



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 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.

PSRC requirements establish minimum requirements 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. As of 2024, the Silverdale Regional Center is **acres in size** and includes **activity units**. Note, these numbers will be decided with the adoption of the preferred alternative.

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. 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.

Figure 1.17. Silverdale Regional Center Planning Area and Boundary (Alternative 2)



Legend

-  Regional_Center
-  Kitsap County Parks
-  Trails
-  Kitsap Transit Bus Stops
-  Water Trails

0 500 1,000 2,000 3,000 4,000 Feet



**Silverdale Regional Growth Center
Alternative 2**



Figure 1.18. Silverdale Regional Center Planning Area and Boundary (Alternative 3)



Legend

-  Regional_Center
-  Kitsap County Parks
-  Trails
-  Kitsap Transit Bus Stops
-  Water Trails



**Silverdale Regional Growth Center
Alternative 3**



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 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.

Figure 1.19. Silverdale’s Dyes Inlet waterfront setting and upland water 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 1.20. 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 amenities, including the recently rebuilt Central Kitsap Middle School and High School, the new Haselwood Family YMCA, Silverdale Waterfront Park, Old Mill Park, and Linder Softball fields.

Challenges

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



Opportunities

Despite the challenges noted above, Silverdale features 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 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.
- **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 1.22. 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 Highway 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 Highway 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 consist of Mickelberry Rd., Myhre Rd., and Randell Way (north – south) and Bucklin Hill Rd., Anderson Hill Rd., Randle 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.

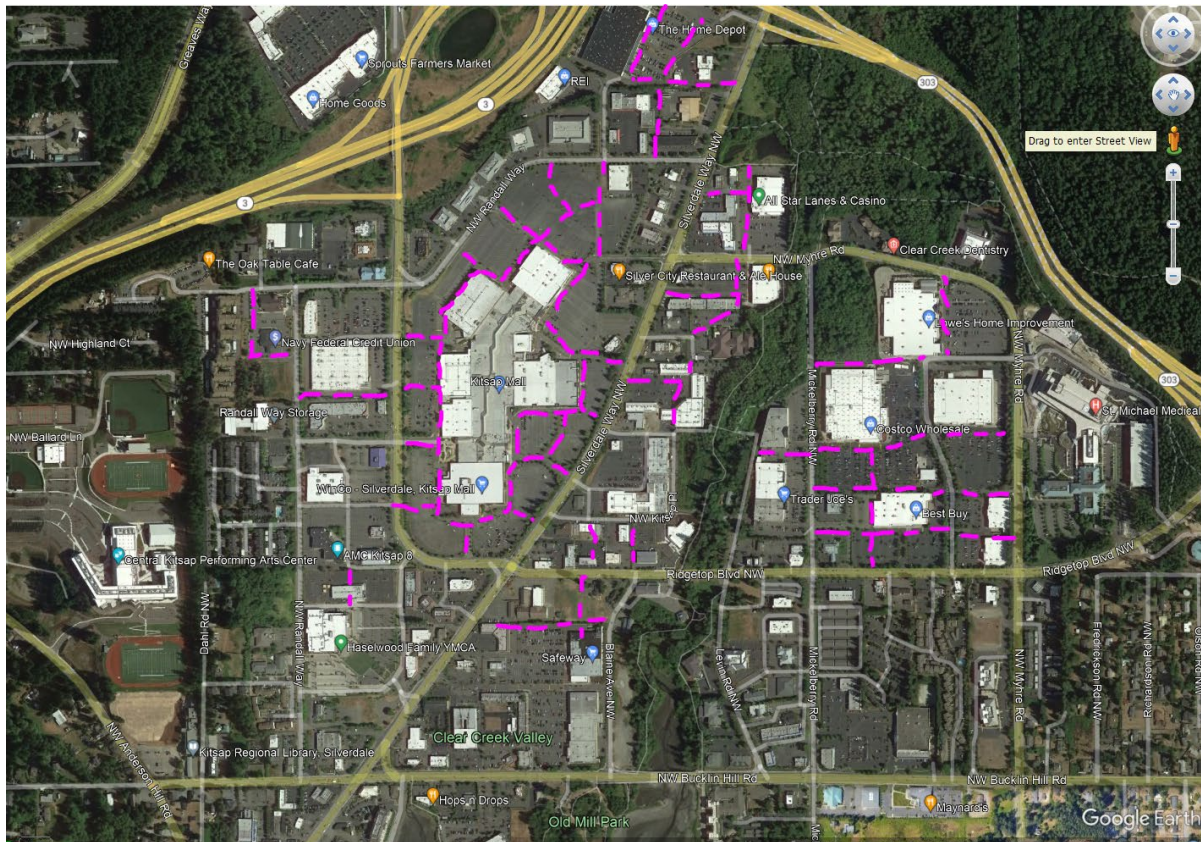
Internal vehicle movement within the super blocks is by a small number of local County roads, private roads, large commercial driveways, and through large and small parking lots. The local road/driveway network has a wide range of functional, access, and designs.

