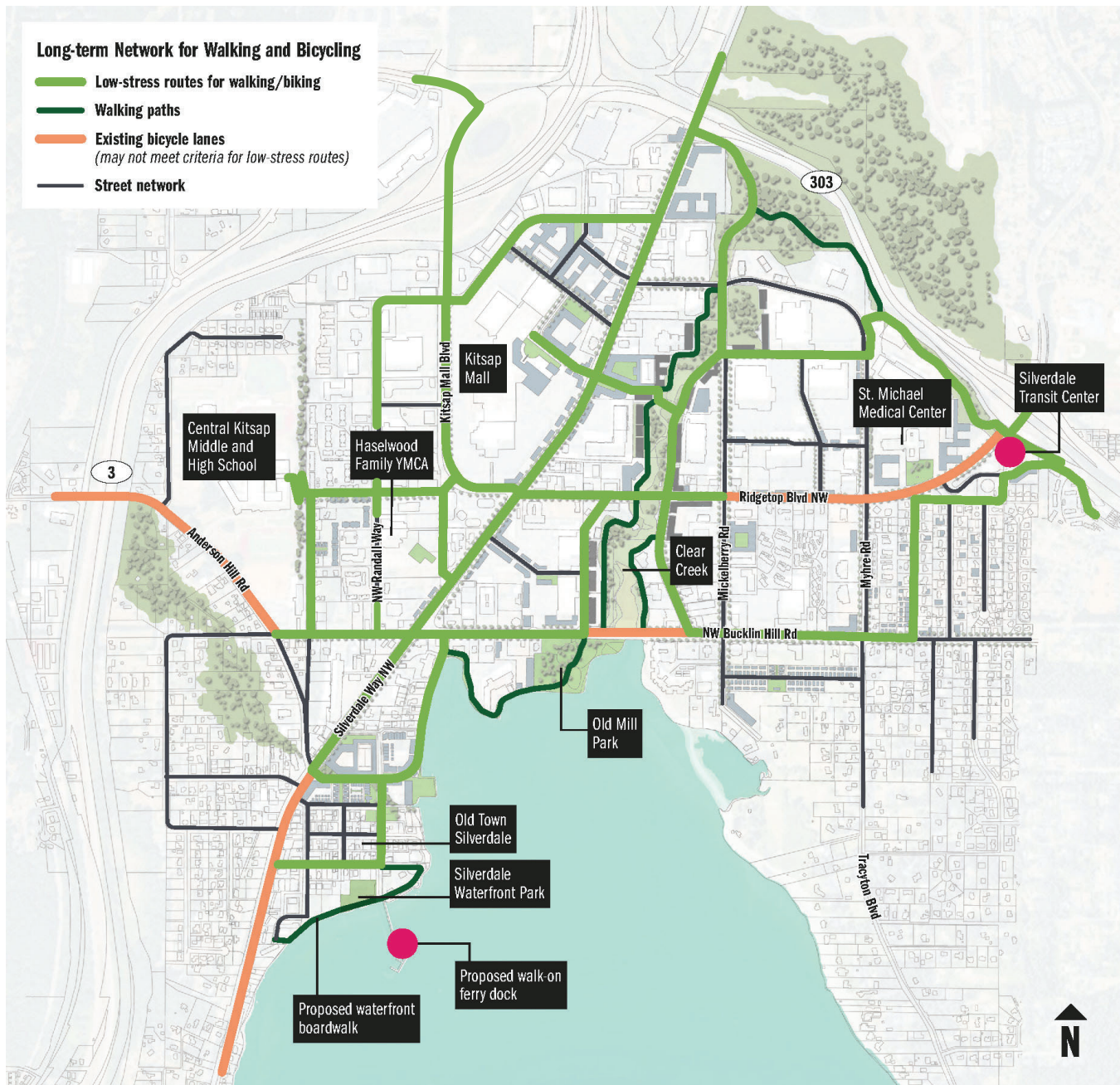


Figure 4.22 Long-term network for walking and biking (conceptual)

The conceptual map above illustrates a future network envisioned to balance vehicle circulation with low-stress routes for walking and biking within and connecting to the Silverdale Regional Center. Light green corridors represent potential low-stress routes, including arterials or main streets with buffered sidewalks and bike lanes, multimodal local streets, and trails or connections that prioritize non-motorized travel. This map is for illustrative purposes only and will require coordination and alignment with ongoing County initiatives and priorities, including the S-TIS and the Non-Motorized Facilities Plan.

Capital Facilities

Kitsap County’s 2024 Capital Facilities Plan identifies capital improvements and associated funding needed to support the County’s land use plan and growth targets for the 2024–2044 period. The table below lists projects included in the Plan that reference the Silverdale area.

Category	Project Description	Revenue Source	Total Cost (in 2023 / 2024 \$1000s)
Public Buildings	Silverdale Sheriff’s Office Fencing & Gate Installation	Undesignated Fund Balance	500
Parks	Silverdale Waterfront Park Bulkhead Repair	REET II, General Fund	2,200
School District	Silverdale Regional Center Tenant Improvement	Sale of Property	3,300
Solid Waste	Silverdale Recycling and Garbage Facility - Improvements and Construction	Tipping Fees, Bonds	17,850
Stormwater	Silverdale Way Preservation	Grant Funding ¹	500
	Silverdale Way stormwater Retrofit	Grant Funding ¹	500
Transportation	Silverdale Way Preservation Project	Local Funds	3,130
Water	Category I (Capacity Projects Required to Meet LOS	District	13,402
	Category II (Other Projects Needed for Maintenance and Operations	District/ Partnerships	12,825

Figure 4.23 Revenue sources other than stormwater fee funding

Kitsap County owns and operates conveyance and treatment facilities within the Central Kitsap service area, which includes the Silverdale UGA. Portions of the collection and transfer system serving downtown Silverdale are currently undersized for existing wastewater flows. In addition to the projects listed above, phased

Service Providers

Central Kitsap Fire & Rescue, one of the largest fire service providers in Kitsap County, serves approximately 75,000 residents, including Silverdale.

Kitsap County owns and operates the County’s largest **wastewater conveyance and treatment** system in the Central Kitsap service area, which includes the Silverdale UGA.

In 2022, the **Silverdale Water District** provided water service to 6,901 customer connections, or 11,417 equivalent residential units. The District’s 2024 Comprehensive Water System Plan contains additional details.

Further information on capital facility inventories and planned projects is available in the 2024 Capital Facilities Plan.

expansions of the conveyance and treatment facilities are planned to repair and replace aging infrastructure and extend service to surrounding areas. Construction to accommodate current and future flows is already underway. Future wastewater collection improvements in the Silverdale and Central Kitsap UGAs include 52 new pump stations and approximately 135 miles of new gravity sewer and force mains to complete the major sewer collection system.

Public Facilities

Sheriff's Office Relocation: The Kitsap County Sheriff's Office Silverdale precinct on Randall Way, in service since 1996, no longer meets the operational demands of a growing Central Kitsap community. The outdated, undersized facility was not designed for current staffing or modern policing needs, making relocation increasingly urgent. Kitsap County previously completed a needs assessment to inform future site and policy decisions, with potential locations near Greaves Way, Ridgetop Boulevard, and Newberry Hill Road offering better access and centrality. The local Fire District has also expressed interest in partnering to support development of a new, strategically located precinct, reinforcing the importance of maintaining a strong public safety presence in Silverdale.

Community Center: Kitsap County continues long-term efforts to develop a Central Kitsap Community Campus in Silverdale. Envisioned over the past 20 years as a civic, recreational, and cultural hub for all ages, a redevelopment due diligence assessment is now underway to evaluate improvements and uses that support the campus while advancing broader community goals across Central Kitsap.

Strategic investment in capital facilities supports quality of life in the Silverdale Regional Center by ensuring reliable public safety, parks and recreation, school capacity, and essential utility infrastructure. While significant improvements are underway, continued investment will be needed to keep pace with growth. Well-planned facilities will also help attract the economic development needed to support higher-density jobs and housing.

CK Community Campus

The Central Kitsap Campus occupies 12 acres of County-owned land along Silverdale Way in the heart of the Silverdale UGA and Regional Growth Center. Assembled since the early 2000s, with the final acquisition in 2012, the Campus saw its first major milestone in 2011 with the opening of the 85,785 square-foot Haselwood Family YMCA. It serves over 20,000 members, averaging 4,000 daily users.

The Campus is ready to advance through public-private partnerships. Priority uses include civic, community, recreational, and open space amenities, alongside senior housing and a performing arts center, supported by complementary private development such as offices, retail, and housing. The community center working group has secured a location for their community center at the corner of NW Bucklin Hill Rd and Clear Creek Park.

5. SILVERDALE TODAY

Subarea Context

This section provides more information on the Regional Center's physical setting, population, housing and employment characteristics, transportation context, development patterns, and open space system. It provides the background to support the goals and policies outlined in the following chapter.

In this Section:

- Urban Design & Development, pages 70
- Connectivity & Mobility, pages 75
- Open Space, Parks, & Environment, pages 79
- Economic Development, page 82
- Housing, page 85



Figure 5.1 Old Town, Silverdale

Urban Design & Development

Silverdale is an unincorporated Regional Growth Center with different types of commercial, office, civic and residential patterns. There is no coherent or integrated downtown/community center area because of the historical, incremental growth pattern. However, most of the activities and functions of a downtown and civic/community center are present. Lacking are well-defined nodes, a compact human-scale, and strong physical and circulation connectors between and among the various places and districts.

Land Use Patterns and Conditions

Outside of much of Old Town and the West Hill Neighborhood, Silverdale is dominated by big-box retail and strip mall development, with one-story buildings oriented around large surface parking areas and standalone commercial or office buildings surrounded by parking. Pedestrian access is typically from parking lots rather than streets, and most sites have direct driveway access to arterials. Building heights are generally one story, with taller structures concentrated near Kitsap Mall, the Bucklin Hill Road and Silverdale Way intersection, the hospital, and a few scattered locations.

Opportunities:

- Build on existing strengths including the waterfront and trails
- Build upon the unique character of Old Town
- Embrace existing parking lots as redevelopment opportunities

Challenges:

- No identifiable center; Silverdale lacks a true pedestrian-oriented focal point
- Arterial dominated road network
- Reliance on favorable market conditions
- Disjointed development pattern

Silverdale's current land use pattern makes vertical mixed-use development difficult to deliver. While such projects can be viable in dense urban environments, the 2025 Market Study found them to be significantly less feasible than comparable standalone multifamily development. In the near term, horizontal mixed-use offers a more practical path forward. By co-locating residential and commercial uses on the same site or block, often around shared parking or open spaces, this approach avoids the added complexity and cost of vertical construction. Silverdale's large parcels and existing surface parking, particularly along Silverdale Way and near Kitsap Mall, are well suited to this form. Introducing housing incrementally in these areas can improve walkability, support nearby amenities, and lay the groundwork for more intensive mixed-use development over time.

At the same time, shopping centers across North America are evolving in response to market shifts, competition, and aging retail formats. These trends present an opportunity for Silverdale to adapt. As large-format retail spaces change or decline, they can be redeveloped into more compact, pedestrian-oriented mixed-use environments. Given the amount of land devoted to large-scale retail within the Regional Center, these areas offer strong potential for transformation into a more cohesive mix of residential, office, retail, civic, and cultural uses, helping to establish a true community center and catalyze reinvestment in surrounding properties.

Physical Context

Key features that help define Silverdale's physical context include:

- Dyes Inlet and its northern shoreline
- Clear Creek and riparian corridor extending south into Dyes Inlet from the Silverdale highlands to the west, north, and east
- Wetlands to the north/northeast of downtown, buffering downtown from State Route (SR) 303
- Strawberry Creek and riparian corridor extending south and east into Dyes Inlet from West Hill
- An underground drainage in a culvert that flows into Dyes Inlet at Bay Shore Drive



Figure 5.2 Aerial view of Kitsap Mall and surrounding one-story commercial buildings



Figure 5.3 The waterfront area, especially near Old Town, presents opportunities for public realm improvements

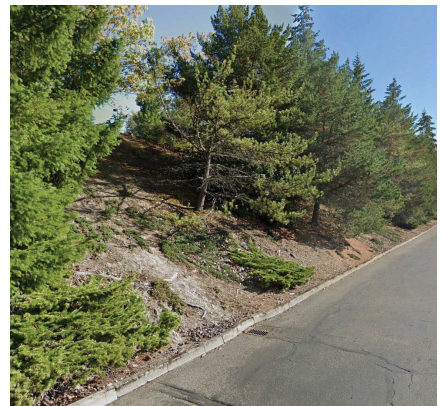


Figure 5.4 Wooded slopes areas to the northeast of the Regional Center



Figure 5.5 Aerial view of the Regional Center

- Wooded slopes along the eastern edge of West Hill Neighborhood and along the western slopes of lower Bucklin Ridge south of SR 303
- Old Town, a compact block grid district along the northwest shoreline of Dyes Inlet
- A regional commercial and office center, with Kitsap Mall as the dominant retail type (enclosed mall)

Development Characteristics and Trends

Silverdale is typical of outer suburbs of the greater Puget Sound area largely developed after World War II in terms of low-scaled auto-oriented development forms. This includes:

- Single-story commercial areas served by large parking lots on two to four sides of buildings
- Walk-up apartment developments also dominated by surrounding surface parking lots
- Single-family subdivisions around the perimeter of commercial areas
- Scattered mid-to-late century larger lot single-family homes (some of which have been replaced by development types above)



Figure 5.6 Old Mill Park



Figure 5.7 New housing development along Clear Creek

Silverdale is unique in that it includes a large hospital and spin-off medical facilities and office buildings. Outside of Kitsap Mall, these are the largest buildings in Silverdale. Recent local developments and regional trends indicate that the following development forms will continue and/or emerge in the near future in Silverdale:

- **Adaptive reuse of existing commercial buildings.** While the brick-and-mortar retail environment have faced increasing regional and national challenges due to online retailing, Silverdale's retail environment, based on the very limited number of vacancies, appears very resilient. If and when one store leaves, another use typically replaces it and often makes tenant improvements.
- **Increasing demand for apartments, including increasingly larger buildings and developments.** Larger four and five-story buildings may become more common in Silverdale, depending on the context (particularly sites with views). Under current conditions however, **townhomes and surface-parked three-story multifamily apartments are the most feasible.**
- Vintage at Silverdale has proven that there is a **market for senior housing in the subarea.** This market will likely grow soon, given demographics, local medical infrastructure, and other community amenities.

Zoning Updates: The County recently increased allowable height and density across the Regional Center. All districts except Old Town now have no maximum density, and height limits have been raised throughout. Parking minimums have also been reduced. In parallel, the County is streamlining the permitting process, improving transit frequency, and exploring a 12-year Multifamily Tax Exemption (MFTE) program to enhance the feasibility of multifamily development.

Residential Feasibility Analysis, 2025 Market Study

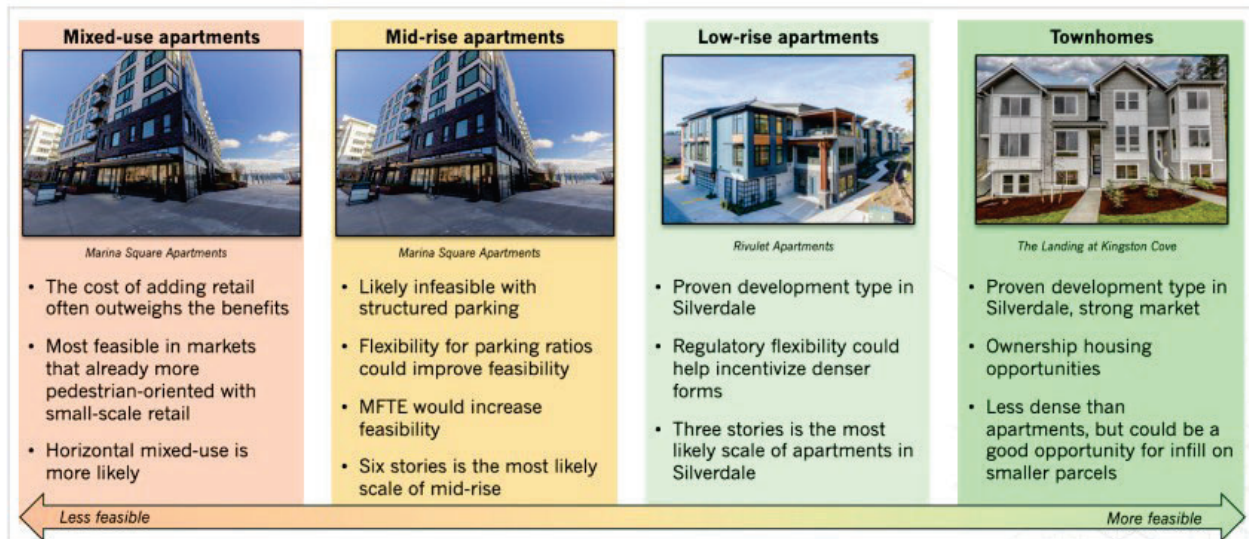


Figure 5.8 Summary of Residential Feasibility Analysis Findings
Under current conditions (no new incentives or code changes), the residential development prototypes providing lower housing capacity are more feasible in the Silverdale Regional Center.

