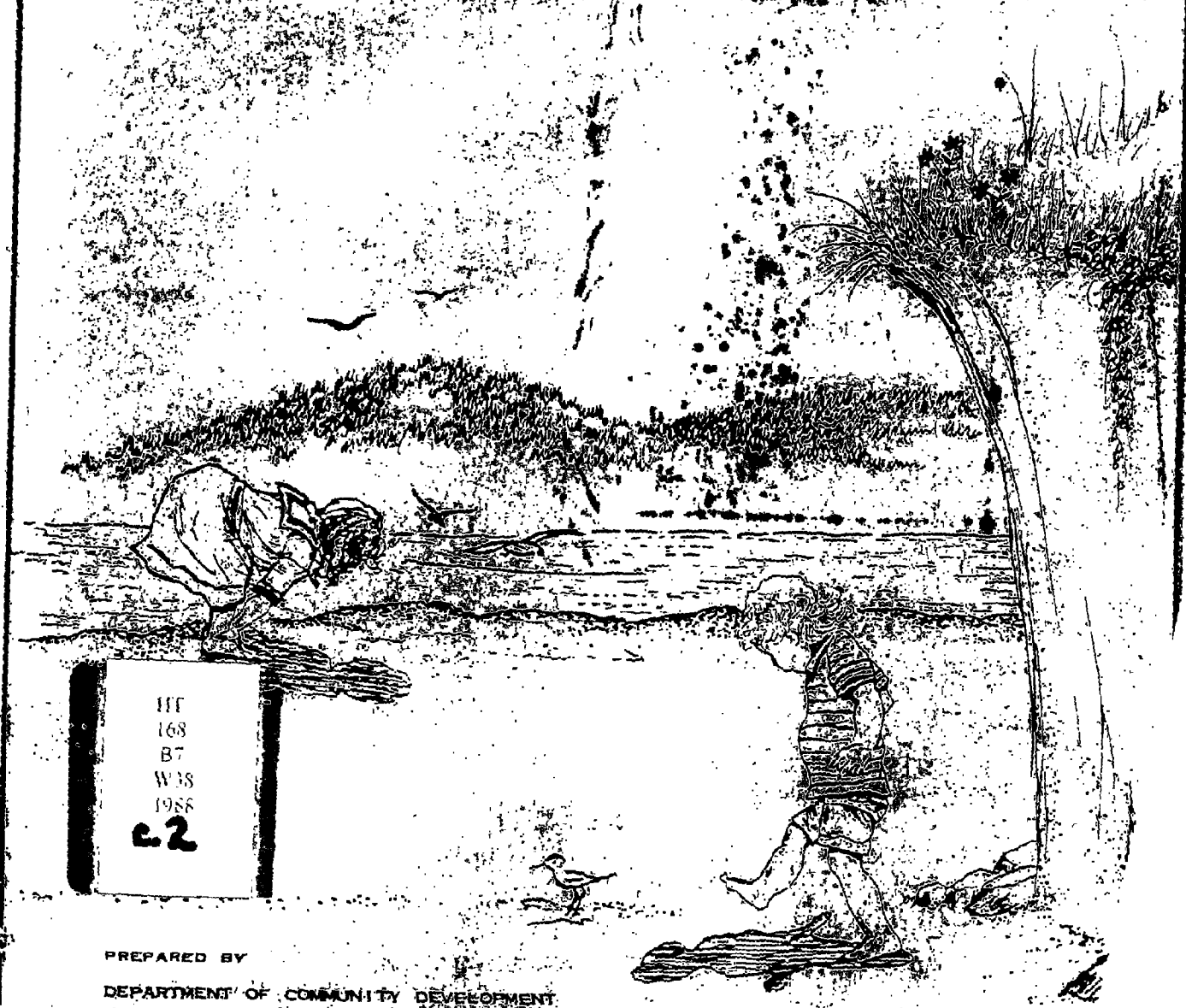
WATERFRONT ACCESS PLAN

City of Bremerton



HT
168
B7
W38
1988
c.2

PREPARED BY

DEPARTMENT OF COMMUNITY DEVELOPMENT
PLANNING DIVISION

AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

HT168.B7W38 1988 c.2

DISCUSSION DRAFT

WATERFRONT ACCESS PLAN

LINK ONE

Ferry Terminal to Olympic College

• • •

'88 JUL -7 P2:35
DEPT. OF ECOLOGY
SHORELANDS PROGRAM
OLYMPIA, WA 98504

Prepared by:

PLANNING DIVISION
Department of Community Development
City of Bremerton, Washington

Donald L. Pratt: Dir. of Community Development
Ron W. Hough: Mgr. Long-range Planning
Kay Wilson: Sr. Planner/Project Manager

Consultant Services by:

MILES YANICK & COMPANY, P.S.

JUNE 1988

The preparation of this document was financially aided through a grant from the Washington State Department of Ecology with funds obtained from the National Oceanic and Atmospheric Administration, and appropriated for Section 306b of the Coastal Zone Management Act of 1972.

City of Bremerton
Waterfront Access Plan

TABLE OF CONTENTS

BREMERTON WATERFRONT ACCESS PLAN

INTRODUCTION 1

Preparation of the Plan..... 1
Role of the Plan..... 1
Organization of the Plan..... 2
The Plan Approval Process..... 2

BREMERTON'S WATERFRONT RESOURCE 3

Bremerton - A Waterfront City..... 3
Historical Use of the Waterfront..... 3
A New View of Waterfronts..... 3
Waterfront Public Access Opportunities in Bremerton. 4

THE WATERFRONT ACCESS SYSTEM 5

Water Access System Facilities..... 5
Types of Access to the Water..... 6

GENERAL RECOMMENDATIONS 7

Waterfront Access System..... 7
Waterfront Cleanup..... 7

SHORELINE MASTER PROGRAM RECOMMENDATIONS 8

LINK ONE - Ferry Terminal to Olympic College

INTRODUCTION 12

Overview of the LINK ONE Plan..... 12
The LINK ONE Setting..... 12

PATHWAY SYSTEM OPTIONS 15

Pathway Opportunities..... 15
Option 1 - Waterfront Boardwalk..... 15
Option 2 - Inland Pathway System..... 16
Option 3 - Alternative Inland Routes..... 16

PATHWAY SYSTEM ROUTES 18

Introduction..... 18

PATHWAY SYSTEM SEGMENT A - Ferry Terminal to Sixth St.. 20

Pathway Segment A-1 - First to Second Street..... 20
Pathway Segment A-2 - Second to Fourth Street..... 22
Pathway Segment A-3 - Fourth to Sixth Street..... 24

Contents, Cont'd.

PATHWAY SYSTEM SEGMENT B - Sixth St. to 11th Place..... 28

Pathway Segment B-1 - Sixth St. to Manette Bridge... 28
Pathway Segment B-2 - Manette Bridge to 11th Place.. 30

PATHWAY SYSTEM SEGMENT C - 11th Place to Evergreen Park 33

PATHWAY SYSTEM SEGMENT D - Evergreen Park to Warren Br. 37

PATHWAY SYSTEM SEGMENT E - Warren Bridge to Ohio Avenue 40

RECOMMENDED LINK ONE WATER ACCESS SITES 43

Pathway Segment A Area..... 43
Pathway Segment B Area..... 49
Pathway Segment C Area..... 50
Pathway Segment D Area..... 52
Pathway Segment E Area..... 54

LINK ONE PLAN IMPLEMENTATION 56

CONCEPTUAL ARCHITECTURAL DESIGNS

DESIGN CONCEPT AND THEME 65

STREET FURNITURE AND AMENITIES..... 65

LANDSCAPING 66

STREET TREES 66

SCREENING HEDGES 68

PLANTING BEDS AND PLANTERS 68

LIGHTING 68

SIGNAGE 68

SAFETY DESIGN ELEMENTS 69

MAINTENANCE DESIGN CONSIDERATIONS 69

LIST OF FIGURES

- LINK ONE - BREMERTON WATERFRONT ACCESS PLAN (Map)..... 14
- Approx. Tide Levels Along LINK ONE Shoreline (Table).. 18
- SEGMENT A (Plan Map)..... 19
- SEGMENT B (Plan Map)..... 27
- SEGMENT C (Plan Map)..... 32
- SEGMENT D (Plan Map)..... 36
- SEGMENT E (Plan Map)..... 39
- RECOMMENDED WATER ACCESS FACILITIES (Table)..... 42
- FOURTH STREET BEACH ACCESS (Illustration)..... 48
- ARCHITECTURAL DESIGNS:

  New Sidewalks..... 70
  Street Trees..... 71
  Benches..... 72
  Crosswalks..... 73
  Route Signage..... 74
  Trash Receptacles..... 75
  Tree Grates..... 76
  Pathways..... 77
  Bicycle Racks..... 78
  Promenade/Pathway (Illustrated Concept)..... 79
  Existing Sidewalk Enhancement (Pland & Section)..... 80
  Over Beach Cantilevered Boardwalk (Illustration).... 81
  Over-water Boardwalk (Perspective Illustration)..... 82

APPENDICES

A LEGAL CONSIDERATIONS SURROUNDING SHORELINE PUBLIC ACCESS

B GEOLOGY OF THE LINK ONE STUDY AREA

C SIDEWALKS AND STREET LIGHT INVENTORY -LINK ONE STUDY AREA

D INVENTORY OF PROPERTY OWNERSHIP - LINK ONE STUDY AREA

E DESIGNATED BICYCLE ROUTES - LINK ONE STUDY AREA

F INVENTORY OF SHORELINE PERMITS - LINK ONE STUDY AREA

G SHORELINE PUBLIC ACCESS - Bremerton Comprehensive Plan

H PROPOSED PUBLIC ACCESS AMENDMENTS - Shoreline Master Program

I ARMY CORPS OF ENGINEERS REVIEW PROCESS RELATING TO BOARDWALKS

J SIMPLE EASEMENTS - SHORELINE PUBLIC ACCESS

BREMERTON WATERFRONT ACCESS PLAN

INTRODUCTION

Preparation of the Plan

This plan has been prepared by the Bremerton Planning Department with the assistance of a Bremerton Park Board subcommittee. It was primarily funded by a $16,000 grant from the Coastal Zone Management Program of the National Oceanic and Atmospheric Administration, awarded to the City by the Washington State Department of Ecology.

The tasks completed for this project include:

- An inventory of public and privately owned shorelands;
- Review of existing local, state and federal laws affecting public shoreline access;
- Assessment of unique or significant locations for visual and physical access to the shoreline.
- Identification of alternative pathway system routes;
- Analysis of soil and slope suitability along proposed shoreline routes;
- Inventory and analysis of existing sidewalks, walkways, boardwalks, bikeways and lighting, and other existing conditions within the study area.
- Development of strategies for locating public access along waterfront areas now in private ownership;
- Preparation of typical design and construction documents.

Role of the Plan

The Access Plan is intended to help guide actual construction of individual segments of a waterfront public access system. It proposes specific pathway routes, view and beach access areas, and other improvements to enhance the pathway system.

Organization of the Plan

The Plan consists of four major sections:

General Waterfront Access Plan

This section contains background information on the waterfront as a resource and waterfront access facilities. It includes general recommendations applying to waterfront access throughout the City's shorelines, and proposes policies and regulations to implement the Access Plan.

Link One Waterfront Access Plan

This section describes the first link of the city-wide waterfront access system - Link One. The Link One access system will connect the Bremerton Ferry Terminal and downtown waterfront with the Olympic College/Bremerton High School educational complex. Plans for additional access linkages will be added in the future, and may eventually cover the shorelines of the entire city.

The Plan Approval Process

The Waterfront Access Plan must pass through several steps before adoption by the City -- scrutiny by City staff, review by the Bremerton Park Board, and public hearings before the Planning Commission and City Council. Once adopted, it becomes an element of the Bremerton Comprehensive Plan, and corresponding provisions are incorporated into the Shoreline Master Program.

BREMERTON'S WATERFRONT RESOURCE

Bremerton - A Waterfront City

The City of Bremerton contains approximately 11 miles of marine and fresh water shorelines - a significant resource.

Marine shorelines include those along Dyes Inlet-shorelines around Oyster Bay, Ostrich Bay, portions of Phinney Bay and Mud Bay. They also include some shorelines along Sinclair Inlet - part of the north shore in the vicinity of the Puget Sound Naval Shipyard - and a segment of the south shore at the mouth of Anderson Creek, just east of Gorst.

Fresh water shorelines include the east shore of Kitsap Lake, as well as shorelines in the city utility lands southwest of the city proper - along the Union River, the Union River Reservoir and Twin Lakes Reservoir.

Historical Use of the Waterfront

Like many Puget Sound cities, Bremerton's shoreline was originally considered a transportation and economic resource. The native American Indians, the original inhabitants, depended on the shorelines for access to their food sources and to other villages. The early non-Indian settlers also used the waterways as their main transportation system. They located many of the first industries along the shorelines.

The first plat of Bremerton was filed in 1891 in anticipation of the U.S. Navy's plans to construct a ship drydock and repair and overhaul base on 190 acres along Sinclair Inlet-the Puget Sound Naval Shipyard. As the Shipyard expanded, city shorelines were developed for other water-dependent economic activities - activities that required shoreline locations.

As the city grew, the shorelines began to be appreciated for their value as scenic and recreational resources. Residential development occurred in shoreline and view areas. Some shoreline parks were developed, including Kitsap Lake Park, NAD Park, Lebo Recreational Area/Lions Community Playfield and Evergreen Park.

A New View of Waterfronts

While the historic use of the waterfront has been strongly

tied to its value for economic activities and transportation, there has been a growing trend in recent years to view the waterfront anew for its scenic and recreational value. Communities across the continent have been rediscovering their neglected waterfronts. Many older urban waterfronts have been redeveloped into beautifully redeveloped and have become great assets to their communities. The days when the waterfront was taken for granted are gone.

Waterfront Public Access Opportunities in Bremerton

Two of the urban waterfront areas in Bremerton that stand out as having outstanding potential for redevelopment include the downtown waterfront, in the vicinity of the Bremerton Ferry Terminal, and Smith Cove, next to Evergreen Park.

As Bremerton's waterfront redevelops there will be outstanding opportunities to protect and increase public access to the water. This Plan will be an important tool to help identify and create public access opportunities. It will provide a vision of the waterfront that could be. Once we have the vision, we will know what to do.

Hopefully the Waterfront Access Plan will bring about the day when, perhaps not any of us, but certainly our children and their children, will stroll along the beaches of Bremerton, only dimly aware that there was once a time when beaches weren't for people.

THE WATERFRONT ACCESS SYSTEM

The waterfront access system will consist of a combination of sidewalks, trails, bikeways and boardwalks that link activity centers such as viewpoints, beach access sites and recreational areas. Parts of the system already exist, usually in the form of sidewalks, parks, and streets ending at the water's edge. Other components will be added one at a time in the near future. Some may not be built for years. But in time individual segments will be linked together into a city-wide waterfront access system.

Water Access System Facilities

The waterfront access system will be made up of the following kinds of facilities:

Water Access Sites

Water access sites are points where the general public is able to get to the shoreline. Some water access sites may be located along roadsides and require parking facilities. Others may be little more than trails connecting sidewalks or boardwalks to the shoreline. Stairways may be used to gain access to the beach down steep slopes.

Viewpoints

Viewpoints allow views of the water without actually providing access to the shoreline, although water access may be available in conjunction with viewpoints. Some viewpoints are accessible to automobiles and include parking facilities. Others may be simply wide areas along sidewalks, trails or boardwalks. Viewpoints may feature elevated structures such as viewing towers and bridges. Viewpoints often include interpretation facilitities relating to the view.

Pathway Systems

Pathway systems are linear facilities for non-motorized travel linking various areas to one another. They may be specifically designed for foot traffic, bicycle use, or other wheeled transportation modes such as wheelchairs.

Walkways

Walkways are facilities for pedestrians that are separated from vehicular traffic. They may be in the

form of sidewalks, trails, or boardwalks. Walkways may include stairways, ramps, landings, or other features to increase accesibility.

Boardwalks

Boardwalks are elevated pathway systems constructed along the shoreline. They are usually intended for pedestrians but can be designed to accomodate bicycles and emergency vehicles. A boardwalk may be constructed on pilings or on riprap. While a boardwalk surface is typically constructed of board planks, it can also be made of gravel, asphalt, or concrete.

Bikeways

Bikeways are pathway systems designed to separate bicycle traffic from motorized vehicles and pedestrians. They are often separated from streets and sidewalks, but can include special bike lanes on streets.

Interpretation Facilities

Interpretation facilities can include simple signs, exhibits, guided nature walks, and self-guiding literature. These facilities help the visitor develop an appreciation and understanding of an area. Interpretation facilities can encourage thoughtful use of and minimize human impact on the area.

Types of Access to the Water

Two types of access to the waterfront will be provided:

Public Access:

Public Access is unobstructed access available to the general public.

Limited Public Access:

Limited Public Access is access that is restricted in order to protect the health, safety and welfare of the public or to protect and maintain a particular site. Restrictions may limit times of use, or may allow access to only certain users, such as residents. Certain restrictions may result in visual access only. For example, where public access to the shoreline is not appropriate, the developer may be required to provide a public viewpoint overlooking the water.

GENERAL RECOMMENDATIONS

Waterfront Access System

Bremerton has many miles of shoreline, but only limited access to those shorelines. People travel great distances to enjoy waterfront views and water sports. Improving access to our shorelines will enhance the quality of life for the people of Bremerton. Visitors will be attracted to our city for the amenities we create for ourselves.

Recommendations

- Develop a waterfront access pathway system connecting water access sites, viewpoints and activity centers.

- Develop boardwalks along urban shorelines expected to have a high degree of use.

Waterfront Cleanup

Over the years a significant amount of debris has accumulated along Bremerton's shorelines. Garbage has washed ashore, and assorted artifacts have been dumped over the banks onto the beaches. Much of this garbage is plastic, and never decomposes. The responsibility for this debris appears to be widely shared.

The presence of litter tends to promote littering.

Recommendation

- Mount a major clean-up effort as a kick-off to the opening of the first segment of the waterfront public access system. A celebration ceremony could be held at the end of the day to thank the volunteers.

- Coordinate additional periodic clean-up efforts at least once a year to keep the shorelines clean.

SHORELINE MASTER PROGRAM RECOMMENDATION

The Bremerton Shoreline Master Program contains a number of scattered goals, policies and regulations intended to restore, protect and improve public access to the shorelines. These should be strengthened to support the Waterfront Access Plan.

The following goals and policies are hereby adopted to clarify the intent of this Waterfront Access Plan. In addition, the goals, policies and suggested regulations should be included in the Bremerton Shoreline Master Program as a new section, to back this Plan with the force of law.

Recommendation

- **Add a new Public Access Element to the Bremerton Shoreline Master Program to implement the recommendations of the Waterfront Access Plan, as follows:**

PUBLIC ACCESS ELEMENT

Goal

Protect and enhance public visual and physical access to the shorelines in recognition of their significant natural and aesthetic values to the community.

Policies

1. Protect established public use of the water and shorelines from unreasonable interference by other land and water uses.

2. Protect visual access to the water and shorelines from adverse impacts by land and water uses.

3. Provide public pathway systems along shorelines to the maximum feasible extent. Link various public access points to non-motorized transportation routes whenever possible.

4. Require private developments located along public or unique shoreline areas to provide physical and/or visual access to the shorelines in a manner which is appropriate to the site and the nature and size of the development.

5. Ensure that public accessways are designed to protect steep slopes, stream banks and other natural shoreline features.

6. Provide distinctive signing to clearly identify public access sites.

7. Design public access areas to harmonize with the shoreline setting.

8. Ensure that water access sites and pathway system linkages are designed for maximum reasonable accessibility by all members of the community, and are designed for convenience, comfort, safety and ease of maintenance. Provide handicapped access to public accessways when such use can reasonably be anticipated.

Regulations

General Regulations

1. No development shall block or interfere with the normal public use of or public access to publicly-owned shorelines and water bodies.

2. All developments shall be designed to protect and enhance views and visual access to the water and shorelines.

3. All developments, located along public or unique shoreline areas, whether recreational, residential or commercial, may be required to provide public accessways, view corridors, trail easements or other amenities.

4. Any required public access easement shall be of a size and design appropriate to the site, the size, and the general nature of the proposed development. Easements shall be recorded on the property deed or on the face of the plat as a condition running in perpetuity with the land.

5. When required, easements for public access shall be of a size and design appropriate to the site, size, and general nature of the proposed development: PROVIDED:

   a. Public access easements along shorelines shall be a minimum width of thirty (30) feet waterward of the Ordinary High Water Mark (OHWM);

   b. Public access easements landward of the OHWM shall be a minimum width necessary to accommodate accessways which will not damage bluffs, stream banks, or other shoreline features.

6. Signs which indicate the public's right of access shall be installed in conspicuous locations at required public access sites and maintained in good order.

7. Public use may be limited to daylight hours.

8. As far as possible, public access sites shall have direct and easy access from the street or the nearest public thoroughfare.

9. Public access may be considered infeasible and not be required where:

   a. Unavoidable hazards to the public result from gaining access;

   b. Inherent security requirements of the use cannot be satisfied;

   c. Unavoidable interference with the developed use would occur;

   d. The cost of providing the access is unreasonably disproportionate to the total cost of the proposed development; or

   Where public access is not required because of one or more of the above factors, a payment in lieu of providing public access may be required before the permit is granted. Such payments shall be directed toward a general shoreline public access fund to support established areas or to acquire extensions to the public access system.

11. Public access to the shoreline shall be required on all public property, except as follows:

   a. In harbor areas completely occupied by water-dependent uses; or

   b. In street ends or waterways occupied by water-dependent uses under permit or lease.

12. Public access shall be required on private property for all non-water-dependent uses on waterfront lots which are:

   a. Non-residential; or

   b. Developed as a planned unit development; or

   c. Exclusively residential developments containing four (4) or more units.

13. Required public access sites shall be fully developed and available for public use at the time of occupancy of the development.

14. A public access area must contain the following features consistent with the standards of the Bremerton Waterfront Access Plan:

    a. A walkway, bikeway, and/or boardwalk suitable to meet the intended purpose;

    b. Adequate signage to inform the public of the access;

    c. Design features and landscaping to bring the facility into harmony with the shoreline setting;

    d. Facilities designed to meet the anticipated use, including use by disabled persons.

<u>Use Specific Regulations</u>

In addition to the above, public access policies and regulations should be incorporated into Shoreline Master Program requirements for specific uses, such as residential, commercial and industrial development.

These should include the following:

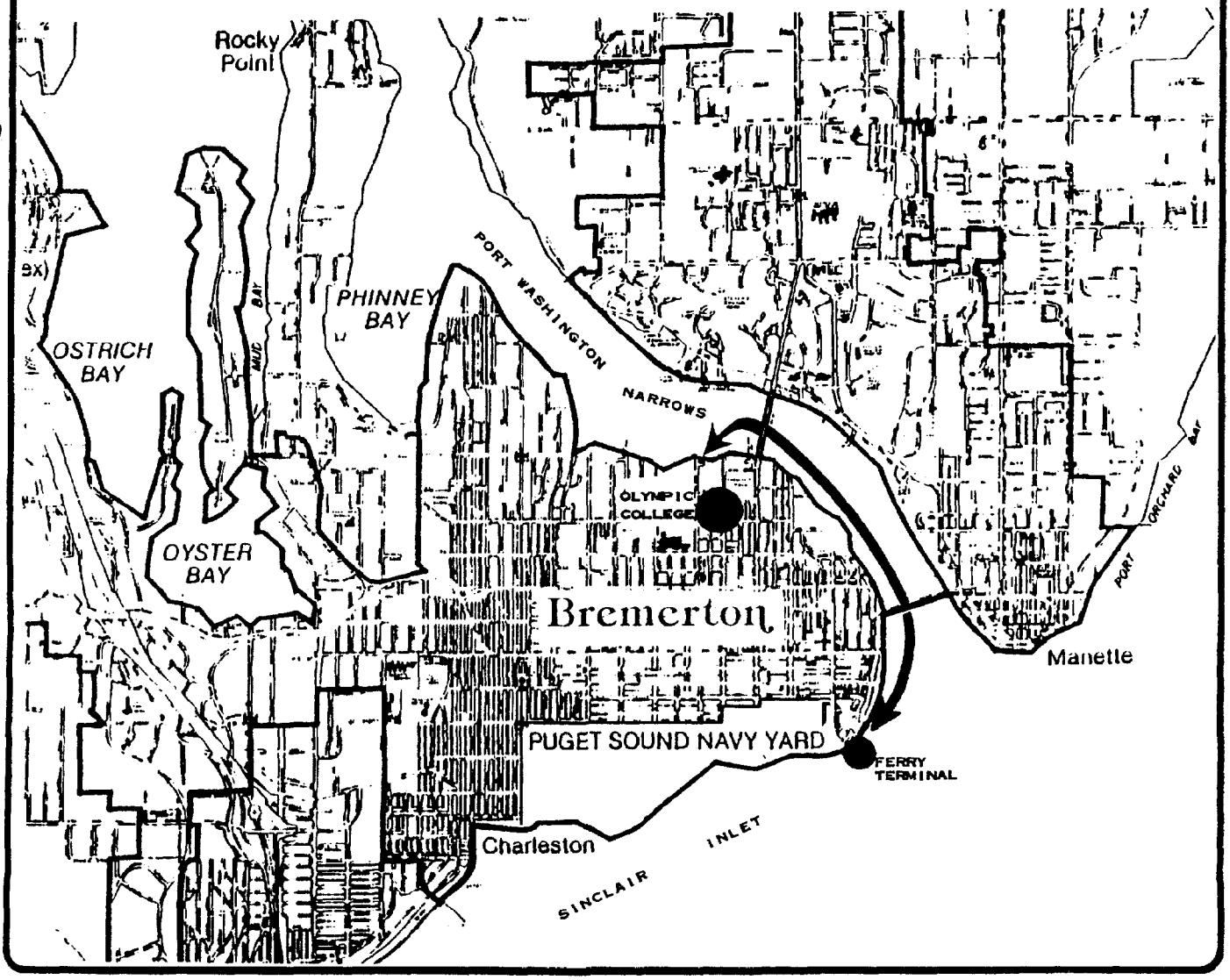
1. Development of view corridor requirements for developments waterward of an adopted water access facility or route.

2. Specific public access requirements for developments in particular areas to implement this plan.

WATERFRONT
ACCESS PLAN

LINK ONE

Ferry Terminal to Olympic College



BREMERTON WATERFRONT ACCESS PLAN

LINK ONE

FERRY TERMINAL TO OLYMPIC COLLEGE

INTRODUCTION

Overview of the Link One Plan

The Link One waterfront access system proposal is a result of dreams and visions that have been around Bremerton for years. It is an outgrowth of various proposals for downtown boardwalks, walkways and bikeways. The Smith Neighborhood Plan, developed in the early 70's, called for a greenbelt along the entire shoreline between Sixth Street and the college, and proposed "the development of a bicycle/pedestrian way along the waterfront from the CBD to Olympic College to eventually tie into a city or regional trail system". In such ways do appealing visions take root and grow.

Link One of the Bremerton Waterfront Access Plan will link the Bremerton Ferry Terminal in the downtown area with the Olympic College/Bremerton High School complex by way of Evergreen Park. This link will generally follow the shoreline for approximiately 1.5 miles along the west side of the Port Washington Narrows.

The Link One waterfront access system area lends itself naturally for a pathway system. The area is "anchored" by an activity center at each end - the downtown on the south, and the high school/college complex on the north. Each activity center will generate pedestrian and bicycle traffic flowing toward the other.

Three potential routes for the Link One pathway system are recommended. For the near term a series of new walkways and bikeways would connect to existing pathways and streets. Over time a series of boardwalk sections would be constructed along the shoreline. Over the long term there would eventually be a continuous boardwalk along the entire shoreline between the ferry terminal and Ohio Street, with linkages to the pathway system.