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 1.23. Possible circulation enhancements in Silverdale.



The dashed colored lines indicate an example of enhancing the circulation network in conjunction with new development and redevelopment over time. Some of the dashed lines may be public streets and others include through-block connections in a variety of forms. Many of these already function as private roads/through-block connections. But as conditions promote redevelopment activity, these connections take on a greater importance for both community mobility and livability. The exact location of the local streets may vary as redevelopment takes place.

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 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. 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’s a market for senior housing in the subarea. There’s likely to be more soon given demographics, local medical infrastructure, and other community amenities.
- Townhouse developments are likely be 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 in the Northeast Business Park. 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 Highway 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, 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.

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 update development and design standards which prioritize urban form and quality pedestrian-oriented development. 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 façades 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 maintenance and improvement 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 space, trail systems that 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. 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 3.6. Promote the development of Complete Streets and Green Streets throughout Silverdale Connect existing and planned parks and open space with a network of Complete Streets, Green Streets and Trails.

Silverdale Regional Center Policy 3.7. 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 3.8. 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 3.10. 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.

Figure 1.24. Examples of integrated plazas and open spaces.



Silverdale Regional Center Policy 3.11. Allow partial fee-in-lieu payments of onsite open space requirements to fund central park areas and trails.

Silverdale Regional Center Policy 3.12. 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.

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 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 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 Transit and Land Use

Facilitate a coordinated land use and transportation pattern 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 greenhouse gas 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 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.