Urban Placemaking

The Regional Center offers a wide range of retail, services, and amenities that serve the broader Kitsap Peninsula. Its central location at the junction of State Routes 3 and 303 provides convenient regional access, while assets such as the Dyes Inlet shoreline and the Clear Creek corridor offer significant scenic, recreational, and environmental value. The area also benefits from a strong mix of shops, restaurants, and services, along with schools and community facilities including Central Kitsap Middle School and High School, the Haselwood Family YMCA, Silverdale Waterfront Park, Old Mill Park, and the Linder softball fields.

Despite these strengths, Silverdale lacks a cohesive and well-defined downtown or community center due to its historically incremental growth pattern. While many functions of a traditional mixed-use center are present, they are dispersed and disconnected. The area is missing clearly defined activity nodes, a compact, human-scale environment, and strong physical and circulation connections between districts. Strategic public and private redevelopment opportunities can help gradually shape a more integrated, connected, and vibrant community center over time.

Community feedback, both from prior planning efforts and a survey conducted during this Update, highlights the need for more intentional placemaking, including central gathering spaces, family-friendly environments, and “third places.” Nearly three-quarters of respondents identified community gathering spaces and cultural events as essential to creating a more livable, 24/7 center, while more than three-quarters expressed a desire for parks and green spaces, public or farmers markets, local shops, and dining options such as restaurants or food trucks.

Community Survey: What does the Silverdale Center need most to become a more livable 24/7 community?

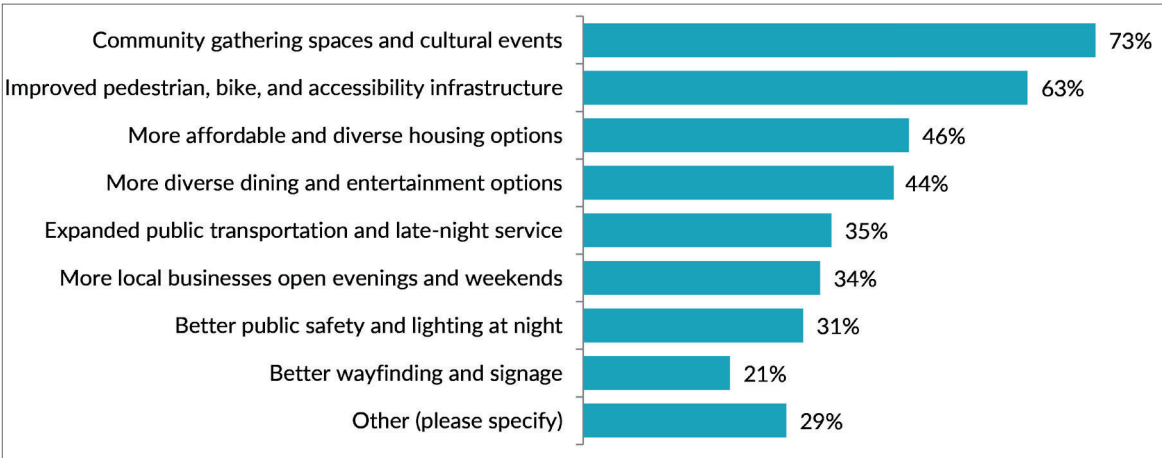


Figure 5.9 2025 Community Survey Results
What does the Silverdale Center need most to become a more livable 24/7 community? (n = 125)



Figure 5.10 Public art along Silverdale Way

Connectivity & Mobility

Connectivity and mobility are essential to a thriving, mixed-use regional center. A strong multimodal network linking waterfront amenities, parks, tree-lined streets, corridors, and public spaces will be key to Silverdale Regional Center’s livability. While the current network functions well for vehicle-oriented travel, the County is continuing to advance transit planning and related improvements in the area. Community survey responses also highlight opportunities for improvement, with two-thirds or more of respondents rating the Center neutrally or poorly in terms of walkability, biking, and accessibility. Key concerns include traffic, a car-centric design, and limited transit, pedestrian, and bicycle infrastructure, with nearly two-thirds emphasizing the need for improved multimodal and accessibility features to support a more livable, 24/7 community.

Transportation & Street Network

The Principle Arterial Street network consists of Silverdale Way (north – south) and Kitsap Mall Boulevard/Ridgetop Boulevard (east – west) providing the primary access to and cross routes for the Center. The Minor Arterial Street network consists of Mickelberry Road, Randell Way (north – south), Bucklin Hill Road, Anderson

Opportunities:

- Plan for enhanced connectivity; coordinate with Kitsap Transit
- Expand bike and pedestrian facilities
- Increase density to decrease travel burdens
- Require through-block connections in conjunction with new development

Challenges:

- Existing street design splits the Regional Center; limited east-west pedestrian connections
- Limited funding for needed infrastructure improvements, congestion and lack of transit and bicycle facilities

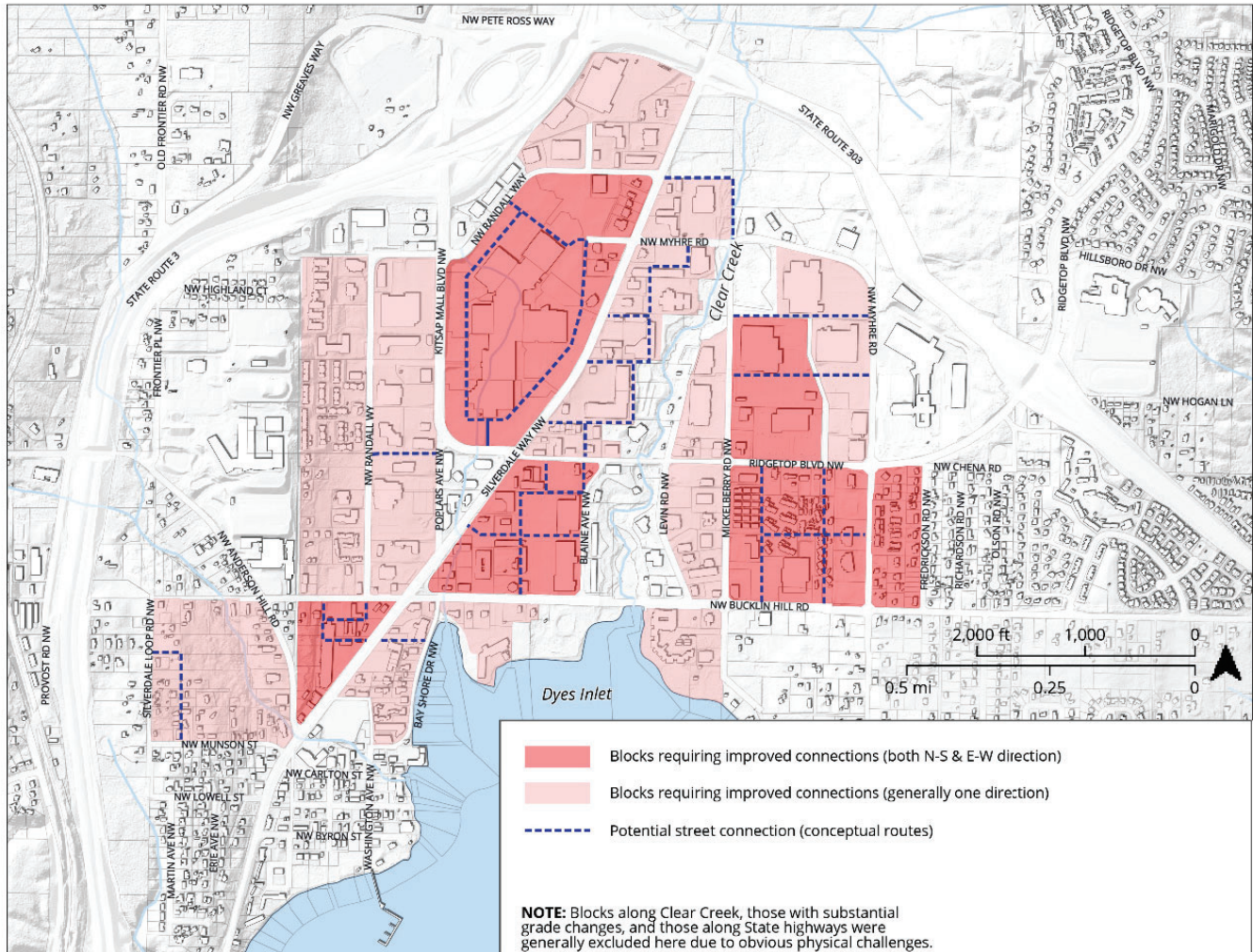


Figure 5.11 Silverdale connectivity challenges and possible future connections

Hill Road, and Myhre Road (east – west), providing significant secondary connections to and within the Center. This arterial system forms large or “super” blocks within the Center. Internal vehicle movement within the super blocks is by a small number of local County roads, private roads, large commercial driveways, and through large and small parking lots. The local road/driveway network has a wide range of functional, access, and designs (Kitsap County, 2024).

Major connectivity challenges exist, such as:

- Major arterials with five lanes act as barriers between districts and make an uncomfortable environment for pedestrians.
- Shopping plazas are setback from the street, disconnected from streets by large surface parking lots.

- Old Town is a small peninsula oriented to Dyes Inlet and bounded and contained essentially by Silverdale Way and Bucklin Hill Road.
- West Hill Neighborhood is insulated from the remainder of downtown by a sharp rise in topography along its eastern edge.

Public Transportation

Kitsap Transit is the public transportation provider in Kitsap County. Kitsap Transit is a multi-program system that provides fixed route and paratransit bus service (Kitsap County, 2024). The following bus routes intersect the Silverdale Regional Center:

- 212: Bremerton-Silverdale West
- 217: Bremerton-Silverdale East
- 223: Kariotis
- 265: Silverdale Central
- 266: Silverdale Ridgetop
- 301: North Kitsap Fast Ferry Express
- 331: Poulsbo/Myhre
- 332: Poulsbo/Silverdale
- 333: Silverdale/Bainbridge

While the list of routes within the Regional Center may seem extensive, the large super blocks characteristic of Silverdale’s design remain a barrier to connecting to services. The existing transit services are set along the principal and major arterials, requiring pedestrians complete their travel by walking within the super blocks, often for distances of 500 feet or more.

PSRC Mode Split Goals

The Puget Sound Regional Council (PSRC) requires local jurisdictions with Regional Growth Centers to establish mode split goals that reduce single-occupant vehicle (SOV) trips and increase use of transit, walking, biking, and carpooling. These goals support VISION 2050 by helping reduce greenhouse gas emissions and encouraging more compact, accessible communities. Currently, the Silverdale Regional Center’s mode share is 85% SOV and 15% non-SOV, with a target to shift to 75% SOV and 25% non-SOV by 2044, as outlined in Silverdale Regional Center Policy, SRCP 6.8 in the Goals and Policies Chapter:

Strive to achieve a mode-split of 75% for SOV and 25% for non-SOV (transit, high-occupancy vehicle, walk, bike, roll) within the Silverdale Regional Center by 2044.

Non-motorized Facilities

Improving non-motorized travel within the Center and enhancing connections to the broader region is a key priority of this plan and reflects strong community support. There are ongoing efforts focused on adding bike lanes and other improvements to the existing arterial network, however, there are additional opportunities to advance non-motorized travel. These include expanding and enhancing trail and open space networks, coordinating improved connections through private development, and prioritizing investments in safer bicycle and pedestrian facilities, including ADA-compliant connections.

The Kitsap County Non-Motorized Facilities Plan establishes a region-wide vision for a connected system of off-road shared-use paths and on-road facilities, such as paved shoulders, bike lanes, and shared lanes, along with a clear framework for prioritizing routes. The Plan aims to serve a broad range of users, including commuters, recreational bicyclists, pedestrians, equestrians, tourists, and paddlers. It also promotes ongoing collaboration and more coordinated planning among neighboring counties, cities, and local agencies, while strengthening partnerships and improving communication to support the implementation, maintenance, and promotion of non-motorized facilities.

Given the comprehensive nature of the Non-Motorized Transportation Plan, coordination with affected agencies and private landowners will be essential. Successful implementation will also require close collaboration among Kitsap County departments, including Public Works, Community Development, and Parks.

As the Regional Center Plan's goals and policies move forward, continued coordination with the non-motorized committee will be important to ensure alignment and support regional connectivity.

2018 Non-Motorized Facilities Plan Goals

The Non-Motorized Facilities Plan provides goals to guide development and implementation. These goals focus on creating a safe, connected, and accessible multi-use trail system through strong partnerships with public, tribal, and private stakeholders. The plan promotes healthy lifestyles and equitable access, strengthens connections between communities and regional networks, and supports the preservation of natural, cultural, and working lands. It also encourages recreation, education, eco-tourism, and economic development, while prioritizing safe, direct routes, improved shoreline access, and targeted investments to address key system gaps using best practices.



Figure 5.12 Kitsap Sailing Foundation

Open Space, Parks, & Environment

Silverdale has an open space pattern represented by natural features such as Dyes Inlet and shoreline, Strawberry Creek and riparian corridor, Clear Creek and riparian corridor, and wooded slopes to the west in West Hill Neighborhood and to the northeast in by the hospital campus. The existing Community Campus site provides tree cover and open space. Kitsap Mall provides a privately owned enclosed pedestrian mall and courts for consumers using that facility. There is a deficiency of pedestrian open space in the commercial development pattern of downtown Silverdale.

The natural open space pattern forms a north/south “V” shape within Silverdale, providing an existing open space spine that extends from Dyes Inlet on the south edge of downtown to SR 303. Strawberry Creek drains out of West Hill to and through Old Town and into Dyes Inlet. A drainage channel, named “Silverdale Creek” for reference in the guidelines, enters Dyes Inlet immediately southeast of Bucklin Hill Road and Bay Shore Drive.

Opportunities:

- Encourage higher density, compact development to avoid encroachment into natural assets
- Promote multifunctional green infrastructure such as stormwater parks
- Design for multimodal transportation to reduce greenhouse gas emissions
- Require open space development as part of redevelopment

Challenges:

- Extensive impervious surfaces
- Rising per-capita emissions
- Short-term impacts of new development

The natural environment in and around Silverdale has been identified by residents as a key feature of the Regional Center and part of what defines the area's unique character. Maintaining and strengthening the relationship between the people and the natural environment in Silverdale is an integral piece of the Plan for Regional Center's future, both in supporting the continued enjoyment of the natural area through parks and open spaces as well as bolstering efforts to steward and preserve it for generations to come.

Parks & Recreation

Within the Regional Center boundary, key parks provide important recreational opportunities, including Silverdale Waterfront Park, which serves as a central gathering place with beach access, a pier, and picnic areas; Old Mill Park, a quieter natural space featuring wooded surroundings and walking trails; and Clear Creek Trail, a scenic corridor that winds through forests and wetlands, connecting different parts of the community. As Silverdale continues to grow, redevelopment within the Regional Center presents opportunities to introduce new parks, enhance existing open spaces, and strengthen trail connections, improving access to outdoor recreation while supporting a more vibrant and walkable environment.

