



SILVERDALE, WA

CHAPTER 13

Silverdale Regional Center Subarea Plan



Silverdale Regional Center Subarea Plan

Introduction

The Silverdale Urban Growth Area (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 ~~G~~rowth ~~C~~enters 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.

PSRC establishes minimum requirements ~~establish minimum requirements~~ for for jobs and population, known as "activity units". Each resident or job counts as one activity unit. To be designated as a regional center, 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 Ridgeway property outside the Regional Center boundary, the estimated activity unit 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 target and reach 46.7 activity units per acre by 2044 (ECONorthwest, 2025). As of 2024, the Silverdale Regional Center is 717 acres and includes 15.8 activity units.

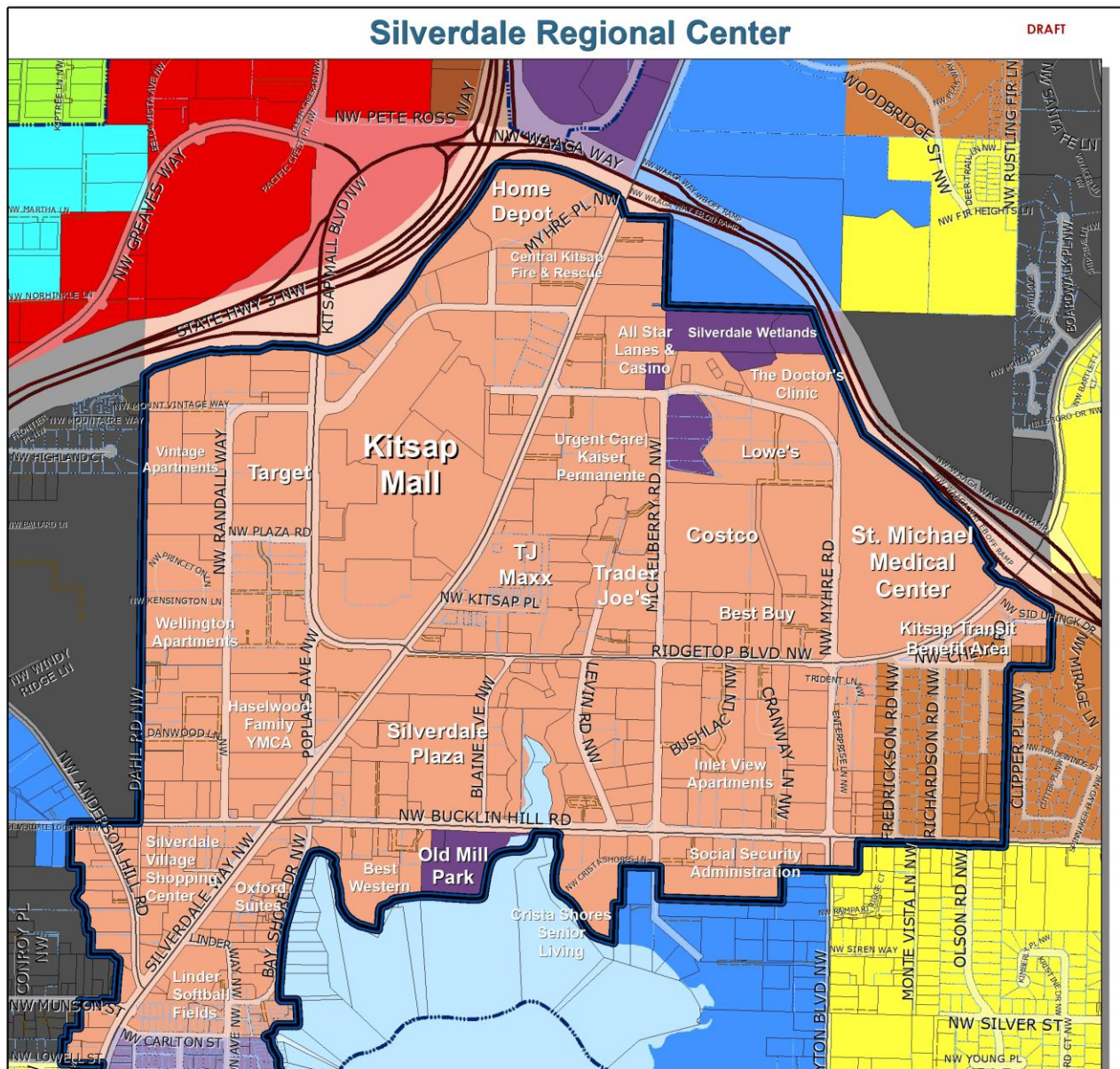
~~In the 2044 Comprehensive Plan, targeted growth for the overall Silverdale UGA includes 11,416 new jobs and 9,896 new people in the 20-year time horizon through 2044. A large share of that growth is planned to occur within Silverdale Regional Center boundary, with capacity for 6,751 additional jobs and 3,557 additional people. Regional Centers may receive additional focus and funding at regional scale. For the County, Silverdale is a place where hallmark planning efforts can take shape, transforming into a hub of economic activity and cultural importance.~~



Table 1. Planned Target Growth in Activity Units, Silverdale Regional Center

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

Figure 1.



Vision for Silverdale Regional Center

The Silverdale Regional Center Plan (Plan) will guide the evolution of the Silverdale Regional Center from a collection of strip malls and office buildings into a more livable, sustainable, and balanced mixed use urban area serving everyday essentials to residents, employees, and visitors. In accordance with the PSRC regional growth center designation criteria, the Plan will:

- Include a vision for the center that describes the role (economic, residential, cultural, etc.) of the center within the County and region;
- Clearly identify the boundaries of the regional growth center;
- Describes the relationship of the Plan to the County's Comprehensive Plan, PSRC Vision 2050, and countywide planning policies; and
- Include a market analysis of the regional growth center's development potential.

Significant housing and job population increases over the next 20 years will transform Silverdale. A key component of the Plan is channeling anticipated growth of Silverdale Urban Growth Area into the Silverdale Regional Center. This will protect the character and scale of Silverdale's existing neighborhoods while also setting a vision for new and evolving neighborhoods within the Center. The result: a far more vibrant urban community with convenient access to commercial, service, and cultural activities.

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 the Christa Shores Senior Living complex, Best Western Plus Silverdale Beach, Oxford Suites Silverdale, Golden Tides II, the Yacht Club Boiler, among other establishments. Further enhancing access to the waterfront and promoting infill development that strengthens the community's waterfront character and setting is essential.



Figure 2. Silverdale's Dyes Inlet waterfront setting and upland views.