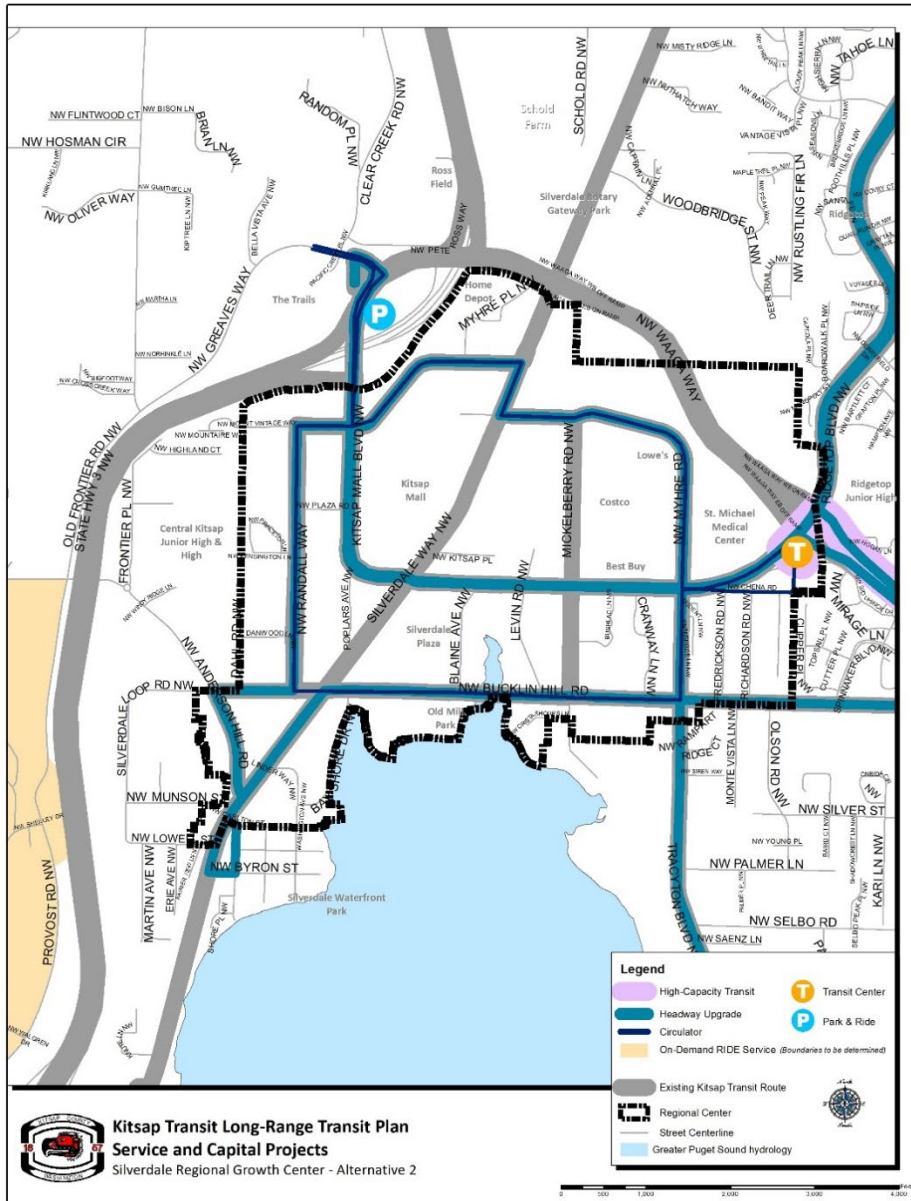
Silverdale Regional Center Policy 5.5. Ensure that Express and Bus Rapid Transit services providing services between communities are routed through and provide direct access within the Silverdale, Central Kitsap, and Bremerton Urban Growth Areas to support access and mobility within the communities and connections between communities.

Silverdale Regional Center Policy 5.6. Collaborate with Kitsap Transit to provide an alternative to SOV trips, including commute trip reduction, shared vehicles (i.e., Zip Cars, Scoot Cars) Bike 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.

Figure 1.25. Kitsap Transit long range transit plan, service and capital projects.



Goal 6: Transportation Network

Create a street and pathway system that supports the land use and transportation vision for the re-development of Silverdale.

Silverdale Regional Center Policy 6.1. 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 1.26. 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:*

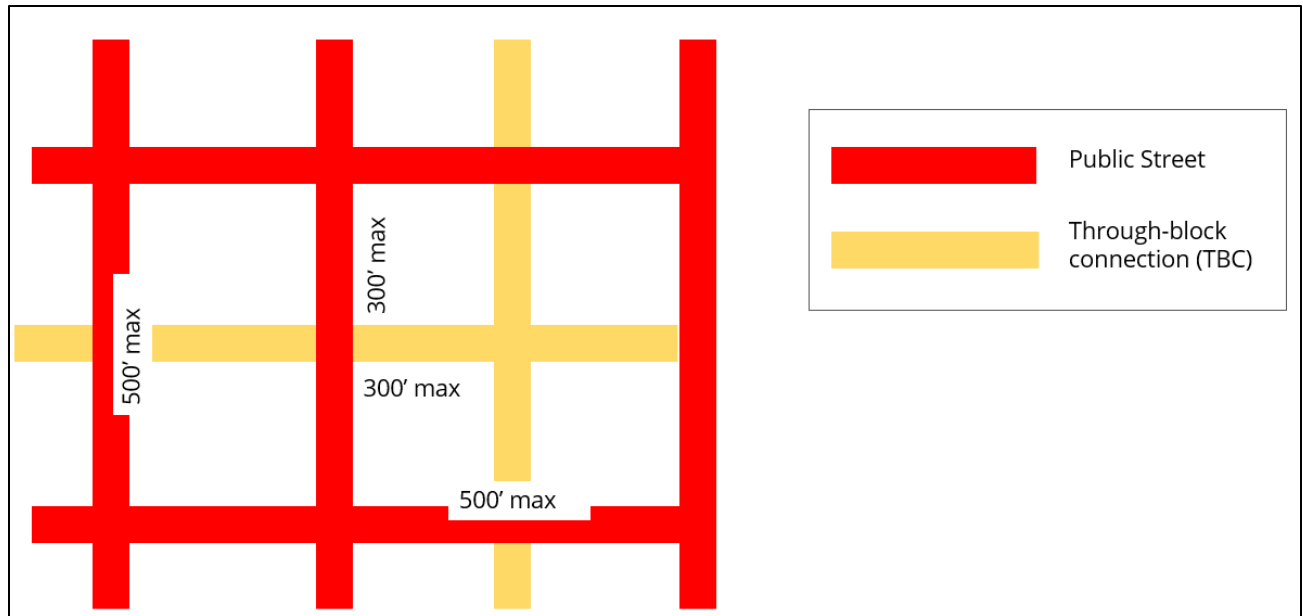
- The standards should be tiered to allow larger block sizes provided through-block connections are integrated to enhance connectivity.
- The standards for block sizes should vary depending on the zone and corresponding permitted intensity of development, with those areas emphasizing a mixture of pedestrian-oriented 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 curbsless routes designed to allow pedestrians and vehicles to share the same lane), and pedestrian-only connections.