Kitsap County Parks, Recreation, and Open Space (PROS) Plan Update 2025

The Kitsap County PROS Plan provides a long-term framework for investing in parks, trails, and recreational facilities, with a focus on accessibility, system improvements, and environmental stewardship. In Silverdale, a key issue identified is needed repairs at Silverdale Waterfront Park, where damage to the undercut headwall was highlighted as a priority safety concern by community respondents.



Figure 5.13 Silverdale Waterfront Park

Environmentally Critical Areas & Assets

About one-sixth of the Silverdale subarea is considered vulnerable to geologic hazards. Areas with easily eroded soils are located along Dyes Inlet and several creek corridors, while soils that may be prone to liquefaction during earthquakes are found near Clear Creek, Strawberry Creek, Steele Creek, and Barker Creek. Mapped fault lines run through Central Kitsap and along parts of Silverdale's borders. As the area grows, more people and development could be exposed to these hazards, particularly in low-lying coastal areas that may also face tsunami risk (Kitsap County, 2024).

Silverdale also contains a large number of wetlands, shaped by local geology, landforms, and climate. Although residents are served by wells outside the Regional Center, all drinking water comes from underground aquifers beneath the area. About two-thirds of the subarea lies within designated critical aquifer recharge areas, which help replenish these groundwater supplies and are important to protect (Kitsap County, 2024).

Natural habitats in the Silverdale subarea include forests, open water, and wetlands. Clear Creek is identified by the Washington Department of Fish and Wildlife as important habitat for fall Chinook salmon, and Dyes Inlet serves as a wintering area for waterfowl. Several salmon species also use streams within the Silverdale Regional Center, highlighting the importance of protecting local waterways and habitats.

Stormwater Interventions as Amenities

Kitsap County has begun the design of an 0.8-acre stormwater park in Silverdale, located at the corner of Bucklin Hill Road and Tracyton Boulevard. The Bucklin Tracyton Regional Stormwater Facility will treat stormwater from 72.5 acres of commercial and residential development before it discharges into Dyes Inlet, an impaired water body. The goal is to improve water quality and provide community amenities. In addition to its environmental benefits, the park will create a valuable community space and accessible green space for nearby neighborhoods, the Central Kitsap community, and visitors, including pedestrian paths, viewing platforms, and open landscaped green spaces (Kitsap County Public Works, 2025).



Figure 5.14 Commercial development in the Regional Center

Economic Development

With its strategic location within easy driving distance from various population centers, along SR 303 and SR 3, and having a mix of goods and services alongside anchor destinations, the Silverdale Regional Center serves not only as the commercial hub of the region, but also an employment hub. As of the 2020 Census, the Silverdale UGA had approximately 13,300 employees. In the 2024 Comprehensive Plan, targeted growth for the overall Silverdale UGA includes 11,416 new jobs through 2044, with much of the anticipated growth concentrated in the Silverdale Regional Center. As the Regional Center accommodates new growth, it must respond to changing internal workforce dynamics while also taking a regional perspective to address broader service and employment needs.

Demographics

Workforce demographics in the region are shifting. According to the 2025 Silverdale Regional Center Market Study, from 2013 to 2023, the share of workforce-aged residents declined from 62 to 53%, largely due to a decrease in residents aged 35–64 and an increase in those over 65. However, growth in the 20–34 age group suggests Silverdale is attracting younger workers as older residents

Opportunities:

- Healthcare expansion
- Investments in the arts, entertainment, and smaller retail
- Updated regulations can catalyze new economic activity
- Adaptive reuse of large retail stores

Challenges:

- Insufficient community attraction and housing availability
- Unpredictable market factors
- Restrictive development regulations
- Lack of supporting amenities, e.g. childcare, recreation

transition into retirement. From 2013 to 2023, the share of high-earning households increased considerably, with over a quarter of Silverdale UGA households earning \$150,000 and over half earning more than \$100,000 annually as of 2023. While these trends are mirrored in the County overall, Silverdale's share of high-earning households increased faster than the County over that period, suggesting Silverdale is attracting workers in industries with high earning potential (ECONorthwest, 2025).

According to the 2020–2024 American Community Survey 5-Year Estimates, the top industries of employment for residents in the Silverdale Census Designated Place (CDP), which encompasses the Silverdale Regional Center, are educational services and health care and social assistance (23.7%), public administration (13.3%), and professional, scientific, management, and administrative and waste management services (12.6%). Defense is another key industry in the region. Naval Base Kitsap employs approximately 33,800 military and civilian personnel and 7,500 defense contractors, making the Navy the largest employer in Kitsap County. Approximately 7.3% of CDP residents aged 16 and over were employed in the Armed Forces in 2024.



Figure 5.15 Puget Sound Naval Shipyard, at Naval Base Kitsap, Bremerton

2025 Regional Center Market Study

The study finds that the Silverdale Center is well positioned to evolve into a mixed-use, active hub, supported by steady population growth, a strengthening multifamily market aligned with workforce expansion, continued demand for retail, and recent medical expansions that reinforce its role as a regional healthcare hub. However, it also identifies key challenges, including limited community attractions, insufficient supporting amenities, and restrictive development standards that constrain the area's potential for vibrant mixed-use development.

Regional Center Jobs

According to the 2025 Silverdale Regional Center Market Study, the population in the Silverdale Regional Center was just 2,385 people while also hosting a total of 10,380 jobs (ECONorthwest, 2025). These numbers highlight that many who work within the Center live elsewhere, including within the greater Silverdale UGA and Central Kitsap UGA. Data from the U.S. Census Bureau's Longitudinal Employer-Household Dynamics, or LEHD (2023) shows that approximately 9% of people who work in the Center live in Bremerton, 3% in Seattle, and 2% each in Tracyton, Poulsbo, Tacoma, and Port Orchard. In contrast, approximately 12% of the Center's residents work in Bremerton and 11% work in Seattle, with smaller shares working in Port Orchard (3%), Poulsbo (3%), Bellevue (2%), and Bangor Base (2%).

Unsurprisingly, jobs in the Silverdale Center are primarily concentrated in the retail trade sector, which accounts for 24.8% of employment. In previous engagement efforts, residents have identified the retail and commercial side of Silverdale as a key piece of its identity, one that continues to be desired as Silverdale grows into the future. Educational services represent the second-largest industry, making up 22.0% of jobs. Health care and social assistance, along with accommodation and food services, are tied for third, each accounting for 16.0% of local jobs in 2023, according to LEHD data.

Silverdale's health care sector is anchored by St. Michael Medical Center, which recently underwent a \$645 million expansion. With further expansions planned, St. Michael's supports Silverdale's position as a growing regional medical hub.

More information about economic and employment trends in the Silverdale area can be found in the 2025 Silverdale Regional Center Market Study.



Figure 5.16 St. Michael Medical Center



Figure 5.17 Rivulet Apartments

Housing

To address housing needs across all income levels, the County will need to diversify its housing stock, with much of that effort concentrated in the Silverdale Regional Center. According to the 2019–2023 American Community Survey 5-Year Estimates, there were 745 housing units in the Center, approximately 16% of which were single-family homes and 84% multifamily.

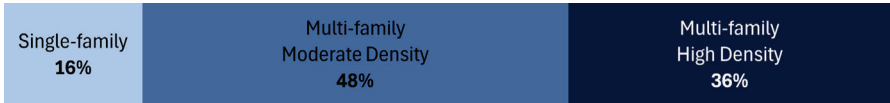


Figure 5.18 Housing stock by housing type

About 100 units were estimated to be vacant. This represents a relatively high vacancy rate of 13%. Housing market assessments often use five to ten percent as a standard vacancy rate since it implies a balance between housing supply and demand.

The 2025 Silverdale Regional Center Market Study showed that, in the Silverdale UGA, multifamily vacancy rates have been relatively stable since 2014, at around 6%. While there was a spike in vacancy in 2024, this is likely correlated with the completion of large developments in the area, such as The Highlands (570 units) and Rivulet Apartments (78 units). Multifamily rents have

Opportunities:

- High demand for multifamily residential; a new MFTE program could incentivize mixed income multifamily development
- Vacant and under-utilized parcels are opportunities for higher intensity development
- Adaptive reuse/ redevelopment opportunities for former big-box locations

Challenges:

- Extensive barriers and burdens to development
- Existing short-term housing shortages limit growth and economic development

steadily increased over the past decade. Between 2014-2024, rents increased 66% to \$1,790 per month.

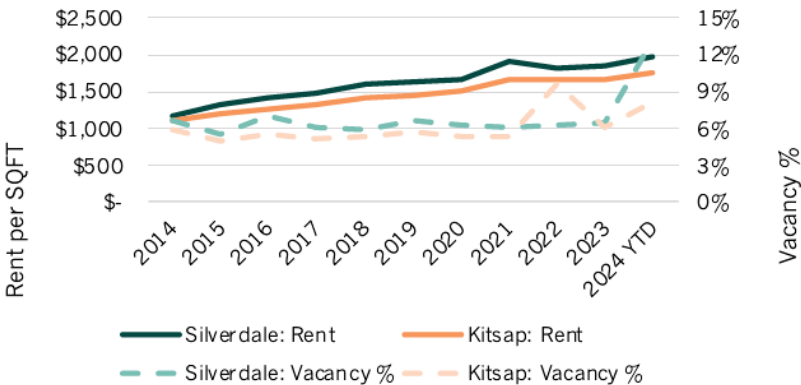


Figure 5.19 Multifamily asking rents and vacancy

Construction activity also reflects the Silverdale UGA's current and potential growth. According to the 2025 Silverdale Regional Center Market Study, new construction accounts for approximately 27% of the UGA's total multifamily units, compared to 20% in the county. About 1,000 multifamily units have been built in the Silverdale UGA over the past five years, accounting for roughly 30% of all units built countywide. Net absorption has generally been positive, indicating that new units are being leased up as they come to market.

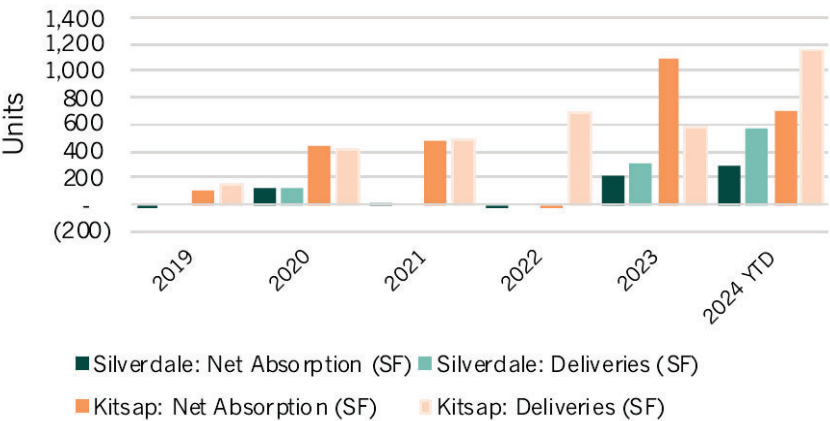


Figure 5.20 Multifamily flex deliveries and absorptions

More information about housing characteristics and market trends is available in the 2025 Silverdale Regional Center Market Study.

Anti-Displacement Considerations

As new housing and commercial development—particularly market-rate projects—can place upward pressure on rents and property values and contribute to displacement, it is important to assess and proactively address these risks alongside growth.

There are a variety of displacement risk analyses that jurisdictions can use as reference. According to PSRC’s Displacement Risk Map, the Silverdale Regional Center scores low for displacement risk (Puget Sound Regional Council, 2025). The PSRC mapping tool focuses on the region and is based on a composite of indicators representing five elements of neighborhood displacement risk: sociodemographics, transportation, neighborhood characteristics, housing, and civic engagement. The Washington State Department of Commerce (Commerce) has also developed a statewide displacement risk map using socioeconomic factors, demographic change, and market conditions such as data measures. In the Commerce version, the western half of the Center falls within a census tract of low risk, while the eastern portion falls within a tract of moderate risk. Both tracts extend beyond the Center boundaries and may reflect the dynamics of the surrounding area.

However, even with generally low risk, it remains important to proactively address potential displacement to ensure that vulnerable populations are protected as growth and development occur. Both PSRC’s Multicounty Planning Policies (MPP) and Kitsap County’s Countywide Planning Policies (CPPs) include directives for cities to identify displacement risk and implement strategies to mitigate its impacts. Additionally, as part of the Kitsap County 2024 Comprehensive Plan update’s Racially Disparate Impact (RDI) analysis, the Land Use and Housing elements were evaluated to determine whether each policy contributed to racially disparate impacts, exclusion, or displacement risk in housing. Where needed, adjustments were made to increase inclusion and reduce disparate impacts (Kitsap County, 2024).

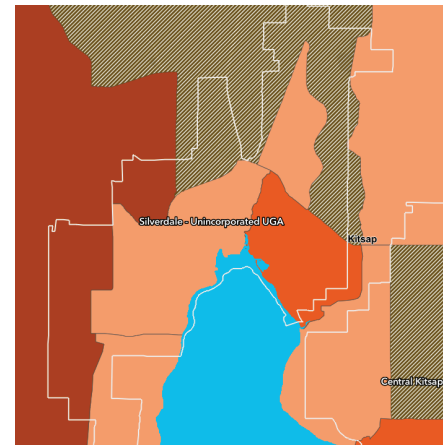


Figure 5.21 Displacement Risk Map (Brown: High Risk; Dark Orange: Moderate Risk; Light Orange: Low Risk; Hatched: Demographic and Market Change), Washington State Department of Commerce

6. GOALS & POLICIES

This chapter outlines the goals and policies that will guide the Silverdale Regional Center's growth, development, and public space improvements. Building on the vision and concepts, the goals establish the community's priorities and values, while the policies provide actionable guidance for decision-making by the County, private developers, and partner agencies. Together, they serve as a framework to shape a vibrant, accessible, and sustainable Regional Center that meets the needs of residents, businesses, and visitors.

In this section:

- Urban Design & Community, page 89
- Connectivity & Mobility, page 106
- Environment & Climate, page 115
- Economic Development, page 121
- Housing, page 126

Urban Design & Community



Vision

Inspire a healthy, interconnected urban community where pedestrians are priority, buildings and open space are openly interrelated, the site and design makes a positive contribution to the public realm, and ultimately, people thrive in vibrancy, whether working or living in Silverdale.

Goal 1: Compact, Urban, Pedestrian-oriented Community

Create a compact, visually attractive, mixed-use, urban community that prioritizes pedestrian safety and comfort and enhances the quality of life for all who live, work, or visit the Silverdale Regional Center.

Silverdale Regional Center Policy

SRCP 1.1. Update development and design standards to prioritize strong urban form and pedestrian-oriented development, while clarifying requirements to ensure a more predictable and consistent review process.

SRCP 1.2. Foster the development of a pedestrian-oriented retail/mixed-use focal point for Silverdale.

SRCP 1.3. Coordinate, and where possible, partner with property owners and developers to integrate pedestrian, bicycle, and gathering space amenities into developments.

SRCP1.4. Reduce the number of drive-through developments in the center to promote pedestrian-oriented development.

SRCP1.5. Strengthen the pedestrian connections from existing Kitsap Mall concourses to surrounding streets. This can occur by extending the enclosed concourses towards the street and/or by constructing pedestrian and open space improvements.



Figure 6.1 Pedestrian Street in a Downtown/Retail setting, Kirkland Park Lane

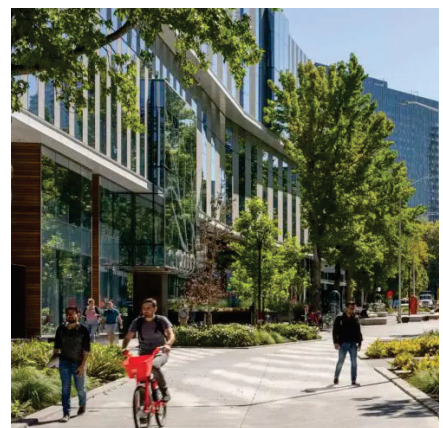


Figure 6.2 Pedestrian street in an office development setting, Arbor Blocks West, South Lake Union, Seattle

Next Steps & Action Opportunities

1 Update Development & Design Standards

The current design standards for the Silverdale Regional Center provide strong direction for mixed-use, multimodal, and compact development the community desires. However, they are largely narrative and function more as guidance than clear, enforceable standards, making implementation inconsistent and outcomes difficult to predict. Additionally, the existing design district boundaries are defined primarily by arterial roads rather than cohesive, complementary areas. This approach isolates adjacent areas, limits connectivity and functional relationships, and undermines the potential for desired development patterns.