A multimodal network linking the waterfront amenities with other destinations, parks, riparian corridors, tree lined streets, active and passive plazas, and other shared urban spaces, is fundamental to the Silverdale Regional Center's livability. Connectivity will be achieved by incentivizing mixed use developments and providing easy, safe, and enjoyable walk, bike, roll, transit, and vehicle connections to residential, retail shopping, major public facilities, open space, and connections between communities. A vibrant retail core and strong residential community can be sustained and enhanced by making walk, bike, and roll circulation a priority.

Figure 3. A vision for Silverdale: a mixed-use center with welcoming streetscapes and open spaces



The Urban Community & Design, Connectivity & Mobility, Environment, Economic Development and Housing Elements in this Plan lay the groundwork for urban density development that creates a sense of place, promotes an active transportation system for pedestrians, cyclists, transit, and cars, and protects and includes the natural environment - all without sacrificing Silverdale's existing character and vitality. The Silverdale Regional Center's growth and transformation will not happen overnight. Key capital investments in multimodal transportation facilities that connect parks and open spaces will encourage and support the redevelopment of the Silverdale Regional Center.

To accomplish our goal of transforming Silverdale, we must take action: Grow density, increase investment, seek out and welcome both new development and redevelopment; encourage forward-thinking opportunities that redefine the intersection between retail and residential. This, all while highlighting and providing greater access to Old Town, Dyes Inlet, and the remarkable views of water and mountains that surround Silverdale will enable it to become a first- class waterfront city.

[“An Emerging Downtown”](#)

Downtown 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.

Shopping centers throughout North America are undergoing significant design changes due to market forces, competition, and aging malls. Due to these pressures, a changing development pattern will benefit the long-term viability and health of Silverdale. For example, closings of some large-scale retailers in other similar centers have created opportunities for compact pedestrian-oriented residential and mixed-use redevelopment. Such changes can help to create a true “center” for communities and spur similar developments on adjacent properties. As large areas of Silverdale’s Regional Center are devoted to large scale retail uses, these areas provide opportunities for future transformation into a “Town Center”, with mixed-use developments of residential, office, retail, civic, and cultural uses.

Town Centers often serve as a focus of community life for surrounding areas. They provide basic retail services and gathering or leisure places for residents. They contain shared parking, provide town squares or village greens as central gathering areas, and capitalize on natural environmental features as desired amenities. The residential uses are deemed the “glue” for Town Centers, providing an on-site population. Libraries, community centers, exercise facilities and other public or semi-public uses are often included.

[Silverdale Context](#)

This section documents subarea assets, challenges, and opportunities plus the physical context, population, housing, and employment characteristics, the transportation context, development characteristics and trends, and open space patterns.

Assets

Silverdale is a regional commercial center with a wide range of retail and service uses and amenities, including:

- **Healthy regional center.** Silverdale is centrally located to serve the greater Kitsap Peninsula and is healthy economically.
- **Waterfront setting.** The considerable Dyes Inlet shoreline serves as one of the character-defining features of the subarea in terms of views and as a recreational amenity.



- **Diversity of shops and services.** Silverdale features a great variety of retail and service businesses, eateries that serve the local and regional community.
- **Centralized in the regional transportation network.** Located at the junction of State Routes 3 and 303, it's easy to get to and from Silverdale from anywhere on the Kitsap peninsula.
- **Clear Creek corridor.** Clear creek and its corresponding trail and riparian corridor is a visual, recreational, and environmental amenity centralized within the subarea. The corridor has and will continue to be an attractive draw for residential development.
- **Schools, parks, and recreational uses.** The subarea is rich with schools and recreational cultural amenities, including the recently rebuilt Central Kitsap Middle School and High School, the Haselwood Family YMCA, Silverdale Waterfront Park, and Old Mill Park.

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.

Silverdale does not feature a coherent “center” due in part to its incremental development pattern, outer-suburban location near the junction of two state highways, and the lack of plan to create a community. Key challenges:

- **No identifiable center.** Like many other outer suburbs that were developed late in the 20th Century, Silverdale lacks a true pedestrian-oriented focal point. This makes it more



challenging to create an identifiable center, let alone encourage pedestrian-oriented forms of development.

- **Arterial-dominated road network.** The limited network of streets and large-scale retail development pattern has created a context of superblocks that creates circulation challenges for all modes of travel, particularly non-motorized forms. The resulting form creates an unwelcoming environment for pedestrians.
- **Market conditions for compact urban development.** The outer-suburb location and auto-dominated character create a challenging environment for encouraging the compact pedestrian-oriented forms of development that are desired for the subarea.
- **Disjointed land uses.** The incremental and unplanned nature and form of development in much of the subarea has created a disjointed development pattern where uses are often disconnected to all other uses around them. This makes it hard to create synergy between uses and promote walking.

Figure 4. Big box retail stores and large parking lots dominate the visual character of Silverdale



Opportunities

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

- **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.

- **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. Update zoning and design provisions to anticipate this change.
- **Orient to trails.** Clear Creek Trail is a tremendous asset to Silverdale. ~~and-z~~**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.
- **Be strategic and opportunistic.** The mix of current uses, large parcel ownership patterns, and evolving business and real estate environment, require that Silverdale and the County will need to be strategic in terms of investment and partnerships to ultimately achieve the community's vision. Particularly as some sites may continue current uses and development forms through the plan's 20-year time horizon, whereas some unexpected vacancies may arrive on sites owned by forward thinking property owners.

