

PORT OF SILVERDALE  
RESOLUTION NO. 2014 - 01  
Adopting 2014 Waterfront Comprehensive Plan Update

WHEREAS:

1. In October 2007 the Port of Silverdale adopted resolution No. 2007-06 updating the Port's Comprehensive Plan;
2. The Port wishes to again bring the Port's comprehensive plan current;
3. The Port convened a group of citizens representing user and interest groups as an advisory body to assist the Port in developing a current update to the Port's comprehensive plan, and invited any concerned citizen to participate;
4. The advisory group split into two groups, one concentrating on the Port's waterfront and the other on the Port's upland properties;
5. The Waterfront Plan Update is the recommendation of the waterfront planning advisory group;
6. The Port Commissioners have thoroughly reviewed the proposed 2014 Waterfront Plan Update and believe that it will serve the Port well in making future decisions with regard to acquisition and development of Port property.

NOW, THEREFORE, it is hereby RESOLVED, by the Port Commission of the Port of Silverdale that the Port of Silverdale 2014 Waterfront Plan Update is hereby adopted as the Port's Comprehensive Plan, or Comprehensive Scheme for the future development of the properties of the Port of Silverdale.

ADOPTED, by the Port Commission of the Port of Silverdale, Kitsap County, Washington at its regular open public meeting held on March 20, 2014.

PORT OF SILVERDALE KITSAP COUNTY, WASHINGTON BY:

  
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Henry Aus, Commissioner

  
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Lawrence Greaves,  
Commissioner

  
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Ed Scholfield,  
Commissioner



# PORT OF SILVERDALE 2014 WATERFRONT PLAN UPDATE

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## **Purpose**

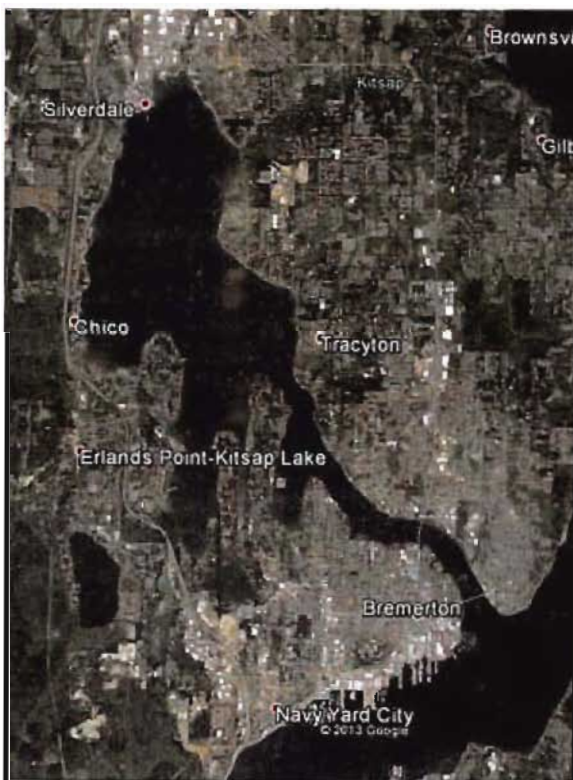
The Port of Silverdale last updated its comprehensive plan in October 2007. In keeping with the 2007 plan update, the Port developed its existing waterfront property and acquired more. Citizens are encouraging the Port to seek and employ more opportunities to improve public access to, and experiences on and in, the water. Many of the improvements and activities outlined in this 2014 plan update were anticipated in the 2007 plan and are not a deviation from, but an implementation of, that earlier plan. This plan update is proposed and adopted in the spirit of continuing to anticipate, and creatively respond to, the needs of citizens throughout the Port District. This Waterfront Plan update focuses on the waterfront area in old town Silverdale on Dyes Inlet. A separate plan will focus on the upland non-waterfront area within the Silverdale Port District, including uplands in old town Silverdale owned by the Port.

## **Location**

The Port District. The Silverdale Port District (Port of Silverdale) is a local government in Kitsap County established in 1920. It includes about 16 square miles, over 20,000 residents, a regional shopping center, unincorporated Silverdale Urban Growth Area, about two miles along Hood Canal and three miles along the north end of Dyes Inlet from Barker Creek on the east side to about one-fourth mile south of Newberry Hill Road on the west side.



**Dyes Inlet.** Silverdale lies at the north end of Dyes Inlet, accessible by water from the main body of Puget Sound through the Washington Narrows at Bremerton. Waterfront development first occurred when the Mosquito Fleet stopped here for passengers and poultry for transport to Seattle.



**Old Town Silverdale.** The Port's waterfront development is within the old town of Silverdale, platted in 1889, along the waterfront used since even earlier settlement times as a Mosquito Fleet stop-over.





**Waterfront Planning Area.** The Port's waterfront planning area is the area in Old Town Silverdale extending into Dyes Inlet and bounded by Pacific Ave on the west, Byron Street on the north, the Silverdale Waterfront Park on the east.