Updated design standards for the Regional Center should more clearly translate the community's vision into measurable, predictable requirements. Standards should prioritize infill and redevelopment in areas most likely to change, particularly sites near existing activity centers and along key multimodal corridors that can support pedestrian-oriented, mixed-use development while providing guidance for adjacent areas as they develop over time.

Standards should also proactively promote walkability on sites unlikely to redevelop in the near term, such as big-box retail or established nonconforming properties, by encouraging future through block connections, pedestrian access improvements, and human scaled design. Interim strategies such as liner buildings along existing parking lots or underutilized frontages can create pedestrian-friendly edges while maintaining necessary parking, providing gradual transformation as market conditions evolve.

Prioritizing Infill Development

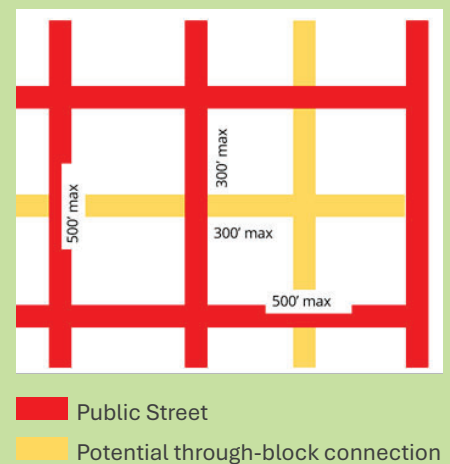
The most promising opportunities for redevelopment are where land is centrally located, already zoned for denser mixed-use development, and surrounded by existing uses. Many “vacant” parcels in the Regional Center are currently used as surface parking for nearby businesses and could offer redevelopment potential depending on future parking needs. Additional opportunities also exist on other underutilized properties and publicly owned sites.

Actions the County can take:

- **Redefine and consolidate design district boundaries** to reflect the intended character, functional relationships, and desired connections between areas within the Center, aligning them with future complementary land uses rather than arterial roadways.
- **Update standards to reflect new design districts.**
- **Establish block standards that enable phased redevelopment** of large parcels without requiring full site transformation at once.
 - **Block frontage:** Define where pedestrian-oriented storefronts are required or encouraged; set standards for ground-floor residential uses to balance privacy and active streetscapes; clarify appropriate locations for off-street parking.
- **Require or incentivize through block pedestrian and bicycle connections** on large parcels to improve long-term connectivity.
- **Incentivize early infill and adaptive reuse** through tools such as fee reductions, expedited review, or development bonuses in priority areas.
- **Promote transit-oriented development standards** near the transit center and hospital, and potentially Old Town to support mixed-use intensity.
- **Establish minimum usable open space standards for redevelopment projects**, such as requiring public open space or a fee-in-lieu with redevelopment.
- **Integrate redevelopment with natural features**, such as Clear Creek Park, by enhancing green space connections, preserving natural corridors, and promoting environmentally sensitive site design.

Through-block Connections

As the Regional Center evolves, redevelopment sites can require privately owned through-block connections to break up large blocks and improve pedestrian and bicycle connectivity. Some of these connections may be multimodal, extending the street network and subject to block frontage and ground-floor guidelines, while others may be primarily pedestrian- and cyclist-oriented, functioning as shared paths or alleys that provide safe, off-street links through the site.



What Are Liner Buildings?

As the Regional Center evolves, liner buildings can be strategically applied along key streets to promote active street frontages. This building type has been adapted to support the phased redevelopment of contemporary suburban shopping centers by utilizing underused peripheral parking along arterial frontages. Applications can include Silverdale Way, particularly between the Kitsap Mall and Old Town, to create segments of active street frontage, enhance the pedestrian experience, and increase patronage to the mall area, Clear Creek, and Old Town. Additional opportunities exist along underutilized sites on Ridgetop Boulevard and NW Bucklin Hill Road, connecting the hospital, transit center, and surrounding residential areas.

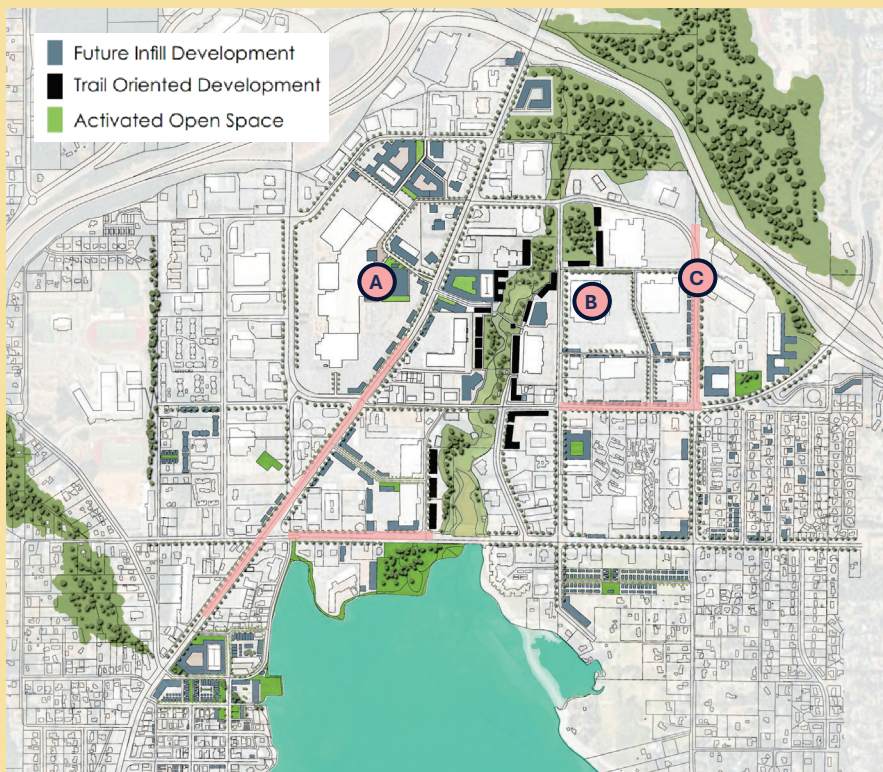


Figure 6.3 Potential areas for activating streets frontages with liner buildings (conceptual), see application concepts on next page.

Liner buildings are typically small narrow structures, often less than 20 feet deep, that line streets, plazas, or other public spaces. They create continuous, active frontages that are more engaging for pedestrians than blank walls or large parking lots. By defining the edges of public spaces, liner buildings foster a sense of “spatial enclosure,” making streets and plazas feel more like rooms rather than open highways.

These buildings offer a cost-effective, short-term strategy for walkable development, while generating additional leasing revenue. Upper-story spaces, accessed from the rear or parking areas, can accommodate residential or service uses that benefit from lower rents while remaining close to major commercial frontages.



Figure 6.4 University Village, Seattle

Liner Buildings - Potential Applications in the Silverdale Regional Center

Liner buildings fronting on major streets (existing parking lots), with enhanced pedestrian environment including wider sidewalks, street trees, and furniture.

Figure 6.5 Conceptual Liner Buildings: Silverdale Way by Kitsap Mall parking lots.



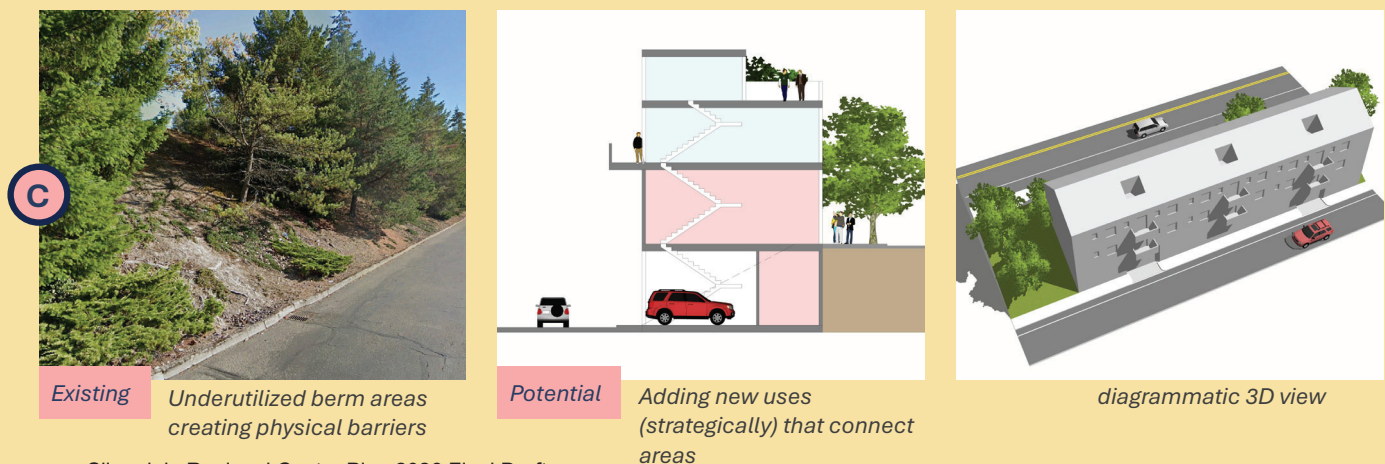
Liner buildings fronting on major streets (big-box blank walls), with enhanced pedestrian environment including wider sidewalks and street trees

Figure 6.6 Conceptual Liner Buildings : Best Buy rear wall



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

Figure 6.7 Conceptual Liner Buildings: NW Myhre Road



2 Advance Kitsap Mall Public Realm Vision

Kitsap Mall and its large parking areas, along with other big-box retail sites, offer some of Silverdale’s best opportunities to create a vibrant, pedestrian-oriented, mixed-use community. The principal arterial network—Silverdale Way (north–south) and Kitsap Mall Boulevard/Ridgetop Boulevard (east–west)—provides key access and connections, making these corridors central to future redevelopment.

Design standards and potentially zoning should be updated to support higher-density, mixed-use development. A master plan for the Kitsap Mall area should be created with property owners and developers to ensure redevelopment aligns with the community vision. Block frontage standards developed from Policy 1.1 should guide main street style retail and pedestrian-focused areas, shaping new development to reflect the desired urban character. Redevelopment should also incorporate open spaces, parks, and plazas, especially along the southern and eastern edges, to create walkable, welcoming spaces that encourage pedestrian activity and community gathering, transforming the area into a cohesive and vibrant center.

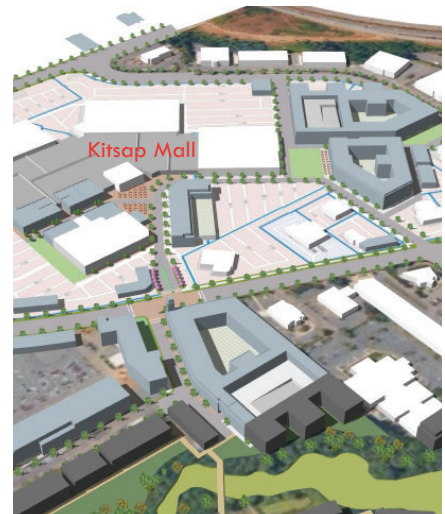


Figure 6.8 Conceptual massing of future infill development in the Kitsap Mall area

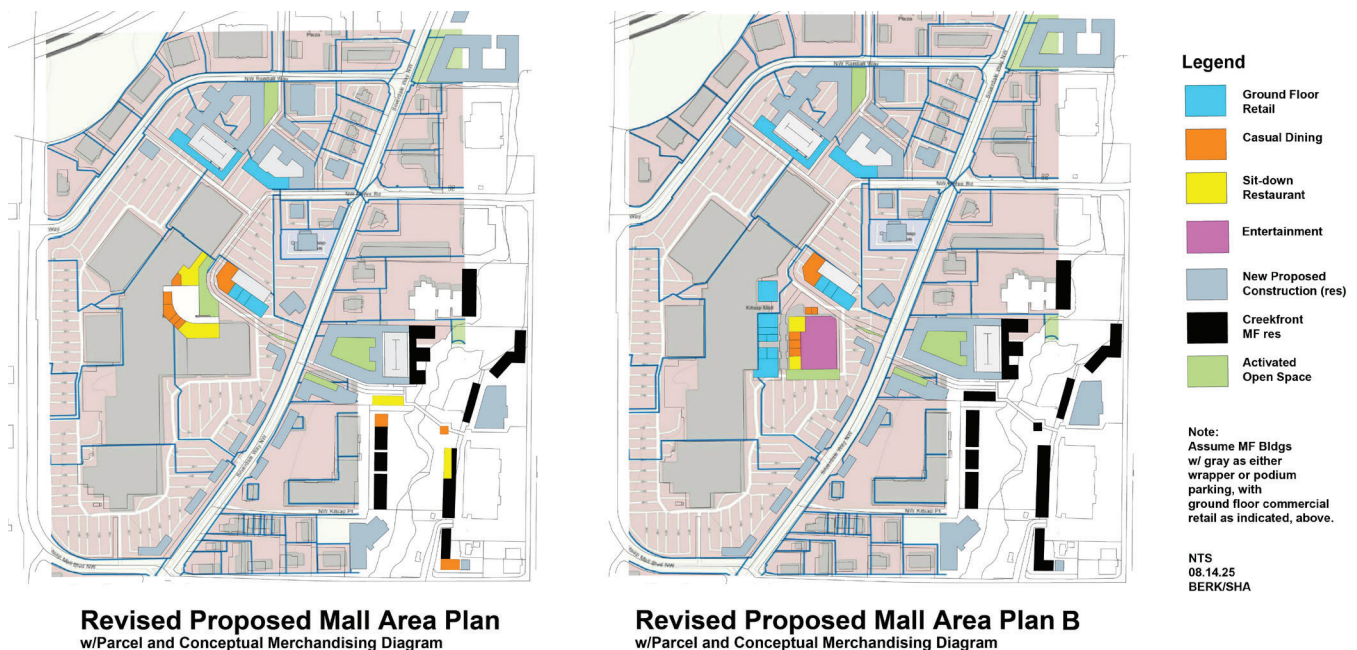


Figure 6.9 Concept use plans

3 Promote Transit-Oriented Redevelopment

The 2025 Market Study recommends promoting transit-oriented development near bus and ferry connections and considering an overlay for growth areas to support redevelopment around the new ferry and transit center. As the County redefines districts for the center, this overlay could provide special guidance for targeted development.

Opportunities include:

- **Hospital/Transit Center Area:** Encourage higher-density, mixed-use development around the new transit center to maximize access to public transportation.
- **Old Town Neighborhood:** Support pedestrian-friendly, mixed-use nodes near the proposed foot ferry connecting Silverdale and Bremerton, strengthening public realm connections and ferry ridership.
- **Park-and-Ride Options:** Explore potential park-and-ride facilities between the Mall and Old Town to improve multimodal access and reduce congestion.
- **Zoning Differentiation:** Consider distinguishing the Old Town “main street” and waterfront/ferry areas from the broader Neighborhood Commercial zone to reflect unique character and support local businesses.
 - Community Engagement: Involve residents and businesses in planning overlays and mixed-use concepts to ensure local needs and character are preserved.
- **Wayfinding and Signage:** Implement clear wayfinding between the Kitsap Mall, Old Town, and ferry to support multimodal access and pedestrian navigation.
- **Consider a Transit-Oriented Zoning Overlay:** Define density bonuses, design standards, and land use requirements specifically for areas near the transit center and ferry connection.



Figure 6.10 Silverdale Transit Center



Figure 6.11 Hospital Expansion

Goal 2: Waterfront Community

Emphasize and enhance Silverdale's waterfront as a character-defining feature of the community.

Silverdale Regional Center Policy

SRCP 2.1. Evaluate and update current zoning and design standards to ensure that new development enhances the pedestrian environment and the visual character of the waterfront.

SRCP 2.2. Collaborate with property owners and developers to help foster development that enhances the pedestrian environment and the visual character of the waterfront.

SRCP 2.3. Enhance the community's physical and visual connection to the waterfront via public improvements, updating connectivity standards for new development.