A number of viewpoints, beach access areas and other facilities are also recommended along the pathway system

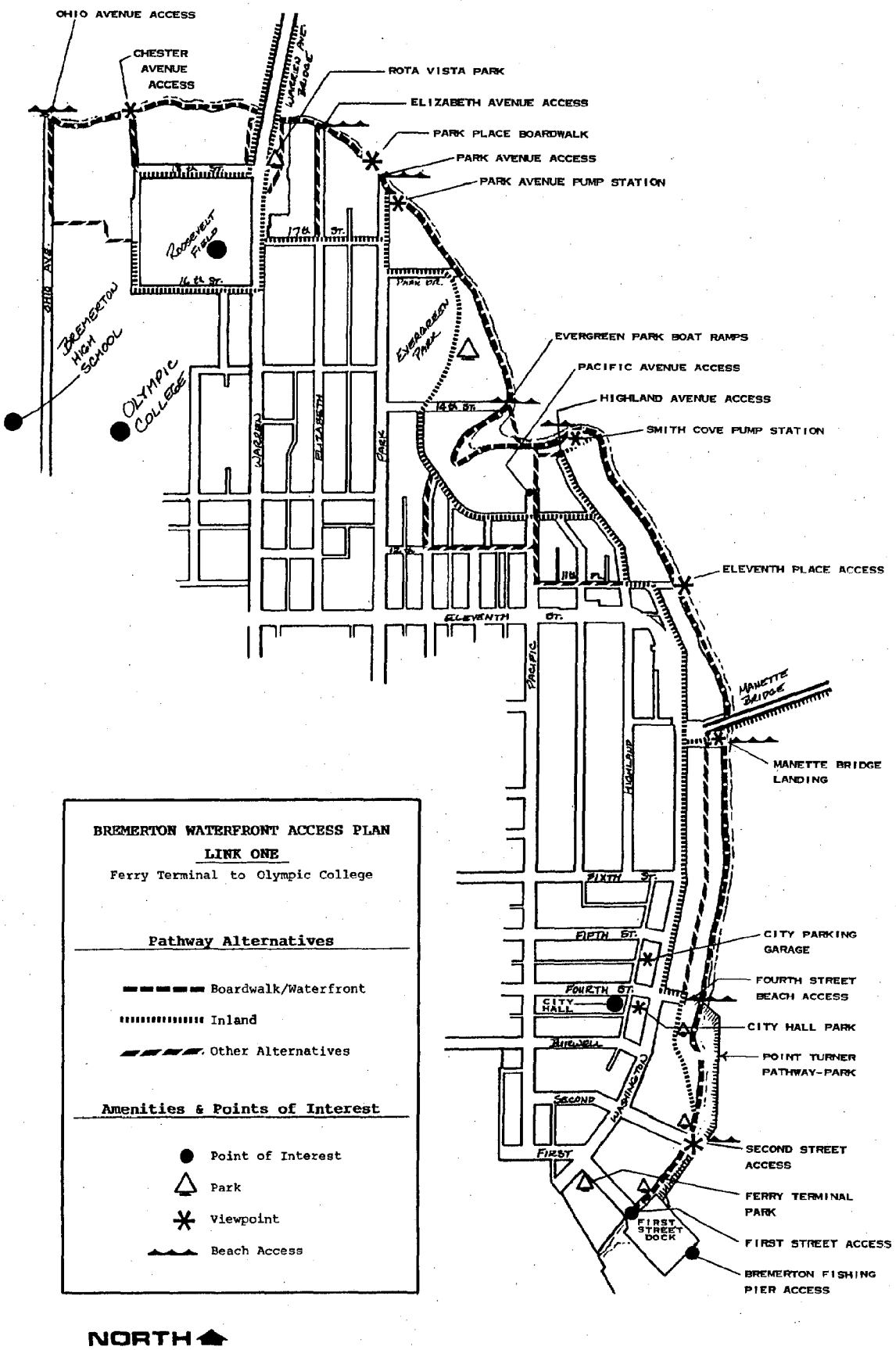
route. Some will be built in the very near future, while others will be added over the next several years.

Starting as it does at a major gateway to the city - the ferry terminal - the Link One shoreline access system is destined to become a regional attraction that will be enjoyed by local people and visitors alike.

The Link One Setting

The Link One waterfront access system runs through an area that is fairly intensely developed with commercial, residential and industrial uses. Most of the area was developed in the first half of the century. The existing development varies from new condominiums and offices to older apartments and industrial sites. Evergreen Park, just north of Smith Cove, is an asset that is sometimes overlooked. Much of this area is likely to redevelop over the next ten to twenty years as the waterfront becomes more and more desirable.

The shoreline in the Link One area varies from low to high bank. The bank is fairly low in the downtown, in the vicinity of Evergreen Park, and at Ohio Street near the college/high school complex. Perhaps the most prominent natural feature of the area is the high bluff that spans the area between the downtown and Smith Cove at Evergreen Park.


OHIO AVENUE ACCESS
CHESTER AVENUE ACCESS
ROTA VISTA PARK
ELIZABETH AVENUE ACCESS
PARK PLACE BOARDWALK
PARK AVENUE ACCESS
PARK AVENUE PUMP STATION
EVERGREEN PARK BOAT RAMPS
PACIFIC AVENUE ACCESS
HIGHLAND AVENUE ACCESS
SMITH COVE PUMP STATION
ELEVENTH PLACE ACCESS
MANETTE BRIDGE LANDING
CITY PARKING GARAGE
FOURTH STREET BEACH ACCESS
CITY HALL PARK
POINT TURNER PATHWAY-PARK
SECOND STREET ACCESS
FERRY TERMINAL PARK
FIRST STREET ACCESS
BREMERTON FISHING PIER ACCESS
BREMERTON WATERFRONT ACCESS PLAN
LINK ONE
Ferry Terminal to Olympic College
Pathway Alternatives
Boardwalk/Waterfront
Inland
Other Alternatives
Amenities & Points of Interest
Point of Interest
Park
Viewpoint
Beach Access
NORTH
ROOSEVELT FIELD
BREMERTON HIGH SCHOOL
OLYMPIC COLLEGE
EVERGREEN PARK
WARREN
ELIZABETH
PARK
PACIFIC
HIGHLAND
ELEVENTH ST.
FIXTH ST.
FIFTH ST.
FOURTH ST.
CITY HALL
BURWELL
SECOND
WASHINGTON
FIRST
FIRST STREET DOCK
OHIO AVE.
16th ST.
17th ST.
14th ST.
12th ST.
11th PL.
PARK DR.

PATHWAY SYSTEM OPTIONS

Pathway Opportunities

The major component of the Link One Plan is a pathway system for pedestrians and bicycles. This system runs through an area of primarily older residential, commercial and industrial development. Existing development patterns limit pathway system options in this area. However, the older age and deteriorating condition of many of the structures in the area make them likely to be remodeled or replaced in the not too distant future. Opportunities for development of this pathway system are expected to occur primarily on a case-by-case basis as the area redevelops.

Three pathway system alternatives are proposed within the Link One area. Any combination of these alternatives, or in some cases all of them, could eventually be constructed.

Option 1 - Waterfront Boardwalk

A boardwalk would be constructed along the entire length of the shoreline over time. Two configurations of boardwalk are proposed.

Option 1-A - Multi-Purpose Boardwalk

The multi-purpose boardwalk would be 12 to 15 feet wide. This width would permit a 5 to 6 foot wide pedestrian lane and a 6 to 8 foot wide bicycle lane, and would accommodate emergency vehicles. The pedestrian lane would be on the waterward side and the bicycle lane on the landward side of the boardwalk.

Option 1-B - Pedestrian Only Boardwalk

This boardwalk would be a minimum of 12 feet wide along the Downtown shoreline, and 6 to 7 feet in the remaining areas. The width should be greater in areas where heavy useage is expected to occur.

The above widths allow 1 foot for railings; the 6 foot wide pedestrian only boardwalk would allow a 5 foot wide walkway. These widths are minimal; sections of the boardwalk would be wider to allow viewpoints, concession stands, etc. Concession stands would be encouraged in areas of high intensity use. Income from concession stand rentals could be earmarked for construction, operation and maintenance of the boardwalk system.

Analysis

The wider Option 1-A Multi-purpose Boardwalk would be more expensive, and might have greater adverse environmental impacts depending on whether or not it involved fill into the tidelands. However, it could be used by both pedestrians and bicycles, and would be accessible to emergency vehicles.

The narrower Option 1-B Pedestrian Boardwalk would be less expensive, and less likely to have adverse environmental impacts. However, it could be difficult to enforce pedestrian-only usage, and would not be accessible to emergency vehicles in the 5 foot wide areas.

Recommendation:

- **Construct the Option 1-A Multi-Purpose Boardwalk. It is preferable that the boardwalk take longer to build in order to build a facility that will serve the most people.**

Option 2 - Inland Pathway System

A pathway system would be designated inland of the shoreline. New walkways and bikeways would be constructed where possible as areas are redeveloped. But for the most part, existing sidewalks and streets would be used, and bike lanes would be added where street width permitted. On narrow streets, bike routes would be designated by signing only.

Recommendation:

- **Begin immediately to implement Option #2 inland route, making use of the existing sidewalk system from Fourth Street northward. Highest priority improvements should be repair or replacement of deterioriated or damaged sidewalks, trimming vegetation where it impedes pedestrians, enforcing laws pertaining to parking on sidewalks, and ensuring adequate street lighting for the convenience and safety of nighttime users.**

Option 3 - Alternative Inland Routes

Alternative inland pathway system routes are recommended in some cases. Some portions of the route would follow the top of the bluff and would require construction of a new pathway system. Others would use existing sidewalks. In some cases a desirable alternative route that stays reasonably close to the shoreline or to shoreline views is not available, due to the configuration of existing development.

Recommendation:

- Continue to seek and obtain public access along designated alternative routes as new development occurs on privately-owned lands, with the understanding that this acquisition program will take many years and is not a high priority for construction in the immediate future. Where the alternative routes are existing sidewalks, ensure that those routes are safe and accessible to potential users.

PATHWAY SYSTEM ROUTES

Introduction

This section describes specific segments of the Link One pathway system. Alternate routes are discussed and evaluated, and certain routes and improvements are recommended. These routes are shown on Figures 1 - 5.

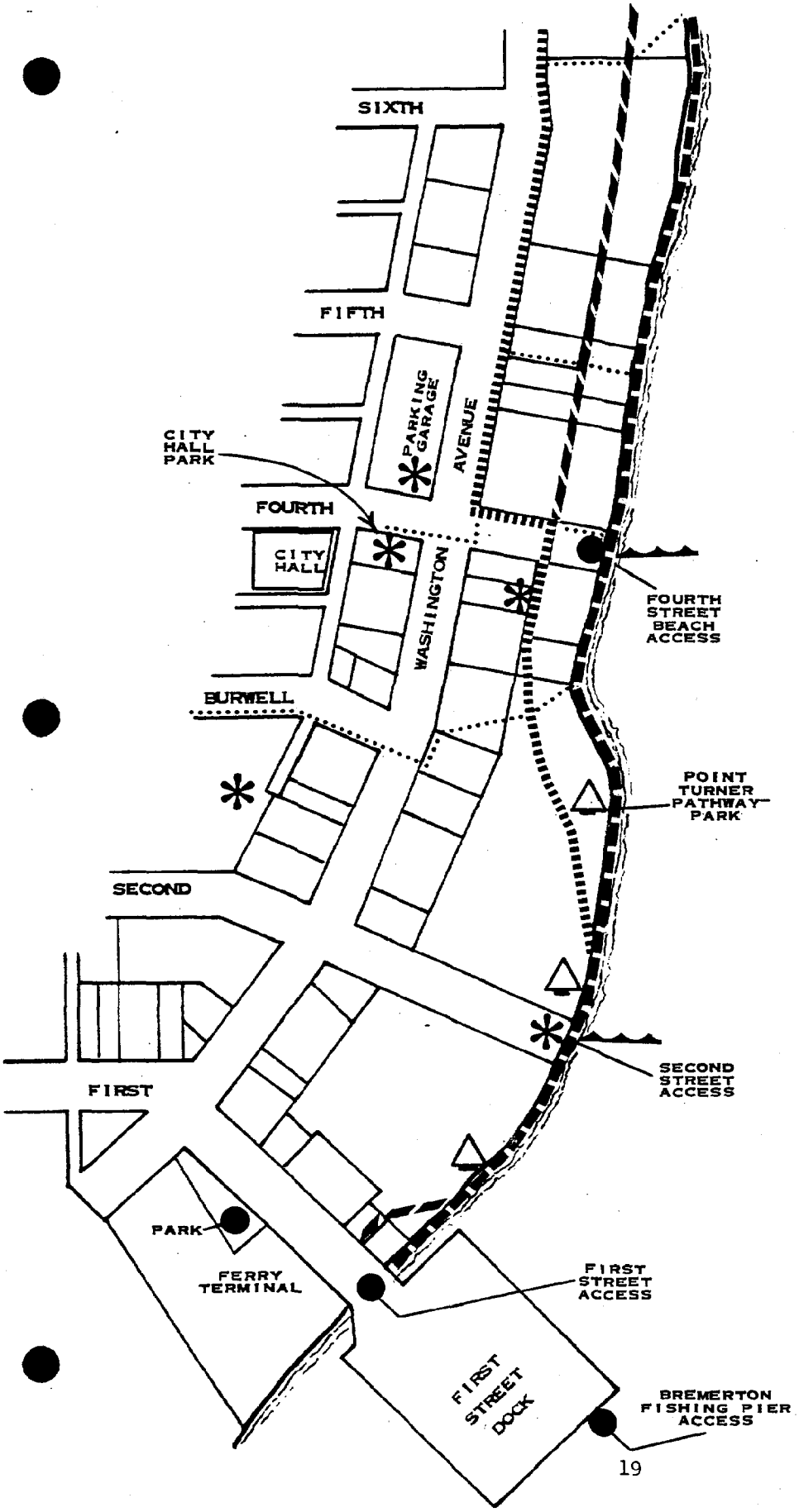
The discussion includes approximate elevations above mean tide level, rather than "sea level". (Mean tide level is the average level of the high and low tides; "sea level" is at the mean lower low water level.) Mean tide level is used because this is the level of the shoreline shown on local topographic maps. Also, it may be more useful when discussing shoreline facilities, since the beach extends from the extreme low water to the mean higher high water level, which is the average level of the high tides. The approximate tide levels in the vicinity of the downtown shoreline are shown in Table 1, below:

Table 1 - Approximate Tide Levels Along Link One Shoreline

Extreme High Water:	15.4 ft.
Mean Higher High Water	11.7 ft.
Mean High Water	10.8 ft.
Mean Tide Level	6.8 ft.
Mean Lower Low Water (sea level)	0.0 ft.
Extreme Low Water	-4.4 ft.

(Source: Predicted Tide Curve, Puget Sound Naval Shipyard; tide data obtained from U.S. National Ocean Survey tide tables.)

WATERFRONT ACCESS PLAN
Segment A



Pathway Alternatives

- Shoreline
- Inland
- Other Alternatives
- Pedestrian Connectors

Amenities & Points of Interest

- Point of Interest
- Park
- Viewpoint
- Beach Access

NORTH

PATHWAY SYSTEM SEGMENT A

FERRY TERMINAL TO SIXTH STREET

Description of Segment A Area

At its southern end, the Link One shoreline access system begins at the Washington State Ferry Terminal "gateway park" in downtown Bremerton on the shores of Sinclair Inlet. Segment "A" of the Link One system extends from First Street to Sixth Street. The area transitions from low bank waterfront at First Street to fairly high bank at Sixth Street. Segment A is shown on Figure 1.

The natural beach between First Street and Point Turner has long been covered by fill and riprap. This fill area extends into the harbor area, which is under the jurisdiction of the State Department of Natural Resources (DNR). But a fine sand and gravel beach extends north from Point Turner, one of the nicer beaches in the Bremerton area. This beach, which is uncovered only during low tides, is virtually inaccessible at present because of the high, steep bank along the shoreline.

The Segment "A" area is developed primarily in commercial uses, with a mix of apartment and office buildings north of Fourth Street. The area between the Bremerton Ferry Terminal and Fifth Street is within the Downtown Waterfront Urban Renewal Project Area, a target area for redevelopment.

* * *

Pathway Segment A-1 - First to Second Street

Background

The waterfront between First and Second Streets is fairly low bank - about 10 feet above mean tide level. The shoreline area is primarily used for commercial parking and access to the Bremerton Ferry Terminal.

Under the guidance of the Urban Renewal Plan, this area will be a high intensity activity center, attracting large numbers of people to the shoreline. High intensity commercial uses will replace the existing lower intensity uses in the upland area; a linear "pathway-park" will extend along the entire length of the shoreline; and a transient marina and public fishing pier will be developed in the harbor area. Terminal Way, the existing waterfront street, is not a public street,

and will be replaced by commercial and park development.

Proposed Route

The Segment "A-1" route begins at the new Ferry Terminal "gateway" park, then runs east along the sidewalk on the south side of First Street. The route crosses First street in the vicinity of the existing Terminal Way intersection, just west of the Wheelhouse restaurant/tavern, and follows the shoreline to Second Street. At this point there are two options.

Option 1 - Waterfront Route

The waterfront route follows the existing Port Orchard passenger ferry pier across the front of the Wheelhouse restaurant. The pier would be extended to connect to the shoreline north of the restaurant, where the route continues to Second Street. (The passenger ferry dock is expected to be relocated in the near future when the Port of Bremerton constructs a proposed marina in this part of the harbor.)

Option 2 - Inland Route

The inland route runs along Terminal Way, around the west side of the Wheelhouse, where it would connect with the waterfront route.

Analysis

The waterfront route is clearly the more scenic of the two options. Land would have to be acquired for the inland route, which runs across property controlled by Olympic College. The cost of extending the passenger ferry pier to the shoreline may not be significantly different than the cost of developing an attractive pathway west of the restaurant. The restaurant is an older structure that sits on piling above the riprap and the beach. It is not clear whether this building will remain as is, be remodeled, or be replaced as the waterfront redevelops. (The Urban Renewal Plan proposes that the "pathway-park" be extended along the shoreline to the First Street Dock if the restaurant is removed.)

Pathway Segment A-1 Recommendations:

- Design Segment A-1 of the pathway system for both pedestrians and bicycles, with priority to pedestrians.

- Construct the crosswalk across First Street with the selected pathway system theme pattern to differentiate it from other crosswalks in the vicinity.

- Construct the Option 1 passenger ferry pier route connecting First Street to the shoreline north of the Wheelhouse. The pier should be widened consistant with pathway system standards when the proposed marina is built. Until then bicycles should be routed elsewhere.

- If the Option 2 upland route west of the Wheelhouse is selected: Include landscaping or a facade treatment along the west wall of the Wheelhouse to break up the uninteresting expanse of blank wall. For instance, the facade treatment might add architectural detail and/or a mural to the wall.

- Create a "promenade" - an extra wide boardwalk designed for intensive use by large numbers of people - following the shoreline between First and Second Streets.

- Add wider areas to the promenade at intervals for viewpoints, concessions and other facilities to serve large numbers of people and to make the promenade more interesting and attractive. If the riprap can't be improved in appearance or concealed, extensive landscaping should be used to screen it from the view of pedestrians and bikers.

* * *

Pathway Segment A-2 - Second to Fourth Street

Background

Just north of Second Street this low bank shoreline rises fairly quickly to approximately 35 feet above mean tide level at Point Turner, where Sinclair Inlet meets the Port Washington Narrows. The bank continues rising to about 45 feet at Fourth Street. View opportunities increase as the slope rises. The bank drops sharply to the beach in this area, with little if any upland at water level.

Except for one restaurant and a vacant commercial building, this area is developed in mostly unpaved commercial parking lots. Under the Downtown Waterfront Urban Renewal Plan, the "pathway-park" will continue along the shoreline from Second

to Fourth Street, at the site of the proposed Fourth Street Beach Stairway.

Segment A-2 is within the Urban Renewal Plan Project Area. The Plan calls for the "pathway-park" to continue along the shoreline to Fourth Street.

The Segment A-2 route is convenient to a nearby undesignated viewpoint from the rooftop parking area on the roof of the Penneys Building across Washington Avenue on Second Street. Panoramic views of the water and the Olympic Mountains are available from this choice site.

Proposed Routes

Option 1 - Shoreline Route

The shoreline route follows the shoreline at the toe of the steep bank. A boardwalk would be constructed as close to the bank as possible in order not to infringe on the beach area.

Option 2 - Upland Route

The upland route follows along the upper edge of the steep bank.

Option 3 - Alternative Route

An pathway spur connects the Second Street View Platform with the Penneys building.

Analysis

Both routes are important in stimulating redevelopment of the downtown waterfront, and both are likely to receive high use, since they will be connected at Fourth Street by the proposed Fourth Street Beach Stairway. The nearby Penneys building with its spectacular views provides a fine opportunity for a cooperative public/private point of interest for the pathway system.

Pathway Segment A-2 Recommendations:

- Give equal priority to constructing both the shoreline boardwalk and the blufftop pathway, designing both for pedestrians and bicycles, with pedestrians having priority.

- Include several viewpoints at intervals along both the blufftop pathway and the boardwalk, with

numerous benches and interpretive facilities. There should be a large viewpoint at the highest point of the blufftop, just south of Fourth Street, to take advantage of the excellent views.

- Provide stairs or ramps down to the beach from the boardwalk.

- Seek to develop a public viewpoint from the rooftop of the Penneys building in cooperation with the owners of the building.

* * *

Pathway Segment A-3 - Fourth to Sixth Street

Background

The steep bank between Fourth and Sixth Streets rises from 45 feet above mean tide level at Fourth, to 50 feet at Fifth, to 70 feet at Sixth. The excellent sand/gravel beach continues.

Land use along Washington Avenue consists of mixed offices and apartments, along with some vacant land. There are several small residential structures built over the water at the foot of the bank. The residential structures along Washington and over the water are older, and many appear to be in marginal condition.

Segment A-3 is within the scope of the Downtown Waterfront Urban Renewal Plan. The area between Fourth and Fifth is within the Project Area, and the area between Fifth and Sixth is designated as a transition area within which Design Review Board approval will be required to ensure consistency with Urban Renewal Plan goals and objectives.

The proposed Arterial Improvement Plan recommends that Washington be designated one-way north, connecting a one-way couplet of Burwell eastbound to Sixth Street westbound. The traffic projections indicate that only three lanes will be needed on Washington between Burwell and Sixth, in which one lane could be reconfigured for a bicycle lane, parking, bus pull-offs, wider sidewalks and/or landscaping.

Proposed Routes

Option 1 - Shoreline Route

The shoreline route continues north from the Fourth Street Stair Access along the shoreline at the toe of

the steep bank, in the form of a boardwalk.

Option 2 - Inland Route

At Fourth Street the inland pathway route connects to the existing street/sidewalk system, where it runs north along Washington Avenue. Bicycles will be routed onto the street, with bicycle lanes provided at such time as the street may be reconfigured to one-way northbound.

Option 3 - Alternative Inland Route

The alternative inland route runs along the top of the bluff, beginning at the end of Fourth Street.

Analysis

This area can be expected to begin to redevelop once the waterfront south of Fourth Street begins to take on a fresh new look. As the area redevelops there will be excellent opportunities to provide improved water views and access.

The waterfront and blufftop routes are prime scenic routes, and the waterfront route would provide access to an important beach. However there are several landowners along these routes, and it could take some time before pathway linkages that might have to be developed one at a time can be connected.

The Washington Street route is less scenic. Views would be limited to narrow spaces between buildings. However, this route could be developed with very little initial public investment, starting with the addition of signing alone at first.

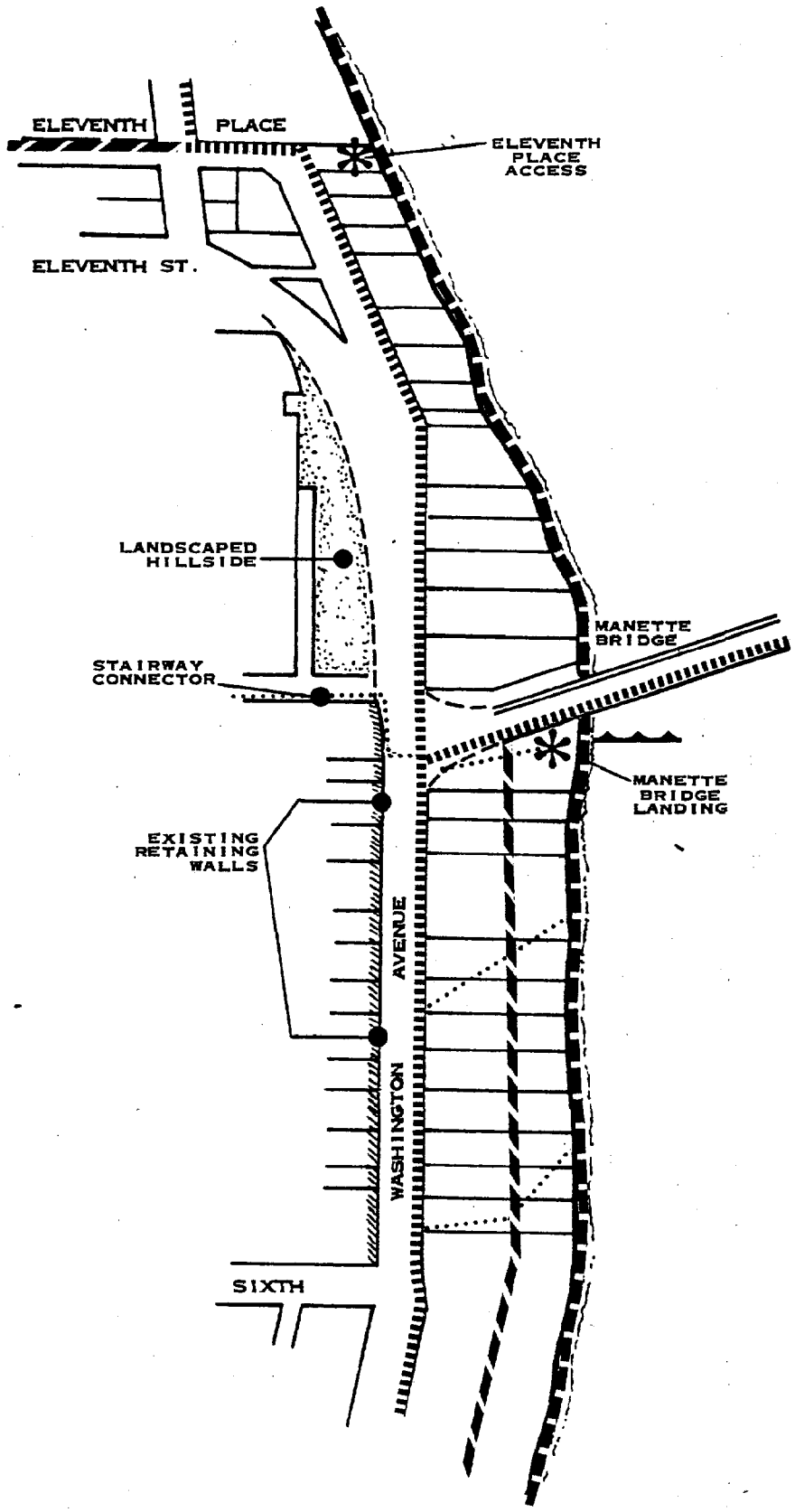
Pathway Segment A-3 Recommendations

- As first priority, develop the Option 2 inland route in the near future; start with simple signing, and add lighting, landscaping and other amenities when possible.
- As second priority, develop the Option 3 blufftop route one section at a time as the area redevelops and/or funds become available.
- As third priority, develop the Option 1 waterfront boardwalk. Include beach access points and viewpoints along the boardwalk at intervals.

- Develop viewpoints along the inland and blufftop routes as opportunities occur.

- Create incentives for developers to provide pathway sections, viewpoints, and view corridors between buildings as redevelopment occurs.

WATERFRONT ACCESS PLAN
Segment B



Pathway Alternatives

- Shoreline
- Inland
- Other Alternatives
- Pedestrian Connectors

Amenities & Points of Interest

- Point of Interest
- Park
- Viewpoint
- Beach Access

NORTH

PATHWAY SYSTEM SEGMENT B

SIXTH STREET TO ELEVENTH PLACE

Description of Segment B Area

Segment B is high bank residential waterfront from Sixth Street to Eleventh Place. Since it is divided roughly in half by the Manette Bridge, it lends itself to discussion as two sub-areas: one to the north of the Bridge, and one to the south.

* * *

Segment B-1 - Sixth Street to Manette Bridge

Background

From Sixth Street, the bank rises from 70 to 80 feet, its highest point, in the vicinity of the Manette Bridge. Land use between Sixth Street and the Manette Bridge consists of small apartment structures along Washington, with a few small over-water residential structures along the shoreline. Several private stairs, sidewalks and pathways link these structures with the street. Like the area south of Sixth, the structures are older, and typically not in the best of repair.

The proposed Arterial Improvement Plan projects a need for just two lanes on Washington between Sixth and Eleventh in the event Washington is designated one-way northbound.

Proposed Routes

Option 1 - Shoreline Route

The shoreline route continues along the toe of the bank from Sixth Street and under the Manette Bridge.

Option 2 - Inland Route

The inland route procedes north on the sidewalk along the east side of Washington Avenue and across the Bridge.

Option 3 - Alternate Route

The alternative inland route continues to run along the top of the bank, midway between Washington Avenue and

the shoreline, to the Manette Bridge. It is connected to the shoreline and inland routes at intervals, and at the south Bridge landing. The actual location of the other pathway connections would be determined as the area redevelops or as funds become available for construction. (The locations on the Segment B map are conceptual, not exact.)

Analysis

The residential area between Sixth Street and the Manette Bridge has significant redevelopment potential, and is likely to increase in value once the downtown waterfront begins to redevelop. The steep topography is one of the biggest constraints to redevelopment, making off-street parking in particular difficult and expensive to provide.

Washington Avenue is split into two levels between Sixth Street and the Manette Bridge, with southbound traffic on the upper level, and northbound traffic on the lower level. If Washington is designated one-way northbound, the existing northbound lanes could be closed to through traffic and used for a frontage road serving adjacent uses. This could increase the likelihood that the adjacent properties will redevelop.