Figure 5. Old Town Silverdale



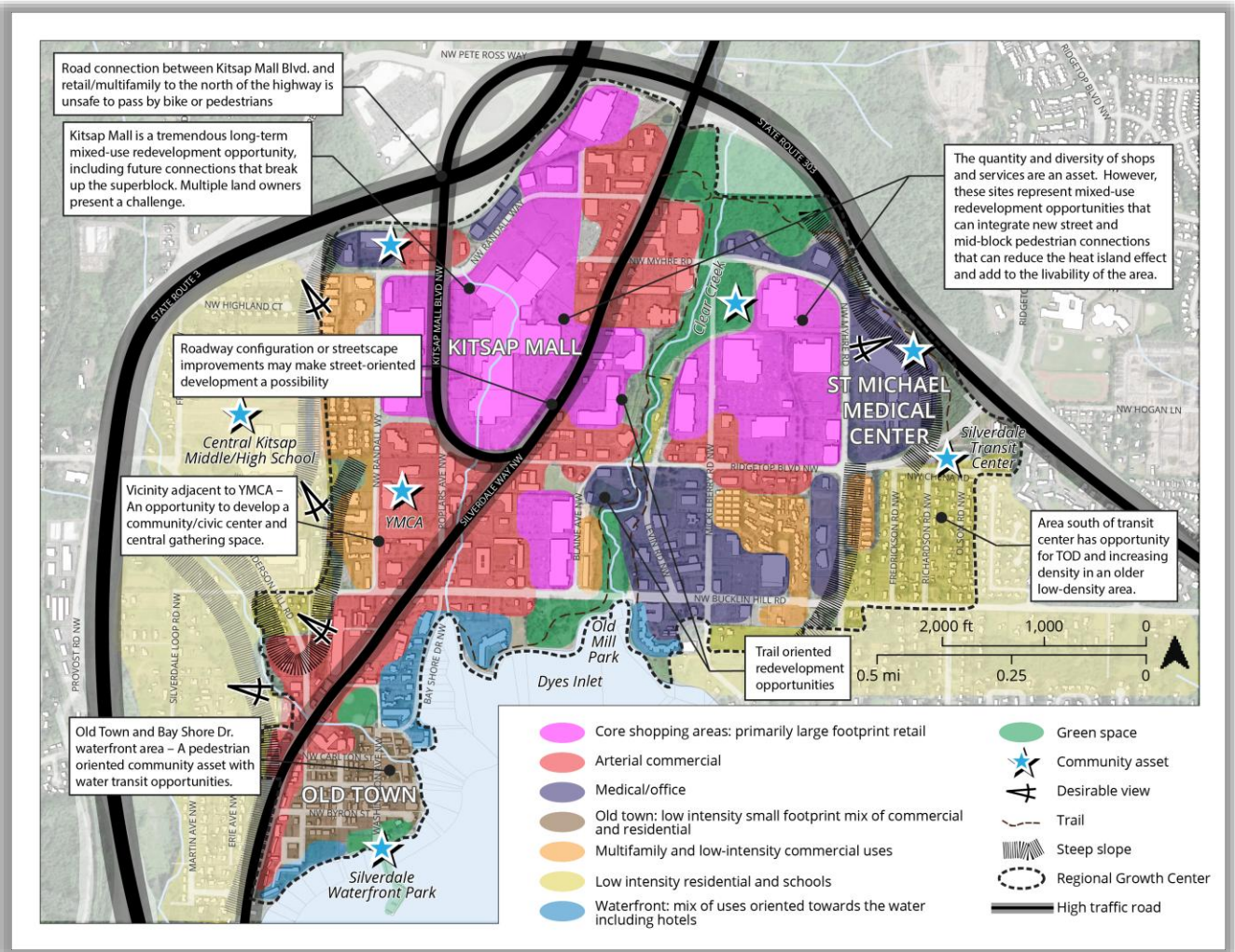
Physical Context

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 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, referred to in the design guidelines as “Silverdale Creek”
- 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).



Population, Housing, and Employment Characteristics



In 2022, the population in the Silverdale Regional Center was 2,270 people and includes 1,371 total housing units. Silverdale provides a total of 8,740 jobs and continues to be an important economic center that contributes to the regional economy, however, a more balanced ratio of housing units to jobs would improve the vitality of the area.

Jobs in Silverdale are most heavily focused in the Services and Retail Sectors, at 56% and 29% respectively. With the expansion of St. Michael Medical Center, Silverdale will continue to play an important role in servicing the County's growing health care needs.

To service a housing need to all household incomes, the County will need to focus on diversifying its housing stock, with much of that effort taking place in Silverdale. In 2021, 19% of the housing in the Center was Single-Family detached, 28.4% moderate-low density, 21.1% moderate-high density, and 31% high density. Many residents in Center are renters, and 29.8% of those renters are considered "cost burdened" and 29% considered "severely cost-burdened", which is higher than both the region and for other Regional Growth Centers.

Transportation and Street Network

The Principle Arterial Street network consists of Silverdale Way (north – south) and Kitsap Mall Blvd/Ridgetop Blvd (east – west) providing the primary access to and cross routes for the Center. The Minor Arterial Street network consists of Mickelberry Rd., Myhre Rd., and Randall Way (north – south) and Bucklin Hill Rd., Anderson Hill Rd., Randall Way, and Myhre Rd. (east – west) providing significant secondary connections to and within the Center. This Arterial system forms large or "super" blocks within the Center.

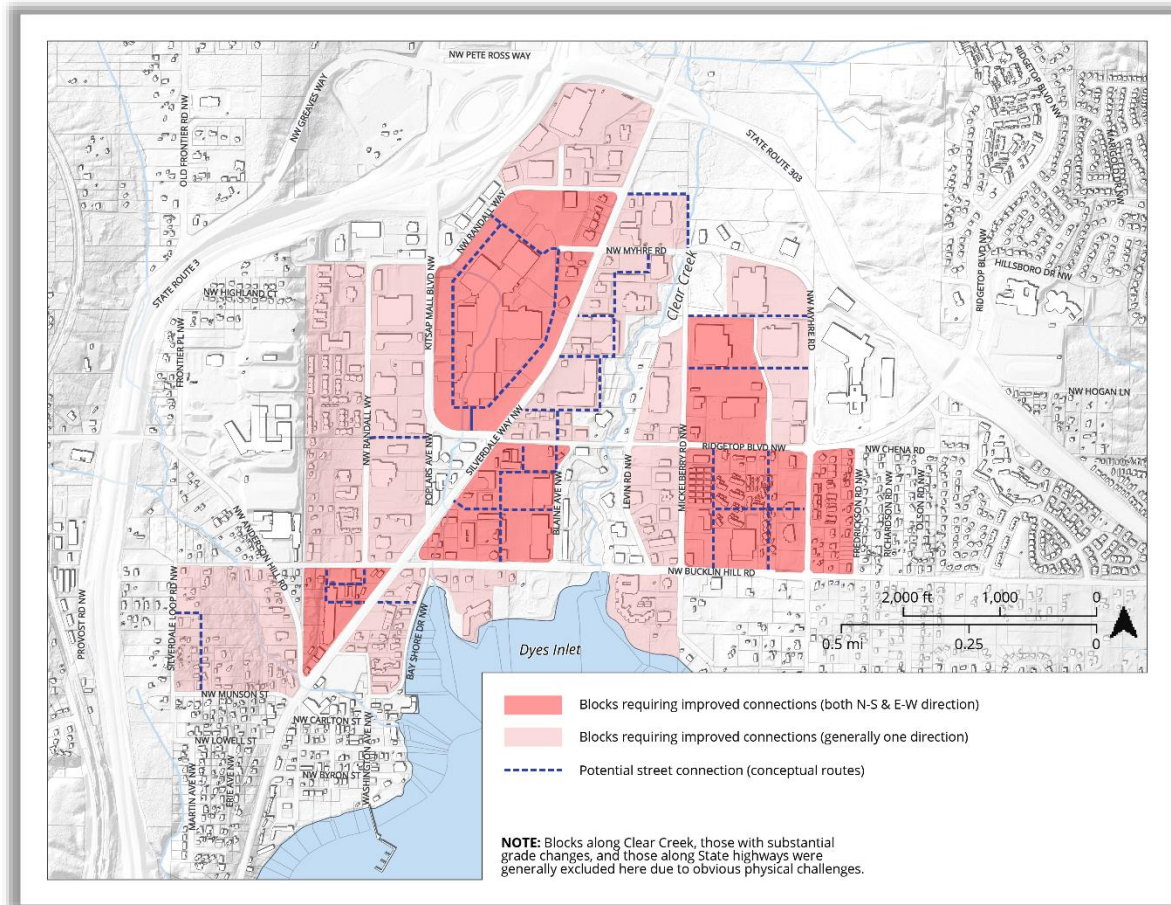
Internal vehicle movement within the super blocks is by a small number of local County roads, private roads, large commercial driveways, and through large and small parking lots. The local road/driveway network has a wide range of functional, access, and designs.