SRCP 2.4. Prioritize pedestrian and streetscape improvements in Old Town to enhance the neighborhood's visual character, safety, and access to the waterfront. This is most critical at intersections.

SRCP 2.5. Sustain current maintenance and improvement efforts at Silverdale Waterfront Park, Clear Creek Trail, and other public waterfront lands on Dyes Inlet.



Figure 6.12 Maritime Pier, Gig Harbor



Figure 6.13 David E. Brink Park, Kirkland

Goal 3: Public Spaces & Parks

Create a system of interconnected parks, open spaces, trails, and public gathering places that provide recreational, social, and cultural amenities to serve the needs of all Silverdale residents.

Silverdale Regional Center Policy

SRCP 3.1. Make parks and open space accessible to all ages and ability, with specific attention to the needs and locations of vulnerable populations.

SRCP 3.2. Provide well-landscaped, non-motorized connections and locate them in areas that link the waterfront with other destinations, parks, riparian corridors, and other shared urban spaces.

SRCP 3.3. Improve and extend the existing Clear Creek Trail network in conjunction with redevelopment activity on adjacent sites and by supporting a public-private partnership to increase connectivity to surrounding uses. Provide viewing facilities, pedestrian bridge(s), and continuous trails and paths along both sides of the creek. The trail shall be identified as an important connection to surrounding pedestrian and bicycle infrastructure.

SRCP 3.4. Prioritize and invest in the expansion and development of parks, open space, and non-motorized trail projects within the Regional Center to provide health and transportation benefits, emphasize recreational benefits, enhance mobility, and connect to the larger, regional land and water trail systems.



Figure 6.16 Placemaking example



Figure 6.17 Placemaking example

SRCP 3.5. Promote the use of Complete Streets approach and Green Streets design throughout Silverdale, incorporating green infrastructure and sustainable design elements. Connect existing and planned parks and open spaces through a coordinated network to enhance mobility, safety, and community access.

SRCP 3.6. Integrate natural features such as wetlands, riparian corridors, and hillside views into site design as amenities. Protect them as environmental resources and provide access to the natural landscape.

SRCP 3.7. Include native and low-maintenance landscaping installations with new road, pathway, and development projects.

SRCP 3.8. Encourage and pursue the integration of plazas and open spaces, such as Privately Owned Public Spaces (POPS), in commercial and mixed-use areas that promote shoppers to linger and provide amenities to residents and employees.

SRCP 3.9. Allow partial fee-in-lieu payments of on-site open space requirements to fund central park areas and trails.

SRCP 3.10. If and when Kitsap Mall redevelops with urban residential and mixed-uses, integrate open space, parks, and/or plazas into the development, particularly along the southern and eastern edges.



Figure 6.18 Placemaking example



Figure 6.19 Placemaking example

Green Streets

Green streets are designed to manage stormwater, improve environmental quality, and enhance public spaces through features such as bioswales, permeable pavements, street trees, and landscaped medians. They also support walkability, biking, and healthier urban ecosystems.

SRCP 3.11. Identify gaps in access to parks and open spaces and take steps to reduce these gaps, ensuring all residents have opportunities to enjoy public recreational resources.

SRCP 3.12. Identify and reserve strategic sites within the Regional Center for future civic facilities—including community centers, public safety services, cultural spaces, and other essential public amenities.

SRCP 3.13: Identify infrastructure improvements and investments to support public art and community amenities, and strengthen place-making and community identity.

SRCP 3.14: Recognize multi-use trails, including Clear Creek Trail, as community amenities that provide recreational and transportation benefits, and sustain and expand maintenance while clarifying countywide management responsibilities.



Figure 6.20 Workshop participants share ideas for parks and public space improvements

Next Steps & Action Opportunities

Clear Creek Corridor

The Clear Creek corridor represents a key natural and community asset for the Silverdale Regional Center. To guide its future development, the County can take a proactive approach that balances residential and commercial growth with environmental protection, connectivity, and community activation. Building on previous planning efforts, the following action opportunities can help transform Clear Creek into an accessible, and vibrant corridor.

- **Establish a Corridor Design Framework**
 - Develop a Clear Creek master plan that sets a clear design framework, improved and future pathways, and incorporates design standards and guidance for incremental private development along the creek.
 - Include community input mechanisms to ensure the framework reflects local priorities and values.
- **Integrate Housing with Natural Amenities**
 - Encourage residential development oriented toward the creek to leverage open-space amenities.
 - Incentivize a mix of housing types that promote affordability and diversity.
 - Explore adaptive reuse or infill opportunities on underutilized parcels along the corridor.
- **Enhance Connectivity Across the Center**
 - Strengthen east–west and north–south linkages to integrate Clear Creek with the wider Silverdale Regional Center.
 - Prioritize pedestrian and bicycle connections, including safe crossings, trails, and greenways.
 - Coordinate with transit planning to ensure public transportation access supports the corridor.

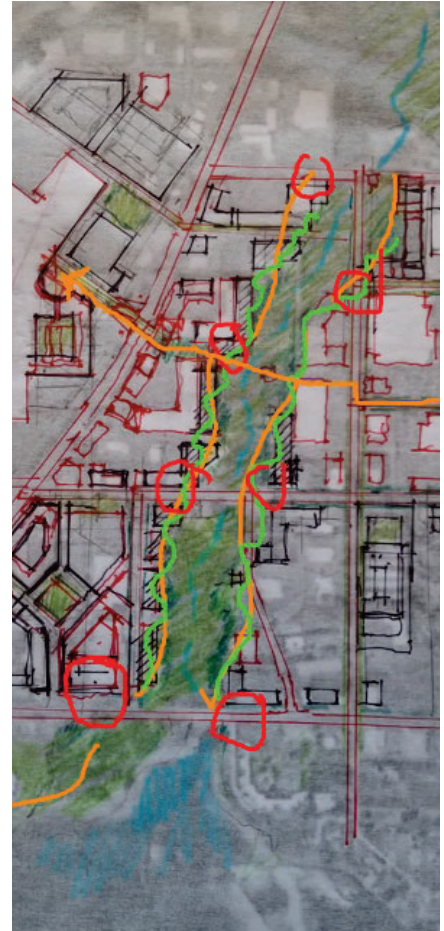


Figure 6.21 Conceptual sketch of Clear Creek as community green spine
Much like the redevelopment vision for the Mall, creating a cohesive, vibrant, trail-oriented neighborhood along the Clear Creek park edges will be a gradual, long-term process. Success depends on a clear and adaptable design framework that reflects the community's vision, accommodates future needs, and is supported by a flexible regulatory environment responsive to emerging market trends.

■ Activate Key Nodes Along the Linear Park

- Target activation at intersections where the linear park meets surrounding streets.
- Encourage small-scale, neighborhood-serving retail, childcare facilities, and community amenities.
- Avoid developing large retail hubs that could undermine the corridor's natural and community focus.

■ Coordinate Environmental and Infrastructure Planning

- Incorporate environmental buffers, stormwater management, and habitat protections.
- Implement strategies to protect biodiversity, water quality, and creek resilience while supporting development.
- Explore green infrastructure opportunities, such as bioswales, rain gardens, and native landscaping.
- Coordinate countywide management of trails.

■ Promote Community Programming and Stewardship

- Partner with local organizations to host events, farmers markets, or recreation programs along the creek.
- Encourage volunteer stewardship initiatives to maintain trails, parks, and creek health.

■ Leverage Incentives and Partnerships

- Offer development incentives for projects that advance the corridor's vision, such as density bonuses for environmental enhancements or public amenities.
- Collaborate with private developers, nonprofits, and regional agencies to fund park improvements, trails, and public spaces.

■ Monitor and Adapt the Plan

- Establish metrics to track development patterns, environmental impacts, and community use.
- Periodically update the master plan to reflect changing community needs, funding opportunities, or climate resilience priorities.



Figure 6.22 The Cedar River Trail



Figure 6.23 Prairie Line Trail is a linear park in Tacoma that follows former railroad tracks

Third Spaces & Microactivation Strategies

Community and stakeholder feedback highlighted a strong need for more cultural and social amenities, including cafés, restaurants, childcare facilities, indoor community centers, and “third spaces” such as pocket parks and plazas where people can gather and connect.

The County should prioritize actions and strategies that support the development and activation of these spaces, including:

- **Partnering with developers and property owners** to integrate community amenities into new and redevelopment projects.
- **Identifying underutilized public and private spaces** that could be converted into plazas, pocket parks, or gathering areas.
- **Implementing microactivation strategies**, such as pop-up parks, temporary seating, art installations, and community events, to energize underused spaces and test longer-term improvements.
- **Expanding childcare services by encouraging on-site or nearby facilities in new developments**, supporting public-private partnerships to increase capacity, and updating zoning to allow childcare centers near housing, transit, and employment hubs.
- **Supporting programs and initiatives that encourage local businesses, cultural activities, and community events.**
- **Ensuring that design standards and zoning regulations facilitate pedestrian-friendly, accessible, and inclusive gathering spaces.**



Figure 6.24 Cowley Park is a two-acre pocket park outside the downtown district of Spokane



Figure 6.25 Public art installation in Kennewick

Goal 4: Urban Development Standards

Establish development standards based on urban, rather than suburban densities and needs.

Silverdale Regional Center Policy

SRCP 4.1. Strategically increase building heights and density to promote mixed-use urban development that can be served by structured and underground parking.

SRCP 4.2. Evaluate and update dimensional standards to help facilitate pedestrian-oriented forms of development.

SRCP 4.3. Reduce minimum parking requirements to help facilitate pedestrian-oriented forms of development.

SRCP 4.4. Codify established design standards and redevelopment standards.

SRCP 4.5. Establish incentives for desired development types and forms through enhanced or expedited permit processes.

SRCP 4.6. Evaluate and simplify design standards to provide a higher level of predictability while integrating strategic provisions for flexibility.



Figure 6.26 Example: Public realm within an outdoor shopping mall environment



Figure 6.27 Improvements to pedestrian infrastructure on Silverdale Way

Connectivity & Mobility



Vision

Create a multimodal transportation system that supports an increasing number of people living, working, and visiting in Silverdale and increases the ability to access destinations without the need for a personal automobile.

Goal 5: Coordinate Transportation & Land Use

Facilitate a coordinated land use and transportation pattern to support all modes of transportation and linkages within the Center, supporting the Urban Growth Area, and other communities within Kitsap County and the region.

Silverdale Regional Center Policy

SRCP 5.1. Implement transportation demand management and commute trip reduction strategies.

SRCP 5.2. Promote transit ridership to reduce per capita Vehicle Miles Traveled (VMT) and greenhouse gas (GHG) emissions.

SRCP 5.3. Collaborate with Kitsap Transit to improve the speed and reliability of transit service in Silverdale.

SRCP 5.4. Ensure public transit services within the Center, Silverdale Urban Growth Area (UGA), and surrounding communities have routing, frequencies, and levels of service to promote public transit as a viable alternative for daily transportation needs within and between communities and which supports the County's land uses.

SRCP 5.5. Ensure that Express and Bus Rapid Transit services providing services between communities are routed through and provide direct access within the Silverdale, Central Kitsap, and Bremerton UGAs to support access and mobility within the communities and connections between communities.

SRCP 5.6. Collaborate with Kitsap Transit to provide an alternative to single-occupancy vehicle (SOV) trips, including commute trip reduction, shared vehicles (i.e., Zip Cars, Scoot Cars), bike share, ORCA card passes, and other strategies.



Figure 6.28 Silverdale Transit Center



Figure 6.29 Route 265

SRCP 5.7. Promote and support transit-oriented development in coordination with Kitsap Transit, primarily by increasing population and employment density near high-capacity transit stations.

SRCP 5.8. Invest private and public funds in architecture and circulation facility design that supports transit choices such as transit facing entries, weather protection and pedestrian connections between buildings and community spaces, and transit stop spacing that supports fast, efficient transit.



Figure 6.30 Kitsap Transit bus at the Silverdale Transit Center

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 pedestrian and bicycle 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.

SRCP 6.3. Promote the desired urban form of Silverdale by focusing first on the interrelationship of land uses to support connectivity and a sense of place.

SRCP 6.4. Design streetscapes that are safe and inviting for pedestrians and alternative walking, biking, and rolling. This includes providing simple design standards for building frontages along public and private streets and through-block connections to help ensure that there are “eyes on the street” and other Crime Prevention Through Environmental Design (CPTED) principles.

SRCP 6.5. When locating and designing facilities within the Active Transportation System, consider the health and equity impacts on vulnerable populations, including low-income, children, the elderly, and those with disabilities.



Figure 6.31 Tukwila Urban Center Bridge

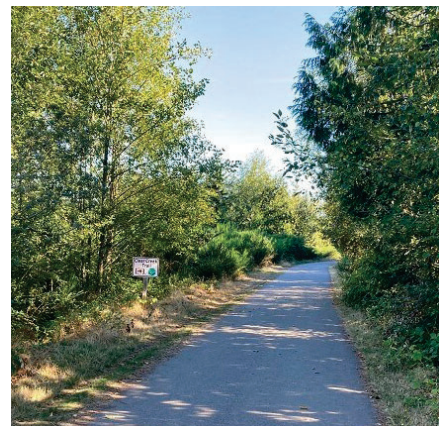


Figure 6.32 Clear Creek Trail

SRCP 6.6. Study and implement strategies for new funding streams for the Silverdale Regional Center to support the financing of capital improvements, programs, and maintenance.

SRCP 6.7. Work with Washington State Department of Transportation (WSDOT) and local property owners to improve connections between arterial streets and state highways.

SRCP 6.8. Strive to achieve a mode-split of 75% for SOV and 25% for non-SOV (transit, high-occupancy vehicle, walk, bike, roll) within the Silverdale Regional Center by 2044.

SRCP 6.9. Work with Kitsap Transit to implement a pilot Silverdale-Bremerton foot ferry in coordination with a transit system to connect people with destinations and parking.

SRCP 6.10. Create and implement a multimodal wayfinding signage program for the Center.

SRCP 6.11. Pursue a Complete Streets Systems approach for the Regional Center that establishes formal performance metrics. The approach should clearly define criteria and thresholds to guide the planning, design, and evaluation of transportation projects, ensuring streets are designed to provide safe and comfortable access for users of all ages and abilities.

SRCP 6.12. Develop partnerships with Community Based Organizations (CBOs), property owners, and businesses to support creative approaches to mobility, parking, and maintenance needs.

SRCP 6.13. Update Kitsap County Road Standards to support Silverdale design concepts.



Figure 6.33 Pedestrian safety infrastructure on Silverdale Way



Figure 6.34 Silverdale Way roundabout and intersection improvement

Next Steps & Action Opportunities

Goal 5: Transportation and Land Use Coordination

- **Advance Existing Priority Projects**
 - Complete priority transportation projects already initiated under the Silverdale Transportation Implementation Strategy (S-TIS).
 - Identify and coordinate the next set of priority projects from S-TIS that align with Regional Center Plan concepts. See *table on next page*.
- **Coordinate Across Departments**
 - Ensure alignment between Planning and Public Works divisions to support connectivity, design standards, and redevelopment goals identified in this Plan.
 - Update design standards for the Center in coordination with transportation and connectivity needs.
 - Hold inter-departmental workshops to align on updated standards and/or regulations.
- **Integrate Transportation with Land Use Planning**
 - Encourage land use patterns, densities, and building placements that support multimodal travel and reduce SOV trips.
 - Update design standards for the Center in coordination with transportation and connectivity needs.
 - Coordinate any overlay districts considerations for the Center, including incentives for transit-oriented development.



Figure 6.35 Bike on Kitsap Transit bus

2018 Silverdale Transportation Implementation Strategy: Prioritized Project List

The 2018 plan identified and prioritized list of projects to address roadway, access management, and active transportation improvements.