Some of the existing sidewalks, pathways and stairs in this area have the potential to become links in the waterfront pathway system. Redevelopment of this area should present outstanding opportunities for the development of water access pathways and viewpoints.

Recommendations

- As first priority, develop the Option 2 upland route in the near future.
- As second priority, develop the Option 3 alternate route one section at a time as the area redevelops and/or funds become available.
- As third priority, develop the Option 1 waterfront boardwalk. Include beach access points and viewpoints at intervals.
- Create incentives for developers to provide viewpoints, pathway sections, and view corridors between buildings.
- If Washington Avenue is designated one-way north, route traffic over the upper two lanes and

designate the lower two lanes as a frontage road. Design the frontage road to accommodate a wider sidewalk, landscaping, a bike lane, and on-street parking. Negotiate viewpoints and water access with adjacent landowners in exchange for these improvements.

* * *

Segment B-2 - Manette Bridge to Eleventh Place

North of the Bridge the high bank transitions to a steep vertical bluff, gradually lowering from 80 to 50 feet at Eleventh Place. This bluff has great bare expanses not protected by vegetation and shows evidence of significant erosion. Several old bulkheads project above the beach as much as 10 to 20 feet waterward of the bluff. The nice sand/gravel beach continues north of the Bridge.

Land use in this area is residential, with smaller apartment buildings and several single family homes built along the top of the bluff. Lots are narrow, and lot area atop the bluff is shallow. Structures which once sat safely back from the edge of the bluff are now perched uncomfortably close to the edge because of erosion that has occurred. Most properties do not have room for on-site parking, and park on the street.

Proposed Routes

Pathway Segment B-2 contains two proposed routes, rather than three as in Segment B-1. There is not practically room for a bluff-top pathway within this area.

Option 1 - Shoreline Route

The shoreline route continues along the toe of the bank from the Manette Bridge to Eleventh Place.

Option 2 - Inland Route

The inland route continues north from the Bridge along the east side of Washington Avenue to Eleventh Place.

Analysis

This area seems less likely to redevelop than the areas to the south, partly because of the greater distance from the downtown waterfront redevelopment area, and partly because of the serious erosion hazard of the bluff. However this area

has a certain charm, and is a pleasant area to walk through.

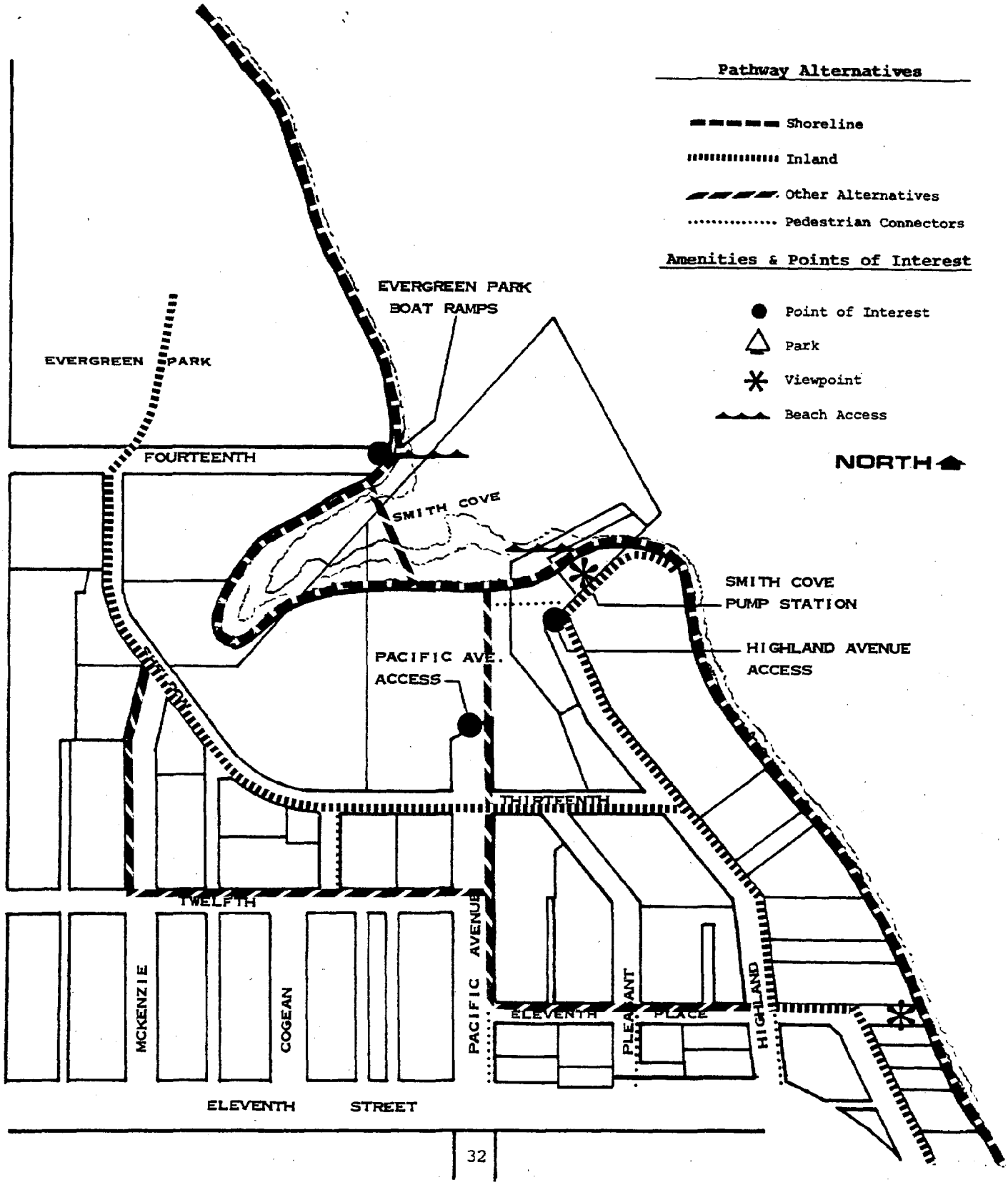
A bulkhead at the foot of the bluff could be endangered by the erosion hazard.

There is not much room between the street and the top of the bluff. Even if this area were redeveloped a bluff-top pathway would be problematical. However, in the very long term, if bluff erosion is not controlled, the existing houses could require removal for safety reasons. If that should happen, and if the remaining land proves not to be developable, the top of the bluff could conceivably be available for a "pathway-park."

Recommendations

- As first priority, develop the Option 2 upland route. Include viewpoints at intervals.
- As second priority, develop the Option 1 shoreline boardwalk. Incorporate bluff protection measures into the boardwalk design. Include beach access points and viewpoints at intervals.
- In the event the bluff erodes to the point that the existing structures require removal, acquire the area, or portions of the area, for a "pathway-park".

WATERFRONT ACCESS PLAN
Segment C



PATHWAY SEGMENT C - ELEVENTH PLACE TO EVERGREEN PARK

Background

The steep bluff continues north for some distance from the Eleventh Place street end. The apparent high erosion potential of the bluff continues. The bank is approximately 50 feet above mean tide level at Eleventh Place, 35 feet at the extension of 13th Street, 10 feet at the end of Highland Avenue, and 5 to 10 feet around Smith Cove and at Evergreen Park.

Land uses change from residential to commercial/industrial just south of Smith Cove. The commercial/industrial uses include a newer office building on Highland, a vacant oil storage facility at the southern entrance to Smith cove, and the Brem-Air solid waste vehicle service and recycling facility and a small boat sales business around Smith cove.

The Port of Bremerton has expressed an interest in constructing a full service marina development at Smith Cove.

Proposed Routes

There are three potential routes in Segment C of the pathway system.

Option 1 - Shoreline Route

The shoreline route continues along the toe of the bluff from Eleventh Place, around Smith Cove, and along the shore of Evergreen Park.

Option 2 - Inland Route

The inland route runs west along the north side of Eleventh Place, then turns north along the east side of Highland Avenue. At Highland a spur connects to Smith Cove, while the main route continues west along the south side of 13th Street and the west side of Sheldon Boulevard to 14th Street, where it enters Evergreen Park. The route follows the landward side of 14th and Sheldon from the water only because the condition of the sidewalks on that side is somewhat better than on those on the waterward side of these streets. In the event the shoreline property were redeveloped, the route would follow the waterward side.

Option 3 - Alternative Routes

Alternative Route 3-A

An alternative route inland route follows the north side of Eleventh Place, the east side of Pacific Avenue, the north side of 12th Street, and the west side of McKenzie to Sheldon Boulevard. A spur continues south on Pacific to Smith Cove. This route is suggested as an alternative to the 14th Street/Sheldon Boulevard route because the latter is very unattractive due to narrow sidewalks and the unattractive nature of existing land uses.

Alternative Route 3-B

A spur of the alternative route crosses Smith Cove by boardwalk.

Analysis

The Smith Cove area may have high potential for redevelopment in the near future as the demand for and the increasing value of waterfront locations provides incentives for existing non-water-oriented uses to relocate. Such redevelopment could provide significant opportunities for development of the pathway system through the area.

In particular, the development of a marina at Smith Cove should provide an opportunity to construct several pathway facilities, including the Route 3-B boardwalk across the Cove.

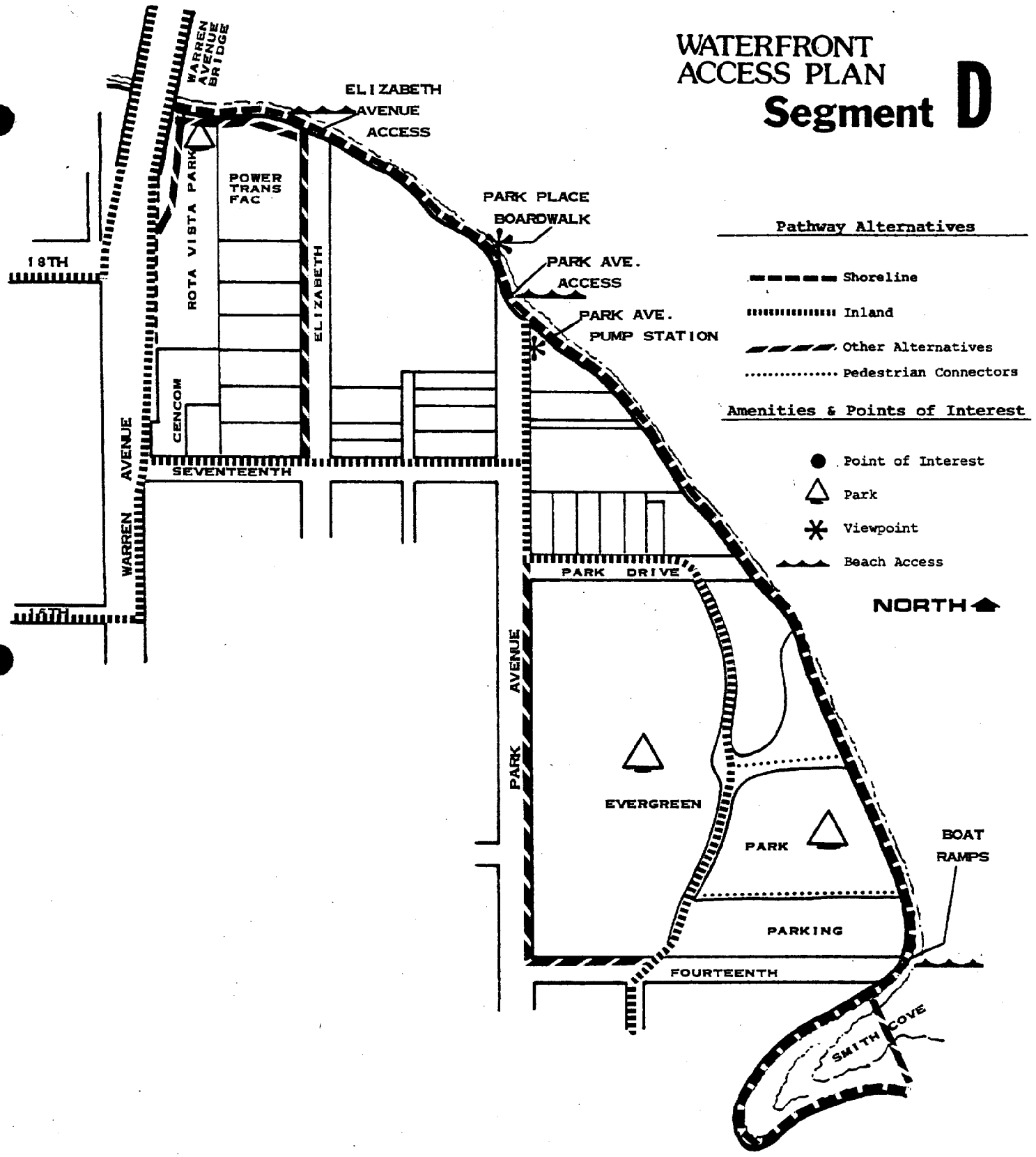
Pathway Segment 3-C Recommendations

- Give highest priority to Option 3-B, the boardwalk crossing Smith Cove. Even if it is developed prior to development of the boardwalk along the south shore of the Cove, it can be used as a viewpoint accessible from Evergreen Park.

- Give equal priority to constructing the Option 1 shoreline boardwalk and the Option 2 sidewalk routes.

- In the event that properties adjacent to Smith Cove redevelop, widen the sidewalk on the north side of 14th and the east side of Sheldon in order for the pathway to be moved to the water side of the street.

- Develop the Option 3-B inland route only if the prospects for using the 14th/Sheldon route appear poor.


WATERFRONT
ACCESS PLAN
Segment D
WARREN AVENUE BRIDGE
ELIZABETH AVENUE ACCESS
ROTA VISTA PARK
POWER TRANS FAC
PARK PLACE BOARDWALK
PARK AVE. ACCESS
PARK AVE. PUMP STATION
ELIZABETH
18TH
CENCOM
WARREN AVENUE
SEVENTEENTH
PARK DRIVE
PARK AVENUE
EVERGREEN
PARK
PARKING
FOURTEENTH
BOAT RAMPS
SMITH COVE
NORTH
Pathway Alternatives
Shoreline
Inland
Other Alternatives
Pedestrian Connectors
Amenities & Points of Interest
Point of Interest
Park
Viewpoint
Beach Access

PATHWAY SEGMENT D

EVERGREEN PARK TO WARREN AVENUE BRIDGE

Background

North of Evergreen Park, the shoreline remains low bank, approximately 10 feet above mean tide level, until midway between the ends of Park Avenue and Elizabeth Avenue, where it rises sharply to 35 feet, and then to 55 feet at the Warren Avenue Bridge.

Land uses are generally mixed single- and multi-family residential. A power transmission line site and the Cen-Com emergency communication system are located just east of the Warren Avenue Bridge.

Proposed Routes

Pathway System Segment D contains 3 potential routes.

Option 1 - Shoreline Route

The shoreline boardwalk route continues along the shoreline from Evergreen Park to the Warren Avenue Bridge. This route incorporates the existing Park Place Boardwalk to the west of Park Avenue.

Option 2 - Inland Route

The inland route runs through the middle of Evergreen Park, then west along the north side of Park Drive, and north along the east side of Park Avenue. At Park a spur continues north to the shoreline, while the main route turns west along the north side of 17th Street to Warren Avenue. At Warren the route splits; the northbound route continues across the Warren Avenue Bridge to East Bremerton, while the southbound route continues to the crosswalk at the 16th Street traffic signal.

Option 3 - Alternative Routes

Alternative Route 3-A

An alternative inland route follows Park Avenue along the west side of Evergreen Park.

Alternative Route 3-B

A second alternative route runs north along the west

side of Elizabeth between 17th Street and the street end. It continues down the moderately steep bank and turns west, following the bank to the Warren Avenue Bridge. The bank is quite steep under the Bridge. The route could run either along the bank, or possibly across a ramp suspended from the bridge.

Analysis

The Segment D area has a good potential for frequent use because of its location between the college/high school area and Evergreen Park. There may be some likelihood of redevelopment of the shoreline in the near future, but most of the larger parcels have already been redeveloped.

The sidewalk routes can be developed fairly easily, while the shoreline route could be more difficult it runs in front of low bank residential property. However, the City does have shoreline access easements along the two multi-family complexes as conditions of Shoreline Permits on the respective developments.

Recommendations:

- As first priority, develop the Option 2 inland route along Park Avenue and Seventeenth Street.
- As second priority, construct the Option 1 boardwalk connecting Evergreen Park with the Park Place Boardwalk at the end of Park Avenue.
- As third priority, construct the Option 3-B upland route from the Elizabeth Avenue Access to the west side of the Warren Avenue Bridge. Determine the relative merits of a pathway along the steep bank versus a suspended ramp under the Warren Avenue Bridge.
- As fourth priority, construct the Option 1 boardwalk linking Park Avenue to the west side of the Warren Avenue Bridge by way of the existing Park Place Boardwalk.

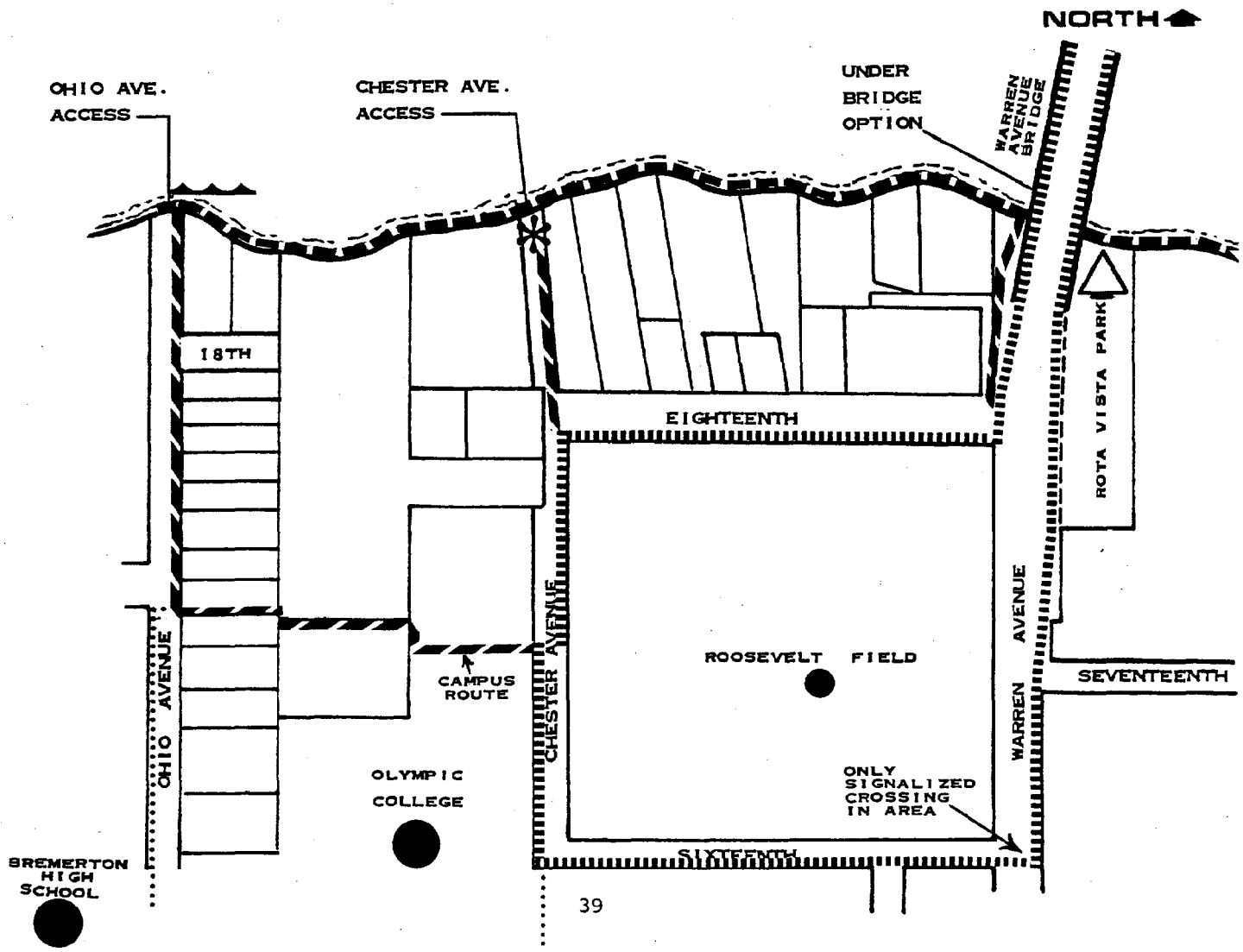
WATERFRONT ACCESS PLAN
Segment E

Pathway Alternatives

- Shoreline
- Inland
- Other Alternatives
- Pedestrian Connectors

Amenities & Points of Interest

- Point of Interest
- Park
- Viewpoint
- Beach Access



PATHWAY SEGMENT E

WARREN AVENUE BRIDGE TO OHIO AVENUE

Background

At the Warren Avenue Bridge the high bank is approximately 55 feet above mean tide level. From here the bank drops gradually, to 40 feet at the end of Chester Avenue, and finally to 20 feet at the end of Ohio Street, the end of the Link One shoreline access system.

Land uses along the shoreline of Segment E are single-family residential, with the exception of the Sons of Norway Hall at Eighteenth and Warren. Education and recreation uses are south of the shoreline residential area: Roosevelt Field, Olympic College, and Bremerton Memorial Stadium and the new Bremerton High School.

Proposed Routes

Three proposed routes run through the Segment E pathway system area.

Option 1 - Shoreline Route

The shoreline boardwalk route continues along the shoreline from the Warren Avenue Bridge to the end of Ohio Avenue.

Option 2 - Inland Route

Beginning at Warren Avenue, the Link One inland route runs along the south side of 16th Street, and terminates at the college. A connector route from East Bremerton runs from the west side of the Warren Avenue Bridge, along the south side of Eighteenth Street around Roosevelt Field, and south on Chester to the college.

Option 3 - Alternative Inland Routes

Alternative 3-A

One alternative route connects the shoreline at the base of the Warren Avenue Bridge with 18th Street at the top of the steep bank.

Alternative 3-B

Another spur connects from 18th Street to the shoreline at the Chester Avenue Access.

Alternative 3-C

A alternative inland route crosses the Olympic College campus to Ohio Avenue, then runs north along the east side of Ohio Avenue to the shoreline at the Ohio Avenue Access. A spur runs south along the west side of Ohio to the high school.

Analysis

This area of the shoreline may not be likely to redevelop soon, unless high property values motivate single family homeowners to redevelop their property.

Whether a boardwalk along this portion of the shoreline could be expected to receive comparable use to boardwalks on other stretches of the Link One shoreline is debatable. It would appear than most boardwalk users would travel between the college and the downtown.

Whether or not the Option 3 connecter route across Olympic College to Ohio is formally developed, it can be easily used at present.

Recommendations

- **As first priority, develop the Option 2 inland route.**
- **As second priority, develop the Option 3 spur routes to the shoreline at the Warren Avenue Bridge and the Chester Avenue Access.**
- **Explore with the Sons of Norway the possibility of a viewpoint on their property.**

Fig. 1

Recommended

WATER ACCESS FACILITIES

X = Available on Site

● = Available Nearby

PROPOSED FACILITIES

	Beach Access	Viewpoint	Boardwalk	Pathway	Sidewalk	Bikeway	Park	Visitor Information	Interpretive Facilities	Public Art	Public Pier	Fishing	Boat Moorage	Boat Launch	Picnic Units	Restrooms	Drinking Water	Parking	Bicycle Parking	Handicapped Access
Ferry Terminal "Gateway" Park					X	X	X	X		X		●				●	●	●	●	X
First Street Dock		X	X		X		X	X		X	X	X	X		X	●	●	●	X	X
Bremerton Fishing Pier		X							X		X	X	●		●	X	X	●	●	X
Point Turner "Pathway-Park"	X	X	X	X		X	X	X	X	X		●	●		X	X	X	●	X	X
Second Street Access	●	X	●	●		●	X		X							X	X		X	X
Penneys Building Rooftop		X			X				X							●	●	X	X	X
City Hall Park		X			X		X	X		X					X	●	●	●	●	
City Parking Garage		X			X				X							X	X	X	X	X
Fourth Street Access	X	X	●	●	●	●	X		X	X						●	●	●	X	X
Manette Bridge Landing	X	X	●	●	●	●			●										X	
Eleventh Place Access		X			X				●									●	X	
Highland Avenue Access	X	X	X	X			X		X				●	●	●	●	●	●	X	X
Pacific Acenue Access	X	X	X	X									●	●	●	●	●	●	X	X
Smith Cove Swimming Lagoon	X		X			●	X		●				●	●	●	●	●	●	X	X
Evergreen Park	X	X	X	X	X	X	X	X	X	X			●	X	X	X	X	X	X	X
Park Avenue Access	X	X	X		X	●	X		X			●			●	X	X	X	X	X
Elizabeth Avenue Access	X	X	●	●	●	●			X									●	X	X
Rota Vista Park				●	●	●	X	X	X							●	●	●	X	X
Chester Avenue Access		X		X				X	X						X			●	X	X
Ohio Avenue Access	X	X	X					X	X									●	X	X

RECOMMENDED LINK ONE WATER ACCESS SITES

Summary

This section describes various water access sites to be linked together by the Link One pathway system. Recommended improvements are listed for each site. These and other improvements are summarized on Table 1 - Water Access Facilities. The sites are described from south to north, and are organized by Pathway Segment areas A - E, as depicted on the maps in the previous Pathway System Routes section.

* * *

PATHWAY SEGMENT A AREA - FERRY TERMINAL TO SIXTH STREET

Ferry Terminal "Gateway" Park

The new Ferry Terminal "gateway" park is located at the intersection of First Street and Washington Avenue at the Bremerton Ferry Terminal in downtown Bremerton. The City and the Washington State Ferry System are developing a small park on the former site of the YMCA. This park is intended to become the southern terminus - or "trailhead" - of the Link One pathway system. While there is no on-site parking, the park is convenient to downtown workers and shoppers, as well as visitors arriving by ferry.

Recommendations

- Include a distinctive "gateway" structure, sculpture, fountain, and/or sign at the "gateway park" to make this small park noticable to passersby - a "meet me at the [fountain]" kind of a place.
- Include a visitor information map showing the shoreline access system and nearby attractions.
- Include a raised "stage" area for small ceremonies and band concerts, with an adjacent open area and benches for observers.
- Include effective screening for visual and psychological separation from the street and exiting ferry traffic.

First Street Dock

The First Street Dock is a public pier at the end of First Street that is under the jurisdiction of the Bremerton Port District. It presently contains transient moorage, a fishing float, pay parking, and a small park at the end of the pier. Although the dock is somewhat lacking in amenities, it gets regular use from ferry users, downtown workers, and nearby residents.

Recommendations

- Establish the First Street Dock as a pedestrian park. Remove all parking from the dock except for a few short term service and handicapped spaces.
- Provide a visitor information map showing the shoreline access system and nearby attractions.
- Install interpretation signs describing areas that may be viewed from the dock, such as PSNS, Port Orchard, and ferries.
- Provide bicycle parking facilities.
- Install generous landscaping, particularly along the west edge of the park area to provide screening from the parking area. The landscaping should be low in order to keep the park visible to the street for security purposes.

Bremerton Fishing Pier

Washington State Fisheries will be building a fishing pier off the end of the First Street Dock in 1989. The pier will be designed to serve as a floating breakwater for a new marina the Port will build in the near future. The Fishing Pier will make the First Street Dock recreational complex a major water access point and destination for pathway system users.

Recommendations

- Install interpretation signs and possibly exhibits describing marine life that may be seen from the fishing pier.
- Provide public restrooms and drinking fountains.

- Provide handicapped access to the fishing pier.

Second Street Water Access

The end of Second Street is located on fill placed waterward of the Inner Harbor Line years ago. Unattractive "junk" riprap lines the fill area. There is only exposed beach along this shoreline at very low tide due to the fill. This site is under the jurisdiction of the City at the pleasure of the Department of Natural Resources (DNR), which controls all Harbor Areas in the State. A view platform sits atop an existing City sanitary sewer pump station. While the site is low bank waterfront, access to the beach over large chunks of riprap, is difficult at best.

Recommendations

- Provide a visitor information map showing the shoreline access system and nearby attractions.
- Provide benches and interpretive facilities on top of the view platform to encourage people to linger.
- Install generous landscaping and special paving to create a more comfortable and attractive pedestrian environment.

Point Turner Pathway-Park

The Point Turner "pathway-Park" is a small linear park proposed for the downtown shoreline by the Downtown Waterfront Urban Renewal Plan. The park will be generally located within the DNR fill area between First and Second Street, and on privately owned property between Second and Fourth Street. The park will extend upland from the shoreline to a strip of land across the top of the bluff.