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.



Figure 6. Silverdale connectivity challenges and possible future connections



Silverdale features an automobile-oriented street grid with very large blocks. The lack of internal connectivity not only makes it harder to get around by car, bicycle, and vehicles, it forces more traffic onto the arterials such as Silverdale Way. Proposed regulatory concepts can help to improve connectivity over time by requiring new streets and/or other through-block connections in conjunction with new development.

Building Configurations and Types

Buildings in Silverdale, excluding major portions of Old Town and the West Hill Neighborhood, are shopping malls, shopping centers and plazas composed of one-story commercial buildings oriented to large surface parking areas, and stand-alone commercial or office buildings with parking on two to four sides of the buildings. Pedestrian entrances for most buildings are from the parking lots rather than streets. Most buildings have individual access drives to arterials, are one-story in height with higher buildings at Kitsap Mall, Bucklin Hill Road/Silverdale Way intersection, Northeast Business Park, and a scattering throughout downtown.

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).

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 these ~~se~~ following development forms will continue and/or emerge in the near future in Silverdale:

- **Adaptive reuse of existing commercial buildings.** ~~will become more common.~~ 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** ~~Demand will increase~~ **for apartments, including increasingly larger buildings and developments.** While there may still be some viability for three-story garden apartments, larger four and five-story buildings may become more common in Silverdale, depending on the context (particularly sites with views).
- 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.
- ~~Townhouse developments are likely to become more popular, given their efficiency and desire for homeownership.~~

Open Space Patterns

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 ~~by the hospital campus, in the Northeast Business Park.~~ 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.

Silverdale Regional Center Goals and Policies

Urban Community and Design

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 1.1. ~~Adopt and u~~ Update development and design standards to which prioritize strong urban form and ~~quality~~ pedestrian-oriented development, while clarifying requirements to ensure a more predictable and consistent review process. Key elements include:

- ~~Streetscape design standards to ensure that sidewalk widths, street tree, landscaping, lighting, and street furniture provisions meet the community’s vision.~~
- ~~Block frontage standards that identify areas where pedestrian-oriented storefronts should be required versus encouraged, standards for ground level residential uses to help create a welcoming streetscape while providing privacy for residents, and identifying where off-street parking areas adjacent to the street are appropriate versus inappropriate.~~
- ~~Standards for development frontages along Clear Creek Trail to enhance the safety and character of the trail, while better using the trail as an amenity for development.~~
- ~~Standards for how commercial, mixed-use, and multifamily developments address the design of side and rear yards to create coordinated development (where possible) while enhancing the design and livability of developments.~~
- ~~For medium to large-sized retail uses, include modest pedestrian-oriented space standards to ensure that some combination of wider sidewalks, courtyards, and open spaces are integrated into the development.~~
- ~~Minimum useable open space /recreation standards for residential development that are reasonable and necessary for community livability.~~
- ~~Internal pedestrian access standards to help create a functional and welcoming pedestrian environment.~~
- ~~Landscaping standards that enhance the character and livability of developments, while~~



~~buffering undesirable views.~~

- ~~• Service element design standards to ensure that these elements are thoughtfully integrated into the development and minimize impacts to livability.~~
- ~~• Building massing and articulation standards to ensure that buildings employ features to reduce the perceived scale of large buildings and enrich the streetscape and visual character of the community.~~
- ~~• Standards requiring the integration of design details and small-scale elements into building facades that are attractive at a pedestrian scale.~~
- ~~• Building materials standards that help ensure the use of quality building materials and design treatments that enhance the character of buildings.~~
- ~~• Standards that ensure that there are no large untreated blank walls facing the street in commercial, multifamily, and mixed-use areas.~~

Silverdale Regional Center Policy 1.2. Foster the development of a pedestrian-oriented retail/mixed-use focal point for Silverdale. ~~This can be accomplished by:~~

- ~~• Collaborating and where possible, partnering with property owners and developers of key properties on such plans.~~
- ~~• Creating block frontage standards identified in Policy 1.1 to identify the location and extent, or opportunities, for such main street or pedestrian-oriented retail focal point and craft the standards to ensure that new development implements that vision.~~

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

Silverdale Regional Center Policy 1.4. Promote pedestrian-oriented development to encourage human-scale connectivity within the Center.

Silverdale Regional Center Policy 1.5. Reduce the number of drive-through developments in the center to promote pedestrian-oriented development.

Silverdale Regional Center Policy 1.6. 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.

Silverdale Regional Center Policy 1.7. Promote the integration of "Quadrangle" and courtyard open space features as a part of the Northeast Business District development pattern.



Goal 2. Waterfront community

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

Silverdale Regional Center Policy 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.

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

Silverdale Regional Center Policy 2.3. Enhance the community's physical and visual connection to the waterfront via public improvements, updating connectivity standards for new development, ~~and coordinating with property owners and developers to facilitate improvements.~~

Silverdale Regional Center Policy 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.

Silverdale Regional Center Policy 2.5. ~~Prioritize the~~ Sustain current maintenance and improvement ~~efforts at~~ of Silverdale Waterfront Park, Clear Creek Trail, and other public waterfront lands on Dyles Inlet.

Goal 3. Parks and open space

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

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

Silverdale Regional Center Policy 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.

Silverdale Regional Center Policy 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 ~~for~~ 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.



Silverdale Regional Center Policy 3.4. Prioritize and invest in the expansion and development of parks, open space, and non-motorized trail projects within the Regional Center to Expand an interconnected system of nonmotorized trails and parks to increase mobility within Silverdale, provide health and transportation benefits, emphasize recreational benefits, and connect to the larger, regional land and water trail systems.

Silverdale Regional Center Policy 3.5. Prioritize and invest in new parks, open space and trail projects within the regional center.