Rank	Location / Category	Project Name	Status
1	Ridgetop Corridor	Ridgetop Phase 1 (Mickelberry to Myhre)	In process
2	Silverdale Way Corridor	Silverdale Way Phase 1 (Silverdale Way at Bucklin Hill)	Not started
2	Spot Improvement	Bucklin Hill Gap	Not started
3	Ridgetop Corridor	Ridgetop Phase 2 (SR303 to Interchange)	Not started
3	Spot Improvement	Kitsap Mall Boulevard / Randall Turn Lane	Not started
4	Ridgetop Corridor	Ridgetop Phase 3 (Silverdale Way to Blaine)	Not started
4	Silverdale Way Corridor	Silverdale Way Phase 2 (Silverdale Way at Ridgetop)	Not started
4	Opportunity Project	Central Silverdale Multi-Use Pathway Phase 1	Not started
5	Ridgetop Corridor	Ridgetop Phase 4 (Blaine to Mickelberry)	Not started
5	Opportunity Project	North Silverdale Multi-use Pathway	Not started
6	Silverdale Way Corridor	Silverdale Way Phase 3 (Randall Way Extension)	Not started
6	Silverdale Way Corridor	Silverdale Way Phase 3 (Complete Street Strawberry Creek to Bucklin)	Not started
7	Spot Improvement	Anderson Hill Road (Bucklin to Provost)	Not started
8	Silverdale Way Corridor	Silverdale Way Phase 4 (Poplars Extension)	Not started
8	Silverdale Way Corridor	Silverdale Way Phase 4 (Complete Street Bucklin to Ridgetop)	Not started
8	Opportunity Project	Central Silverdale Multi-use Pathway Phase 2	Not started
9	Silverdale Way Corridor	Silverdale Way Phase 5 (Complete Street Anderson Hill to Strawberry Creek)	Not started
10	Silverdale Way Corridor	Silverdale Way Phase 6 (Complete Street Ridgetop to SR303)	Not started
10	Spot Improvement	Silverdale Way / Newberry Hill Roundabout	Not started
10	Opportunity Project	Randall Way Bike Lane	Not started

Goal 6: Complete Multimodal Network

■ Pedestrian and Bicycle Infrastructure

- Complete priority bike/pedestrian projects identified in the S-TIS and Non-Motorized Facilities Plan. Maintain an updated S-TIS project chart and Non-Motorized Facilities Plan to track progress.
- Establish a Complete Streets Systems approach for the Regional Center to ensure new projects include safe pedestrian and bicycle infrastructure.
- Require pedestrian and bicycle improvements as part of redevelopment projects.
- Extend through-block connections wherever feasible, even across parcels not yet redeveloped, to avoid piecemeal segments.
- Seek funding for a comprehensive wayfinding and signage plan for pedestrians and cyclists.

■ Transit and Micromobility

- Support transit-oriented land use in key areas, encouraging home and job locations that reduce car dependency.

As the Regional Center grows:

- Work with Kitsap Transit to explore a more frequent circulator system connecting key locations within the Center, the transit center, and broader Kitsap County.
- Evaluate opportunities for micromobility options such as bike share or e-scooter programs.
- Monitor long-term transit demand to guide future investments.

■ Parking Management

- Review and adjust parking requirements to balance development needs with multimodal priorities.
- Facilitate public-private partnerships for shared parking and potential park-and-ride locations between the Kitsap Mall and Old Town.
- Encourage collaboration among businesses to share underutilized parking and optimize lot usage.



Figure 6.36 Micromobility parking area



Figure 6.37 Cyclists on the Washington State Ferry Chimacum

- **Transportation Demand Management (TDM)**
 - Explore and secure ongoing funding for TDM programs that reduce vehicle trips.
 - Promote flexible travel options within the Center, including last mile solutions connecting employment, park-and-ride, and residential areas.
- **Vehicular Projects**
 - Complete major vehicle-focused projects listed in the Comprehensive Plan and S-TIS.
 - Study and evaluate:
 - Silverdale Multimodal Corridor improvements
 - Complete Streets Ordinance design criteria.



Figure 6.38 Bikers in Port Gamble

Environment & Climate



Vision

Foster a community that integrates natural elements into the built environment, creates landscapes that restore the connection between people and nature, and safeguards the environment for present and future generations.

Goal 7: Stormwater Management

Improve stormwater quality and management.

Silverdale Regional Center Policy

SRCP 7.1. Continue and enhance current efforts to coordinate development with stormwater detention and treatment as part of the larger regional stormwater system.

SRCP 7.2. Incentivize development that utilizes approved Low Impact Development (LID) Practices which improve stormwater quality and runoff flow control beyond minimum standards.

SRCP 7.3. To protect wildlife habitat areas and reduce adverse stormwater impacts, minimize grading of landforms and the extent of soil and vegetation disturbance in new development.

SRCP 7.4. Support innovative stormwater management practices that protect water quality, enhance resilience, and integrate natural systems into the built environment, including sustainable design solutions to manage runoff, reduce flooding, and improve ecological health.

SRCP 7.5. Verify that regional stormwater infrastructure can accommodate cumulative impacts from new development, and consider linking development approvals to demonstrated system capacity or the timely completion of necessary regional improvements.

The 2025 Silverdale Regional Center Market Study identified opportunities and challenges based on stakeholder input, including concerns from developers that stormwater regulations can be complex. In response, the study recommended that the County consider reducing stormwater management requirements.

The analysis also recommends identifying potential infrastructure improvements to support mixed-use development increased housing capacity, including opportunities to expand or enhance stormwater infrastructure.

SRCP 7.6. Identify opportunities to provide stormwater infrastructure to support increased housing and employment capacity that is consistent with the community's vision.

SRCP 7.7. Review and update stormwater policies as needed to simplify requirements, improve coordination, and ensure effective long-term system performance.



Figure 6.39 *Manchester Stormwater Park treats stormwater from roads, parking lots, and residential and commercial properties in the small Kitsap County community of Manchester*

Goal 8: Critical & Environmentally Sensitive Areas

Enhance wetlands and the riparian corridors to safeguard and improve environmental functions and fish and wildlife habitat.

Silverdale Regional Center Policy

SRCP 8.1. Incentivize the restoration or rehabilitation of wetlands and riparian corridors as part of new development or re-development. Encourage clustering of development in a manner that both preserves and celebrates these areas as amenities to nearby development.

SRCP 8.2. Connect natural areas to stream corridors and open spaces outside the Silverdale Regional Center.

SRCP 8.3. Promote the integration of interpretive signage along nature trails to educate users about the features and benefits of wetlands and riparian corridors.

SRCP 8.4. Collaborate with property owners to ensure the completion of creek restoration or revitalization plans.

SRCP 8.5. Enhance Strawberry Creek and riparian corridor by including an expanded riparian area in the vicinity of Linder Field and Silverdale Way, public access or viewing facilities, trails, and paths along key portions of creek, and public access at the confluence of the creek and Dyes Inlet.

SRCP 8.6. Protect and enhance Silverdale Creek through daylighting where feasible as a part of private development north of Bucklin Hill Road.

Goal 9: Sustainable Community

Create a sustainable community, consistent with Kitsap County's Comprehensive Plan Sustainability Policies.

Silverdale Regional Center Policy

SRCP 9.1. Support projects that increase air quality, reduce air pollution and greenhouse gas emissions, or reduce climate change impacts.

SRCP 9.2. Support electric transportation infrastructure and provide incentives for commercial or multifamily developments that include Level 2 or 3 charging stations.

SRCP 9.3. Encourage buildings and infrastructure in the public and private sectors which:

- Minimize energy use and reduce overall climate impact.
- Use recycled water to conserve potable water resources.
- Employ non-toxic materials to promote healthier environments.
- Enhance air quality through increased filtration and circulation.
- Integrate recycled, third party green certified, and locally sourced materials.
- Manage and reduce stormwater runoff.
- Support biodiversity by providing wildlife habitat.
- Use innovative green building technologies, products, and processes.

SRCP 9.4. Support the development of community gardens as a valid option to comply with an open space requirement.

SRCP 9.5. Retain existing trees in critical areas and their buffers, along designated pedestrian corridors and in other urban green spaces. Plant new trees wherever possible, using native or ecologically appropriate species, to support micro-climate regulation, urban design, public health, and overall livability.

Goal 10: Reduce Greenhouse Gas Emissions

Develop GHG reduction targets and achieve them through integrated strategies in land use, transportation, commercial and residential building construction, and site development strategies.

Silverdale Regional Center Policy

SRCP 10.1. Strive to meet GHG emissions targets set in VISION 2050.

SRCP 10.2. Pursue an Energy and Climate Plan for Silverdale.

SRCP 10.3. Emphasize and incentivize compact, mixed-use, and transit-oriented development in the Silverdale Regional Center, ensuring that residents, workers, and visitors in the region have convenient, preferably walkable, access to goods and services.

SRCP 10.5. Support a multimodal transportation system so that all people who live and work in the Center have a variety of convenient low- or no-emission transportation options.

SRCP 10.6. Establish a program to support energy efficiency retrofits of existing buildings which will not be redeveloped in the short term.

SRCP 10.7. Work with Puget Sound Energy to expand participation in the Green Power Program.

Economic Development



Vision

Foster re-development through processes that balance flexibility and predictability, effective use of financial incentives, and cultivation of public-private partnerships that result in mutually beneficial solutions.

Goal 11: Economic Growth

Maintain Silverdale's economic engine by accommodating and attracting most of the anticipated job and housing growth for the Silverdale Urban Growth Area in the Regional Growth Center.

Silverdale Regional Center Policy

SRCP 11.1. Promote up-front investments and placemaking strategies that act as a catalyst for redevelopment.

SRCP 11.2. Coordinate investments in infrastructure with development of residential and employment uses to encourage new or re-development in support of planned growth and building on the community vision.

SRCP 11.3. Require conduit and/or fiber to be installed as part of all street and utility projects that are at least one block in length.

SRCP 11.4. Craft design standards that enhance the livability of developments by creating safe and inviting pedestrian routes, integrating open spaces and amenities, and creating attractive and welcoming block frontages. Such improvements will then enhance the setting for subsequent nearby development.

SRCP 11.5 Identify ways to incentivize adaptive reuse development and redevelopment particularly in opportunity areas and areas impacted by business closures.

SRCP 11.6 Explore the establishment of a supportive redevelopment organization or staff member.

SRCP 11.7 Support the addition of more restaurants, arts, and entertainment businesses, as well as more childcare facilities.



Figure 6.40 Silverdale businesses



Figure 6.41 St. Michael's Medical Center

SRCP 11.8 Advance public-private partnerships in support of Silverdale’s economic development.

SRCP 11.9 Maintain flexibility to support a range of business types and sizes, while minimizing displacement of cultural anchors and businesses owned by people of color.

SRCP 11.10 Support the prevention of the economic and physical displacement of long-term locally-owned businesses in the Silverdale Regional Center, particularly in Old Town.

SRCP 11.11 Prioritize the development of new locally-owned businesses by improving access to affordable commercial ownership and funding for expansion of operations.



Figure 6.42 Silverdale Farmers Market

Goal 12: Effective Outreach

Educate the public about the benefits associated with the Silverdale Regional Growth Center planning efforts.

Silverdale Regional Center Policy

SRCP 12.1. Work with the Greater Kitsap Chamber, the Kitsap Economic Development Alliance, the Port of Silverdale, and other cooperating agencies and groups to promote the Silverdale Regional Growth Center as a desirable destination to live, work, and play. This also should include efforts that support business formation, retention, expansion, and recruitment in Silverdale.

SRCP 12.2. Collaborate with key stakeholders and landowners to envision redevelopment projects that include significant public benefit.

SRCP 12.3. Improve access and visibility of Old Town Silverdale.

SRCP 12.4. Ensure transparent and consistent engagement with the community in all economic development initiatives. This includes providing accessible information, soliciting input from a diverse range of stakeholders, and maintaining open communication throughout planning and implementation to build trust and support informed decision-making.

Next Steps & Action Opportunities

Key Collaborations and Partnerships

Achieving the vision for the Silverdale Regional Center depends on strategic collaboration across public, private, and community stakeholders. Partnerships help align resources, leverage expertise, and ensure that redevelopment supports the community's long-term economic, social, and placemaking goals. Key areas for collaboration include:

- **Agencies:** Coordinate with transit agencies to enhance multimodal connections and with Public Works to plan for infrastructure needs. Strengthen partnerships with the Tribes, Navy, Port of Silverdale, and Kitsap Economic Development Alliance.
- **Hospital:** Collaborate to address workforce housing needs and support local employees.
- **Kitsap Mall:** Partner to create vibrant retail frontages and activate public spaces.
- **Local Businesses and Community Organizations:** Engage to support arts, cultural programming, and placemaking initiatives.
- **Developers / Public-Private Partnerships:** Work together to implement pedestrian-oriented public realm improvements and leverage private investment for community benefits.

Housing



Vision

Nurture a community that accommodates a diversity of income levels, activities, amenities, open spaces, gathering places, recreation, and mobility options that all contribute to a self-sustaining community where people aspire to live, work and play.

Goal 13: Housing Growth

Locate a majority of Silverdale Urban Growth Area housing growth in the Silverdale Regional Growth Center.

Silverdale Regional Center Policy

SRCP 13.1. Strategically increase building heights and density together with strengthening design standards to enhance the character and livability of new developments.

SRCP 13.2. Incentivize the development of higher density residential buildings in the Silverdale Regional Center. Examples of incentives may include:

- Increased height allowance and/or reduced parking requirements for projects that commit to frontage improvements, affordable housing provisions, senior housing provisions, mixed-use development, or additional open space provisions.
- Reduce minimum parking restrictions and add site specific flexible standards.
- County government fee reductions.
- Reduced or streamlined permitting timelines.
- Use of incentives authorized by the State of Washington.
- Design elements that support multimodal transportation.

SRCP 13.3. Streamline and adapt regulations to support infill and redevelopment. Regulations shall reduce barriers and provide incentives to foster infill and higher intensity development.

SRCP 13.4. In preparation for housing growth, adopt a variety of strategies to reduce the risk of residential displacement and preserve existing affordable housing units, including leveraging growth opportunities to provide new units and maintain the current stock.

Goal 14: Housing Diversity

Prioritize the development of a diverse mix of market rate and affordable housing that meets the needs of both employees and residents, providing adequate amenities, open space, and communal gathering spaces.

Silverdale Regional Center Policy

SRCP 14.1. Promote development that is consistent with the community’s vision and incorporates a diverse range of market rate and affordable housing that meets the needs of residents at a variety of income levels, ages, household sizes, and lifestyles, offering adequate amenities, private open space, and gathering spaces that integrate into the Silverdale Regional Center.

SRCP 14.2. Create and implement a Multifamily Property Tax Exemption (MFTE) program, including a 12-year option for projects that include affordable housing (See 2024 Comprehensive Plan’s Appendix B: Housing Availability and Affordability Analysis).

SRCP 14.3. Monitor effectiveness of policies overtime, specifically focusing on creation of new housing types and availability to various income segments.

SRCP 14.4. Encourage coordination and partnerships with housing organizations, community groups, and service providers to address issues such as homelessness, fair housing, and displacement, and to promote equitable and inclusive housing opportunities within the Center.

SRCP 14.5. Meet residential growth targets.

SRCP 14.6. Support partnerships with St. Michael Medical Center to develop affordable housing that advances public health and serves vulnerable populations, using innovative financing and proven models.

SRCP 14.7. Preserve and enhance existing affordable housing and expand the supply in the Silverdale Regional Center through tools such as community land trusts and other permanently affordable, shared-equity homeownership models, as well as funding for equitable, community-driven affordable housing.

SRCP 14.8. Expand homeownership opportunities for Silverdale Regional Center residents using tools such as down payment support and redevelopment assistance.

SRCP 14.9. Support safe and healthy homes by encouraging strategies, programs, and regulations that address unsafe or deteriorating properties and help prevent declining conditions, allowing Silverdale Regional Center residents to remain in their homes.

SRCP 14.10. Encourage a range of strategies to reduce residential displacement in the Silverdale Regional Center, including tenant relocation assistance and right to return and/or community preference policies.

Next Steps & Action Opportunities

Adopting an Multifamily Property Tax Exemption (MFTE) Program for Silverdale Regional Center

Over the next 20 years, Silverdale Regional Center is expected to accommodate much of the County’s population growth, making the implementation of an MFTE program with a Residential Targeted Area (RTA) encompassing the Center a significant opportunity to enhance mixed-income multifamily housing, attract new investment, and support long-term affordability for residents.