Figure 1.27. Examples of through-block connections



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

Figure 1.28. 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 street design and streetscapes.

Silverdale Regional Center Policy 6.4. Design streetscapes that are safe and inviting for pedestrians and alternative walk, bike, and roll. 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. 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 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. 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. Create a wayfinding signage program with a priority on gateway signage.

Environment

Vision: 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

Improve stormwater quality and management.

Silverdale Regional Center Policy 7.1. 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.

Goal 8: Enhance Critical Areas

Enhance wetlands and the riparian corridors to 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 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, 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 9.4. Encourage buildings and infrastructure in the public and private sectors which:

- Use less energy and have a lower climate impact.
- Use recycled water to reduce consumption of potable water.
- Are less toxic and healthier.
- Increase filtration and circulation of clean air more frequently.
- Incorporate recycled, third party green certified, and locally produced materials.
- Reduce stormwater runoff.
- Provide wildlife habitat.
- Use green building technologies, products, and processes.

Silverdale Regional Center Policy 9.5. Support the development of community gardens as a valid option to comply with an open space requirement.

Silverdale Regional Center Policy 9.6. 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, recognizing their micro-climate, urban design, health, and livability benefits.

Goal 10: Reduce Greenhouse Gas Emissions

Develop greenhouse gas emissions reduction ratio targets and achieve them through 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 so that people living in close proximity and have convenient access to goods and services, preferably within walkable distances.

Silverdale Regional Center Policy 10.5. Support a multi-modal 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 12: 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 12.1. Promote up-front investments and placemaking strategies that act as a catalyst for redevelopment.

Silverdale Regional Center Policy 12.2. Invest in infrastructure—in advance of residential, commercial, and industrial development when necessary—to encourage new development or re-development in support of planned growth.

Silverdale Regional Center Policy 12.3. 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 12.4. 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.

Goal 13: Effective Outreach

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

Silverdale Regional Center Policy 13.1. Work with the Greater Kitsap Chamber, the Kitsap Economic Development Alliance 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 13.2. Collaborate with key stakeholders and landowners to envision redevelopment projects that include significant public benefit.

Silverdale Regional Center Policy 13.3. Improve access and visibility of old town Silverdale.

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 14: Housing Growth

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

Silverdale Regional Center Policy 14.1. Strategically increase building heights and density together with strengthening design standards to enhance the character and livability of new developments.

Silverdale Regional Center Policy 14.2. 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.
- County government fee reductions.
- Expedited permitting.
- Use of incentives authorized by the State of Washington.
- Design elements that support multi-modal transportation.

Silverdale Regional Center Policy 14.3. Streamline and customize regulations to 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 14.4. In preparation for housing growth, create strategies to avoid displacement and preserve existing affordable housing units.