### **History of Port Waterfront Development and Use**

Over a period of about 40 years the Port has developed and maintained a number of waterfront facilities, often in partnership with Kitsap County, including:

- 1976 interlocal agreement with the County to develop, construct & maintain a public park and recreational moorage facility;
- 1984 land swap with the County to enable development of the County's Waterfront Park and construction of the Port's transient moorage facility for motorized boats – including power, water, and sewage pump out;
- 1993 development of the Port's boat ramp and associated upland parking area;
- 2000-2001 property acquisition near boat ramp for expansion, land swap with the County at the Waterfront Park for parking and land consolidation, floatation replacement on large floats;
- 2003-2005 redevelopment with the County of the restroom facilities at the shore end of the Port's pier, with shower and laundry facilities for boaters, a separate new restroom near the boat launch and enhanced boat trailer parking area, aquatic land lease with DNR for in-water facilities;
- 2008 vacation of part of Commercial Street to expand Port property near boat ramp restroom;

- 2009 add lighting to parking lot for patrons of park and Port facilities and nearby businesses, agreement with Kitsap Sailing & Rowing Foundation to store hand launch sailboats;
- 2010 acquire 1.29 acres of wetlands plus associated tidelands west of the boat ramp, between apartments and Dyes Inlet and including the southern end of Pacific Avenue;
- 2010-2012 design, permit, and build 24' x 40' small boat handling float primarily for sailboats, pave large parking area at Washington & Byron;
- 2013 vacation by County to Port of several streets and alley within Port operating area, small boat dry storage and rowing shell storage license agreements negotiated, kayak and paddleboard concession entered into;
- 2013-2014 design major electrical upgrade on fixed pier and floats, accepted sponsorship of recreational sailing program and transfer of boats and equipment from Kitsap County.

## **Report on 2007 Plan**

The Port's 2007 Comprehensive Plan update (page 18) considered the Port's properties along Byron Street as a focus area and explored:

- Redeveloping the Port's existing properties along Byron Street with mixed-use buildings displaying the appropriate historic character
- Long-term mixed-use redevelopment of surrounding properties
- Including pedestrian amenities such as street furniture, pedestrian lighting and street trees / landscaping adjacent to new development
- Potential recreation and environmental enhancement opportunities in the surrounding area, including:
  - Small boat/kayak launch and/or sailboat float
  - Upland (dry) boat storage
  - Wetland and shoreline enhancement
  - Wetland boardwalk, viewpoint and interpretive signage

### ***FINDINGS***

The primary findings of this Focus Area analysis concluded that development along Byron would:

- Create a significant, positive visual impact along Old Town's main street
- Increase activity in an existing commercial area, ultimately benefiting other area businesses
- Provide opportunities for increased recreational activity along the waterfront

Some of the 2007 Plan recommendations have been implemented. For example, the Port has acquired a sailboat float, provided upland boat storage, acquired significant wetlands and tidelands, improved the area along Byron Street by paving the parking area and installing

lighting, and is providing security cameras for public safety and Port security. Some 2007 recommendations are still valid but not yet implemented. The following described citizen review and recommendations reinforce the desire to do things that remain undone, and flesh out where and how to implement others.

### **Plan Process and Citizen Participation**

Since the 2007 Plan update, the Port has continued to collect ideas and concepts for future waterfront projects as opportunities and funding might arise. In January and February the Port published in the local paper an open public invitation to join in updating the 2007 Plan, with special invitations to user groups and Port tenants. A series of planning meetings were held at the Port office on Byron, with onsite visits to Port properties and discussion of various ideas. Participants in the waterfront planning group included: Marcus Hoffman (local resident and Silverdale Water District commissioner), John Lind (rowing coach), Carol Longmate-Smiley (architect and member of Central Kitsap Community Council), Steve Miller (local resident, sailor, activist), Ray Norton (power boat owner and yacht club officer), Steve Trunkey and Bridget Burke (sailing program volunteers and teachers), Phil Best (boater and Port attorney), John Kuntz (kayak and paddleboard business owner), Theresa Haaland (Port administrator and scribe), Ed Scholfield (Port commissioner and Port waterfront manager), and Jack Newton (neighbor). Others who gave input to port waterfront planning (but were primarily in the separate upland planning group) included: Monica Downen (waterfront bakery), Joyce Merkel (local resident and former planner), and Ron Gillespie (citizen activist). Still others participated in the upland planning portion. No one was turned away, and all ideas were welcomed.

*The following is a list of actions, improvements and expanded activities recommended to the Port of Silverdale.*

### **Maintenance of Existing Facilities**

- **Fixed Pier and Floats Electrical Upgrade.** Replace the electrical system and fixtures on the existing fixed pier and floats for motorized boats, with an upgrade from 30 Amp to 50 Amp power, and waterproof cabling and fixtures, pursuant to the design recently obtained by the Port.
- **Safety Measures.** Conduct safety review of the Port's facilities and make desirable changes as indicated.
- **Repair and Replace.** Continue to make ongoing repairs to extend the life of the existing facilities, but design and create replacement structures as they become necessary.