Silverdale Regional Center Policy 3.56. Promote the use development 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 ~~with~~ a coordinated network of Complete Streets, Green Streets and Trails to enhance mobility, safety, and community access.

Silverdale Regional Center Policy 3.67. 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.

Silverdale Regional Center Policy 3.78. Include native and low-maintenance landscaping installations with new road, pathway, and development projects.

Silverdale Regional Center Policy 3.9. Develop mechanisms to maintain landscaping throughout Silverdale Center.

Silverdale Regional Center Policy 3.8 10. 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.

Figure 7. Examples of integrated plazas and open spaces.



Silverdale Regional Center Policy 3.9 11. Allow partial fee-in-lieu payments of on-site open space requirements to fund central park areas and trails.

Silverdale Regional Center Policy 3.10 2. *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 ~~of the mall~~.*

Silverdale Regional Center Policy 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.*

Silverdale Regional Center Policy 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.*

Silverdale Regional Center Policy 3.13. *Identify infrastructure improvements and investments to support public art and community amenities, and strengthen place-making and community identity.*

Silverdale Regional Center Policy 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.*

Goal 4: Urban development standards

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

Silverdale Regional Center Policy 4.1. *Strategically increase building heights and density to promote ~~mixed-use urban pedestrian-oriented forms of~~ development that can be served by structured and underground parking.*

Silverdale Regional Center Policy 4.2. *Evaluate and update dimensional standards to help facilitate pedestrian-oriented forms of development.*

Silverdale Regional Center Policy 4.3. *Reduce minimum parking requirements to help facilitate pedestrian-oriented forms of development.*

Silverdale Regional Center Policy 4.4. *Codify established design standards and redevelopment standards.*

Silverdale Regional Center Policy 4.5. *Establish incentives for desired development types and forms through ~~enhanced or expedited improved~~ permit processes.*



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

Connectivity and Mobility

Vision: Create a multi-modal 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.

Goal 5: Coordinate ~~transportation transit~~ and 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. That reduces the reliance on the single occupancy vehicles (SOV).

Silverdale Regional Center Policy 5.1. Implement transportation demand management and commute trip reduction strategies.

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

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

Silverdale Regional Center Policy 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.

Silverdale Regional Center Policy 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 ~~Urban Growth Areas~~ UGAs to support access and mobility within the communities and connections between communities.

Silverdale Regional Center Policy 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) ~~B~~ bike ~~S~~ share, ORCA card passes, and other strategies.

Silverdale Regional Center Policy 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.

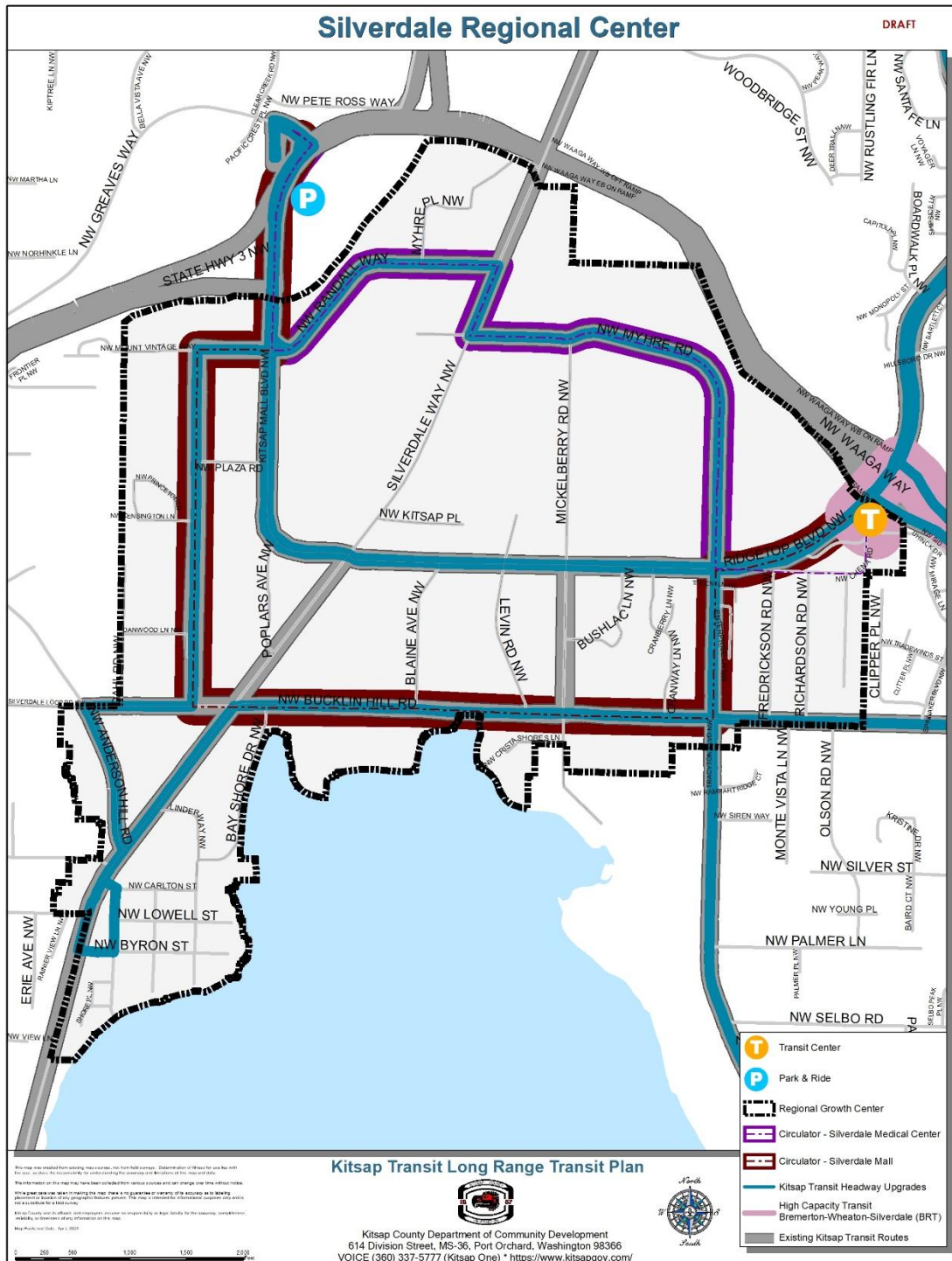
Silverdale Regional Center Policy 5.8. Invest private and public funds in architecture and circulation facility design that supports transit choices such as transit facing entries, weather protection and pedestrian connections between buildings and community spaces, and transit stop spacing that supports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



~~Silverdale Regional Center Policy 5.9. Explore addition of interlocal ferry from Old Town to other economic and activity centers in Kitsap County.~~



Figure 8. Kitsap Transit long range transit plan, service and capital projects.