The main features of the "pathway-park" are a boardwalk along the shoreline between First and Fourth Streets and a pathway along the top of the bluff from Second to Fourth Street. The park is intended for use by the large numbers of people expected to be drawn to it because of its central location close to the ferry terminal, fishing pier, and other downtown waterfront activities.

Recommendations

- Include a series of small viewpoints along the accessway with benches and interpretive facilities.

- Develop a public plaza in the vicinity of the end of Second Street end to encourage larger public gatherings than can be accomodated in the Ferry Terminal "gateway" park or at the Second Street View Platform. This plaza should have a festive look to make it highly visible. It could be the site of sculpture, a fountain and/or a flag pavillion.

  (Also see the Pathway Segment A-1 and A-2 recommendations.)

City Hall Park

City Hall Park is located on City property at the corner of Fourth Street and Washington Avenue. It is next door to City Hall, where public restrooms, drinking water and telephones are available. It enjoys an expansive water view, and is distinguished by an attractive gazebo. Parking is available on Fourth Street and in the City Parking Garage.

As the downtown waterfront redevelops, significant water views could be lost from the park and from other areas west of Washington. In this case the open space provided by the park will be all the more important to the downtown area.

Recommendations

- Add a visitor information map showing the shoreline access system and nearby attractions.

- In the event proposed waterfront redevelopment would cut off significant water views from City Hall Park, as a condition of development require the development design to incorporate amenities to be viewed from the park and to provide reasonable improvements to the park itself.

City Parking Garage

The City Parking Garage is a multi-level parking structure located at the northwest corner of Fourth and Washington, across from City Hall Park. The garage is one of the least known viewpoints in the downtown. There are public restrooms

and a drinking fountain on the ground floor. These have been closed for years due to problems with vandalism. Encouraging more use of the garage could reduce such problems.

Recommendations

- Add modest amenities to the top floor of the parking garage, such as benches and telescopes, to compliment the spectacular views.
- Open the public restrooms, at least during daylight hours.
- Clean the facade of the garage, and keep the interior areas freshly painted to make it more appealing.

Fourth Street Beach Access

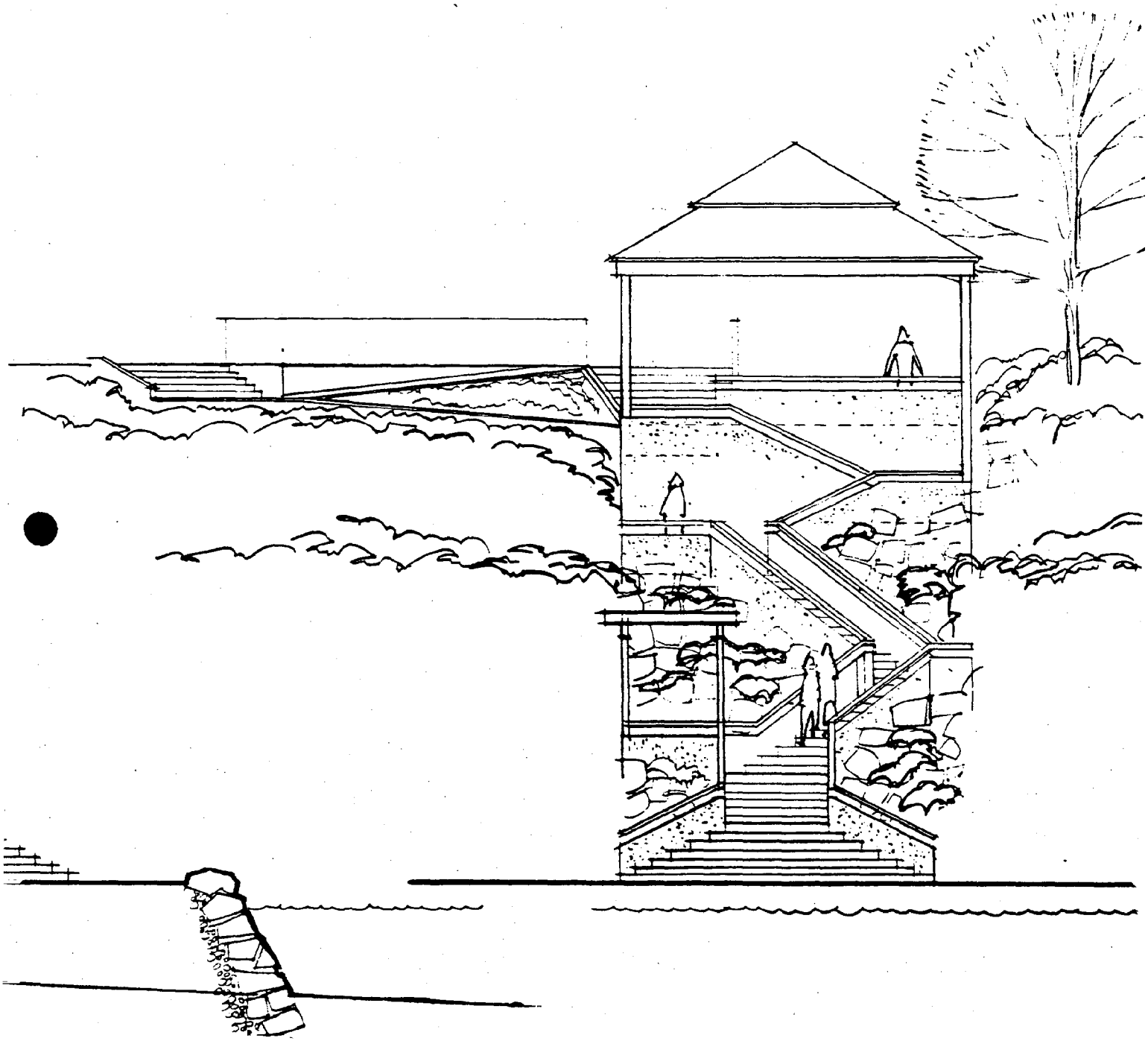
A view platform/beach stairway is proposed for the end of Fourth Street (see Fig. 2). The steep bank currently makes the area inaccessible to all but a rugged few. The proposed design could be built in two stages if necessary. It will be an important viewpoint once waterfront redevelopment replaces water views from west of Washington Avenue.

Recommendations

- Construct the beach access as soon as possible. If necessary, build it in two stages, constructing a view platform first, and the stairs later.
- Incorporate features to make the beach access visible from the ferry and the Second Street Access, to encourage people to follow the "pathway-park" to the north. One possibility is a fabric "sail" sculpture.
- Incorporate design features relating to the pagoda at City Hall Park to draw the eye from the park to the stairway, thus encouraging people to walk to the beach.

* * *

Fig. 2 - Fourth Street Beach Access



PATHWAY SEGMENT B AREA - SIXTH STREET TO ELEVENTH PLACE

Manette Bridge Landing

This is a piece of State right-of-way that extends a little ways north and south of the Manette Bridge. It is steep, but has potential for a viewpoint and possibly a stairway to the beach.

Recommendations

- Investigate the feasibility of a viewpoint and access stairway on the south side of the Manette Bridge.

Eleventh Place Access

The Eleventh Place Access is a street end with an excellent water view from the top of a 50 foot bank. This street end is in a quiet residential area, and currently has a private garage on it. How the garage came to be built on City right-of-way is not known.

Recommendations

- Serve notice to the garage owner to remove the garage from the Eleventh Place right-of-way.
- Develop a low key viewpoint at the end of Eleventh Place, respecting the privacy of neighboring homes.

PATHWAY SEGMENT C AREA - ELEVENTH PLACE TO EVERGREEN PARK

Smith Cove Pump Station

The Smith Cove Pump Station is a City sanitary sewer pump station located at the end of Highland Avenue on the south shore of Smith Cove. It sits at the opening to the cove, and commands a fine view of Evergreen Park to the north, East Bremerton to the west, and the Manette Bridge to the south. The site is level with the street, so could easily be developed for handicapped access. The pump station often has an unpleasant odor, which limits the attractiveness of the site.

Recommendations:

- Develop a small viewpoint at the Smith Cove Pump Station site;
- Investigate the feasibility of placing a viewing platform over the pump station at such time as it may be remodeled or replaced.
- Install odor-reduction equipment in the pump station.

Highland Avenue Beach Access

The north end of Highland Avenue is separated from the opening to Smith Cove by a small Puget Power transmission station site. The City has an access easement to and along the shoreline as a condition of approval of the Shoreline Permit for the site. (The right-of-way may have been vacated to the Power company at one time for construction of the transmission line facility.) The portion of the site directly between the street and the shoreline is used only for overhead wires.

Recommendations:

- Develop a beach access facility at the end of Highland Avenue.
- Acquire a wider easement between Highland Avenue and Smith Cove to provide for more amenities.

Pacific Avenue Beach Access

The north end of Pacific Avenue is at the Meander Line south of Smith Cove, but it is about 200 feet from the shoreline. The land between the street and the Cove is privately owned, and is presently used for a solid waste vehicle service and recycling facility by Brem-Air. The site is cut off from the street by a tall chain link fence that is falling into disrepair.

Recommendations:

- Acquire access from the end of Pacific Avenue to Smith Cove in the event the property on the cove redevelops.
- Develop a beach access site at the end of Pacific Avenue at such time as it may be redeveloped.

Smith Cove Swimming Lagoon

Smith Cove is a small bay south of Evergreen Park that nearly empties during an extreme low tide. It appears similar to a salt-water swimming lagoon with wading ponds in Nanaimo, B.C. The Nanaimo lagoon is formed by a concrete bulkhead built across the opening to the lagoon at a level slightly lower than high tide. The bulkhead traps the water as the tide goes out, forming a shallow lagoon.

Evergreen Memorial Pool was an outdoor swimming pool built years ago by community volunteers just north of the Cove in Evergreen Park. It became a bit of a community institution until it fell into disrepair. It became a hazarous nuisance and was removed a few years ago, to the distress of many people for whom it had personal meaning. A swimming lagoon could be a popular replacement for the old pool. Whether there would be adverse environmental impacts of such a lagoon would need to be determined.

Recommendations

- Determine the feasibility of creating a swimming lagoon at Smith Cove.
- If feasible, form a coalition of community groups to support construction of the lagoon, much as the one that built Evergreen Memorial Pool.
- Relocate the plaque from Memorial Pool to the new

"Evergreen Memorial Lagoon" if it is available.

Evergreen Park

Evergreen Park is an older City Park on the west shore of the Port Washington Narrows. It is separated from Smith Cove to the south by Fourteenth Street, which provides parking for the park. The park is characterized by large trees and shrubs, and is designated for passive recreation. It contains picnic facilities and restrooms, and hosts weekly band concerts on the lawn during the summer.

A blacktop service road winds through the park parallel to the shoreline. The road is closed to automobiles by unattractive metal gates posted with terse "keep out" signs that give an unwelcoming image to the park. While the mature trees and shrubs are beautiful, they do give the park a dark and somewhat forboding look. Although the park features splendid views, there are only a few tired looking benches overlooking the water. Evergreen Park is a jewel that could use polishing. Its facilities are old and meager, but its promise is bright. It is a natural mid-way destination for pathway system users coming from the downtown or from the college/high school complex. It just needs a shining new image.

Recommendations:

- Spruce up Evergreen Park with pleasant picnic facilities, modern restrooms, attractive viewing facilities, and upbeat signs.

* * *

PATHWAY SYSTEM SEGMENT D
EVERGREEN PARK TO WARREN AVENUE BRIDGE

Park Avenue Access

The north end of Park Avenue is located on low bank waterfront between the Park Avenue Pump Station on the east and the Park Place Boardwalk on the west. The Boardwalk is located on Department of Natural Resources (DNR) land at the site of a former dock facility. Public access to the Boardwalk is a requirement of the Shoreline Permit for the condominium on the adjacent property, which leases the land from DNR for parking. Public parking spaces are also

provided as a condition of the Permit. The Boardwalk is a popular fishing spot when the salmon are running. The condominium owners have complained of noise, vandelism and other problems with public use of the boardwalk. Some of these problems have been alleviated with better signing, access control, and police patrols. However the nearest public restroom is at Evergreen Park.

The pump station is a fairly new structure. Its roof contains a railing; only stairs and amenities are needed to convert it to a view platform. An unpleasant odor is emitted through a roof vent. Beach access from this area is hampered by the difficulty of climbing down the riprap that runs along the shore.

Recommendations:

- Add stairs and other amenities to the roof of the Park Avenue pump station to convert it to a viewing platform.
- Construct stairs or a ramp to the beach.
- Acquire additional property south of the pump station for restrooms and other amenities.
- Incorporate screening and other features to improve privacy for adjacent residents.

Elizabeth Avenue Access

The Elizabeth Avenue street end is about 35 feet above the beach - about 10 feet less than the drop from Fourth Street to the beach. A fairly well-worn trail down the steep bank already connects the street to the beach. While beach access here would require stairs or ramps, it does appear feasible. Parking is available on the street. The neighboring property on the east is a wooded parcel containing a Puget Power power transmission facility. This street end is strategically located mid-way between Evergreen Park and Olympic College, two major destination points on the pathway system.

Recommendations:

- Construct a beach access facility at the end of Elizabeth Avenue.
- Develop a turnaround at the end of the street.
- Explore the possibility of developing parking and a

pathway to a higher viewpoint on the Puget Power property west of Elizabeth.

Rota Vista Park

Rota Vista Park is a small, narrow park built on State right-of-way on the east side of the Warren Avenue Bridge. Its limited views are mostly blocked by the Bridge and by large vegetation growing down the steep bank. The park serves mainly as a beautification area for the enjoyment of passing traffic. It is at a noisy location next to the bridge, and is separated from Seventeenth Street by the Cen Com emergency communication facilitiy. It does not appear to get much use, bit may have potential mainly for a rest stop and an entry point to the pathway system.

Recommendations:

- Prune or replace the vegetation at Rota Vista Park to the extent feasible to open up views of the Warren Avenue Bridge and the water.

* * *

PATHWAY SYSTEM SEGMENT E AREA
WARREN AVENUE BRIDGE TO OHIO AVENUE

Chester Avenue Access

The Chester Avenue street end is unpaved, and looks like a private drive. The site appears to be used for parking and firewood storage by neighboring residents. The drive runs down a gentle slope to the top of a 40 foot bluff with a commanding view of the Port Washington Narrows, East Bremerton, and the Olympic Mountains. Parking is available on the street and around Roosevelt Field.

While the shoreline is only a block from Olympic College, access to the beach is virtually unavailable in the area. Thisis is an outstanding location for a viewpoint that could be enjoyed by large numbers of people at the College, as well as nearby residents.

Recommendation:

- Develop a viewpoint at the end of Chester Avenue,

including privacy screening for adjacent residences.

Ohio Avenue Access

Ohio Avenue runs north from the college/high school complex through a quiet residential area and ends abruptly at the beach, providing access to an underground City sanitary sewer pump station. Cars are kept from the last steep part of the paved street by bollards, or vertical posts. Views from street level are cut off by dense trees and shrubbery. A steep, narrow, tilting stairway also runs down the 20 foot high bank to the beach. A large hedge encroaches over the stairway, making use of the stairs difficult.

There is no turnaround at the end of the street - vehicles must back up to 18th Street to turn around. Ohio Avenue is the southern terminus of the Link One pathway system. As such, it may attract users arriving by automobile, creating a parking bottleneck. Ohio Avenue is already used as on-street parking by persons heading to the college. It will probably experience additional parking pressure when the new high school opens.

Recommendations

- Develop a beach access at the Ohio Avenue street end. Incorporate features to protect the privacy of adjoining residents. Prune back the vegetation if possible to improve safety and water views.

- Conduct a study to determine the best way to provide parking for the Ohio Avenue beach access.

- In the meantime, provide signing to direct vehicles to desired parking locations to discourage parking at the street end. Designate convenient handicapped parking.

LINK ONE PLAN IMPLEMENTATION

The Link One Waterfront Access Plan will be implemented project by project over many years. Components of the plan should be broken down into projects that can be implemented independently of one another. These projects should be prioritized, considering potential use, cost, and impacts on surrounding areas, good and bad.

Recommendation

The list that follows divides the Link One Plan projects into four phases, ranging from near to long term. The phases have some overlap, to indicate their approximate nature. The projects should be prioritized and included in the City's Capital Improvement Plan for consideration during the annual budget review.

Phase 1

Phase 1 projects are those that are most critical to the success of the pathway system, and/or can have maximum beneficial impact with minimal resources. Phase 1 projects should be possible to complete within 3 to 5 years.

- First to Second Street Boardwalk
- Ferry Terminal "gateway" park
- Bremerton Fishing Pier Access
- Second to Fourth Street "pathway-park"
- Fourth street View Platform
- Park Avenue Beach Access
- Ohio Avenue Beach Access

Phase 2

Phase 2 projects are those that are important to the success of the pathway system and are expected to be feasible within 3 to 10 years.

- Fourth Street Beach Access
- Second to Fourth Street Boardwalk

- Fourth Street to Manette Bridge Blufftop Pathway
- Smith Cove Boardwalk and Swimming Lagoon
- Highland Avenue Beach Access
- Pacific Avenue Beach Access
- Chester Avenue Beach Access

Phase 3

Phase 3 projects are those that are expected to take more time to accomplish because of high cost to benefit, or for which there is placed less importance to the near term success of the pathway system. These projects are expected to take from 8 to 30 years to accomplish.

- Fourth Street to Evergreen Park Boardwalk
- Manette Bridge Beach Access
- Evergreen Park to Ohio Street Boardwalk
- Warren Avenue Bridge Pedestrian Underpass

CONCEPTUAL ARCHITECTURAL DESIGNS

CONCEPTUAL ARCHITECTURAL DESIGNS

DESIGN CONCEPT AND THEME

The design concepts developed for the Waterfront Public Access Plan are based on the long maritime history of the City of Bremerton. Where possible, the design of individual elements and the selection of various furnishings and colors should support the nautical theme. Final designs and construction contract documents prepared for each segment of the Plan will be reviewed by the City to ensure consistency with the theme.

A theme color should be used along the pathway. "Potomac Blue", from the Sherwin Williams Co. "Heritage" colors collection should be used as the main color accent. This color should be applied to light standards, bench supports, trash receptacle tops, sign posts and miscellaneous metal items.

One foot square "Potomac Blue" tiles should be placed in the sidewalks along the pathway to identify the route and enhance the maritime theme. As an alternative to the blue tiles, one foot square tiles could be made by local artists depicting the maritime history and future of the City. These tiles could be commissioned by the City or purchased by individuals and donated to the City.

STREET FURNITURE AND AMENITIES

The primary elements of street furnishings will be benches, light standards, trash receptacles and tree grates. These elements should be consistently used throughout the entire length of the Waterfront Public Access Pathway as a thematic enhancement and identification of the route. In addition to aesthetic appeal, the primary considerations in the selection of each of these elements should be ease of maintenance and replacement and resistance to vandalism. Suggested standard designs taken from manufacturers' catalogs are shown in the design section. These or similar designs may be selected for purchase by the City, or facsimiles could be made using City resources. These items should also be listed for possible private donations or sponsorships.

Benches should be placed as far away from the curbs as possible and located where potential views of the water, mountains and other interesting aspects are available. Bus stop locations should be coordinated with the local transit authority.

Trash receptacles should be located at all viewpoints, bus stops and other locations where people are expected to frequent and where litter could be a problem.

Ornamental tree grates should be used where the sidewalk width is in excess of eight feet. Where the sidewalk width is less than eight feet, large stones placed on sand base should be used at the foot of each tree.

Bike racks should be located in the vicinity of the ferry terminal, at Fourth and Washington, Evergreen Park and at beach access points.

LANDSCAPING

Major landscaping for the Waterfront Public Access Pathway consists of the use of selected street trees for the street environments, screening hedges for separation of uses and obscuring of undesirable views, and landscaping for planting beds and planters at view points and other gathering areas. The City will require landscape plans for future development along pathway routes.

STREET TREES

The street trees have been selected for the following locations for their non-invasive roots, disease and pest resistance, and appropriate size for the location with regard to overhead wires, traffic characteristics, street lighting, and sidewalk widths. They should be spaced so as to have matched heads (touching but not overlapping branches) upon maturity. Final tree location and spacing will be governed by existing and proposed driveway curb cuts; locations of underground utilities such as water lines, meters, sewer lines, power and cable T.V., etc.; easements, soil conditions and vehicular traffic sight lines.

Street trees should be at least 2½" caliper, balled and burlap when planted. The size of the tree will provide an immediate aesthetic effect and be more resistant to vandalism.

Recommendations:

Waterfront from Ferry Terminal to Fourth Street:

The trees selected for along the waterfront promenade are medium scale shade trees which will offer brilliant coloring in the fall.

- o Waterfront Promenade -- Acer rubrum "Red Sunset", Red Sunset Maple. Minimum spacing 30 ft.

Washington Avenue from First Street to the Manette Bridge:

Along the east side of Washington Avenue, numerous Sweet Gum trees exist with a few non-matching trees interspersed. The inconsis tent varieties should be removed and new Sweet Gums

added to provide continuity to the street environment. The west side of the street requires a small scale columnar tree to minimize branching into the traffic lanes and future growth into the wires above. All existing trees should be removed and relocated a minimum distance of ten (10) feet from utility poles. (See drawing)

- o East Side -- Liquidambar Styraciflua, Sweet Gum.
  Minimum spacing 35 ft.
- o West Side -- Carpinus Betalus Pyramidalis, Pyramidal Hornbeam.
  Minimum spacing 20 ft.

Sheldon Boulevard from Pacific to 14th Street:

Sheldon Boulevard at the present time is overrun with parked cars, industrial fencing and has no sidewalk along its northeast side. A medium sized shade tree should be used along the northeast side where no overhead wires exist to separate the unsightly views from pedestrians walking along the other side of the street. On the southwest side of Sheldon, a small scale tree should be used in combination with an improved sidewalk and landscape screening.

- o Northeast Side -- Acer Rubrum, Red Maple.
  Minimum spacing 30 ft.
- o Southwest Side -- Acer ginnala, Amur Maple.
  Minimum Spacing 20 ft.

Park Avenue north of Evergreen Park:

The pink flowering plum has been selected for Park Avenue to provide a contrast of leaf color, bloom, and scale within the neighborhood.

- o Eastside -- Prunus species, Pink Flowering Plum.
  Minimum Spacing 20 ft.
- o Westside -- Prunus species, Pink Flowering Plum.
  Minimum spacing 20 ft.

Warren Avenue:

The east side of Warren Avenue has a twelve (12) foot walkway with overhead wires and a tall building. This condition is similar to the west side of Washington Street and therefore requires a columnar small scale tree.

- o Eastside -- Carpinus Betalus "Pyramidalis", Pyramidal Hornbeam.
  Minimum Spacing 20 ft.

Roosevelt Field Area:

Roosevelt Field should be encircled with medium scale shade trees to define the recreational use area and improve the separation from the surrounding neighborhood and college campus.

- o Circling Fields -- Acer rubrum "Sunset", Sunset Maple.
  Minimum Spacing 30 ft.

SCREENING HEDGES

There exists the need to privacy screening adjacent to the more industrial uses which appear as the pathway route nears the Smith Cove/Sheldon Boulevard area. There is also a need for screening to separate view sites or beach access locations from immediately adjacent properties. Plant materials for screening should reach a maximum height of five feet within five years. Ilex cornuta (Chinese holly), Ligustrum ovalifolium (California privit) and Photinia glabra (Japanese photinia) are suggested. Berberis julianae (Wintergreen barberry) is recommended where a physical barrier is required in addition to the visual screening.

PLANTING BEDS AND PLANTERS

Those plants used in the view areas and planters should be thornless, scaled properly for the location, low maintenance, condition tolerant, and native to coastal conditions.

Suggested plants include: Cotoneaster, Elaegnus pungens, Escallonia, Ligustrum, Osmanthus, Photinia, Pinus, Podocarpus, Prunus, Pyracantha, Viburnum, Junipers, Hedera Helix, Hypericum, Vinca, etc.

Each individual area should be designed for maximum color and seasonal effect.

LIGHTING

Lighting should be placed along the entire length of the public access pathway routes and should be adequate to provide for pedestrian safety. Light standards should be spaced to allow a minimum of one foot candle of light along the entire pathway. In no case should the spacing exceed 150 feet. Theme lighting fixtures should also be located at all beach access points and viewpoints along the route.

SIGNAGE

The route directing the pedestrian to the waterfront public access opportunities should be clearly marked with signage as shown on the following pages. These signs should be located every several blocks, at change-of-direction points and at actual points of access to the beach.

A sign, similar to the route marking signs, incorporating a map of the route with a "YOU ARE HERE" indication should be added to the route marking signs and placed in the vicinity of the pedestrian exit from the ferry terminal and at the various waterfront access points along the route.

SAFETY DESIGN ELEMENTS

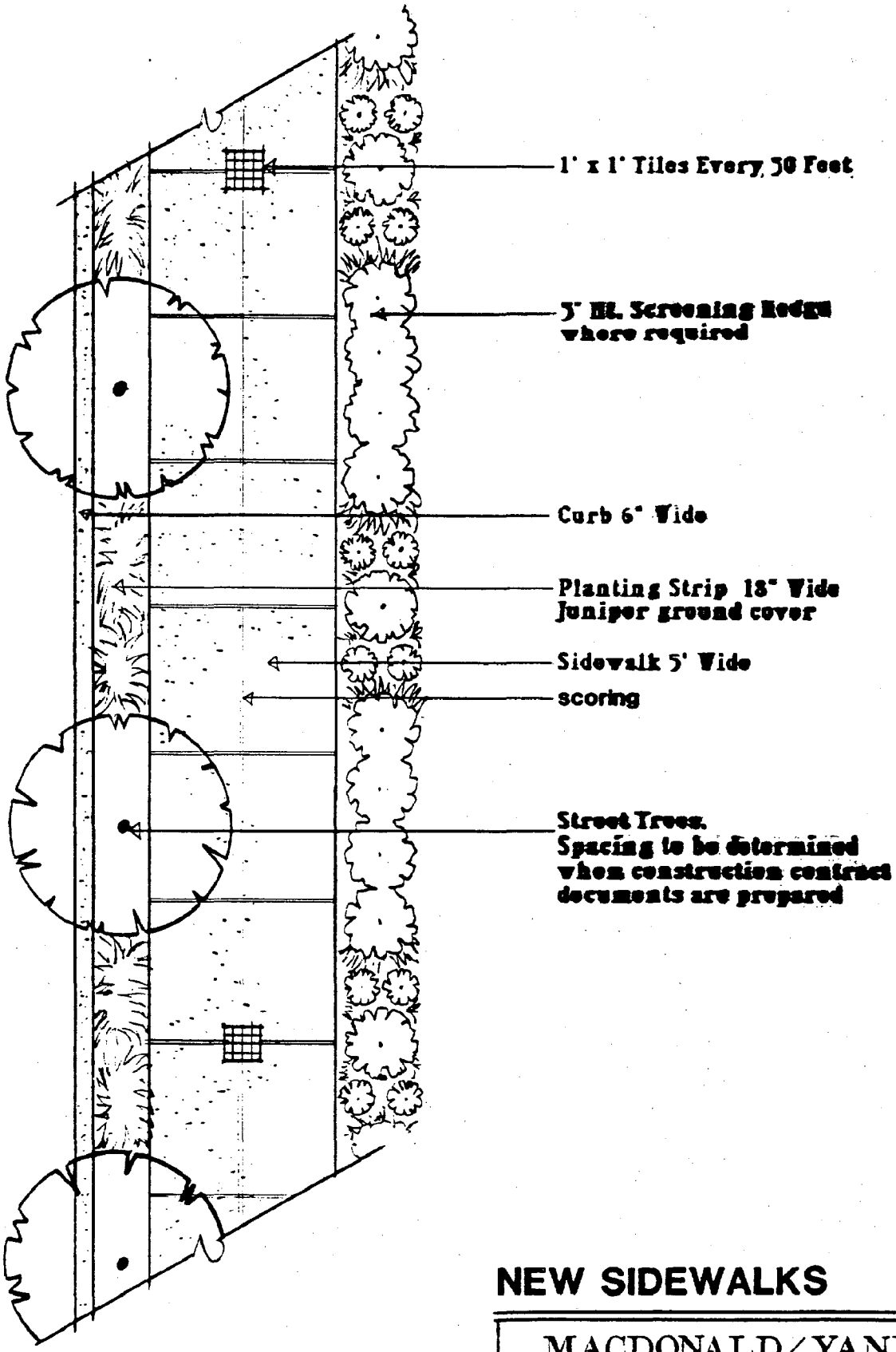
All sidewalks classified as condition "C" in the "Sidewalks and Street Light Inventory" of the LINK ONE area (see appendix) should be replaced with new sidewalks and curbs as shown in the design section of this report. Sidewalks classified as condition "B" should either be repaired or replaced in areas where the walkway is less than five feet wide. New textured concrete crosswalks should be installed in ALL street crossings along the route. Gradients on all new sidewalks should be kept to a maximum of eight percent (8%) wherever possible and in no case should they exceed fifteen percent (15%). Pedestrian guardrails should be installed when any portion of the walkway is more than thirty inches (30") above the adjacent grade or surface.