Goal 15: Housing Diversity

Prioritize the development of 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 15.1. Create and implement a multifamily tax incentives (MFTE) program, including a 12-year option for projects that include affordable housing (See Appendix B).

Silverdale Regional Center Policy 15.2. Monitor effectiveness of policies overtime, specifically focusing on creation of new housing types and availability to various income segments.

Implementation

Short Term: 0-3 years

Medium Term: 4-7 years

Long Term: 7+ Years

Ongoing

Figure 1.29. Silverdale Regional Center Implementation Table

Action	Timeline	Responsibility
Urban Community and Design		
Adopt and update development and design standards which prioritize urban form and quality pedestrian-oriented development.	Short-Term	DCD; PW
Update design standards to consolidate and simplify design districts.	Short-Term	DCD
Strategically increase building heights and density and lower parking requirements to promote pedestrian-oriented forms of development.	Short-Term	DCD; PW
Conduct a parking study for the Silverdale Center area that includes community outreach and participation, data collection and analysis, and develops recommendations on new policies to right size future parking.	Short-Term	DCD; PW
Develop parking minimums, and consider maximums, to limit how much parking is developed and ensure they are not resulting in a disconnect in the amount of parking provided and land use goals.	Short-Term	DCD

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.	Short-Term	DCD
Evaluate Old Town for priority streetscape and pedestrian improvements, set priorities and update applicable streetscape design standards and develop improvement plans, and seek funding for the most critical improvements.	Medium Term	DCD; PW
Establish incentives for development through enhanced or expedited permit processes.	Short-Term	DCD
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	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.	Short-Term	DCD
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, Ongoing	DCD
Connectivity and Mobility		
Implement transportation demand management (TDM) and commute trip reduction (CTR) strategies.	Ongoing	PW
Create and update mode split goals specific to Silverdale Regional Center that represent a significant increase in nonmotorized travel modes over time.	Short-Term	DCD/ PW
Explore funding for projects identified in the Silverdale Transportation Implementation Strategy (See Appendix B)	Ongoing	PW

Action	Timeline	Responsibility
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/ Kitsap Transit
Create a wayfinding signage program with a priority on gateway signage.	Medium Term	PW / DCD
Pursue a County Road Improvement District (CRID) and Utility Local Improvement District (ULID) options for the Silverdale Regional Center.	Medium Term	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
Pursue the adoption of funding mechanisms to incentivize and support transit and multi-modal transportation trips.	Short-Term	DCD/ PW
Work with Kitsap Transit and the long-range transit plan to plan around 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 new large site development and redevelopment.	Short-Term	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	DCD/ PW
Develop new street sections and corridor standards for specific streets in the Center where mixed-use development and pedestrian activity is prioritized.	Short-Term	DCD/ PW
Support the reuse of surface parking lots for infill development.	Ongoing	DCD
Develop mode split goals in accordance with Vision 2050 and Regional Center Framework.	Short-Term	DCD/ PW
Environment		
Identify the Silverdale Regional Center as a receiving site for the Transfer of Development Rights (TDR) program.	Short-Term	DCD
Identify and map possible locations and strategies for new pocket parks, neighborhood parks, and public space.	Short-Term	DCD, Parks
Ensure that stormwater infrastructure acts as an amenity for Silverdale.	Short-Term	DCD, PW

Action	Timeline	Responsibility
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.	Short-Term	DCD, PW
Evaluate and update grading standards to better ensure that such standards protect wildlife habitat areas and minimize adverse stormwater impacts.	Short-Term	DCD, PW
Evaluate and update development clustering provisions to preserves and celebrates wetlands and riparian corridors as amenities to nearby development.	Short-Term	DCD, PW
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, Parks
Establish a Sustainability Building Strategy for Silverdale. Maintain innovation as a key to the County’s sustainability efforts.	Short-Term	DCD
Pursue an Energy and Climate Plan for Silverdale.	Short-Term	DCD
Establish a program to support energy efficiency retrofits of existing buildings which will not be redeveloped in the short term.	Short-Term	DCD
Work with Puget Sound Energy to expand participation in the Green Power Program.	Ongoing	DCD/PSE
Economic Development		
Pursue a Planned Action Environmental Impact Statement (PEIS) for the Silverdale Regional Center.	Medium-Term	DCD
Update design standards to require pedestrian-oriented storefronts key area(s) that are intended to function as the Center’s most walkable area(s).	Short-Term	DCD
Identify groups or individuals that can lead a downtown advisory group to ensure interests are aligned in Silverdale’s vision, investment, and activities.	Short-Term	DCD
Make strategic public investments in streetscape improvements, civic and recreational uses, infrastructure, or other amenities that catalyze new development patterns downtown.	Ongoing	DCD, PW
Create a masterplan for redevelopment of the Kitsap Mall area.	Long-Term	DCD – with collaboration of property owner(s)
Housing		