## Proposed Improvements and Expanded Activities

- **Boat Storage and Community Building.** Construct a building adequate to accommodate rowing shells (up to 72' long), a few sailboats, kayaks, paddleboards canoes, and other non-motorized watercraft.
  - The preferable location would be at the south end of Pacific Ave at the edge of the wetlands and adjacent to the shore; the building would be designed to minimize impact on the wetlands, while still allowing proximity to the water to hand launch watercraft and adequate storage space.
  - An alternative location could be along the south side of Byron Street if property becomes available.
  - Since this is a prime location for viewing and gathering, such a building could be built with a second story that could be available for community events (such as wedding receptions) and for teaching and woodworking.
  - Examples are at Port Townsend (storage and community center), and Olympia (storage only).
  - Grant applications could include the building and the proposed new pier and floats in two stages – (1) design and permit, and (2) build; this avoids getting stuck in a long design and permitting process and losing grant funds for construction.
- **New Pier and Floats for Non-motorized Watercraft.** Construct a new pier and floats to be placed at the south end of Pacific Ave.
  - A fixed pier extending to reach water at all tide levels and elevated enough to avoid storm damage, and floats constructed to accommodate rowing shells (4-person and 8-person) and small sailboats (like the 15' Vanguards now used), but the floats removable seasonably for repair and to avoid storm damage.
  - This location would separate the motorized boat traffic near the Waterfront Park on the east end of the Port's property from the non-motorized water activity (that may also include paddle boarding and even diving) on the west end, with the boat ramp between servicing both types of users.
  - See grant application discussion in connection with the boat storage building.
- **Wetlands Boardwalk for Access and Education.** Construct a new boardwalk over the wetlands and/or a path along the beach above high tide between the boat ramp parking area and the end of Pacific Ave, for pedestrian access from the Port's off-street parking to the planned new non-motorized water activity center.

- **Sailing and Rowing Programs.** Continue to partner with the Kitsap Sailing and Rowing Foundation to provide safe sailing and rowing experiences and education for students and the public at large. The Port now owns boats transferred from Kitsap County and is now sponsoring the sailing program. Also, continue to help find adequate storage place for the rowing shells.
- **Small Boat Dry Storage.** Continue to work with the Kitsap Sailing and Rowing Foundation to provide a secure location for individuals to store their hand-launched boats/canoes/kayaks so they are easily accessible.
- **Acquire More Property.** Acquire more real property within or adjacent to the Port's waterfront planning area to accommodate the increasing need for access to the water and to serve the needs of those who come, such as more parking, boat storage, wooden boat building, instruction, recreation, purchase of boating supplies, and refreshments.
- **Create a Performance Venue at the Sewer Pump Station.** Work with Kitsap County to:
  - Remove the sewer pump station that is on a waterfront parcel south and east of the Port's grass area and next to the south end of Washington Ave at the Waterfront Park, or at least reduce the height of the pump station.
  - Construct a bandstand or other venue for public performances, such as concerts and outdoor movies.
- **Investigate Mitigation and Restoration Opportunities.** Identify areas of stream and marine environment within the Port District area that are in need of restoration to be used in relation to any work the Port might do that would need mitigation. Such areas might include Barker Creek, Clear Creek, and Strawberry Creek (now channeled through School District property and past the Scout Hall).
- **Promote Community Events.** Sponsor or make Port property available for special and ongoing community events and celebrations.
  - Support Whaling Days, the Farmers Market, weddings, a clam bake, organized beach bonfires, Mosquito Fleet cruise, sailing and rowing regattas, celebrating salmon.
  - Work with the Silverdale Chamber and the Kitsap Visitor Bureau to promote the area – perhaps with an “uptown business day” on the waterfront.



- **Provide Public Information.** Place a large reader-board or kiosk, and provide signage and a map for the public.
  - Locate available services and experiences in the Silverdale area, such as hiking and biking areas, and places to shop, eat, get personal services, explore and read, and provide information about events.
  - Implement a plan to place historical and environmental educational signage on Port property.
  
- **Recreational Aids.** Work with Kitsap County to place runner's stretch bars in the park area to invite runners (and boaters) to use the area around Old Town.
  
- **Boater Convenience.** Provide convenience vehicles, such as carts and bikes accessible to boaters.
  - Keep push carts and bikes in a locked shed or at the Port office, so they are secure but available to visiting boaters to see the area and restock boating supplies.
  - Consider an electrical cart available to boaters, and work with Kitsap County to make Old Town a designated "electric cart" friendly zone.
  
- **Old Town Ambiance.**
  - Rejuvenate the Centennial Murals that were painted in 1989 as significant and historical artwork of great community value.
  - Provide adequate trash receptacles in Old Town, and empty them.
  - Beautify the area with hanging flower baskets or other plantings.
  
- **Hood Canal Access.** [Although this is not an Old Town Silverdale item, it belongs in this category].
  - Search for areas within the Port District on Hood Canal where the Port could be of assistance to allow public access to salt water.
  - Partner with other entities or individuals to design and build necessary improvements to allow better access to Hood Canal.
  
- **Big Building Acquisition.** Acquire or build a large building in Old Town Silverdale, although perhaps not within the waterfront planning area per se, for boat storage and work and for storage of Port equipment and supplies.