The very nature of the pathway will bring certain "undesirables" into and through downtown and the neighborhoods. This will exacerbate the incidence of "opportunistic" criminal activity. A well developed Neighborhood Watch Program and regular police patrols of the pathway route will help control this activity. The use of the beach access points should be closed at sunset.

MAINTENANCE DESIGN CONSIDERATIONS

Maintenance of the various physical design elements incorporated into the pathway system should be minimal. Steel found in the bench supports, trash receptacle tops, light standards and miscellaneous structural connections will require painting from time to time. Wood members in the benches and rail caps might require replacement after fifteen years or more. Concrete elements will require little or no maintenance for twenty-five or more years.

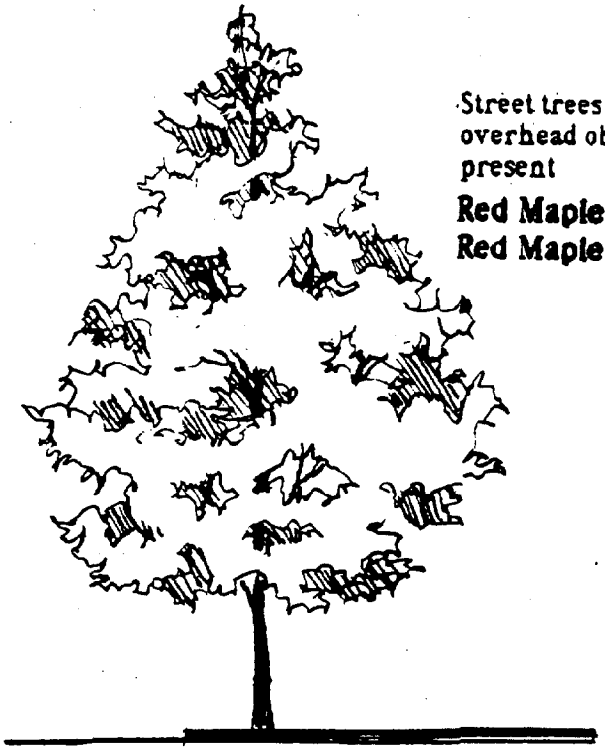
All elements of street furnishings (except signage) are standard manufactured items and should be fairly easily replaced if required.



NEW SIDEWALKS

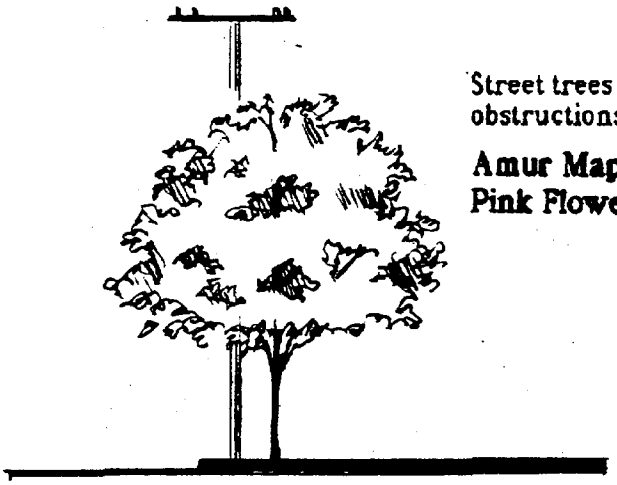
MACDONALD/YANICK COLLABORATIVE

Architects Landscape Architects Planners



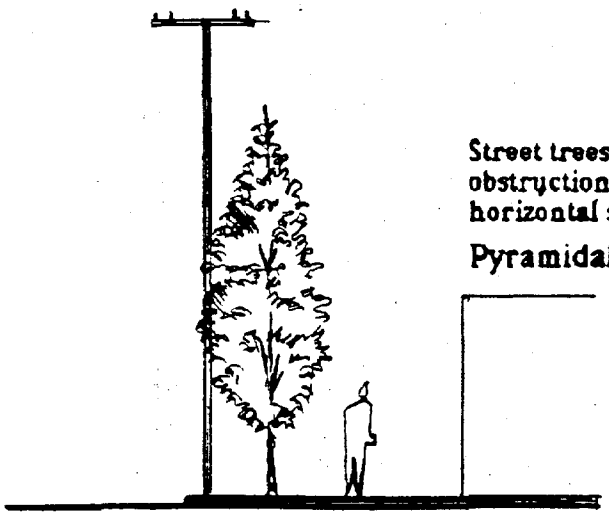
Street trees where no overhead obstructions are present

Red Maple
Red Maple "Sunset"



Street trees where overhead obstructions are present

Amur Maple
Pink Flowering Plum



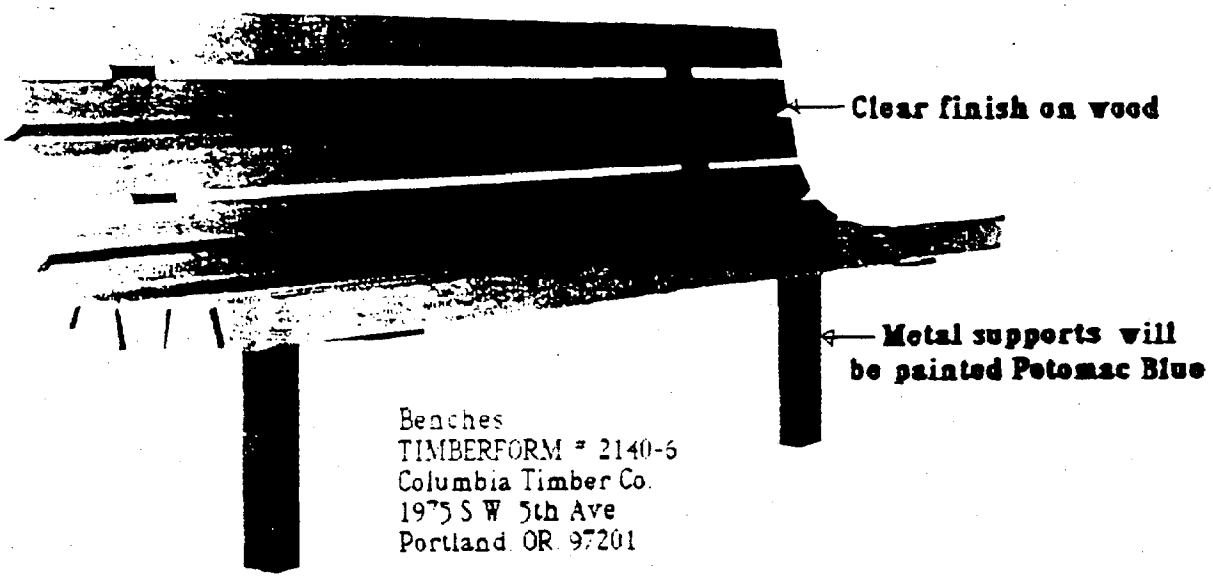
Street trees where overhead obstructions are present and horizontal space is limited

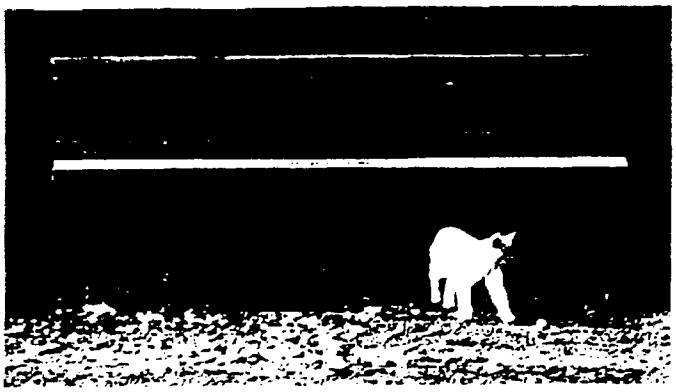
Pyramidal Hornbeam

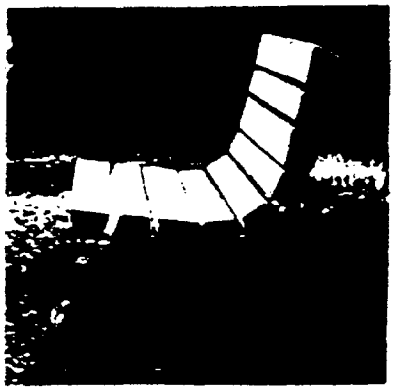
STREET TREES

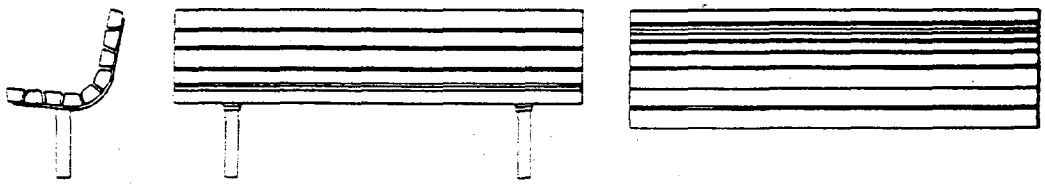
MACDONALD/YANICK COLLABORATIVE

Architects Landscape Architects Planners





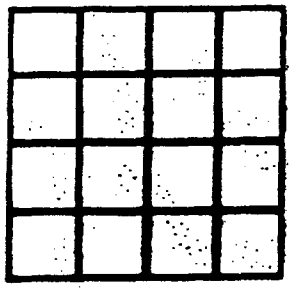




BENCHES

MACDONALD/YANICK
COLLABORATIVE
Architects Landscape Architects Planners
510 N.W. Third Avenue, Suite 105
Portland, Oregon 97209 Telephone (503) 224-0335
901 Madison Ave. S.
Bainbridge Is., Wa. 98110

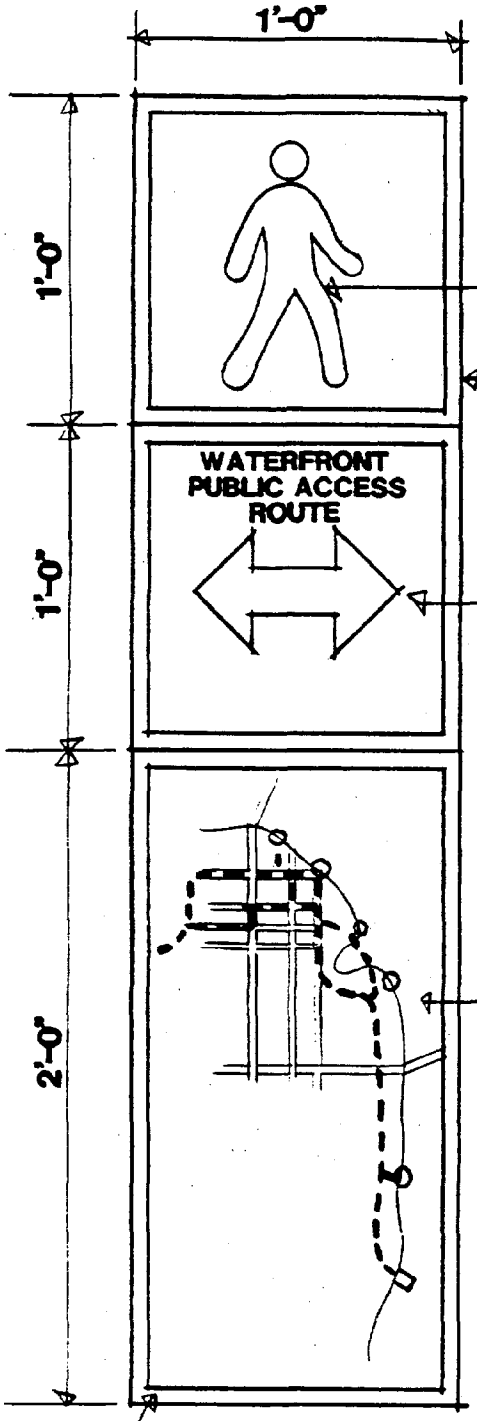
6" x 6" Tile



Crosswalks
BOMANITE Concrete
6x6 tile pattern
Color, brick red
Bomanite Corp.
31 Encina Ave.
Palo Alto CA. 94301

CROSSWALKS

MACDONALD/YANICK
COLLABORATIVE
Architects Landscape Architects Planners



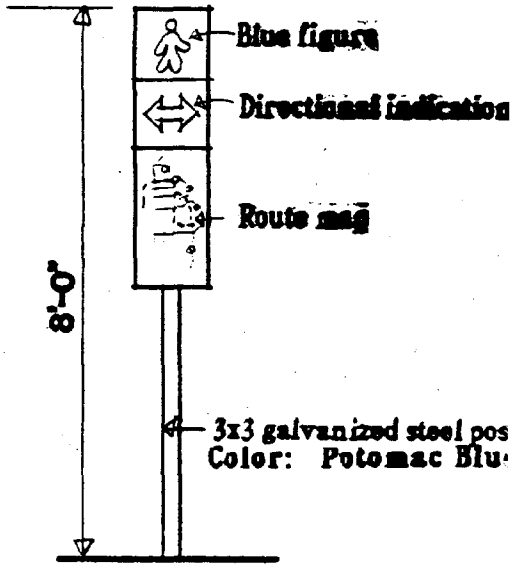
Blue figure on route markers

Directional indication

Route map with "you are here" indication, located at each water access point

Blue border, lettering and directional arrows

Public access logo at water access points



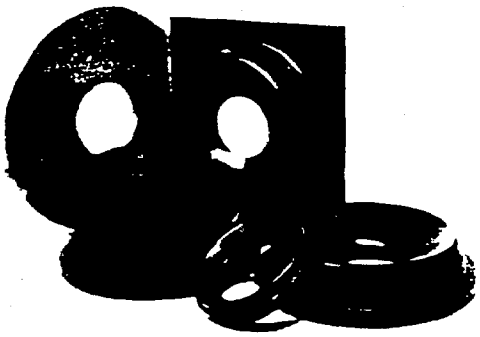
Final Designs, graphic patterns & colors will be prepared by Graphic Consultant when project proceeds to Construction Phase.

ROUTE SIGNAGE

MACDONALD/YANICK COLLABORATIVE

Architects Landscape Architects Planners

RECEPTACLES



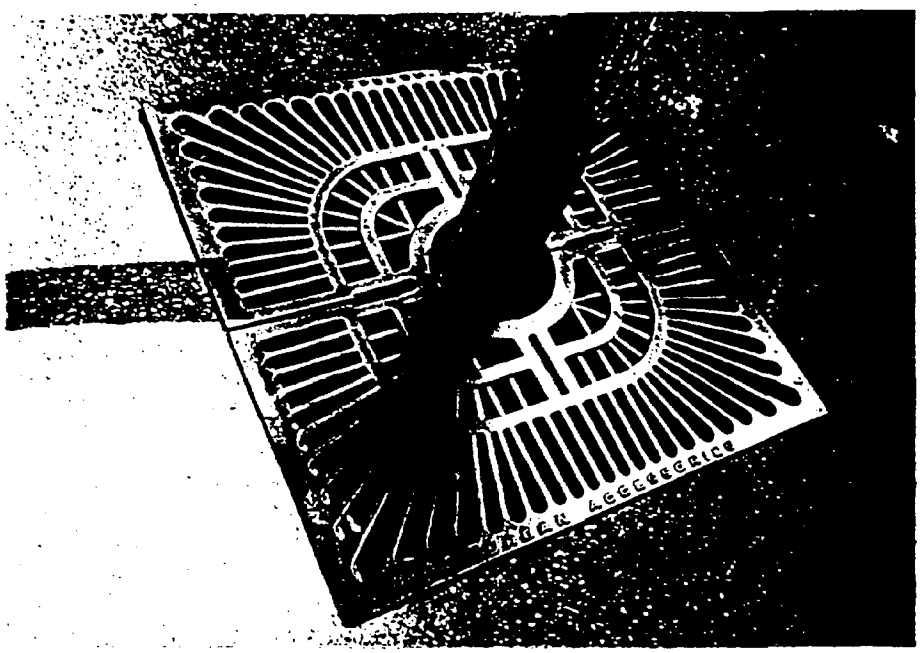
TOPS

Color: Potomac Blue

Trash receptacles
HUNTON SUPPLY INC
3601 N W Yeon
P O Box 10355
Portland OR 97210

TRASH RECEPTACLES

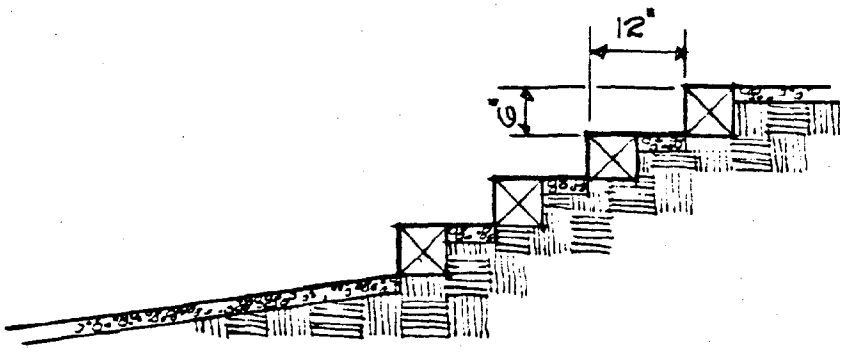
MACDONALD/YANICK
COLLABORATIVE
Architects Landscape Architects Planners



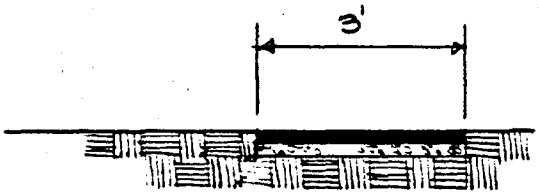
Tree grates
URBAN ACCESSORIES
First & A street
Snohomish WA 98290

TREE GRATES

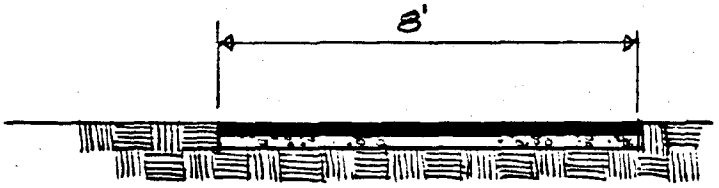
MACDONALD/YANICK
COLLABORATIVE
Architects Landscape Architects Planners
540 N.W. Third Avenue, Suite 105
Portland, Oregon 97209 Telephone [illegible]
[illegible] Madison Ave. S.
Bainbridge Is. Wa. [illegible]



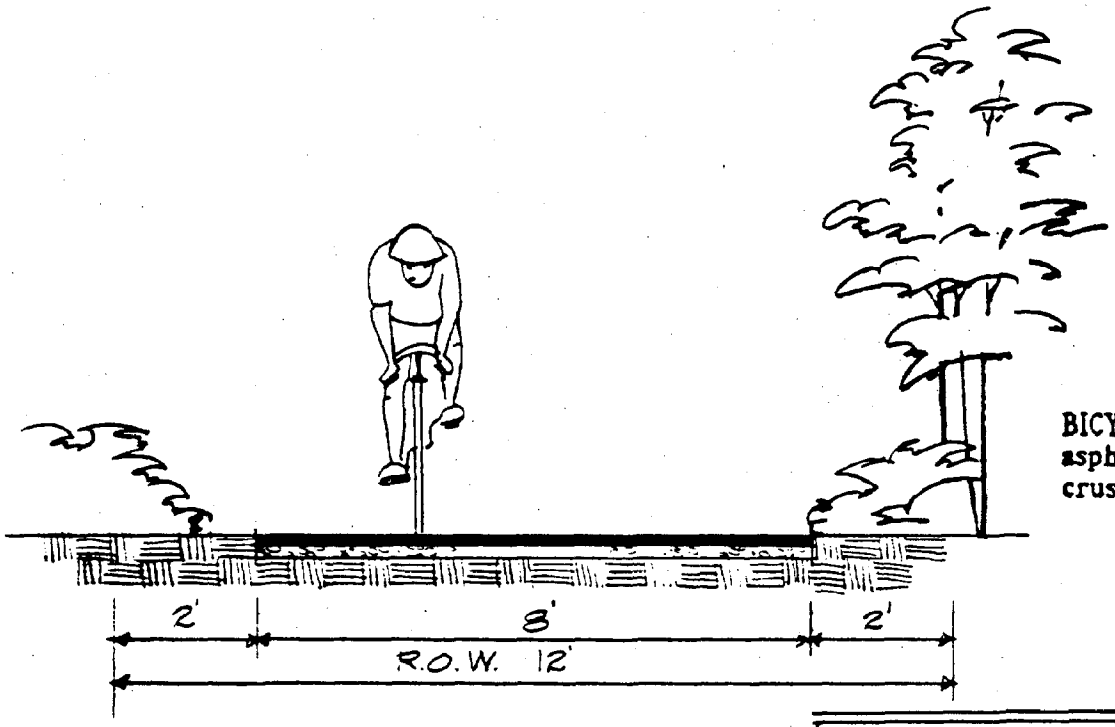
STAIRS- where pathways exceed 14% ; 6x6 treated wood risers anchored with #4 re-bar



CRUSHED ROCK PATHWAY
3/8" minus crushed rock



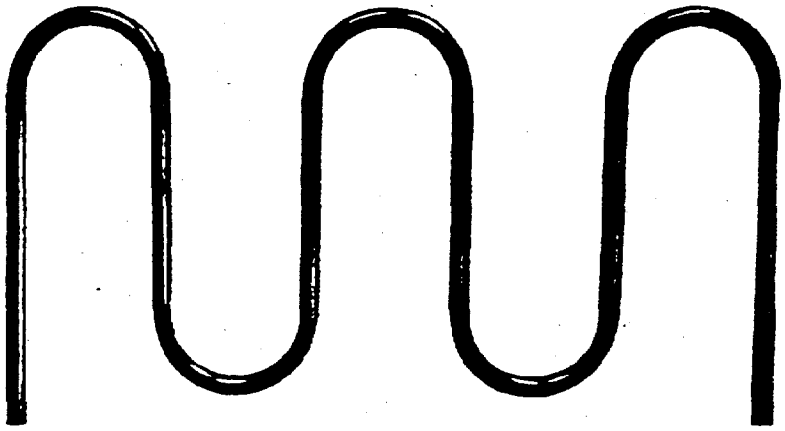
ASPHALT PATHWAY- 1, 1/2" asphalt surface over 2" crushed rock base course



BICYCLE PATH- 1,1/2" asphalt surface over 2" crushed rock base course

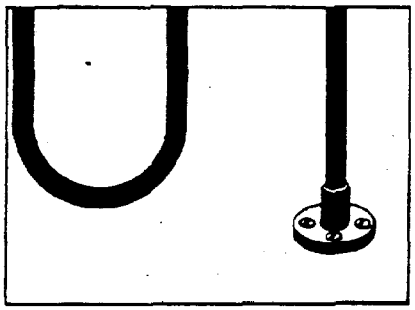
PATHWAY

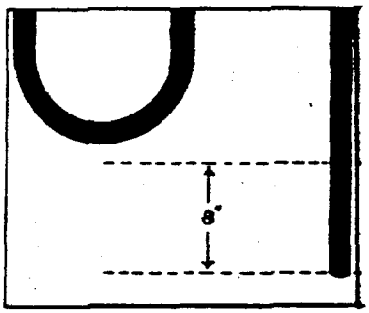
MACDONALD/YANICK COLLABORATIVE
Architects Landscape Architects Planners
510 N.W. Third Avenue, Suite 105
Portland, Oregon 97209 Telephone (503) 224-1235
261 Madison Ave. S.
Bainbridge Is. Wa. 98110



Bike rack
HUNTCO SUPPLY INC.

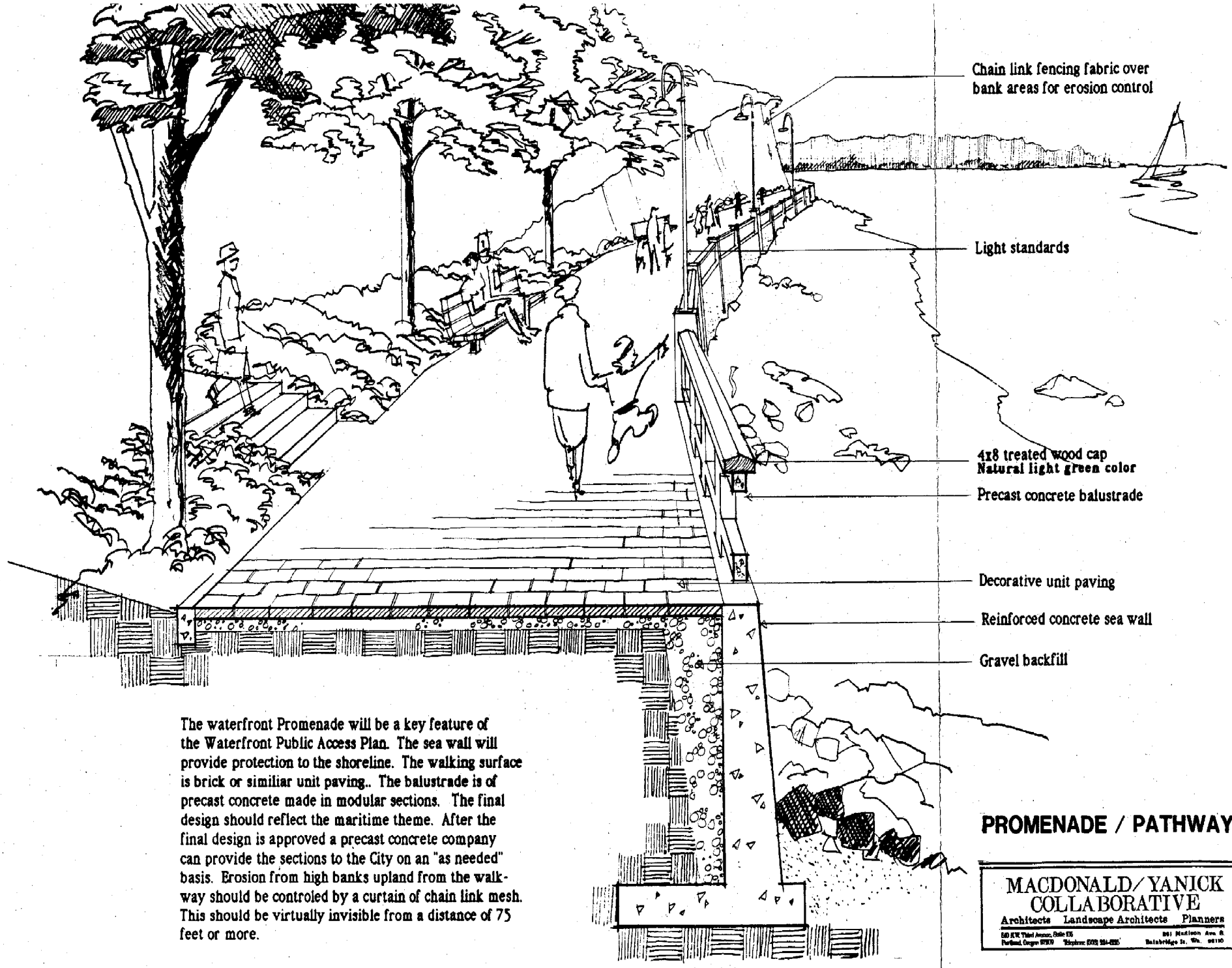
Color: Potomac Blue





BICYCLE RACKS

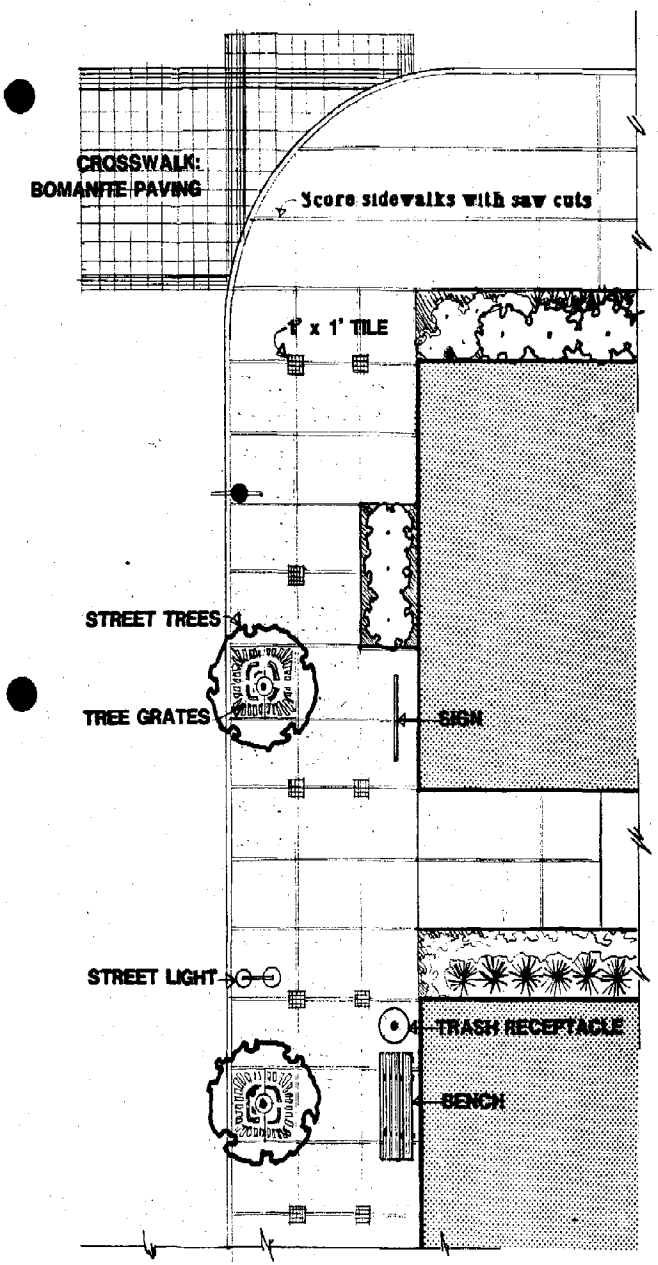
MACDONALD/YANICK
COLLABORATIVE
Architects Landscape Architects Planners



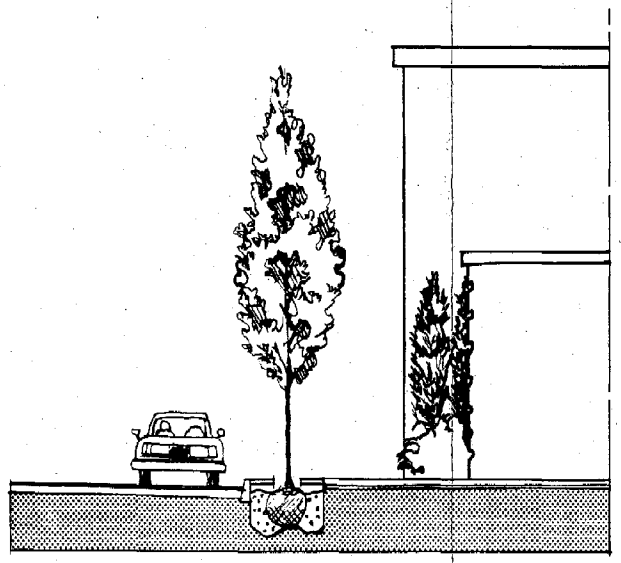
The waterfront Promenade will be a key feature of the Waterfront Public Access Plan. The sea wall will provide protection to the shoreline. The walking surface is brick or similiar unit paving.. The balustrade is of precast concrete made in modular sections. The final design should reflect the maritime theme. After the final design is approved a precast concrete company can provide the sections to the City on an "as needed" basis. Erosion from high banks upland from the walk-way should be controled by a curtain of chain link mesh. This should be virtually invisible from a distance of 75 feet or more.