Action	Timeline	Responsibility
Strategically increase building heights and density while strengthening design standards to enhance the character and livability of new developments.	Short-Term	DCD
Create and implement a multifamily tax exemption (MFTE) program and evaluate including a 12-year option for projects that include affordable housing.	Short-Term	DCD
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 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	DCD
Partner with housing organizations and community groups to address issues of homelessness, fair housing, anti-displacement strategies.	Short-Term	DCD; Human Services



Silverdale Subarea Plan

Vision for Silverdale Subarea

Land Use

Within the Urban Growth Area, Silverdale has a mix of residential development, commercial centers and light industrial areas that serve the housing and employment needs of the community. These areas are integrated with the natural amenities of the landscape including the striking views of mountains and water, and access to open space, maintaining Silverdale's high quality of life. Community gathering places including meeting spaces and connecting sidewalks, which provide local shopping, services and opportunities for recreation, are interspersed throughout the area and are connected through pedestrian-friendly trail and path systems. Through the application of urban design guidelines, the unique characteristics of existing districts are preserved and identities for new development are fostered.

Economic Development

Our status as a regional retail and service center is complemented by the expansion and diversification of our economic base, particularly through expansion of businesses, as well as through development of educational opportunities.

Transportation

We have a transportation system that will properly support community and residential needs. We have a multimodal circulation system; it accommodates transit, bicycles, pedestrians, and autos. There are many options for getting into, out of, and moving within the urban growth area and bypassing the urban core. Downtown circulation is improved, we have a walkable environment and multimodal connectivity is increased through new roads, pathways, and through-block connections.

Housing

Our community provides a wide choice of housing types and prices -- accommodating a diversity of lifestyles and incomes. New residential development is centered in mixed income neighborhoods that are safe and secure. Each neighborhood has a character of its own and includes a mix of uses that provide opportunities for localized services and recreation close to home. We respect existing neighborhoods; their character is key to the long-term sustainability.

Governance

Within the 20-year planning horizon, Silverdale may be a self-governing city.

Social Capital

We have diverse opportunities for arts, recreation, entertainment, leisure activities and culture; activities we can “do” are continuously being created.

Capital Facilities

We have the public facilities to support a vibrant and growing city.

Natural Environment

We have tremendous natural resources and amenities. We are sensitive to our existing natural systems-- maintaining, protecting, and conserving them in a way that is sensitive to their environmental functions, particularly Dyes Inlet watersheds and water quality and aquifer recharge areas. We are rich in significant, pristine resource areas.

Silverdale Subarea Plan Goals and Policies

Land Use

Silverdale Goal 1. Land Use Mix

Provide sufficient capacity within the Urban Growth Area to properly accommodate a mix of residential, commercial, and industrial development to meet the extended population and employment projections for Silverdale.

Silverdale Policy 1.1 Monitor land supply over time to ensure a continued adequate supply of residential, commercial, and industrial designated land to meet Silverdale’s population and employment targets and to meet the needs of unexpected growth.

Silverdale Policy 1.2. In establishing and modifying land use designations, provide for a balanced and complete community.

Silverdale Policy 1.3. Incorporate reasonable measures that are appropriate to the Silverdale area to help focus growth in the urban growth area. These measures could be incentives, standards, policies, and/or regulations. In this Sub-Area Plan, incorporated reasonable measures include:

- Inclusion of economic development goals and policies that encourage employment and related housing/population growth in the Urban Growth Area;
- Support the Silverdale Regional Center goals and policies.