Goal 6: **Complete** Transportation ~~n~~Network

Use a Complete Streets approach to support the ~~Create a street and pathway system that supports the land use and~~ transportation vision for the re-development of ~~the~~ Silverdale Regional Center.

Silverdale Regional Center Policy 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. Maintain a seamless, interconnected, safe and convenient pedestrian and bicycle network to build a reputation of a Silverdale as a bicycle and pedestrian friendly community.~~*

Figure 9. Bicycle infrastructure examples.



Silverdale Regional Center Policy 6.2. Create connectivity/maximum block size standards that apply to new large-site development and redevelopment. *Specifically:*

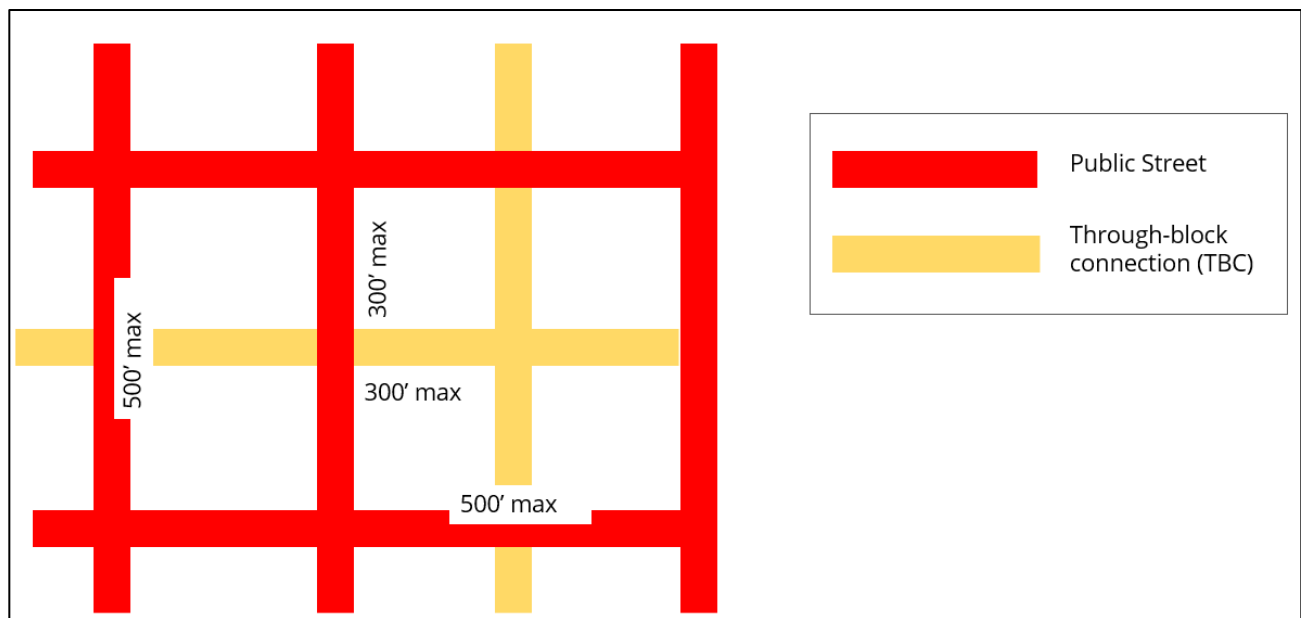
- ~~The standards should be tiered to allow larger block sizes provided through block connections are integrated to enhance connectivity.~~
- ~~The standards for block sizes should vary depending on the zone and corresponding permitted intensity of development, with those areas emphasizing a mixture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

Figure 10. Examples of through-block connections



A woonerf, or shared street (left image), a landscaped passageway (middle), and an urban passageway (right image).

Figure 11. Circulation network example integrating public streets and through-block connections



Silverdale Regional Center Policy 6.3. Promote the desired urban form of Silverdale by focusing first on the interrelationship of land uses to support connectivity and sense of place. ~~street design and streetscapes~~

Silverdale Regional Center Policy 6.4. Design streetscapes that are safe and inviting for pedestrians and alternative walk~~ing~~, bik~~ing~~, and roll~~ing~~. This includes providing simple design standards for building frontages along public and private streets and through-block connections to help ensure that there's "eyes on the street" and other Crime Prevention Through Environmental Design (CPTED) principles.

Silverdale Regional Center Policy 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.

Silverdale Regional Center Policy 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. Pursue County Road Improvement District (CRID) and Utility Local Improvement District (ULID) options for the Silverdale Regional Center.

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

Silverdale Regional Center Policy 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. Invest in multimodal transportation infrastructure that offers an alternative to single-occupancy vehicle travel and encourages a mix of travel choices.

Silverdale Regional Center Policy 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. Consider interlocal ferries as a multimodal transportation option.

Silverdale Regional Center Policy 6.10. Create and implement a multimodal wayfinding signage program for the Center. with a priority on gateway signage.

Silverdale Regional Center Policy 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.

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

Silverdale Regional Center Policy 6.13. Update Kitsap County Road Standards to support Silverdale design concepts.

Environment

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. 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.



Goal 7: Stormwater Management

Improve stormwater quality and management.

Silverdale Regional Center Policy 7.1. *Continue and enhance current efforts to coordinate development with stormwater detention and treatment as part of the larger regional stormwater system.*

Silverdale Regional Center Policy 7.2. *Incentivize development that utilizes Low Impact Development (LID) Practices which improve stormwater quality and runoff flow control beyond minimum standards.*

Silverdale Regional Center Policy 7.3. *To protect wildlife habitat areas and minimize adverse stormwater impacts, minimize grading of landforms and the extent of soil and vegetation disturbance in new development.*

Silverdale Regional Center Policy 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.*

Silverdale Regional Center Policy 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.*

Silverdale Regional Center Policy 7.6. *Identify opportunities to provide stormwater infrastructure to support increased housing and employment capacity that is consistent with the community's vision.*

Silverdale Regional Center Policy 7.7. *Review and update stormwater policies as needed to simplify requirements, improve coordination, and ensure effective long-term system performance.*

Goal 8: Critical & Environmentally Sensitive Areas. Enhance critical areas:

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



Silverdale Regional Center Policy 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.

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

Silverdale Regional Center Policy 8.3. Promote the integration of interpretive signage along nature trails ~~that helps~~ to educate users about ~~to~~ the features and benefits of wetlands and riparian corridors.

Silverdale Regional Center Policy 8.4. Collaborate with property owners to ensure the completion of creek restoration or revitalization plans.

Silverdale Regional Center Policy 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.

Silverdale Regional Center Policy 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 9.1. Support projects that increase air quality, reduce ~~carbon emissions~~ air pollution and greenhouse gas emissions, or reduce climate change impacts.