PROMENADE / PATHWAY

MACDONALD/YANICK COLLABORATIVE
Architects Landscape Architects Planners
[illegible]
[illegible]



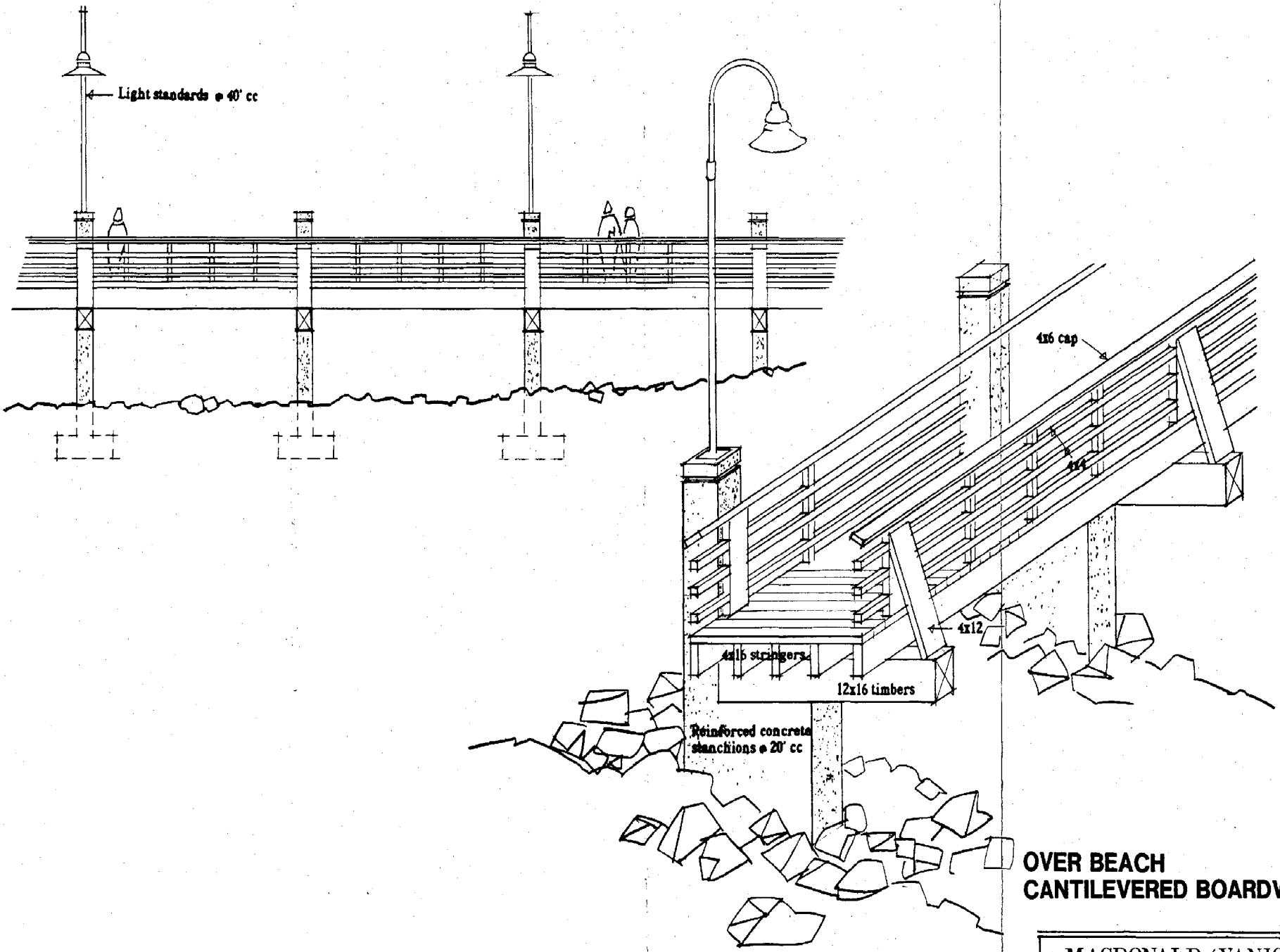
PLAN



SECTION

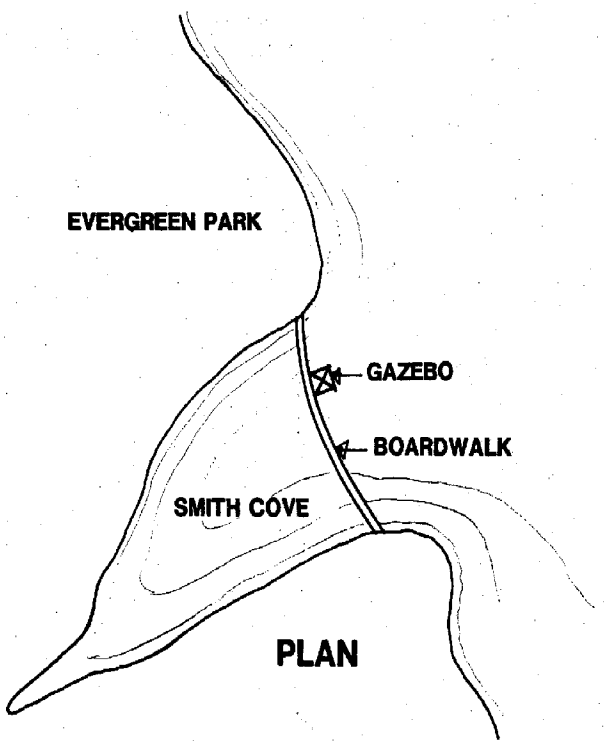
EXISTING SIDEWALK ENHANCEMENT

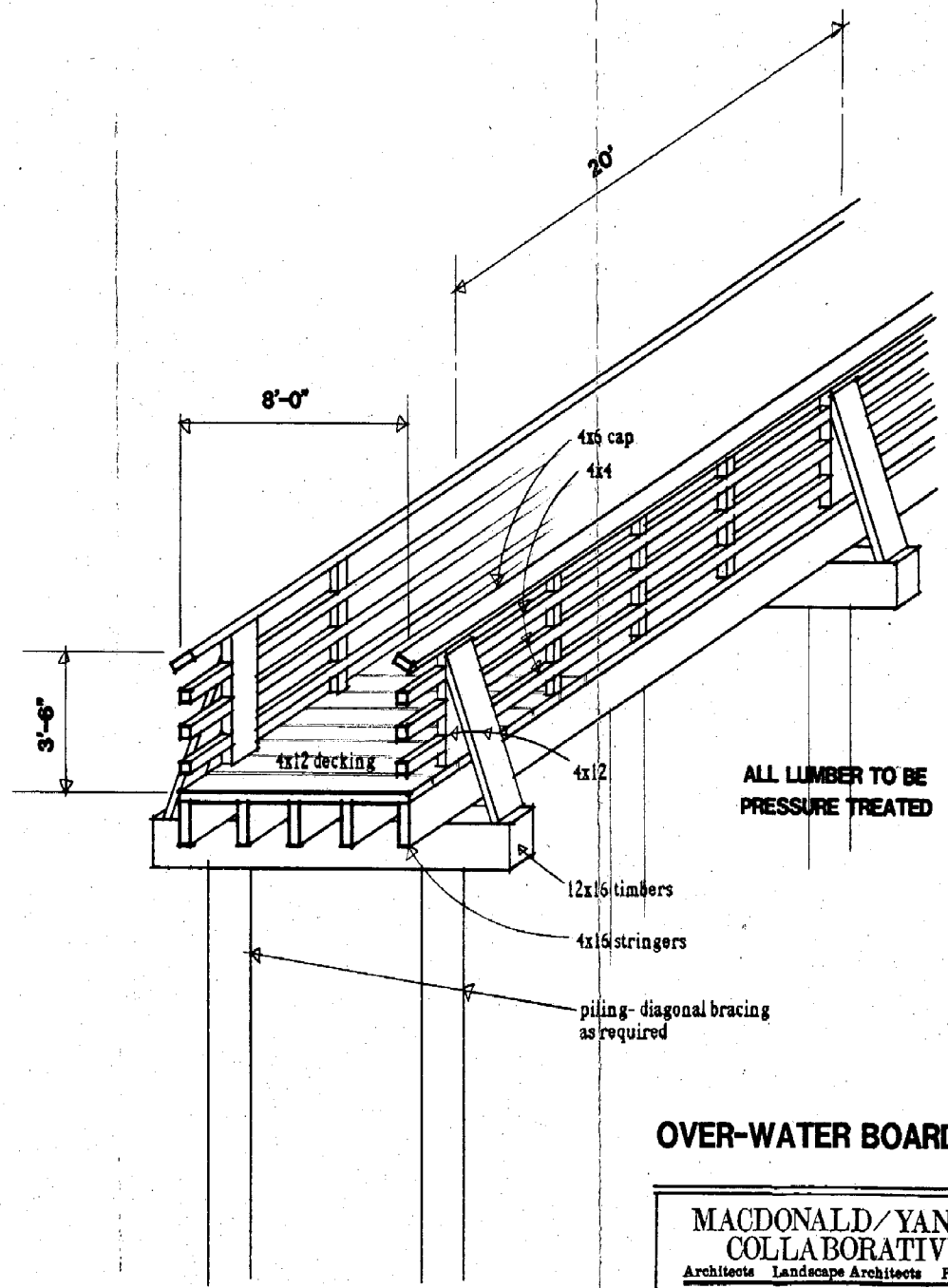
MACDONALD/YANICK
COLLABORATIVE
Architects Landscape Architects Planners
520 N.W. Third Avenue, Suite 105
Portland, Oregon 97209 Telephone (503) 224-[illegible]
221 Madison Ave. S.
Bainbridge Is., Wa. 98110



OVER BEACH CANTILEVERED BOARDWALK

MACDONALD/YANICK COLLABORATIVE
Architects Landscape Architects Planners
[illegible] Third Avenue, Suite [illegible]
Portland, Oregon [illegible]
Telephone [illegible]
[illegible] Madison Ave. S.
Bainbridge Is., Wa. [illegible]





ALL LUMBER TO BE PRESSURE TREATED

OVER-WATER BOARDWALK

MACDONALD/YANICK
COLLABORATIVE
Architects Landscape Architects Planners
[illegible] N.W. Third Avenue, Suite [illegible]
Portland, Oregon [illegible] Telephone [illegible]
[illegible] Madison Ave. S.
Bainbridge Is., Wa. [illegible]

APPENDICES

A - Legal Considerations Surrounding Shoreline Public Access

B - Geology of the Link One Study Area

C - Sidewalks and Street Light Inventory/Link One

D - Inventory of Property Ownership/Link One

E - Designated Bicycle Routes/Link One

F - Inventory of Shoreline Permits/Link One

G - Bremerton Comprehensive Plan/Shoreline Public Access

H - Proposed Public Access Amendments/Bremerton Shoreline Master Program

I - Army Corps of Engineers Review Process/Shoreline Boardwalks

J - Sample Easements/Shoreline Public Access

appendix A

LEGAL CONSIDERATIONS
SURROUNDING SHORELINE PUBLIC ACCESS

APPENDIX A

LEGAL CONSIDERATIONS SURROUNDING PUBLIC ACCESS

The Comprehensive Waterfront Access Plan is the tool with which the strong public policy of Washington law favoring the provision of waterfront access to the public is implemented. An outline of Washington law affecting the right of public access underscores and explains the importance of the Access Plan.

The right of public access to waterfront areas is not a recent development. Prior to the adoption of state statutes, several legal doctrines recognized the importance of this country's water systems, shorelands, and tidelands to the public. General recognition may be found in the Public Trust Doctrine, which gave each state the obligation to maintain certain natural resources in trust for the nation's citizens. The doctrine extends public rights to land covered by water subject to the ebb and flow of the tides, and to recreational use of such waters. Other doctrines such as those of Custom and Prescription have long recognized that the public may acquire rights in otherwise private areas through longstanding and continuous public usage. Adequate public access is obviously a prerequisite to the exercise of these rights.

In addition to these common law doctrines, several state statutes mandate consideration of public access and waterfront recreational opportunities in the land use decision making process. The most important of these is the Shoreline Management Act, RCW 90.58, which seeks, insofar as possible, to preserve Washington's shorelines in their natural state. This goal is accompalished through regulation of development along shorelines in a manner consistent with the overall public interest. Thus,

> [a]lterations of the natural condition of the shoreline of the state, in those limited instances when authorized, shall be given priority for single family residences, ports, <u>shoreline recreational uses</u> including but not limited to parks, marinas, piers,

> and other improvements facilitating public access to shorelines of the state . . . RCW 90.58.020. [Emphasis supplied]

In effect, the Shoreline Management Act codifies the Public Trust Doctrine.

Another statute that operates to preserve public waterfront access is RCW 35.79.035. That statute prohibits a city or town from vacating a street or alley abutting a body of water, unless: (1) the vacation is sought to enable acquisition by the city or town for public access or recreational purposes; (2) the vacation would contribute to a plan for comparable or improved access to the same shoreline; or (3) the street or alley is not suitable for such uses, in which case monies received from the vacation may be used only in acquisition of additional water access or waterfront recreational sites.

Finally, the Landowner Immunity Act may aid in the acquisition or creation of public access to and recreational sites on the water. The purpose of that Act

> . . . is to encourage owners or others in lawful possession and control of land and water areas or channels to make them available to the public for recreational purposes by limiting their liability toward persons entering thereon and toward persons who may be injured or otherwise damaged by the acts or omissions of persons entering thereon. RCW 4.28.200

In general, the Act provides that public or private landowners who permit use of their property for public recreation, without charging a fee, shall not be liable for unintentional injuries to such users.

These doctrines and statutes effectively mandate that cities and towns consider and provide for waterfront public access and recreation. The Waterfront Public Access Plan is the appropriate and necessary means of compliance with and implementation of this mandate.

appendix B

GEOLOGY
of the
LINK ONE STUDY AREA

GEOLOGY
of the
LINK ONE STUDY AREA

INTRODUCTION

Bremerton's miles of waterfront include a series of unique dynamic environments in which the effects of wind, tides, gravity and human-caused impacts are constantly at work. The results of these processes are the beaches, coves, bluffs and other features that give our shorelines their distinctive appearance.

This waterfront access program involves linkages to and walkways within shoreline areas that are slowly but constantly changing and that are more exposed to the effects of nature than are other areas of the city. Since soil and geologic stability will be important to the longevity of any walkways or boardwalks within these coastal areas, it is important to take a closer look at the geologic structure of our coastline and available information about its stability.

GEOLOGIC UNITS

Four geologic units are located along or in close proximity to the City's shoreline in the Link One study area. The descriptions of those units helps us understand the underlying soils, their capabilities and their limitations. This information will also be helpful in understanding the differences in slope stability along the shoreline.

The four basic units are:

Qvt - Vashon till
Qvr - Vashon recessional outwash: sand to gravel
Qns - Pre-Fraser nonglacial sediments, undifferentiated
af - Artificial fill

Qvt - Vashon till

This soil can be described as a non-sorted, blue-gray to gray concrete-like mixture of clay, silt, sand, and gravel. It may consist of local layers of sand, gravel and large boulders.

Runoff is variable in these soils and it is common to have undrained and poorly drained depressions. Runoff is usually high on steep slopes and infiltration is very low.

These soils are very difficult to excavate, are dense and tough, but also tend to be stable in steep natural or cut slopes for long periods of time. This is important since Qvt soils are found along the banks from Ohio Avenue nearly to Park Drive, from the south side of Smith Cove to near Eleventh Place, and in most shoreline areas south of Fifth Street. These are areas that may be proposed for boardwalks or other walkways above or below bluffs.

Qvr - Vashon recessional outwash

This unit consists of poorly sorted, uncemented, stratified drift; primarily sand and gravel. Drainage and infiltration is considered moderate on slopes having natural soil and vegetation cover but has high runoff where these have been removed.

These soils are poorly cemented and can usually be excavated by hand or light power tools. Foundation stability is fair to excellent with the possible exception of steep slopes where stability can be poor. It is generally stable in slopes up to the angle of repose. Outwash gravels and sands are low in cohesion and will form slopes in the 30-39 degree range. However, many factors will cause variation in the stability and angle of repose of natural and cut slopes, including grain size, grain smoothness, water, vegetation, and the presence of silt, clay, or a cementing agent.

Qvr soils lie close to the shoreline in a small area between Park Drive and Elizabeth Avenue and tend to be separated from the shoreline by a narrow band of Qvt soils.

Qns - Pre-Fraser nonglacial sediments

These are characteristically pebble to cobble gravels partially cemented by iron oxide compounds. Runoff is low and infiltration is high. Because of the cementation, these soils may be difficult to excavate by hand or light power tools, but the foundation stability is considered to be excellent.

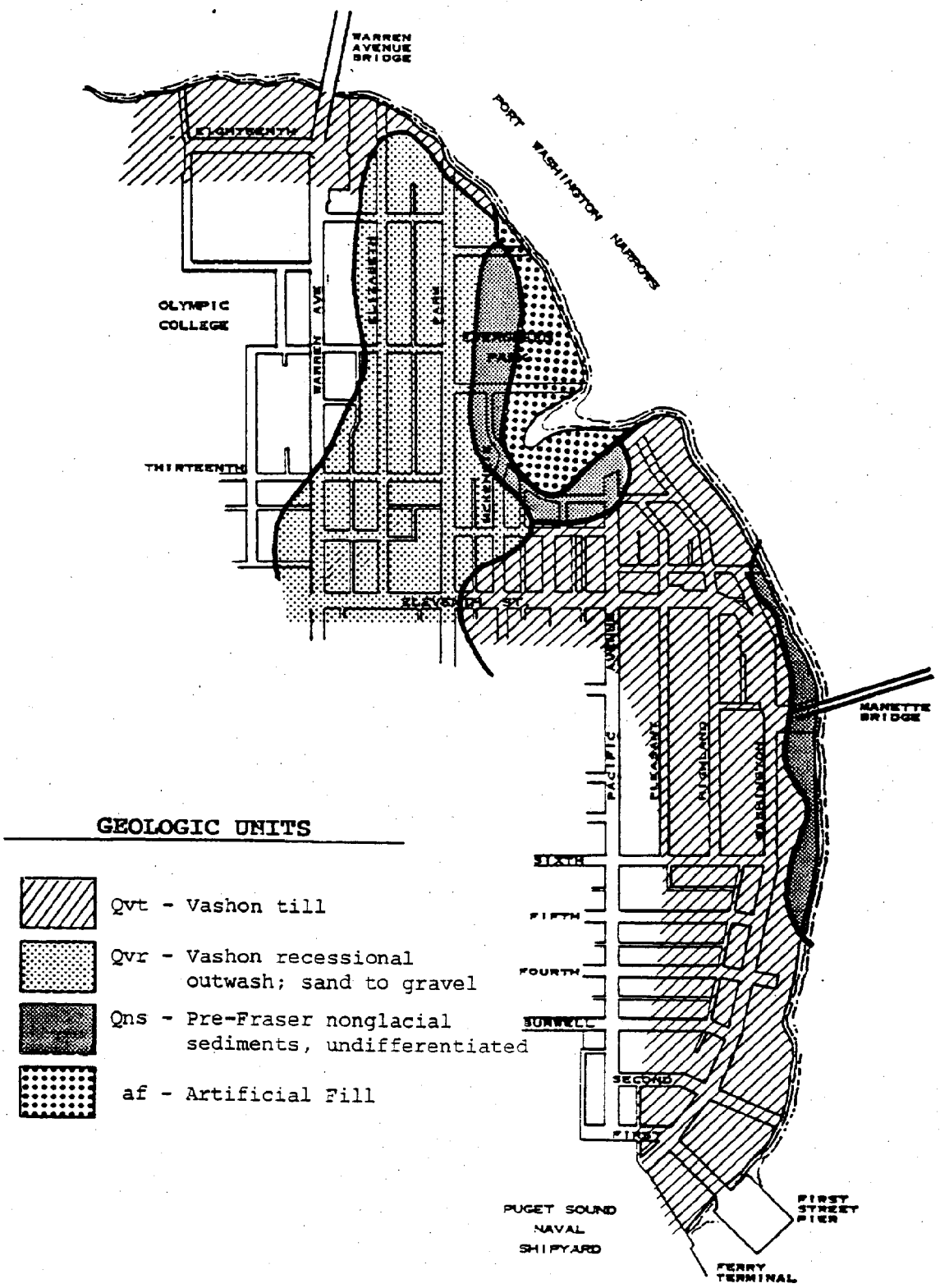
The slope suitability is generally good in these soils and they tend to stand in steep natural slopes for long periods of time. This is especially important since this is the soil type found in the study area's highest bluffs, generally extending from Eleventh Place on the north to Fifth Street on the south. Although this tends to be a relatively stable soil type, extensive evidence exists along the base of these bluffs to show that these bluffs are continuing to erode, as demonstrated by a series of old, damaged and eroded bulkheads that continue to stand where the bluffs used to be.

af - Artificial Fill

This classification includes alluvial and coastal deposits, silt, sand and gravel, with some clay and peat. It includes beaches, deltas, and estuarine deposits, dunes, artificial fill and riprap. This soil type is found surrounding Smith Cove to Sheldon Blvd. and continuing through Evergreen Park to just beyond Park Drive on the north.

Runoff is generally low because these areas are generally flat or have a low slope angle. Infiltration is high on beaches but moderate to low elsewhere with the water table near the surface.

These soils are generally easy to excavate or dredge, although the presence of riprap can cause hardships when its removal is necessary. Foundation suitability is fair to poor and is often subject to irregular settling due to layers of organic material. Where slopes are present, their stability is poor and riprap is often used to help stabilize them.


WARREN AVENUE BRIDGE
PORT WASHINGTON NARROWS
EIGHTEENTH
OLYMPIC COLLEGE
WARREN AVE
ELIZABETH
PARK
THIRTEENTH
ELEVENTH ST
MANETTE BRIDGE
PACIFIC
PLEASANT
HIGHLAND
WASHINGTON
SIXTH
FIFTH
FOURTH
BURWELL
SECOND
FIRST
PUGET SOUND NAVAL SHIPYARD
FIRST STREET PIER
FERRY TERMINAL
GEOLOGIC UNITS
Qvt - Vashon till
Qvr - Vashon recessional outwash; sand to gravel
Qns - Pre-Fraser nonglacial sediments, undifferentiated
af - Artificial Fill

SLOPE STABILITY

As noted earlier, shorelines are dynamic environments where processes caused by wind, tides and gravity are active. The study of slope stability helps us understand the continuing downslope movement of earth materials. This process affects erosion and deposition in the shore environment not only at the particular site but also "down drift" along the beach. There is also a feedback, wherein wave processes in turn affect slope stability on the adjoining land. Having an awareness and understanding of these factors is important to long-range planning, particularly when planning for the introduction of physical features within this ever-changing natural environment.

The Slope Stability Map provides a generalized picture of the stability of our coastal slopes. Obtained from the Coastal Zone Atlas, it presents the best estimate of the stability of the area as seen by the geologists who mapped the area and are intended only for broad guidance. They identify areas where stability problems are not likely to occur and also areas in which it would be advisable to seek the advice of a geologist or engineer before making specific plans.

Definition

Slope stability is interpreted as the resistance to, or lack of, a tendency for landslides. The term landslides is used in a broad sense to mean the rapid movement of masses of earth materials. This "rapid movement" is considered to be any movement greater than one foot per year. Thus, it is meant to include rock or soil movement in the form of falling, sliding, and/or flowing. Not included are slow mass wasting processes such as soil creep or surficial erosion in the form of sheet erosion or fullying.

Map Categories

The Slope Stability Map categories (with the exception of "modified land") relate to natural conditions. Even the most stable slopes can be made unstable by poorly engineered excavations, abnormal concentrations of water, or other human-induced conditions. Conversely, an unstable area can often be made relatively stable through drainage, buttressing, or other engineering techniques.

As implied in the title, this mapping relates only to slope stability, without any reference to foundation characteristics. For example, a peat bog may be considered stable from a "lack of movement" point of view because it is practically level. However, it may also be very weak (unstable) in regard to its load bearing capacity.

Slope Stability Factors

1. Slope: The angle of the land surface is probably the most obvious factor involved in an area's stability. All other factors being

constant, a change in slope alters the effect of gravity on the the tendency of earth materials to fall, slide or flow downslope. However, the variability of the other factors may more than offset the influence of slope alone.

Although the angle at which various uniform materials of different moisture content will be stable can be predicted rather accurately, catastrophic earth flows have occurred in areas of imperceptible slope where underlying marine clays have liquified. Similar materials, if well drained, may stand in vertical banks for years under different conditions and not slide. Some near-vertical "high bank" coastal areas of till are relatively stable, whereas an adjacent gently sloping "low bank" tract of different material may be the site of an ancient landslide and hence subject to renewed movement.

2. Materials: The geologic materials making up a slope are a major factor in the behavior of that slope. Uncohesive materials such as gravel or sand with little silt or clay "binder" will flow, even when dry, to their angle of repose (roughly 30-35 degrees). Materials with high silt content such as glacial till or some silty sands will stand near vertical for years. Till can be nearly immune to collapse unless undercut. Instead of collapsing, it surficially erodes slowly from frost action or alternate wetting and drying. This is typical of the Qvt soils found in most of the study area's low to medium bank areas.

   Probably more important to slope stability than individual geologic units themselves are the relationships between the units. These relationships affect slope stability most when there is a pronounced change in physical properties between two geologic units. Thus, more careful inspection of these relationships should be done whenever there is an indication of a major change in the immediate area.

3. Rock Structure: Many rock types possess discontinuities such as bedding planes, joints, foliation, and shear or fault zones that are weaker than the rock mass as a whole. Deformation of the earth's surface by geologic forces has acted to uplift, shear, tilt, fold and break rock materials. This deformation and erosion often results in weak zones that are prone to sliding. The orientation of planes and weak zones is critical to surface failure. Weak beds within stronger rock, combined with slope, can significantly contribute to slide potential.

   The structure of the rock also affects the ability of groundwater to collect and move. When rock structures entrap groundwater and cause hydrostatic pressures within the ground, resistance is reduced and the potential for landsliding is increased.