The 12-year exemption requires that a certain number of units are set aside as income-restricted housing for the length of the exemption. Under RCW 84.14.020, at least 20% of units must be:

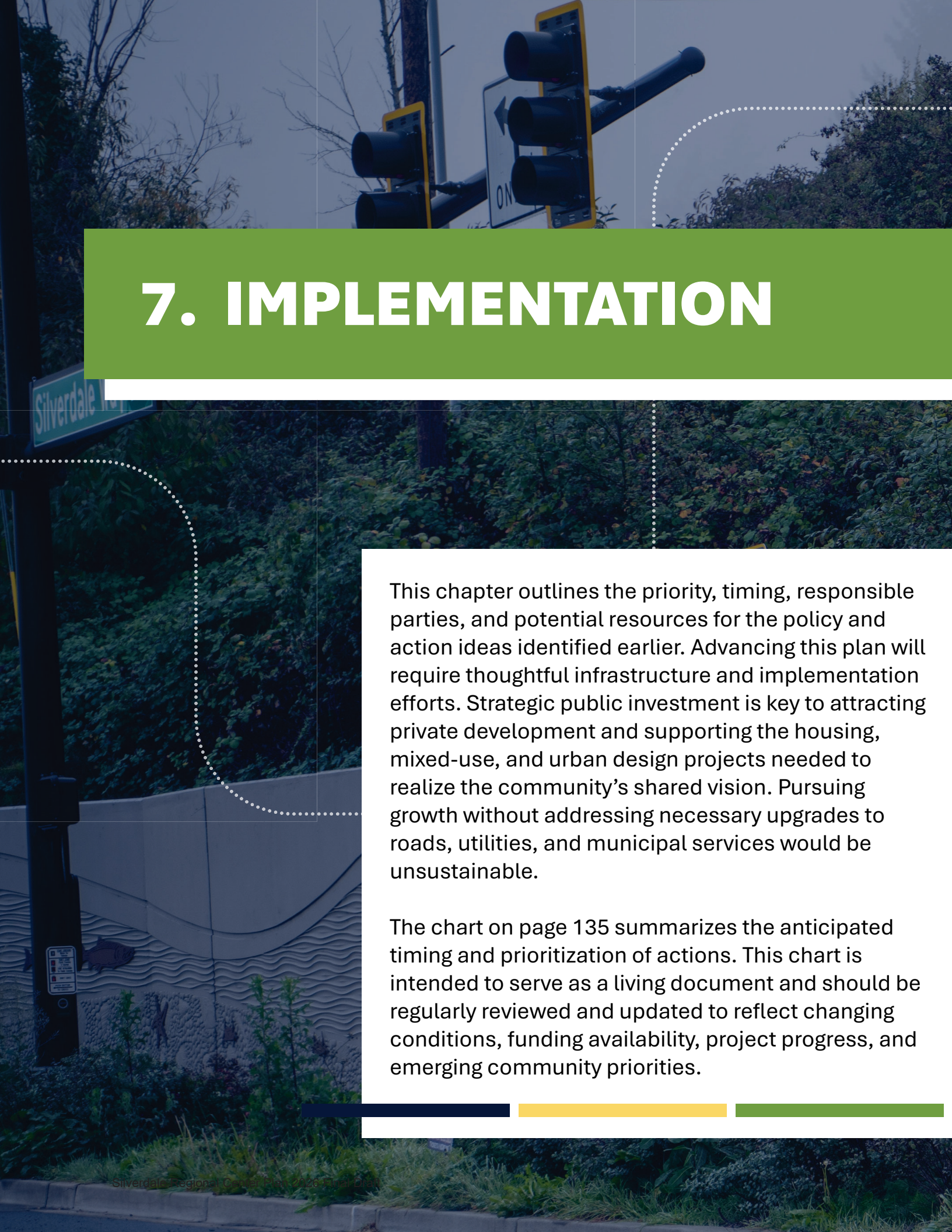
- Rented as affordable housing units to low- and moderate-income households, or
- Sold as owner-occupied housing units that are affordable to moderate-income households.

Applying an RTA Center-wide could support new construction and rehabilitation while encouraging higher densities that better support transit. This approach offers consistency and aligns with the vision for improved walkability and east–west connections, as illustrated below:

- **St. Michael’s Hospital and Transit Center area:** The hospital expansion and transit center present strong opportunities for transit-oriented, mixed-use development consistent with the *2025 Market Study* scenarios.
- **Kitsap Mall and Clear Creek area:** Redevelopment of under-utilized surface parking and parcels near the trail could support multifamily housing.
- **Old Town area:** Infill and redevelopment could introduce a mix of housing types, with design that complements the historic context.

According to the 2024 Kitsap County Comprehensive Plan (Appendix A, p. 35), “the County is actively studying the MFTE program to be prepared to implement it should the statutory framework change during the planning period.”

The *2025 Silverdale Regional Center Market Study* also identifies the MFTE program as a key opportunity to incentivize mixed income multi-unit development.



7. IMPLEMENTATION

This chapter outlines the priority, timing, responsible parties, and potential resources for the policy and action ideas identified earlier. Advancing this plan will require thoughtful infrastructure and implementation efforts. Strategic public investment is key to attracting private development and supporting the housing, mixed-use, and urban design projects needed to realize the community's shared vision. Pursuing growth without addressing necessary upgrades to roads, utilities, and municipal services would be unsustainable.

The chart on page 135 summarizes the anticipated timing and prioritization of actions. This chart is intended to serve as a living document and should be regularly reviewed and updated to reflect changing conditions, funding availability, project progress, and emerging community priorities.

Near-term Priorities

While the Regional Center’s full transformation will unfold over many years, several near-term steps can begin within the next five years. This list is not exhaustive, but it provides a pipeline of priority initiatives that will help advance the Silverdale Regional Center vision.

Update and adopt development and design standards

Design standards for the Silverdale Regional Center should be updated to reflect community priorities while responding to market, economic, and environmental realities. The objective is to simplify requirements, remove barriers to redevelopment, and establish a flexible framework that supports improved block structure and connectivity, diverse housing types, adaptive reuse, and future parcel consolidation. Updated standards should address constrained sites, allow temporary or incremental frontage activation, and modernize height, density, and parking regulations.

This effort should be collaborative and coordinated across relevant departments, aligning with past, ongoing, and planned initiatives while meaningfully engaging both the community and the development sector. In the near term, the County should translate these updates into clear, code-ready provisions to enable efficient adoption and implementation.

Conduct a parking study

Parking is a major cost driver for multifamily development and can influence land use outcomes. As a near-term priority, the County should conduct a Silverdale Regional Center parking study that includes community outreach, data collection, and analysis. The study should recommend policies to “right-size” parking, adjusting minimums, considering maximums, and tailoring requirements to specific areas, while exploring innovative management strategies that support the Regional Center’s land use and development goals.

Several near-term actions are already ongoing or near complete.

- **Update Design Standards** to reflect community priorities and incentivize desired development. (Ongoing)
- Establishing regulations that **prohibit the development of new drive-through businesses** in pedestrian-oriented areas.
- Exploring a **multifamily tax exemption (MFTE) program** including a 12-year option for projects that include affordable housing. (Ongoing)
- Coordination with Kitsap Transit, Housing Kitsap, property owners, downtown businesses and other key stakeholder groups. (Ongoing)

Establish incentives for development through expedited permit processes

Identify ways to streamline permitting timelines, perhaps as a part of the existing Kitsap County Permit Review Efficiency Program (PREP) underway at the County.

Collaboration & partnerships

While the long-term vision for infill redevelopment and public realm improvements in key areas such as Clear Creek, Kitsap Mall, Silverdale Way, the Transit Center, and Old Town will unfold gradually, establishing strong partnerships early is essential to stabilizing the vision and maintaining consistent priorities. The County should reprioritize efforts to strengthen collaboration with businesses, property owners, anchor institutions, regional agencies, and community organizations to advance plan concepts.

Collaborate with Kitsap Transit on Circulator

Improve the speed and reliability of transit service in Silverdale, including the analysis and subsequent potential implementation of a bus circulator system for the downtown core, as well as the potential for ferry service for both workforce and tourism purposes.

Explore funding for transportation projects

The 2018 Silverdale Transportation Implementation Strategy identifies a range of projects, both large and small, that can significantly improve the Regional Center's transportation network and encourage desired redevelopment patterns. In the near term, the County should prioritize exploring funding opportunities to advance these projects. Strategies may include pursuing state and federal grants, leveraging partnerships with regional transit and public works agencies, integrating transportation improvements with redevelopment projects, and identifying catalytic projects that support walkable, transit-oriented growth.

Funding Possibilities

- **Tax Increment Financing (TIF):** Capture future increases in property tax revenue from new development to fund infrastructure, public realm improvements, and catalytic projects within the center.
- **Complete Streets policy** to qualify for state and federal grants.
- **Incentives for Storefront and Public Realm Improvements** through Business Improvement Districts (BIDs), local grants, or TIF-supported programs.
- **Latecomer Agreements:** Allow a property owner to recover part of the cost of street or utility improvements from neighboring properties that later connect to or benefit from those improvements.
- Public-private partnerships
- Other state and federal grants

Develop a Silverdale Regional Center Complete Streets System Plan

The County can advance its Complete Streets systems approach by developing a Silverdale Regional Center Complete Streets Plan. The plan would support pedestrians, bicyclists, transit users, and motorists, while enhancing connectivity.

Coordinate parks and public spaces with stormwater management

This plan update begins to identify potential areas for improved public spaces and connections, and new parks and open spaces that may come about with private development. Stormwater infrastructure should be incorporated and coordinated as part of future parks and public spaces, ensuring it functions as both a utility and a community amenity. The County has already advanced important projects in the Silverdale Regional Center. Innovative stormwater strategies can enhance future parks and public spaces, reflecting community priorities. While full implementation is long-term, early coordination with existing or planned parks can serve as a proof of concept.

Create wayfinding for the Regional Center

Implementing a clear wayfinding system is a high-impact, low-effort short-term strategy. It improves connectivity to key destinations, supports economic development by guiding visitors to businesses and amenities, enhances pedestrian-friendly streets, and reinforces the center's identity. Wayfinding also offers opportunities for public education about local amenities, history, and environmental features, providing immediate benefits while longer-term redevelopment progresses.

Short to Medium Priorities (0-10 years)

Old Town improvements

- Strategies for Old Town investments should anticipate future transit opportunities, including a circulator route and foot-ferry connection, and support transit-oriented development. Given its potential to shape the long-term character and connectivity of the Regional Center, this should be treated as a short- to medium-term priority (0–10 years).

Interim Frontage Activation

- Incentivize frontage activation and flexible building types to encourage street continuity and vibrant frontages as an interim strategy until longer-term redevelopment occurs.

Implementation Table (DRAFT)

Near Term: 0-5 years

Medium Term: 6-10 years

Long Term: 10+ years

Long Term Transformation: 20+ years

Bold = Priority or High Impact Actions

Action	Timeline	Responsibility
Urban Design & Community		
▪ Update and adopt development and design standards which prioritize urban form and quality pedestrian-oriented development.	Near-Term 2026-2031	DCD
▪ Update design standards to consolidate and simplify design districts.	Near-Term 2026-2031	DCD
▪ Strategically increase building heights and density and lower parking requirements.	Near-Term 2026-2031	DCD
▪ Conduct a parking study for the Silverdale Regional Center area that includes community outreach and participation, data collection and analysis, and develops recommendations on new policies to right-size future parking.	Near-Term 2026-2031	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 between the amount of parking provided and land use goals.	Near-Term 2026-2031	DCD; PW
▪ Collaborate and partner with property owners of key properties to: (1) Foster development of a pedestrian-oriented retail/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
▪ Define areas within the center to focus streetscape improvements, storefronts and mixed-use development, and cultural focal points.	Ongoing	DCD
▪ Evaluate Old Town for public realm improvements, set priorities and update applicable streetscape design standards, and develop improvement plans.	Medium-Term 2026-2036	DCD
▪ Establish special incentives for development through enhanced or expedited permit processes.	Near-Term 2026-2031	DCD

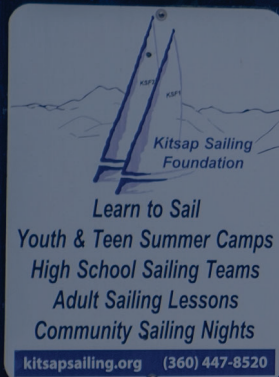
Action	Timeline	Responsibility
Urban Design & Community		
Establish diagrams and conceptual maps illustrating how Silverdale could evolve into a vibrant, pedestrian-oriented mixed-use center over time. Such map(s) could illustrate future streets, through-block connections, and enhanced streetscapes plus preferred block types, lengths, and building orientation to be used by prospective future development and redevelopment projects.	Near-Term 2026-2031	DCD
Work with downtown business and downtown interests to improve streetscape details, such as street furnishings, street trees, lighting, and art installations.	Ongoing	DCD; PW
Promote and host street activation by allowing innovative uses of low-traffic streets and parking lots, such as temporary street closures, festivals/events, and waiving any related fees for small events.	Ongoing	DCD
Establish regulations that prohibit the development of new drive-through businesses in pedestrian-oriented areas.	Complete	DCD
Encourage and pursue the integration of plazas and open spaces in commercial and mixed-use areas that welcome shoppers to linger and provide amenities to residents and employees.	Near-Term 2026-2031	DCD
Identify ways to incentivize adaptive reuse development and redevelopment, particularly in opportunity areas impacted by business closures.	Near-Term 2026-2031	DCD
Create a regulatory framework and targeted incentives that allow temporary frontage improvements and interim activation strategies, enabling sites to contribute to the public realm in the short-term while remaining flexible to accommodate long-term redevelopment when market demand materializes.	Near-Term 2026-2031	DCD
Transportation & Connectivity		
Implement transportation demand management (TDM) and commute trip reduction (CTR) strategies.	Ongoing	PW
Strive to achieve a mode-split of 75% for SOV and 25% for non-SOV (transit, HOV, walk, bike, roll) within the Silverdale Regional Center by 2044.	Long-Term (10+ Years)	DCD; PW
Explore funding for projects identified in the Silverdale Transportation Implementation Strategy	Ongoing	PW

Action	Timeline	Responsibility
Transportation & Connectivity		
Collaborate with Kitsap Transit to improve the speed and reliability of transit service in Silverdale, including the analysis and subsequent potential implementation of a bus circulator system for the downtown core, as well as the potential for ferry service for both workforce and tourism purposes.	Ongoing	DCD; PW; Kitsap Transit
Create a wayfinding signage program for the Regional Center	Near-Term 2026-2031	DCD
Pursue County Road Improvement District (CRID) and Utility Local Improvement District (ULID) options for the Silverdale Regional Center.	Medium-Term 2026-2036	PW
Pursue the adoption of funding mechanisms to incentivize and support transit and multi-modal transportation.	Near-Term 2026-2031	DCD
Work with Kitsap Transit and the long-range transit plan to prepare for locations of future high-capacity transit (BRT) stations and service.	Ongoing	DCD; Kitsap Transit
Work with Kitsap Transit to plan and implement fixed route and on-call transit services within Urban Growth Areas and subareas with routing, frequencies, and levels of service to support use of transit within the community for daily transportation needs.	Ongoing	DCD; Kitsap Transit
Create connectivity/maximum block size standards that apply to large site development and redevelopment.	Near-Term 2026-2031	DCD
Link Clear Creek Trail with important downtown landmarks through improved streetscapes and trails.	Medium-Term 2026-2036	DCD; PW
Develop new street sections and corridor standards for specific streets in the Regional Center where mixed-use development and pedestrian activity is prioritized.	Medium-Term 2026-2036	DCD; PW
Pursue a Silverdale Regional Center Complete Streets System Plan	Near-Term 2026-2031	DCD; PW
Support the reuse of surface parking lots for infill development.	Ongoing	DCD