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

~~**Silverdale Regional Center Policy 9.3.** Establish a Sustainability Building Strategy for Silverdale. Maintain innovation as a key to the County's sustainability efforts.~~

Silverdale Regional Center Policy 9.3 4. Encourage buildings and infrastructure in the public and private sectors which:

- Minimize ~~Use less~~ energy use and reduce overall ~~and have a lower~~ climate impact.
- Use recycled water to ~~reduce consumption of~~ conserve potable water resources.
- ~~Are less toxic and healthier~~ Employ non-toxic materials to promote healthier environments.
- Enhance air quality through increased ~~increase~~ filtration and circulation. ~~of clean air more frequently.~~



- ~~Integrate~~ Incorporate recycled, third party green certified, and locally ~~produced~~ sourced materials.
- ~~Reduce~~ Manage and reduce stormwater runoff.
- ~~Provide~~ Support biodiversity by providing wildlife habitat.
- Use innovative green building technologies, products, and processes.

Silverdale Regional Center Policy 9.4.5. *Support the development of community gardens as a valid option to comply with an open space requirement.*

Silverdale Regional Center Policy 9.5.6. *Retain existing trees in critical areas and their buffers, along designated pedestrian corridors and in other urban green spaces. Plant new trees ~~at all~~ available opportunities wherever possible, using native or ecologically appropriate species, to support micro-climate regulation, urban design, public health, and overall livability ~~benefits~~.*



Goal 10: Reduce Greenhouse Gas Emissions

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

Silverdale Regional Center Policy 10.1. Strive to meet GHG emissions targets set in VISION 2050.

Silverdale Regional Center Policy 10.2. Pursue an Energy and Climate Plan for Silverdale.

Silverdale Regional Center Policy 10.3. Emphasize and incentivize compact mixed-use and transit-oriented development forms in the Silverdale Regional Center ensuring that residents, workers, and visitors in the region have convenient, preferably walkable, access to goods and services. so that all people who live and work in the Center have a variety of convenient low- or no- emission transportation options.

Silverdale Regional Center Policy 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.

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

Silverdale Regional Center Policy 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 11.1. Promote up-front investments and placemaking strategies that act as a catalyst for redevelopment.

Silverdale Regional Center Policy 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.

Silverdale Regional Center Policy 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.



Silverdale Regional Center Policy 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.

Silverdale Regional Center Policy 11.5. Identify ways to incentivize adaptive reuse development and redevelopment particularly in opportunity areas and areas impacted by business closures.

Silverdale Regional Center Policy 11.6. Explore the establishment of a supportive redevelopment organization or staff member.

Silverdale Regional Center Policy 11.7. Support the addition of more restaurants, arts, and entertainment businesses, as well as more childcare facilities.

Silverdale Regional Center Policy 11.8. Advance public-private partnerships in support of Silverdale's economic development.

Silverdale Regional Center Policy 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.

Silverdale Regional Center Policy 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.

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

Goal 123: Effective outreach

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

Silverdale Regional Center Policy 123.1. 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.

Silverdale Regional Center Policy 123.2. Collaborate with key stakeholders and landowners to envision redevelopment projects that include significant public benefit.



Silverdale Regional Center Policy 12.3. Improve access and visibility of Old Town Silverdale.

Silverdale Regional Center Policy 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.

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 134: Housing growth

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

Silverdale Regional Center Policy 134.1. Strategically increase building heights and density together with strengthening design standards to enhance the character and livability of new developments.

Silverdale Regional Center Policy 134.2. 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.
- Improved Reduced or streamlined permitting timelines.
- Use of incentives authorized by the State of Washington.
- Design elements that support multi-modal transportation.

Silverdale Regional Center Policy 13.3. Streamline and adapt-customize regulations to support fit the needs of infill and redevelopment. Regulations shall reduce barriers and provide incentives to foster infill and higher intensity development.

Silverdale Regional Center Policy 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. ~~create strategies to avoid displacement and preserve existing affordable housing units.~~



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, housing across all income levels in Silverdale, including but not limited to worker, middle income, and low and moderate income housing.

Silverdale Regional Center Policy 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.*

Silverdale Regional Center Policy ~~15.1~~ 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).*

Silverdale Regional Center Policy ~~15.3~~ 14.3. *Monitor effectiveness of policies overtime, specifically focusing on creation of new housing types and availability to various income segments.*

Silverdale Regional Center Policy 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.*

Silverdale Regional Center Policy 14.5. *Meet residential growth targets.*

Silverdale Regional Center Policy 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.*

Silverdale Regional Center Policy 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.*

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

Silverdale Regional Center Policy 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.

Silverdale Regional Center Policy 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.



Implementation

Short Near Term: 0-~~5~~ 3 years

Medium Term: ~~6-10~~ 4-7 years

Long Term: ~~10+~~ 7+ Years

Ongoing

Long Term Transformation: 20+ years

Figure 12. Silverdale Regional Center Implementation Table

Action	Timeline	Responsibility
Urban design and Community and Design		
Adopt and u Update and adopt development and design standards which prioritize urban form and quality pedestrian-oriented development.	Short-Term Near-Term <u>2026-2031</u>	DCD; PW
Update design standards to consolidate and simplify design districts.	Short-Term Near-Term <u>2026-2031</u>	DCD
Strategically increase building heights and density and lower parking requirements. to promote pedestrian-oriented forms of development.	Short-Term Near-Term <u>2026-2031</u>	DCD; PW
Conduct a parking study for the Silverdale <u>Regional</u> Center area that includes community outreach and participation, data collection and analysis, and develops recommendations on new policies to right size future parking.	Short-Term Near-Term <u>2026-2031</u>	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 in the amount of parking provided and land use goals.	Short-Term Near-Term <u>2026-2031</u>	DCD; <u>PW</u>



Action	Timeline	Responsibility
Collaborate and partner with property owners of key properties to: (1) Foster the 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; PW
Define areas within the center where to focus streetscape improvements, storefronts and mixed-use development, and cultural focal points.	Ongoing	DCD
Evaluate Old Town for public realm priority streetscape and pedestrian improvements, set priorities and update applicable streetscape design standards and develop improvement plans. ,and seek funding for the most critical improvements	Medium Term 2026-2036	DCD; PW
Establish special incentives for development through enhanced or expedited improved permit processes.	Short Term Near-Term 2026-2031	DCD
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.	Short Term Near-Term 2026-2031	DCD
Work with downtown business and downtown interests to improve streetscape details, such as street furnishings, streets 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 and events, and waiving any related fees for small events.	Ongoing	DCD ,Parks and Recreation:
Establish regulations that prohibit the development of new drive-through businesses in pedestrian-oriented areas.	Complete	DCD