4. Water: The presence of water is very important to the stability of slopes. In the Bremerton area, precipitation is high and there is little or no evaporation during the rainy season. Thus, much of the water infiltrates the ground and forms zones of saturation within the sediments and rocks. When saturated, the strength of earth materials is drastically altered. When materials, slope and water combine in such a way that the vertical force of the weight is greater than the strength of the saturated materials, a landslide occurs.

In our area, a groundwater increase is probably the most common slide-triggering factor. Consequently, most slides occur in the winter and spring when groundwater levels are high.

Natural groundwater levels can be significantly altered by human activity. The diversion of storm runoff is a common cause of abnormally high infiltration rates in a relatively small area. Septic tank effluent can also have a profound effect on local groundwater conditions and thus slope stability.

5. Wave Erosion: Our coastline can be grouped into actively eroding and actively accreting shoreforms. The effects on slope stability are variable but profound. The most important effect of wave erosion is that it undercuts and steepens slopes and prevents stabilizing debris from accumulating at the toe of slopes, thus ensuring continuing erosion.

   On the other hand, areas of beach "accretion" provide protection for coastal slopes. New, stable slope angles and mass balances can be achieved where erosion has essentially stopped. Generally, slopes behind accreting beaches will be more stable than slopes behind eroding shorelines.

6. Other Factors: The environment during the time sediments were deposited and the influence of post-deposital events (geologic history) can greatly effect the strength of slope-forming materials. The older silts underlying Puget lowland bluffs may be considerably stronger than river floodplain silts because of a history of compaction under continental ice sheets thousands of feet thick. Thus, knowledge of such historical events is important in assessing the long-term stability of an area. An ancient landslide can be considerably different in its make-up than adjacent materials and considerably more stable. Such landslide areas are mapped whenever they are recognized.

   Human activities can modify any of the above factors. Artificial cuts steepen slopes. Artificial fill changes the load and character of materials on slopes. Septic tank drainfields increase infiltration. These modifications can produce unpredictable effects, but commonly tend to reduce slope stability. On the other hand, engineering techniques such as artificial drainage of water-bearing strata or the decrease of rainwater infiltration by paving and appropriate storm drains can increase slope stability. On-site investigations of intermediate and unstable areas, coupled with suitable land use planning, are a prerequisite for a sound balance between hazard to life and property, cost of land improvements, and real estate values. All of those factors may be important in this waterfront public access plan. All proposed access improvements will be designed to be most cost-effective, safe for public use, and will hopefully have a positive effect on the community and its property values.

Slope Stability Categories

The following three categories are represented on the following Slope Stability Map of the Public Access Plan study area:

S - Stable Slopes — These rise generally less than 15 percent except in local areas of low groundwater concentration or competent bedrock. Stable slopes include rolling uplands and lowlands underlain by stable material such as unweathered till and/or peat deposits which, although inherently weak, have no significant slope.

The majority of the study area's shoreline is considered stable. Exceptions are immediately north of Evergreen Park and south of the Manette Bridge.

U - Unstable Slopes -- These are considered unstable because of geology, groundwater, slope and/or erosional factors. They include areas of landslides and talus too small or obscure to be individually mapped.

The only "Unstable" slope area within the study area includes the steep bluffs extending south of the Manette Bridge to the general vicinity of Fifth Street. This is the Qns geologic unit which is characterized by small pebble or cobble gravels partially cemented and with the ability to stand in steep slopes for long periods of time. However, other factors are apparently affecting the stability of these slopes, causing them to be less stable. There is considerable residential development in this particular area from Washington Avenue down the slopes to a group of beach houses at the toe. The natural slopes have been altered as a result of this development with stairways, paths, bulkheads, unnatural vegetation, buildings and other factors that may have contributed to this "U" designation being applied to this area.

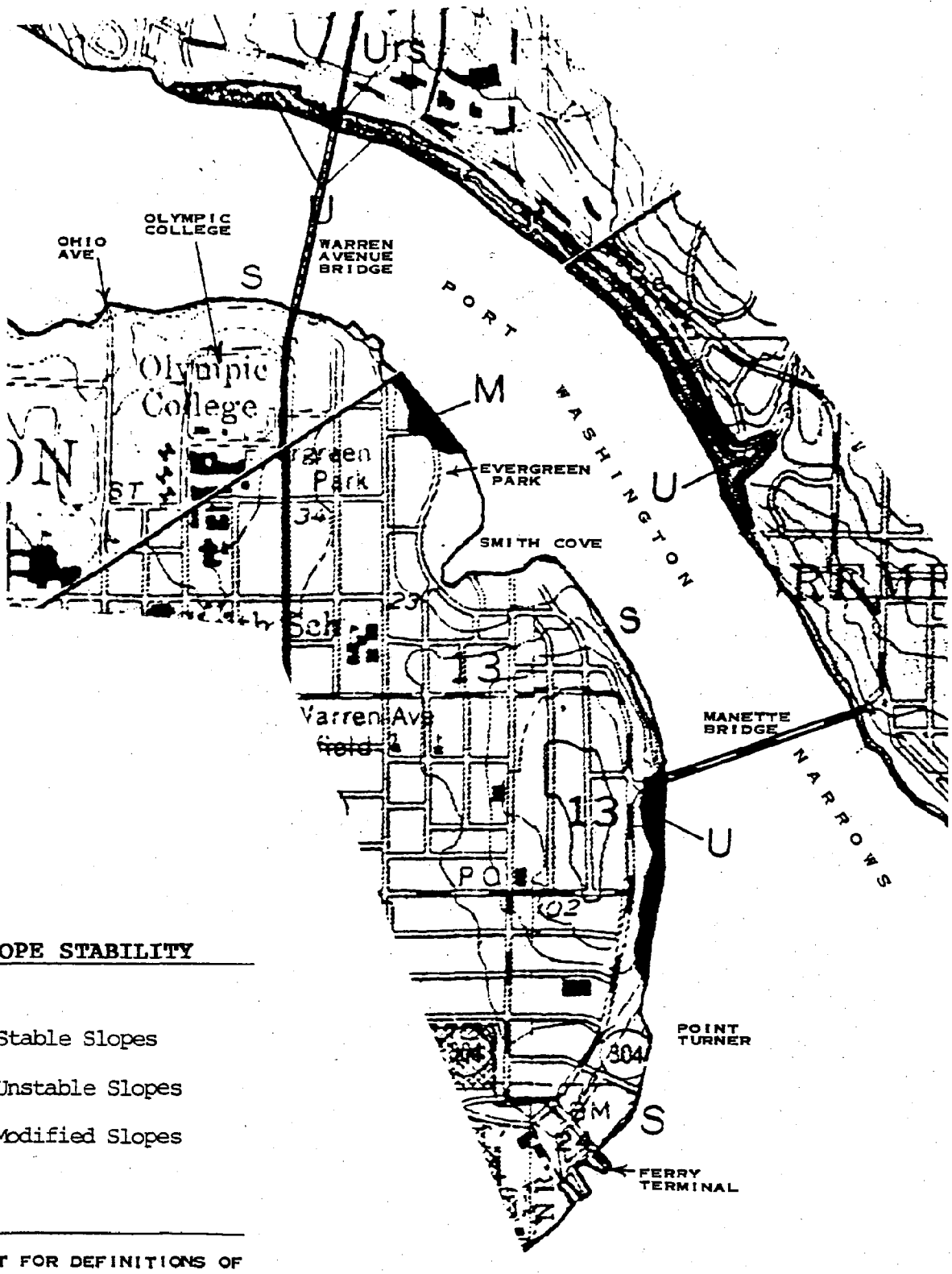
M - Modified Slopes -- These slopes are highly modified by human activity and include areas of significant excavation or filling. Slope response to a combination of natural processes and man's activities may be unpredictable.

This designation has been applied to an area at the north end of Evergreen Park and extending northward to the end of Park Avenue. There is single- and multiple-family residential development in this area that has modified the shoreline with riprap. The north end of Evergreen Park has received similar treatment.

• • •

PREPARED BY

PLANNING DIVISION
Dept. of Community Development
City of Bremerton
June 1988



SLOPE STABILITY

S = Stable Slopes

U = Unstable Slopes

M = Modified Slopes

SEE TEXT FOR DEFINITIONS OF THESE TERMS.

appendix C

SIDEWALKS AND STREET LIGHT INVENTORY

LINK ONE STUDY AREA

SIDEWALK
&
STREET LIGHT
INVENTORY

EXISTING CONDITIONS
Waterfront Access Plan
LINK ONE

INTRODUCTION

On May 10 and 11, 1988, a walking inventory was conducted of existing sidewalks throughout the study area from the ferry terminal to Ohio Avenue. The sidewalks studied were those that would most likely be used in walking between those two points while keeping as close to the shoreline as possible. Sidewalks were rated "A", "B" or "C", according to their physical conditions. Overgrown vegetation was a problem in some areas and was noted as an obstruction to pedestrian travel, but was not considered in the actual condition of the sidewalk.

The other major feature that was noted was the presence of street lighting, since lighting is important to nighttime use of these walkways. The locations of street lights were included on the folling maps to give an indication of coverage. The inventory was conducted after dark so that the effectiveness of the lighting could be assessed as well as the locations. As can be seen on the maps, all the streets in the study area are lighted. The lighting is well located to emphasize intersection safety and in many cases there is mid-block lighting where blocks are longer than usual. It is staff's opinion that the lighting is "adequate" overall and provides a minimum level of public safety in all areas. Porch lights and high intensity security lighting on private properties add to the illumination. Additional lighting, possibly focusing on activity points, viewpoints, rest areas, etc., should be included in future LINK ONE improvement plans.

RATING SYSTEM (for sidewalks)

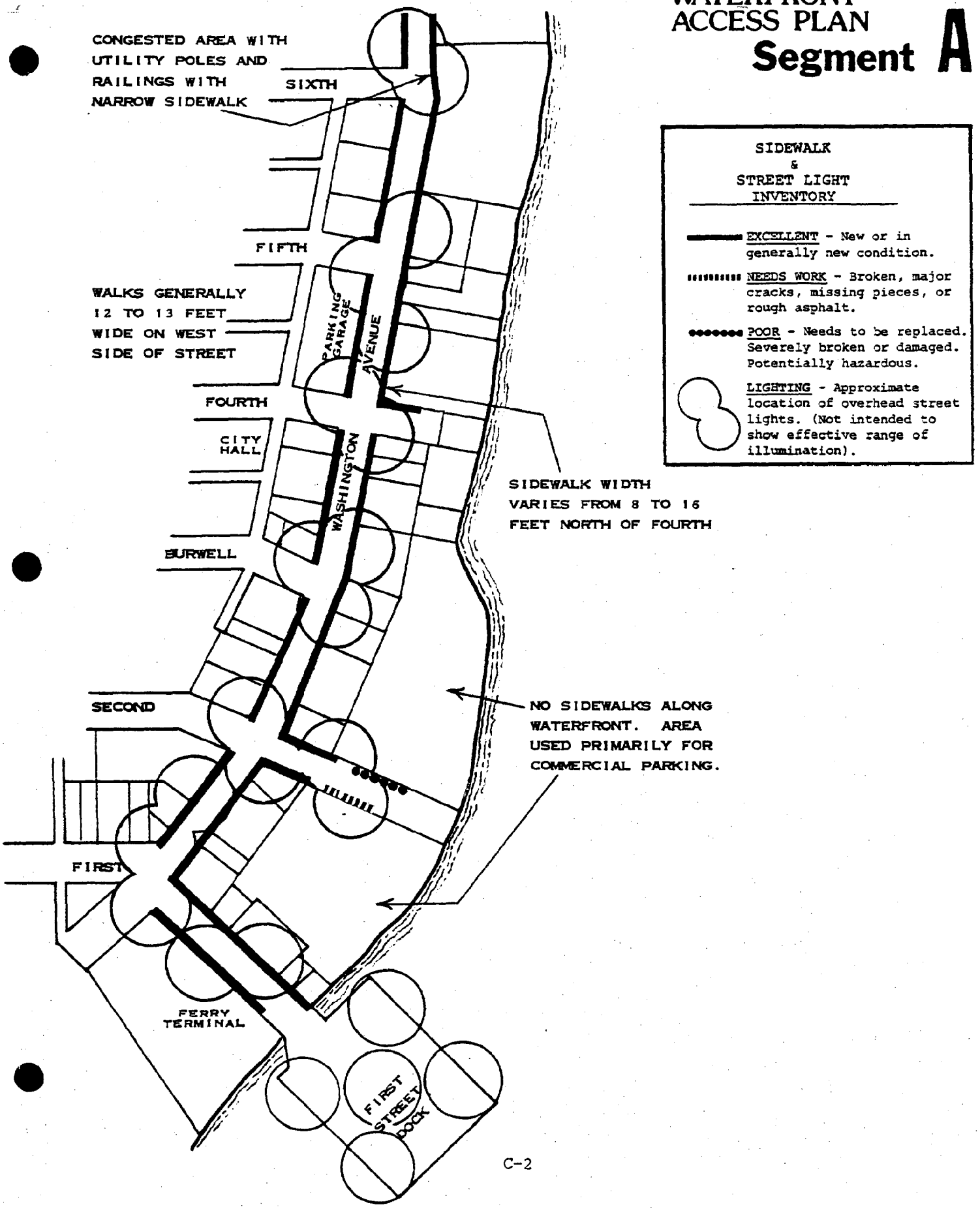
This inventory included sidewalk widths and existing conditions. Widths were measured directly and noted on field maps. The conditions of the sidewalks that are noted on the following maps pertain to the physical conditions of the walks and do not include overgrown vegetation, debris, or other conditions that might obstruct public use or cause them to be unattractive. The rating system used for this inventory was:

A = EXCELLENT -- The sidewalk is new or in generally new condition.

B = NEEDS WORK - The sidewalk is broken or has major cracks in places, missing pieces, or consists of rough asphalt.

C = POOR - The sidewalk is severely broken, tilted, or otherwise damaged to the degree that replacement is necessary.

WATERFRONT ACCESS PLAN
Segment A



SEGMENT A (Ferry Terminal to Sixth Street)

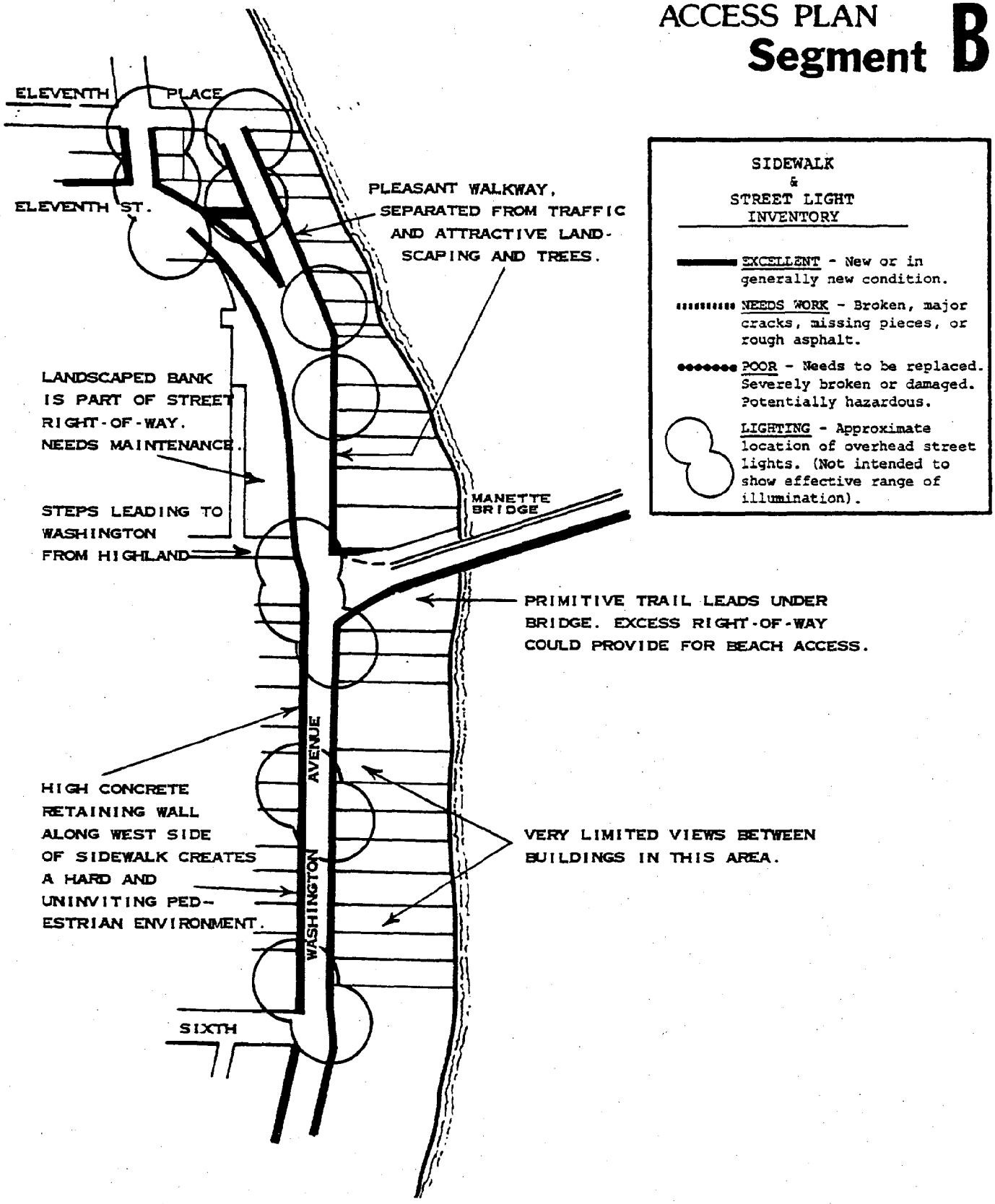
Existing sidewalks in this portion of the study area are wide and in generally excellent condition. Leading from the terminal area is a 12 ft. wide sidewalk along the north side of First Street to Washington Avenue.

Both sides of Washington have 12 foot wide sidewalks that are in excellent condition. In fact, this survey found all sidewalks along both sides of Washington to be in excellent condition north to Eleventh Place, although the widths varied considerably. The only sidewalks that were in less than excellent condition were those on Second Street, east of Washington and leading toward the waterfront and public view platform. A fairly new section of five foot wide walk extends along the north side for a distance of about 100 feet from Washington. However, it then widens to eight feet but deteriorates to a Class "C" (Poor) sidewalk as it approaches the view platform. The eight foot wide walkways on the south side of Second Street also tend to deteriorate as they near the bottom of the hill. These sidewalks are fairly well used by ferry passengers and others and their importance will increase considerably as further development occurs along the waterfront.

Sidewalks along Washington Avenue from Second to Sixth Street are wide and in excellent condition. Widths range from 9'6" to 13 feet on the west side of Washington and 7 to 13 feet on the east side. The east side of Washington has several private parking lots, numerous driveways, and more private development than found on the west side. This has resulted in less continuity of sidewalk width on the east side. For example, sidewalks on the east side of Washington between Second and Fourth Streets begin with a seven foot width north of Second and expand to 13 feet between Burwell and Fourth, then to 16 feet for a short distance north of Fourth before narrowing again to eight feet.

Considering all factors, the ease and convenience of pedestrian travel through this segment of the study area is probably about the same on both sides of Washington Avenue. The sidewalks on the west side are more consistent in width but have slightly more difficult street crossings. The east side walks are more erratic in width and tend to have more physical obstructions and driveway access points. They also have a variety of views and aesthetic impacts, ranging from vacant overgrown lots, dusty parking lots and a mixture of old and new buildings, to potentially dramatic views of Sinclair Inlet and the green hills beyond.

WATERFRONT ACCESS PLAN
Segment B



SEGMENT B (Sixth Street to Eleventh Place)

North of Sixth Street, a center divider separates the raised southbound lanes of Washington Avenue from the lower northbound lanes. Pedestrians planning to cross the Manette bridge generally use the sidewalk on the east side of Washington. The walkway is five to six feet wide from Sixth to the bridge approach but seems narrower because of the presence of large utility poles, signs and railings within the sidewalk area, particularly at the Sixth Street intersection. Bicyclists, although not legally permitted to use the sidewalk, tend to ride on this sidewalk to avoid having to complete directly with the traffic on the uphill grade.

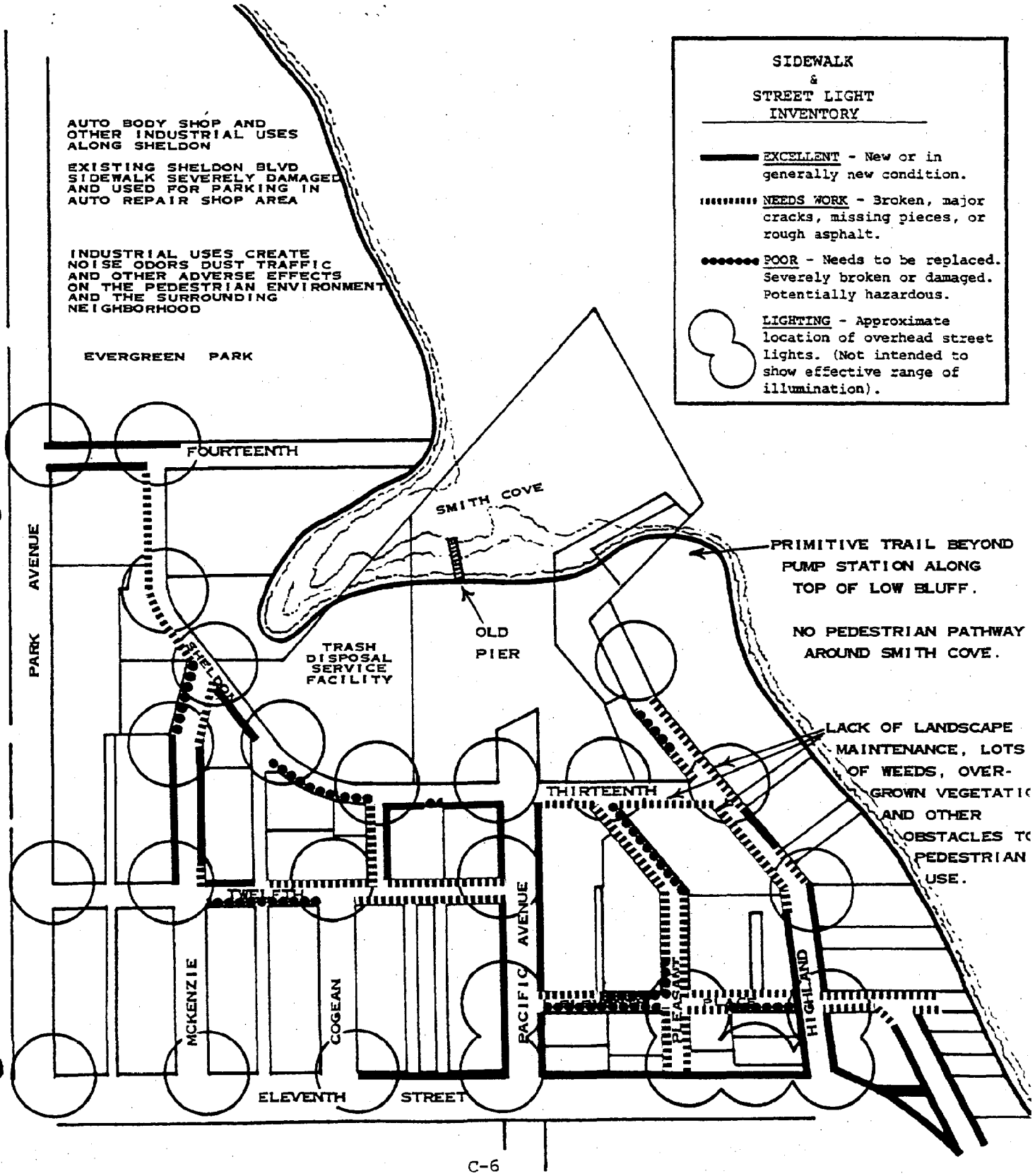
The sidewalk along the west side of Washington Avenue in this segment is in excellent condition and typically seven feet in width. From Sixth to the vicinity of the bridge, a high concrete retaining wall separates the pedestrian from homes higher on the hill and tends to create a less enjoyable harsh environment of concrete and asphalt with very little vegetation to soften it.
This walkway appeared to be used less than the one on the east side of the street and was poorly maintained with broken glass and other debris on the sidewalk.

Five foot wide sidewalks curve from Washington into the Manette Bridge approach. The walk on the north side tapers down and ends at the bridge. The walk on the south side continues across the bridge. A fairly large piece of public property extends south of the bridge. The parcel is wooded and steep, but there is evidence of a primitive trail leading under the bridge. This location may be an opportunity for a future public accessway to the beach below, or for the development of a mini-park above the bluff next to the bridge.

North of the bridge approach and extending to Eleventh Place, is one of the most pleasant and attractive portions of the walkway system. This section of sidewalk is a consistent five feet in width and is separated from the street and parking by a low bank that is landscaped for most of the length. Numerous large trees provide a shade cover for the walk and adjacent residential yards are attractively landscaped and maintained. The age of structures and variety of architectural styles adds interest and character to this area.

From Manette Bridge northward on the west side of Washington the sidewalk is five feet in width, in excellent condition and follows an attractive landscaped bank with low retaining wall next to the sidewalk. It is a more open and pleasant walking environment than further south where the high concrete retaining walls exist. However, for those who wish to later cross Washington or Eleventh Street, the four lanes of traffic, combined with the wide curve and a hilltop make visibility of oncoming traffic difficult and crossing hazardous. The nearest safe crossing point is at the Pacific Avenue/Eleventh Street intersection, which is signalized.

WATERFRONT ACCESS PLAN
Segment C



SEGMENT C (Eleventh Place to Evergreen Park)

ELEVENTH PLACE OR ELEVENTH STREET - ALTERNATIVES

Washington Avenue divides north of the Manette Bridge, giving the pedestrian two options. If walking on the west side of Washington, the pedestrian is likely to follow the sidewalk around the curve to the Eleventh/Pacific intersection to the traffic signal and a safe crossing. If walking in a northerly direction on the east side of Washington, the pedestrian is likely to continue along that side, following Washington as it branches away from Eleventh Street and becomes a narrow residential street until it reaches Eleventh Place. It would still be possible to cross Washington and follow a very narrow two-foot wide walkway along the north side of the curve that ties in with better five-foot wide sidewalks along the north side of Eleventh Street. However, that is not an attractive option and the Washington to Eleventh Place route is a more comfortable alternative.

ELEVENTH PLACE

Eleventh Place is a very narrow three-block long street through the heart of this relatively congested neighborhood. There are no Class "A" sidewalks on this street, most are four feet wide, and some have been severely damaged by neglect and by the practice of parking cars on them. Possibly the worst sidewalks on this street are in front of the small grocery store at the northwest corner of Eleventh Place and Pleasant. The lack of off-street parking and the narrow street has resulted in years of on-sidewalk parking by store customers, causing the "Poor" (Class "C") condition of the sidewalk.

HIGHLAND AVENUE

The easiest alternative to Eleventh Place is Highland Avenue north to Sheldon Boulevard. Highland has Class "A" (excellent) sidewalks part way down the hill, but tend to worsen as land uses change from residential to non-residential and maintenance has been obviously neglected. These sidewalks are old, for the most part, but in good condition for their age. In some locations, property owners have allowed vegetation to overgrow the sidewalk, making it impassible or reducing the useable width to about one foot. In most cases, landscape maintenance is all that would be needed to restore these walkways to serviceable condition.