Silverdale Policy 1.4. In areas where pedestrian and/or bicycle activity is desired, such as in Old Town, areas of mixed-use development, and within residential neighborhoods, provide a balance of roads, sidewalks, bike lanes, separated paths, landscaping, crosswalks, and other new or creative solutions that provide safe and efficient ways to walk, bike, and roll.

Silverdale Policy 1.5. In areas where vehicular transportation will continue to be the predominant mode of travel, ensure that access to rights-of-way and site design standards provide for safe and convenient access by the traveling public.

Silverdale Goal 2. Recreation, Arts and Culture

Provide land availability for public and private community gathering places and diverse opportunities for arts, recreation, entertainment, leisure activities and culture.

Silverdale Policy 2.1 Support design standards that encourage provision of plazas, greens or other informal public meeting spaces with new development and redevelopment.

Silverdale Policy 2.2. Preserve and enhance the natural and aesthetic qualities of shoreline areas and riparian creek corridors while allowing reasonable development to meet the needs of property owners.

Silverdale Policy 2.3. Provide a park, recreation and open space system that enhances the quality of life for residents and visitors to the Silverdale community.

Economic Development

Silverdale Goal 3. Regional Economy

Enhance the status of Silverdale as a regional retail and service center.

Silverdale Policy 3.1. Develop and implement an economic development program that encourages the location of businesses in the downtown core and actively seeks opportunities to strengthen the regional role of the retail and service center.

Silverdale Policy 3.2. Encourage the cooperation and collaboration of agencies and interested groups in marketing the Silverdale areas to attract new business.

Silverdale Policy 3.3. Encourage and support tourism activity and amenities as a significant contributor to the Silverdale economy.

Silverdale Goal 4. Economic Base

Achieve diversification of Silverdale's economic base, particularly through expansion of businesses and higher educational opportunities.

Silverdale Policy 4.1. Facilitate the diversification and growth of the Silverdale area economic base through a range of appropriate commercial land use designations, adequate land supply, improved transportation infrastructure, active business recruitment, and business friendly policies and regulations.

Silverdale Policy 4.2. Actively recruit educational institutions to the Silverdale area.

Silverdale Policy 4.3. Identify and encourage business opportunities that may benefit from the geographic proximity of existing military facilities.

Silverdale Goal 5. Economic Growth

Support and coordinate economic expansion through efficient use of land and provision of capital facilities.

Silverdale Policy 5.1. Encourage full use and development of designated commercial and industrial areas prior to expanding those areas. Promote revitalization within existing developed areas to take advantage of the investment in existing buildings and infrastructure.

Silverdale Policy 5.2. Provide incentives for re-use or redevelopment of existing commercial facilities in preference to building of new space.

Silverdale Policy 5.3. Provide adequate transportation infrastructure to serve a diverse range of commercial activity.

Silverdale Policy 5.4. Work to meet unique transportation needs of new or growing businesses.

Silverdale Policy 5.4. Support commercial development and redevelopment that complements and is compatible with the larger Silverdale community.

Housing

Silverdale Goal 7. Neighborhoods

Promote and protect the long-term viability, safety, character, and identity of existing neighborhoods.

Silverdale Policy 7.1. Identify opportunities for community services and general recreation facilities within or between residential neighborhoods, with strong emphasis on private development and maintenance by neighborhoods.

Silverdale Policy 7.2. Work with neighborhoods to identify key landmarks, boundaries, gathering places, significant natural features, existing and potential pedestrian routes, neighborhood gateways, and other features that help identify and establish their unique character.

Transportation

Silverdale Goal 8. Transportation System

Develop and maintain a street and transportation system that effectively addresses the travel needs of the community and is consistent with the overall goals of the community.

Silverdale Policy 8.1. Develop and maintain performance standards, including operational level of service (LOS) standards for roadways and critical intersections within Silverdale.

Silverdale Policy 8.2. Continuously improve circulation to meet the needs of increased traffic and emergency access, while maintaining neighborhood quality and safety.