Action	Timeline	Responsibility
Encourage and pursue the integration of plazas and open spaces in commercial and mixed-use areas that promote shoppers to linger and provide amenities to residents and employees.	Short Term Near-Term 2026-2031	DCD
<u>Identify ways to incentivize adaptive reuse development and redevelopment, particularly in opportunity areas impacted by business closures.</u>	<u>Near-Term</u> <u>2026-2031</u>	<u>DCD</u>
<u>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.</u>	<u>Near-Term</u> <u>2026-2031</u>	<u>DCD</u>
<u>Transportation and Connectivity and Mobility</u>		
Implement transportation demand management (TDM) and commute trip reduction (CTR) strategies.	Ongoing	PW
<u>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.</u> Create and update mode-split goals specific to Silverdale Regional Center that represent a significant increase in nonmotorized travel modes over time	Short Term <u>Long-Term</u> <u>(10+ years)</u>	DCD; PW
Explore funding for projects identified in the Silverdale Transportation Implementation Strategy.	Ongoing	PW
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; <u>PW</u> ; ✓ Kitsap Transit
Create a wayfinding signage program <u>for the Regional Center, with priority on gateway signage.</u>	Medium Term Near-Term 2026-2031	PW /DCD



Action	Timeline	Responsibility
Pursue a County Road Improvement District (CRID) and Utility Local Improvement District (ULID) options for the Silverdale Regional Center.	Medium Term <u>2026-2036</u>	PW
Pursue the adoption of funding mechanisms to incentivize and support transit and multi-modal transportation trips.	Short Term <u>Near-Term</u> <u>2026-2031</u>	DCD; PW
Modify impact fees to ensure that development in the Silverdale Regional Center contributes its fair share to multi-modal transportation improvements.	Medium Term	PW
Work with Kitsap Transit and the long-range transit plan to <u>prepare for plan-around</u> locations of future high-capacity transit (BRT) stations and service.	Ongoing	Kitsap Transit; DCD
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 level of service to support use of transit within the community for daily transportation needs.	Ongoing	Kitsap Transit; DCD
Create connectivity/maximum block size standards that apply to large site development and redevelopment.	Short Term <u>Near-Term</u> <u>2026-2031</u>	DCD
Develop an alignment for an east-west multi-modal pathway through the Regional Center using a mix of off-street and on-street facilities.	Short Term	DCD / PW
Link Clear Creek Trail with important downtown landmarks through improved streetscapes and trails.	Medium-Term <u>2026-2036</u>	DCD; PW
Develop new street sections and corridor standards for specific streets in the <u>Regional</u> Center where mixed-use development and pedestrian activity is prioritized.	Short Term <u>Medium-Term</u> <u>2026-2036</u>	DCD; PW
<u>Pursue a Silverdale Regional Center Complete Streets System Plan.</u>	<u>Near-Term</u> <u>2026-2031</u>	<u>DCD;PW</u>
Support the reuse of surface parking lots for infill development.	Ongoing	DCD



Action	Timeline	Responsibility
Environment <u>and Climate</u>		
Identify the Silverdale Regional Center as a receiving site for the Transfer of Development Rights (TDR) program.	Short-Term <u>Near-Term</u> <u>2026-2031</u>	DCD
Identify and map possible locations and strategies for new pocket parks, neighborhood parks, <u>stormwater parks</u>, and public space.	Short-Term <u>Near-Term</u> <u>2026-2031</u>	DCD; <u>PW</u> ; Parks
<u>Incorporate</u> Ensure that stormwater infrastructure acts as an amenity in projects for Silverdale.	Short-Term <u>On Going</u>	DCD; PW; <u>Parks</u>
Coordinate development with stormwater detention and treatment as part of the larger regional stormwater system.	Ongoing	DCD; il PW
Incentivize development that utilizes Low Impact Development (LID) Practices which improve stormwater quality and runoff flow control beyond minimum standards.	Medium-Term <u>2026-2036</u>	DCD; il PW
Evaluate and update grading standards to better ensure that <u>the protection of</u> wildlife habitat areas and minimize adverse stormwater impacts.	Short-Term <u>Near-Term</u> <u>2026-2031</u>	DCD; il PW
Evaluate and update development clustering provisions to preserves and celebrates wetlands and riparian corridors as amenities to nearby development.	Short-Term <u>Near-Term</u> <u>2026-2031</u>	DCD
Promote the integration of interpretive signage along nature trails that helps to educate users to the features and benefits of wetlands and riparian corridors.	Ongoing	DCD; il Parks
Establish a Sustainability Building Strategy for Silverdale. Maintain innovation as a key to the County's sustainability efforts.	Short-Term	DCD
<u>Create a master plan framework for Clear Creek Corridor.</u>	<u>Near-Term</u> <u>2026-2031</u>	<u>DCD</u>
Pursue an Energy and Climate Plan for Silverdale.	Short-Term <u>Near-Term</u> <u>2026-2031</u>	DCD



Action	Timeline	Responsibility
Establish a program to support energy efficiency retrofits of existing buildings which will not be redeveloped in the short term.	Medium-Term <u>2026-2036</u>	DCD
Work with Puget Sound Energy to expand participation in the Green Power Program.	Ongoing	DCD; PSE
Economic Development		
If needed based on current density, Complete a Market Study for the Regional Center.	Short Term <u>Complete</u>	DCD
Consider a Planned Action Environmental Impact Statement (PEIS) for the Silverdale Regional Center.	Medium Term Near-Term 2026-2031	DCD
Update design standards to require pedestrian-oriented storefronts: key area(s) that are intended to function as the <u>Regional</u> Center's most walkable <u>locations areas</u> .	Short Term <u>Ongoing</u>	DCD
Identify groups or individuals that can lead a <u>Regional Center downtown</u> advisory group to ensure interests are aligned in Silverdale's vision, investment, and activities.	Short Term <u>Near-Term</u> <u>2026-2031</u>	DCD
Make strategic public investments in streetscape improvements, civic and recreational uses, infrastructure, or other amenities that catalyze new development patterns <u>downtown in the Regional Center</u>.	Ongoing	DCD; PW
Create a masterplan for redevelopment of the Kitsap Mall area.	Long-Term <u>20+ years</u>	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.	Short Term <u>Complete</u>	DCD



Action	Timeline	Responsibility
If made available to the County, c Create and implement a multifamily tax exemption (MFTE) program and evaluate including a 12-year option for projects that include affordable housing.	Short Term Near-Term 2026-2031	DCD; Housing Kitsap
Monitor effectiveness of policies and regulations overtime, 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.	Short Term Near-Term 2026-2031	DCD; Housing Kitsap Housing Kitsap