Action	Timeline	Responsibility
Environment & Climate		
Identify the Silverdale Regional Center as a receiving site for the Transfer of Development Rights (TDR) program.	Near-Term 2026-2031	DCD
Identify and map possible locations and strategies for new pocket parks, neighborhood parks, stormwater parks, and public space.	Near-Term 2026-2031	DCD; PW; Parks
Incorporate stormwater infrastructure as an amenity in projects for Silverdale.	Ongoing	DCD; PW; Parks
Coordinate development with stormwater detention and treatment as part of the larger regional stormwater system.	Ongoing	DCD; PW
Incentivize development that utilizes Low Impact Development (LID) Practices which improve stormwater quality and runoff flow control beyond minimum standards.	Medium-Term 2026-2036	DCD; PW
Evaluate and update grading standards to better ensure the protection of wildlife habitat areas and minimize adverse stormwater impacts.	Near-Term 2026-2031	DCD; PW
Evaluate and update development clustering provisions to preserve and celebrate wetlands and riparian corridors as amenities to nearby development.	Near-Term 2026-2031	DCD
Promote the integration of interpretive signage along nature trails that help educate users to the features and benefits of wetlands and riparian corridors.	Ongoing	DCD; Parks
Create a master plan framework for Clear Creek Corridor	Near-Term 2026-2031	DCD
Pursue an Energy and Climate Plan for Silverdale.	Near-Term 2026-2031	DCD
Establish a program to support energy efficiency retrofits of existing buildings which will not be redeveloped in the short term.	Medium-Term 2026-2036	DCD
Work with Puget Sound Energy to expand participation in the Green Power Program.	Ongoing	DCD; PSE

Action	Timeline	Responsibility
Economic Development		
Complete a Market Study for the Regional Center	Complete	DCD
Consider a Planned Action Environmental Impact Statement (PEIS) for the Regional Center.	Near-Term 2026-2031	DCD
Update design standards to require pedestrian-oriented storefronts: key areas that are intended to function as the Regional Center's most walkable locations.	Ongoing	DCD
Identify groups or individuals that can lead a Regional Center advisory group to ensure interests are aligned in Silverdale's vision, investment, and activities.	Near-Term 2026-2031	DCD
Make strategic public investments in streetscape improvements, civic and recreational uses, infrastructure, or other amenities that catalyze new development patterns in the Regional Center.	Ongoing	DCD;PW
Create a masterplan for redevelopment of the Kitsap Mall area.	Long-Term 20+ Years	DCD – with collaboration of property owner(s)
Housing		
Strategically increase building heights and density while strengthening design standards to enhance the character and livability of new developments.	Complete	DCD
Create and implement a multifamily tax exemption (MFTE) program and evaluate including a 12-year option for projects that include affordable housing.	Near-Term 2026-2031	DCD; Housing Kitsap
Monitor effectiveness of policies and regulations over time, specifically focusing on creation of new housing types and availability to various income segments to make sure that the Regional Center's housing targets are being achieved at various income levels. Identify additional steps (reasonable measures) to spur housing development if monitoring shows the housing goals for Silverdale are not being achieved.	Ongoing	DCD
Evaluate the effectiveness of incentives for housing development and adapt to respond to market trends.	Medium-Term 2026-2036	DCD
Partner with housing organizations and community groups to address issues of homelessness, fair housing, anti-displacement strategies.	Near-Term 2026-2031	DCD; Housing Kitsap

GLOSSARY & REFERENCES



Glossary of Terms, *page 141*

Acronyms, *page 146*

Figure List, *page 147*

References, *page 153*

Glossary of Terms

- **Active transportation:** Human scaled and often person-powered ways of getting around, such as walking, bicycling, or rolling a wheelchair.
- **Activated open space:** Public or private open spaces designed to encourage regular use and social interaction. Features such as seating, landscaping, lighting, public art, or events help make these spaces inviting, safe, and vibrant.
- **Activity units:** A measure of total activity that combines the number of jobs and population (Puget Sound Regional Council).
- **Adaptive reuse:** Repurposing an existing building for a new use while retaining its historic or structural elements. This approach can preserve cultural heritage, reduce demolition waste, and support sustainable development.
- **Affordable housing:** In general, housing for which the occupants are paying no more than 30% of their income for gross housing costs, including utilities.
- **Area Median Income (AMI):** The household income for the median, or middle, household in a city, county or region. The U.S. Department of Housing and Urban Development calculates median income for each metropolitan region. These are used to determine income limits for some government affordable housing programs.
- **Business Improvement Districts (BID):** Privately directed and publicly sanctioned organizations that supplement public services within geographically defined boundaries by generating multiyear revenue through a compulsory assessment on local property owners and/or businesses.
- **Block frontage:** The portion of a building or property that faces and interacts with a street or public space. Block frontage design influences the pedestrian experience through elements such as entrances, access, windows, landscaping, and ground-floor uses.
- **Building-to-land ratio:** The 2025 Silverdale Regional Center Market Study uses this term to define improvement value relative to land value, and uses the output to determine whether a parcel should be considered underutilized.
- **Built environment:** The built environment refers to the human-made physical surroundings that shape how people live, work, and interact within a community. It includes buildings, housing, streets, transportation systems, parks, public spaces, and infrastructure such as utilities and services. In a community planning context, the built environment influences accessibility, safety, economic activity, environmental sustainability, and overall quality of life.
- **Complete Streets:** A transportation planning approach that designs and operates streets to safely accommodate all users, including pedestrians, bicyclists, transit riders, and drivers of all ages and abilities.
- **Comprehensive Plan:** A local plan required by the state Growth Management Act to address land use, housing, transportation, utilities, and capital facilities, and other elements, to guide growth and development for a 20-year period (RCW 36.70A).
- **Crime Prevention Through Environmental Design (CPTED):** Place-based and multi-disciplinary approach to preventing crime

using design and management of the built environment to deter crime by increasing the potential offender's sense of risk.

- **Critical areas:** RCW 36.70A.030 defines five types of critical areas, including wetlands, areas with a critical recharging effect on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas.
- **Daylighting (creek):** The process of uncovering and restoring buried or piped streams, creeks, or waterways to a more natural, open-air condition. Daylighting can improve ecological health, reduce flooding risk, enhance water quality, and create opportunities for habitat restoration and public open space.
- **Design standards:** Adopted requirements or guidelines that shape the physical appearance and functionality of development. Design standards may address building form, materials, landscaping, lighting, signage, and site layout to ensure quality, consistency, and compatibility with community goals.
- **Development code:** A set of local regulations that govern how land can be used and developed within a jurisdiction. The development code typically includes zoning rules, design standards, procedures, and other requirements that guide building, site design, and land use decisions.
- **Displacement risk:** The likelihood that a household, business, or organization will be displaced from its community. PSRC's Displacement Risk Map identifies what neighborhoods in the region are at higher risk of displacement.
- **Greenhouse gas (GHG):** Components of the atmosphere which contribute to climate change, including carbon dioxide, methane, nitrous oxide, and fluorinated gases. Human activities have added to the levels of most of these naturally occurring gases.
- **Green streets:** Streets designed to manage stormwater, improve environmental quality, and enhance public spaces through features such as bioswales, permeable pavements, street trees, and landscaped medians. Green streets also support walkability, biking, and healthier urban ecosystems.
- **Height bonus:** An allowance for developers to construct buildings taller than the base zoning limit, typically in exchange for providing public benefits such as affordable housing, open spaces, or other community amenities.
- **Impact fees (development):** Fees charged to developers to cover the cost of public infrastructure and services such as roads, parks, schools, or utilities needed to support new development. These fees help ensure growth does not overburden existing facilities.
- **Infill development:** Development of new buildings or redevelopment of underutilized or vacant parcels within existing urban areas that are already served by infrastructure, supporting more efficient land use and compact growth.
- **Land capacity analysis:** An analysis that considers the potential for land within a community's boundaries to accommodate new housing or employment growth, given what is allowed under current zoning and development regulations and what can reasonably be anticipated based on past development and factors that may cause trends to change in the future.

- **Latecomer agreements:** Also referred to as recovery contracts, reimbursement agreements, or assessment reimbursement contracts, latecomer agreements allow a property owner who has installed street or utility improvements to recover a portion of the costs of those improvements from other property owners who later develop property in the vicinity and use the improvements.
- **Level of Traffic Stress (LTS):** A measure of how comfortable and safe a street or bicycle route is for people of varying abilities and ages. Lower stress levels indicate safer, more comfortable conditions for bicyclists, while higher stress levels signal challenging or unsafe conditions.
- **Liner buildings:** Buildings placed along the street frontage to “line” and define the public realm, often with active ground-floor uses. They help screen parking lots or blank walls behind them, creating a more pedestrian-focused environment.
- **Microactivation:** Small-scale, temporary, or experimental interventions in public spaces such as pop-up parks, seating, art installations, or kiosks to increase activity, test ideas, or enliven streets and plazas.
- **Micromobility:** Any small, low-speed, human or electric-powered transportation device. Micromobility includes bicycles, scooters, electric bicycles (e-bikes), electric scooters (e-scooters), and other small, lightweight, wheeled conveyances. Micromobility includes privately owned and shared-use station-based or dockless fleets (bikeshare and scooter-share).
- **“Missing middle” housing:** Housing types that fall between single-family homes and large apartment buildings, such as duplexes, triplexes, fourplexes, townhomes, and courtyard apartments. Missing middle housing increases housing diversity, affordability, and neighborhood walkability.
- **Mixed-use development:** Projects or areas that integrate residential, commercial, and employment uses. Vertical mixed-use refers to multiple uses within a single building such as retail at the ground level with offices or housing above, while horizontal mixed-use describes neighborhoods where different uses are located in separate but nearby buildings within the same area.
- **Mode split:** A term describing the proportion of people using different modes of transportation, often expressed as the share of trips made by private vehicles compared to public transit and other options.
- **Multi-Family Housing Property Tax Exemption (MFTE):** The MFTE program provides opportunities for cities and counties to encourage the development of multifamily housing in certain areas. Under this program, communities may choose to offer an eight-year property tax exemption for qualifying residential improvements that add new housing units in a “residential targeted area” designated by a local council. They may also offer 12- and 20-year exemptions for developments that include income-restricted units.
- **Green stormwater infrastructure:** Natural or engineered systems like rain gardens, vegetated swales, permeable pavements, and constructed wetlands designed to manage stormwater, reduce flooding, filter pollutants, and support urban greenery.
- **Multimodal network:** A connected system of streets, paths, and facilities designed to support multiple forms of travel, including walking, biking, public transit, and driving. Multimodal networks improve access, safety, and mobility for all users.

- **Nonmotorized:** Generally refers to bicycle, pedestrian, and other modes of transportation not involving a motor vehicle.
- **Park-and-ride:** Parking facilities near transit stations or major bus stops where commuters can leave their vehicles and transfer to public transportation, helping reduce traffic congestion and extend the reach of transit.
- **Parking minimums:** Regulations that require a set number of off-street parking spaces for new residential, commercial, or mixed-use projects, often based on land use type or building size.
- **Parking reform:** Policy changes that reduce or remove mandatory parking requirements and improve parking management, supporting walkability, transit use, and more efficient land use.
- **Pedestrian-Oriented Development:** Development designed to prioritize walking, biking, and transit access. It features active street frontages, short blocks, and pedestrian-friendly amenities to encourage street life and reduce car dependence.
- **Placemaking:** A community-driven approach to planning and designing public spaces that strengthens connections between people and places. Placemaking focuses on creating safe, attractive, and meaningful spaces that reflect local culture and needs.
- **Planned target:** Used in reference to PSRC's density criteria, which set a minimum planned target of 45 activity units per acre for Regional Growth Centers.
- **Pocket parks:** Small, publicly accessible parks typically located within neighborhoods or urban areas. Pocket parks provide green space, recreation, and gathering opportunities where larger parks are not feasible.
- **Regional Growth Center:** A mixed-use center formally designated by the Puget Sound Regional Council (PSRC) that includes housing, employment, retail and entertainment uses. Regional growth centers are pedestrian-oriented, which allows people to walk to different destinations or attractions and are well-served by transit. Regional growth centers are planned for significant additional growth.
- **Right-of-way (ROW):** Public land or easements reserved for transportation and utilities, including streets, sidewalks, bike lanes, and public transit corridors. ROWs ensure safe access for all users and support infrastructure and mobility.
- **Subarea plan:** A type of long-range planning for a limited geographic area within a community.
- **Tax Increment Financing (TIF):** Financing tool that local governments – defined as cities, towns, counties, port districts, or any combination thereof – can use to fund public infrastructure in targeted areas to encourage private development and investment.
- **Transfer of Development Rights (TDR):** A system that gives landowners the option of selling the rights to further develop the land. By selling development rights, a landowner gives up the right to develop their property, but the buyer could use the rights to develop another piece of land at a greater intensity than would otherwise be permitted.
- **Third spaces:** Places outside of home (first space) and work (second space) where people gather, socialize, and build community. These can include parks, plazas, libraries, cafés, and community centers, and are important for fostering social interaction, inclusion, and civic life.

- **Through-block connections:** Pedestrian or bicycle pathways that cut through large blocks to provide direct routes between streets or destinations, improving walkability and access to businesses, transit, and public spaces.
- **Trail-oriented development:** A pattern of development that is designed to be directly connected to and supportive of multi-use trails. It typically includes features such as trail access points, signage, bike amenities, and nearby housing or commercial uses that encourage active transportation and recreation.
- **Transit-Oriented Development (TOD):** Compact, mixed-use development located within walking distance of high-quality public transit. TOD emphasizes higher-density housing, pedestrian-friendly design, reduced car reliance, and easy access to jobs and amenities.
- **Underutilized land:** An underutilized parcel is a parcel that is likely to be redeveloped to a more intensive land use than that which currently occupies the property, either due to market forces or because applicable zoning allows a more intensive use than the current development.
- **Urban Growth Area (UGA):** Areas where “urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature” (See RCW 36.70A.110).
- **Vacant land:** Parcels of land that contain no structures or have buildings with low value. Jurisdictions may set different improvement value thresholds based on local knowledge and market characteristics, but these should be consistent with any applicable county-level land capacity analysis or buildable lands report.
- **VISION 2050:** The Puget Sound region’s plan to provide an exceptional quality of life, opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy. It includes action steps for PSRC and local governments to work towards a shared vision for the future.
- **Wayfinding:** Informational system of signs, colors, and other design elements that help people navigate spaces, often in an urban environment. As the system people use to orient themselves when traveling, wayfinding helps us interpret the physical environment.

Acronyms

ADA - Americans with Disabilities Act	Advisory Committee
AHGP - Affordable Housing Grant Program	PEIS - Planned Action Environmental Impact Statement
AI - Artificial Intelligence	POF - Passenger-Only Ferry
AMI - Area Median Income	POPS - Privately Owned Public Spaces
BID - Business Improvement Districts	PREP - Permit Review Efficiency Program
BRT - Bus Rapid Transit	PROS - Parks, Recreation, and Open Space
CBO - Community Based Organization	PSH - Permanent Supportive Housing
CDBG - Community Development Block Grant	PSRC - Puget Sound Regional Council
CDP - Census Designated Place	PW - Kitsap County Public Works
CHG - Consolidated Homeless Grant	RCW - Revised Code of Washington
CIAH - Community Investments in Affordable Housing	RDI - Racially Disparate Impact
CIPP - Cured in Place Pipe	REET - Real Estate Excise Tax
CKFR - Central Kitsap Fire & Rescue	REIT - Real Estate Investment Trusts
CPP - Countywide Planning Policies	RLF - Revolving Loan Funds
CPTED - Crime Prevention Through Environmental Design	ROW - Right-of-Way
CRID - County Road Improvement District	RTA - Residential Targeted Area
CTR - Commute Trip Reduction	S-TIS - Silverdale Transportation Implementation Strategy
DCD - Kitsap County Department of Community Development	SOV - Single Occupancy Vehicle
ERU - Equivalent Residential Units	SR - State Route
GHG - Greenhouse gas	TDM - Transportation Demand Management
HHGP - Homeless Housing Grant Program	TDR - Transfer of Development Rights
HOV - High Occupancy Vehicle	TIF - Tax Increment Financing
KRCC - the Kitsap Regional Coordination Council	TIP - Transportation Implementation Strategy
LEHD - Longitudinal Employer-Household Dynamics	TOD - Transit-Oriented Development
LID - Low Impact Development	UGA - Urban Growth Area
LOS - Level of Service	ULID - Utility Local Improvement District
LTS - Level of Traffic Stress	VMT - Vehicle Miles Traveled
MFTE - Multifamily Housing Property Tax Exemption	WSDOT - Washington State Department of Transportation
MPP - Multicounty Planning Policies	
NMFC - A Non-Motorized Facilities Community	

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