Silverdale Policy 8.3. Develop a circulation plan that meets the needs of increased traffic and emergency access throughout the Silverdale community while maintaining the importance of neighborhood quality and safety.

Silverdale Policy 8.4. Implement improvements identified in Silverdale Transportation Implementation Strategy (TIS), and update TIS as the infrastructure and land use changes (see Appendix C).

Silverdale Policy 8.5. Develop a plan of priorities and circulation for the effective movement of goods and services in the commercial districts and within residential neighborhoods, as appropriate.

Silverdale Policy 8.6. Develop an effective system of neighborhood traffic control to make local street safe for pedestrians, residents, and normal local traffic.

Silverdale Goal 9. Transit

Work with transit providers to develop programs, routes and schedules that better accommodate a larger number of users.

Silverdale Policy 9.1. Use public transit effectively in the Silverdale district and surrounding areas; especially the implementation of point-to-point shuttles and loop service, and service to high priority destinations.

Silverdale Policy 9.2. Consider location of Park-and-Ride lots or similar facilities when making land use designations.

Silverdale Policy 9.3. Develop priorities for Transportation Demand Management and Commute Trip Reduction, considering the work to home flow path for Silverdale workers.

Silverdale Goal 10. Non-Motorized Transportation

Improve safety and circulation for bicyclists and pedestrians.

Silverdale Policy 10.1. Complete sidewalk and bicycle lane projects identified in the Silverdale Transportation Improvement Strategy.

Silverdale Policy 10.2. Connect the Silverdale Regional Center to surrounding areas through pedestrian and non-motorized facilities.

Silverdale Policy 10.3. Implement multi-use pathway in Silverdale using a mix of off-street and on-street facilities, and connections to the trails system.

Silverdale Policy 10.4. Encourage public/private development of trails as well as public/private maintenance of trails.

Silverdale Goal 11. Multimodal Transportation System

Develop and maintain an effective multimodal transportation system for Silverdale and the surrounding areas.

Silverdale Policy 11.1. Ensure that transportation facilities necessary for future growth are provided concurrent with growth and coordinated with the overall land use plan for Silverdale.

Silverdale Policy 11.2. Implement an effective transportation concurrency system that provides effective transportation infrastructure to support concurrent land use in growth and development.

Silverdale Policy 11.3. Establish connector roads' location and design through amendments to the Silverdale design standards, regional center subarea plan, or Kitsap County Code. Such amendments shall allow for flexibility if property ownership is consolidated and an alternate location and/or design will meet the intent of the connector road system.

Silverdale Policy 11.4. The connector roads shall be funded by private property owners or new development. Funding of these roadways may include, but is not limited to, County Road Improvement Districts (CRID) and individual developer construction. If public funding is available for the development of this roadway network, monies and project scope should be identified in the 6-year Transportation Improvement Plan.

Silverdale Goal 12. Greaves Way

Locate, design and construct transportation connections to Greaves Way that facilitate coordinated access to commercial, business center and industrial zoned lands.

Silverdale Policy 12.1. Locate and develop connector roads for Greaves Way that provide access to surrounding properties. Coordinate with property owners on alignment alternatives and roadway design.

Silverdale Policy 12.2. To maximize the use of Greaves Way, connector roads shall be delineated to provide free-flowing, multi-modal access to the commercial, industrial, and business properties in the area.

Silverdale Policy 12.3. Create a bus turn around on Greaves Way to improve transit access to a growing mixed-use center.

Silverdale Policy 12.4. Identify key pedestrian trails and greenways needed to link destinations in Silverdale.

Silverdale Policy 12.5. Ensure that stormwater facilities provide adequate drainage and minimize flooding while protecting and enhancing the water quality and habitat value of streams, wetlands, lakes, and Dyes Inlet.

Silverdale Goal 13. Solid Waste and Recycling

Provide efficient and convenient solid waste and recycling services to the Silverdale community through effective coordination with service providers.

Silverdale Policy 13.1. Coordinate with private solid waste collection services to ensure adequate service capacity for planned growth.

Silverdale Policy 13.2. Encourage programs for yard and food waste composting, waste recycling, and reuse of building materials.