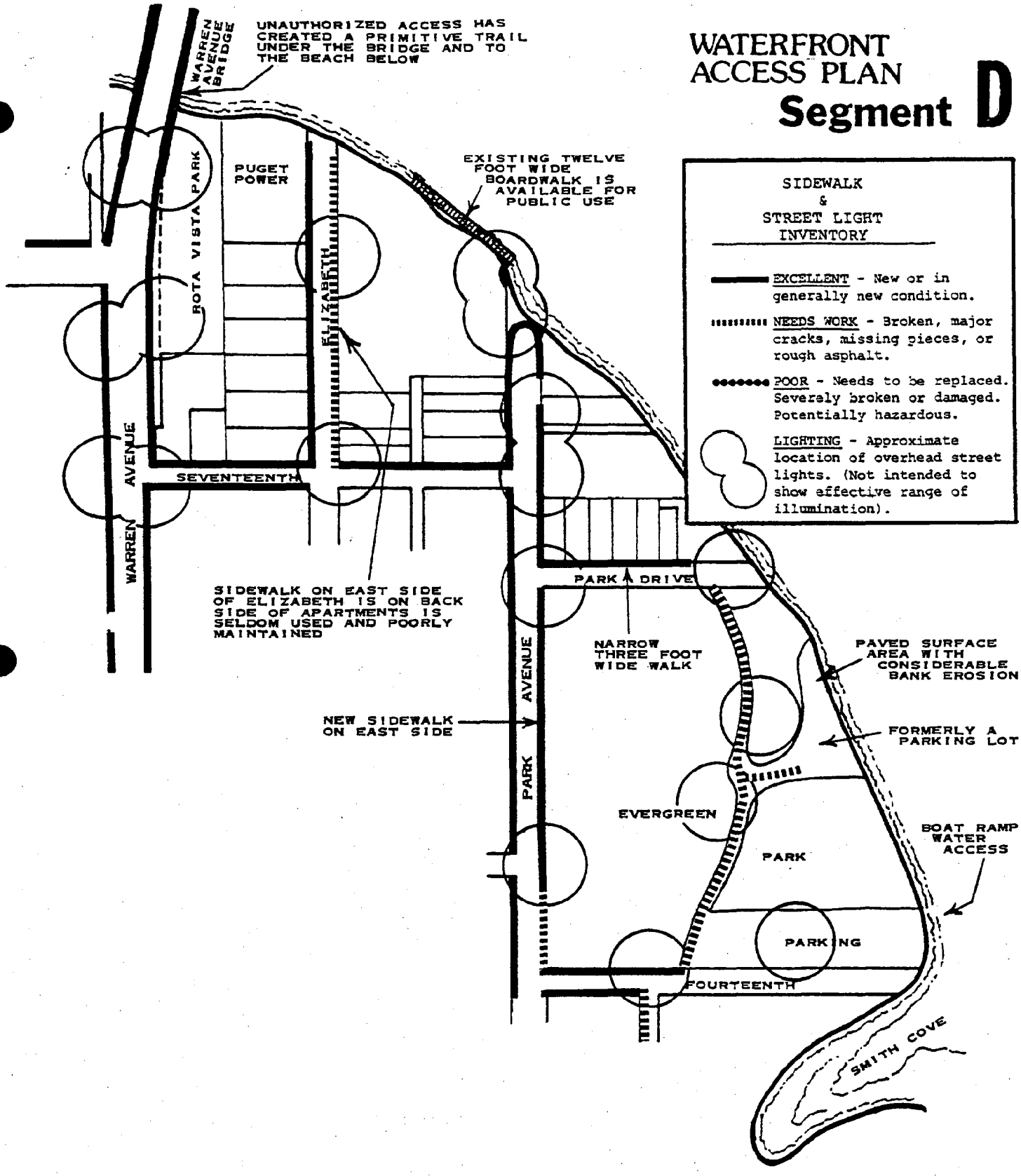
Sidewalks do extend north of Thirteenth Street (Sheldon Blvd. extended) on both sides of Highland. The best of these is the walkway on the east side. This is not an attractive pedestrian environment as it passes the plumbers union building, bulk oil storage tanks, chain-link fencing and the high weeds and debris of undeveloped lands in that area. However, this route does lead to the sewer pump station which is on City property and which affords an excellent view of Smith Cove, Port Washington Narrows,

Evergreen Park and both bridges. This location also provides easy access to the beach.

SHELDON BOULEVARD/THIRTEENTH STREET

Sheldon, and its eastward extension Thirteenth Street, connect Highland on the east with Fourteenth Street to the northwest, providing access to a variety of heavy industrial activities, the largest of which is Brem Air Disposal which surrounds the southwestern end of Smith Cove. There are no sidewalks along the north side of Sheldon. Sidewalks along the south side are mostly five feet wide and range from Class "A" to Class "C". The worst of the sidewalks is along the frontage of Doug's Auto Repair which appears to have a serious shortage of off-street parking. Cars are frequently parked on the sidewalk in this area. The walkway has also been damaged by the tracking out of dirt and mud from the unpaved parking area. Further west along Sheldon are City maintenance facilities, another automotive shop and a Brem Air dumpster storage lot. These uses are also taking a toll on the condition of adjacent sidewalks. However, the walks between McKenzie and Fourteenth Street are still worthy of a Class "B" rating.

WATERFRONT ACCESS PLAN
Segment D



SEGMENT D (Evergreen Park to Warren Avenue Bridge)

EVERGREEN PARK

At the intersection of Sheldon and Fourteenth Street, the pedestrian has a choice of walking through Evergreen Park or walking around the park via Park Avenue. The east side of Park Avenue along Evergreen Park is temporarily unavailable to pedestrian use but will soon have new sidewalks, giving both sides of Park Avenue excellent sidewalks.

A wide (about 12 feet) asphalt walkway/service road passes through Evergreen Park, connecting the parking lot on the south to Park Drive on the north. There is easy access to shorelines along the park, although there is no shoreline sidewalk. The very scenic walkway passes through gates and becomes Park Drive at the north edge of the park. From this point to Park Avenue there is only a three-foot wide sidewalk (Class "A") along the north side of the street. The street is narrow (about 24 ft.) and on-sidewalk parking is a common occurrence. Parking is apparently permitted on both sides of this street, which can become a very congested situation for both residents and users of Evergreen Park.

NORTH END OF PARK AVENUE

Five-foot wide sidewalks on both sides of Park Avenue are available from Park Drive to the north end of the street (with one minor exception on the east side). This is an attractive residential neighborhood with two major condominium developments. The development at the end of the street includes a 12 foot wide boardwalk that is available for public use. The City also has a sewage pump station at the end of Park Avenue which is being landscaped and which may have future potential as a viewpoint. Views are generally excellent from this location.

SEVENTEENTH STREET

Pedestrians traveling west from Park Avenue will find an excellent Class "A" sidewalk along the north side of 17th Street but no walk on the south side between Park and Elizabeth.

ELIZABETH AVENUE

This is another dead-end street with no cul-de-sac or other turn-around at the end. A primitive trail leads from the end down a fairly steep bank to the rocky beach. It is possible to follow the beach westward from that point under the Warren Avenue Bridge and there is evidence that this is frequently done. The best sidewalks on Elizabeth are along the west side of the street. Homes along that side are attactively landscaped. The opposite side of the street follows the rear of the condominium development to the east and maintenance has been seriously neglected. Weeds and overgrown shrubs encroach into the sidewalk area and make it impassible in some locations.

WARREN AVENUE

An excellent Class "A" five-foot wide sidewalk connects 17th Street to the Warren Avenue Bridge, passing Rota Vista Park. The park itself has no formal walkways and no beach or shoreline access. However, there are primitive trails leading from the bridge approach down the bank and under the bridge. A chain-link fence has been parted to gain access on both sides of the bridge.

WATERFRONT ACCESS PLAN
Segment E

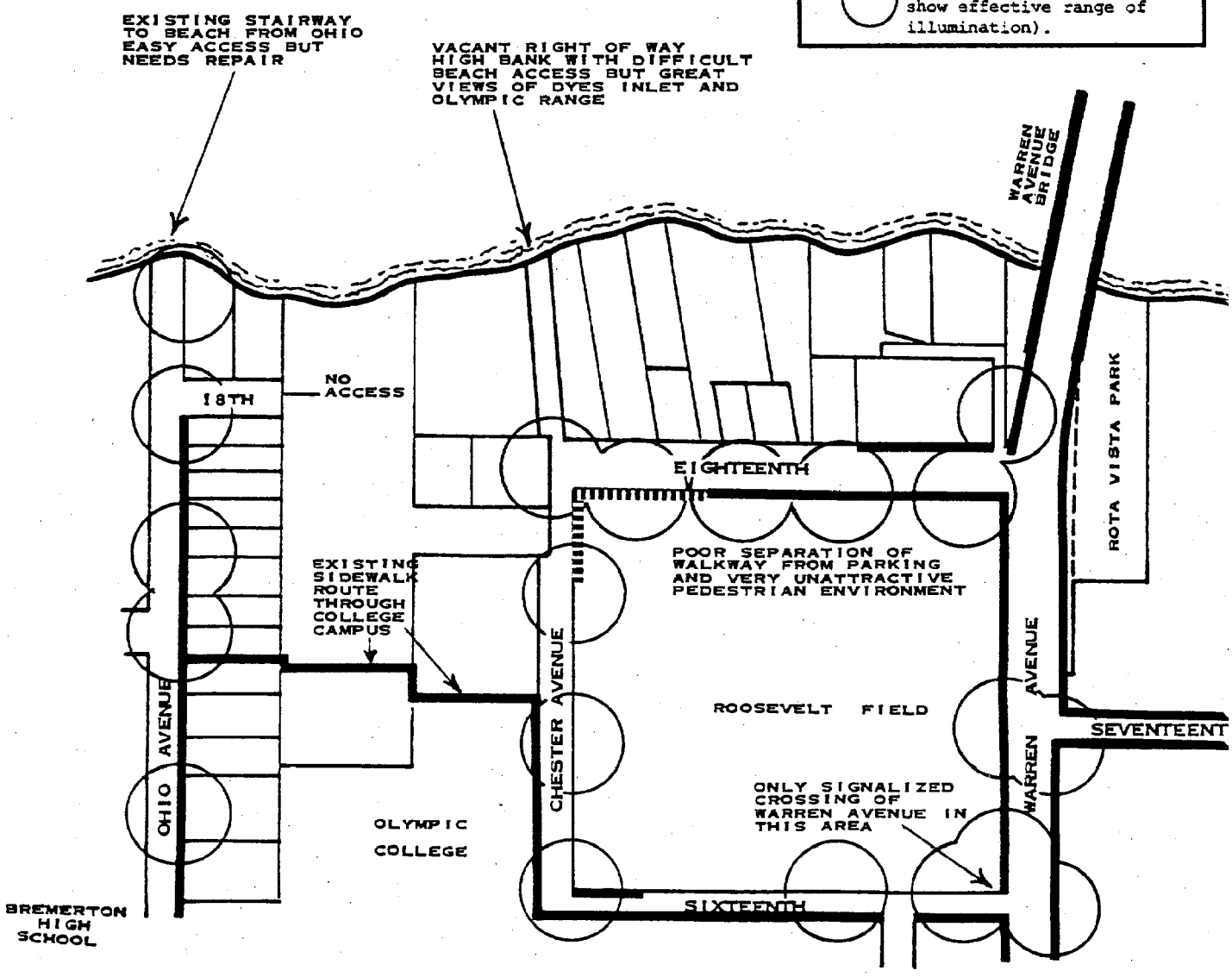
SIDEWALK
&
STREET LIGHT
INVENTORY

EXCELLENT - New or in generally new condition.

NEEDS WORK - Broken, major cracks, missing pieces, or rough asphalt.

POOR - Needs to be replaced. Severely broken or damaged. Potentially hazardous.

LIGHTING - Approximate location of overhead street lights. (Not intended to show effective range of illumination).



SEGMENT E (Warren Avenue Bridge to Ohio Avenue)

COLLEGE ACCESS

Warren Avenue is one of Bremerton's busiest arterials. The only easy and safe crossing point in the vicinity of the college is at the signalized (pedestrian-actuated) intersection of Warren and Sixteenth Street. The pedestrian environment is harsh and unattractive at this location, but there is no reasonable alternataive currently available. And, for those whose destination is the campus, this is a convenient location. For those that are interested in recreational walking or sightseeing, an under-bridge bypass will be considered as a future option of the City's Waterfront Public Access Program.

EIGHTEENTH STREET

Sixteenth, Chester, and Eighteenth Street form a looped access system to serve Olympic College, Roosevelt Field, and the private properties on the north side of 18th Street. There is a partial sidewalk along the north side of 18th, but the south side has a five-foot wide sidewalk in reasonable condition along the Roosevelt Field parking lot to Chester Avenue. This is a fairly long expanse of asphalt and automobiles and is not a comfortable place for recreational walking. However, there are no alternatives in this area and this route provides college access for students or visitors walking across the bridge from the north. Major problems with this sidewalk are its lack of shade and landscaping and its lack of any separation from the parking lot. Cars are often parked over or on the sidewalk.

CHESTER AVENUE EXTENSION

The unimproved right-of-way of Chester Avenue extends north of 18th Street to the shoreline. The ROW appears to be presently used by an adjacent resident for firewood storage and parking. The ROW leads to the top of a bank, approximately 20-25 feet above the rocky beach below. The area is very attractive, is covered with extensive vegetation and some large trees, and offers an excellent view of Dyes Inlet, the Narrows, Warren Avenue Bridge and the Olympic Range to the west. The 0.73 acre parcel along the west side of the right-of-way is vacant and unimproved and has been given a 1988 market value of $53,200 by the County Assessor's Office. The City should investigate the availability of this parcel and the possibility of purchasing it as an addition to the park system, possibly as a scenic viewpoint with parking and perhaps some other limited park facilities.

OHIO AVENUE

The north end of Ohio Avenue is another important shoreline access point and the western terminus of this phase of the Public Access Program. A Class "A" five-foot sidewalk extends along the east side of Ohio to 18th Street. From that point, pedestrians can easily walk the remaining distance to the end of the street where an old concrete stairway leads to the beach. The stairway

is presently overgrown with shrubs and vines and also appears to be in need of safety repairs. Beach access at this location is relatively easy and this is a very attractive location.

CHESTER TO OHIO AVENUE LINKAGE

Since there is no street linking Chester with Ohio Street near the shoreline or north side of the college campus, the only reasonably convenient pedestrian passage from Chester Avenue to Ohio Avenue is via campus walkways. There are several possibilities. The northernmost route passes by the north side of the Science Building, east and north side of the Health Occupations Building, and along the south side of a parking lot access road to Ohio Avenue. This route is easy and available but not obvious to someone not familiar with the campus. Since the next available public street to the south is 13th Street, the cross-campus option is considerably more convenient but should not be considered the optimum long-range solution.

PREPARED BY

PLANNING DIVISION
Dept. of Community Development
City of Bremerton
May 1988

appendix D

INVENTORY OF PROPERTY OWNERSHIP
LINK ONE STUDY AREA

Appendix D contains a list of all shoreline properties within the LINK ONE Study Area. County Assessor's numbers are listed for each parcel, along with address, assessment values, and property owner.

A parcel map follows the list of properties. A "key" number indicates the number designating each parcel on the map.

Following the parcel map is a map showing Harbor Area leases. The Harbor Area is under the control of the State Department of Natural Resources (DNR).

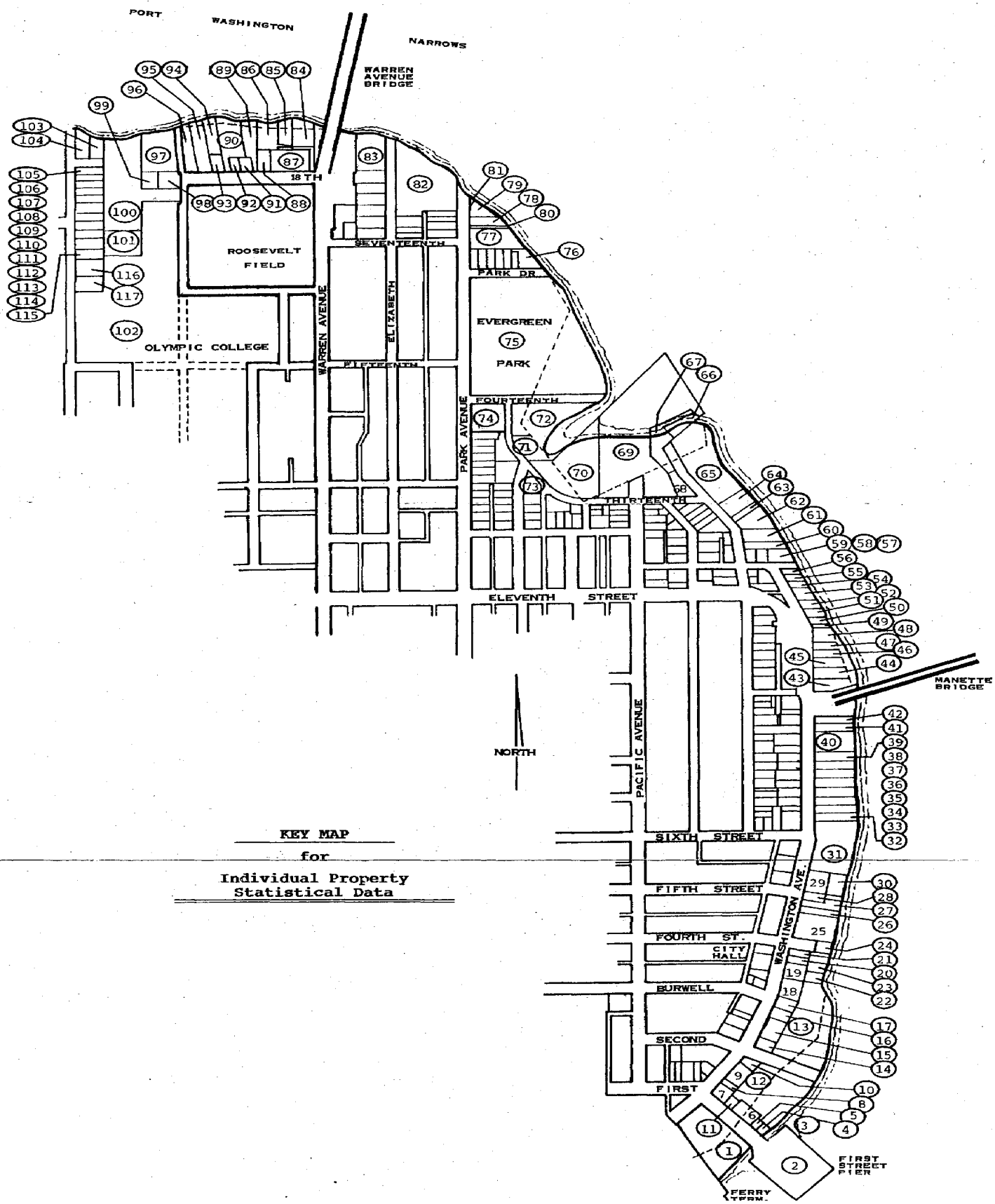
KEY	ACCOUNT NUMBER	SITUS ADDRESS	1988 Kitsap County Assessment			OWNER
			LAND	STRUCTURES	MARKET VALUE	
1	242401-2-009-2006	Ferry Terminal - 1st St.	$ 428,600	$ 588,000	$ 1,016,600	Dept. of Transp.
2	242401-2-007-2008	First Street Pier	$ 140,000	$ 300,000	$ 440,000	Port of Bremerton
3	242401-2-008-2007	Horluck Ferry Pier	$ 0	$ 21,800	$ 21,800	Horluck Transp. Co.
4	242401-2-004-2001	116 First Street	$ 25,000	$ 74,400	$ 99,400	Richard Kelstrup
5	242401-2-005-2000	Vacant - Terminal Way	$ 21,600	$ 0	$ 21,600	Bremers, Inc.
6	242401-2-006-2009	146 First Street	$ 64,000	$ 365,000	$ 429,000	A.L. Anderson
7	3719-002-001-0002	102 Washington	$ 99,200	$ 127,000	$ 226,200	Olympic College
8	3718-002-003-0000	112 Washington	$ 34,200	$ 46,000	$ 80,200	Louis Weir
9	3718-002-004-0009	116 Washington	$ 136,800	$ 534,000	$ 670,800	Louis Weir
10	3718-002-008-0005	138 Washington	$ 88,900	$ 84,000	$ 172,900	Connolly
11	242401-2-010-	Tunnel Under 1st St.	$ 13,800	$ 0	$ 13,800	Bremers, Inc.
12	242401-2-001-2004	117 Second Street	$ 536,700	$ 85,600	$ 622,300	Connolly (O.C.)
13	132401-3-014-2000	114 Second Street	$ 510,000	$ 60,400	$ 570,400	Olympic College
14	3718-003-001-0000	Vacant	$ 68,400	$ 0	$ 68,400	Olympic College
15	3718-003-003-0008	Vacant	$ 119,700	$ 8,300	$ 128,000	Diamond Parking
16	3718-003-006-0005	232 Washington	$ 85,500	$ 281,000	$ 366,500	RD & Assoc. (McDonald)
17	3718-003-009-0101	none	$ 94,000	$ 6,600	$ 100,600	Olympic College
18	3718-003-011-0107	none	$ 102,600	$ 7,200	$ 109,800	Olympic College
19	3718-003-014-0104	none	$ 102,600	$ 7,200	$ 109,800	Olympic College
20	3718-003-017-0101	none	$ 51,300	$ 3,600	$ 54,900	Olympic College
21	3718-003-018-0100	none	$ 51,300	$ 3,600	$ 54,900	Olympic College
22	132401-3-199-2007	none	$ 4,320	$ 0	$ 4,320	Olympic College
23	132401-3-015-2009	none	$ 8,640	$ 0	$ 8,640	John Bishop
24	132401-3-033-2007	none	$ 4,320	0	$ 4,320	John Bishop
25	3718-004-001-	400 Washington	$ 153,900	$ 215,000	$ 368,900	Hanley, Proteau, etc.
26	3718-004-005-0004	424 Washington	$ 54,300	$ 117,040	$ 171,340	Waterfront Associates
27	3718-004-007-0002	426 Washington	$ 57,600	$ 24,900	$ 82,500	Waterfront Associates

KEY	ACCOUNT NUMBER	SITUS ADDRESS	1988 Kitsap County Assessment			OWNER
			LAND	STRUCTURES	MARKET VALUE	
28	3718-004-008-0001	440 Washington	$ 51,300	$ 114,700	$ 166,000	Waterfront Associates
29	3718-004-010-0007	none	$ 137,000	$ 823,000	$ 960,000	Walgren/McCluskey
30	132401-3-183-2005	none	$ 8,640	$ 0	$ 8,640	Five /Ten Partnership
31	132401-3-196-2000	602 Washington	$ 157,000	$ 249,670	$ 406,670	Harmon
32	132401-3-007-2009	608 Washington	$ 50,000	$ 81,000	$ 131,000	Boelman
33	132401-3-006-2000	610 Washington	$ 28,000	$ 60,600	$ 88,600	Kamps
34	132401-3-005-2001	614 Washington	$ 34,000	$ 7,800	$ 41,800	Loken
35	132401-3-004-2002	618 Washington	$ 55,000	$ 30,000	$ 85,000	Jacobs
36	3712-003-004-0003	622 Washington	$ 32,000	$ 39,500	$ 71,500	Buller
37	3712-003-003-0004	626 Washington	$ 32,000	$ 25,280	$ 57,280	Korb
38	3712-003-002-0005	628 Washington	$ 20,000	$ 35,570	$ 55,570	Meng
39	3712-003-001-0006	632 Washington	$ 20,000	$ 105,000	$ 125,000	Meng
40	3800-001-001-0003	642 Washington	$ 27,500	$ 54,010	$ 81,510	Meng
41	3713-002-002-0006	646 Washington	$ 52,500	$ 50,200	$ 102,700	Walgren
42	3713-002-001-0007	650 Washington	$ 20,000	$ 62,480	$ 82,480	Bjorgo
43	3737-001-008-0004	902 Washington	$ 49,000	$ 81,000	$ 130,000	McLain
44	3737-001-006-0006	906 Washington	$ 30,000	$ 19,410	$ 49,410	Dodson
45	3737-001-004-0008	912 Washington	$ 27,500	$ 31,670	$ 59,170	Richards
46	3737-001-002-0000	916 Washington	$ 25,000	$ 37,270	$ 62,270	Hopkins
47	3737-001-001-0001	920 Washington	$ 25,000	$ 36,390	$ 61,390	Fitzgerald
48	3813-002-001-0105	926 Washington	$ 36,000	$ 55,220	$ 91,220	Lorenz
49	3813-002-001-0006	None	$ 9,000	$ 0	$ 9,000	Schai
50	132401-3-003-2003	930 Washington	$ 18,000	$ 34,400	$ 52,400	Schai
51	132401-3-002-2004	934 Washington	$ 29,250	$ 34,610	$ 63,860	Gegner
52	132401-3-001-2005	940 Washington	$ 27,000	$ 7,020	$ 34,020	Gegner
53	132401-2-045-2005	944 Washington	$ 27,000	$ 26,280	$ 53,280	Gegner
54	132401-2-044-2006	946 Washington	$ 18,000	$ 54,430	$ 72,430	Davies
55	132401-2-043-2007	956 Washington	$ 18,000	$ 19,230	$ 37,230	Davies

KEY	ACCOUNT NUMBER	SITUS ADDRESS	1988 Kitsap County Assessment			OWNER
			LAND	STRUCTURES	MARKET VALUE	
56	132401-2-042-2008	956 Washington	$ 18,000	$ 28,040	$ 46,040	Weyerhaeuser Mtg.
57	132401-2-041-2009	110 - 11th Place	$ 27,300	$ 31,500	$ 58,800	Reynolds
58	132401-2-040-2000	None	$ 12,300	$ 51,450	$ 63,750	Skotdal
59	132401-2-039-2003	1102 Highland Ave.	$ 11,000	$ 26,170	$ 37,170	Rubesch
60	132401-2-037-2005	1108 Highland Ave.	$ 34,500	$ 65,860	$ 100,360	Pidduck
61	132401-2-035-2007	1110 Highland Ave.	$ 46,000	$ 20,100	$ 66,100	Pidduck
62	3709-001-001-0005	1116 Highland Ave.	$ 58,500	$ 22,630	$ 81,130	Fraser
63	3709-001-002-0004	1120 Highland Ave.	$ 32,500	$ 10,610	$ 43,110	Baker
64	3709-001-002-0103	1126 Highland Ave.	$ 59,800	$ 308,000	$ 367,800	Sexton
65	3709-001-003-0102	None	$ 210,000	$ 236,000	$ 446,000	Chevron, USA
66	3709-006-001-0400	None	$ 10,400	$ 7,500	$ 17,900	City of Bremerton
67	3709-004-001-0108	None	$ 0	0	0	Puget Sound Power/Lite
68	3709-004-001-0207	1309 Highland	$ 24,000	$ 131,000	$ 155,000	Plumbers Union/Caldwell
69	3709-004-001-0009	510 Sheldon Blvd.	$ 307,500	$ 97,500	$ 405,000	Tagg, William L.
70	132401-2-029-2005	None	$ 201,000	$ 291,000	$ 492,000	Brem Air Disposal
71	132401-2-022-2002	None	$ 66,600	$ 9,900	$ 76,500	Brem Air Disposal
72	132401-2-015-2001	607 - 14th Street	$ 137,800	$ 87,800	$ 225,600	Brem Air Disposal
73	132401-2-028-2006	None	$ 24,000	$ 57,700	$ 81,700	Brem Air Disposal
74	132401-2-016-2000	1332 Sheldon Blvd.	$ 97,700	$ 45,000	$ 142,700	City of Bremerton
75	132401-2-014-2002	None	$ 1,118,000	$ 33,000	$ 1,151,000	City (Evergreen Park)
76	132401-2-005-2003	710 Park Drive	$ 50,280	$ 40,390	$ 90,670	Trudelle
77	8068	1610 Park Avenue	$ 144,990	$ 1,203,490	$ 1,348,480	Park Ave. Condos (18)
78	132401-2-002-2006	1704 Park Avenue	$ 25,100	$ 58,990	$ 84,090	Commons, L.
79	132401-2-001-2007	1708 Park Avenue	$ 60,350	$ 34,100	$ 94,450	House, S.
80	132401-2-003-2005	None	$ 2,400	$ 0	$ 2,400	Commons, L.
81	132401-2-013-2003	None	$ 11,080	$ 0	$ 11,080	City of Bremerton
82	8037	1725 Park Avenue	$ 263,570	$ 1,270,850	$ 1,534,420	Park Ave. Condos (35)

KEY	ACCOUNT NUMBER	SITUS ADDRESS	1988 Kitsap County Assessment			OWNER
			LAND	STRUCTURES	MARKET VALUE	
83	3804-004-004-0000	None	$ 0	$ 0	$ 0	Puget Sound Power/Light
84	3804-005-005-0105	1000 Bridgeview Lane	$ 47,620	$ 38,480	$ 86,100	Morgan & Casad
85	3803-005-005-0006	1010 Bridgeview Lane	$ 24,000	$ 55,440	$ 79,440	Marr
86	3804-005-004-0205	1020 Bridgeview Lane	$ 41,250	$ 63,980	$ 105,230	Rogers
87	3804-005-004-0007	1018 - 18th Street	$ 81,000	$ 193,000	$ 274,000	Oslo Lodge No. 35
88	3804-005-004-0106	1022 - 18th Street	$ 16,000	$ 33,800	$ 49,800	Rasmussen
89	3804-005-006-0104	1100 - 18th Street	$ 26,000	$ 54,080	$ 80,080	Wilkinson
90	3804-005-006-0401	1106 - 18th Street	$ 40,500	$ 47,210	$ 87,710	Whitford
91	3804-005-007-0103	1102 - 18th Street	$ 15,000	$ 35,630	$ 50,630	Abbs
92	3804-005-007-0004	1104 - 18th Street	$ 12,500	$ 49,910	$ 62,410	Cunningham
93	3804-005-007-0202	None	$ 6,200	$ 0	$ 6,200	Pigato
94	3804-005-006-0500	None	$ 17,000	$ 0	$ 17,000	Pigato
95	3804-005-006-0302	1118 - 18th Street	$ 21,200	$ 37,890	$ 59,090	Nuttall
96	3804-005-006-0005	1804 Chester Avenue	$ 18,000	$ 43,800	$ 61,800	Schultz
97	142401-1-001-2008	None	$ 53,200	$ 0	$ 53,200	Grant
98	142401-1-002-2007	1202 - 18th Street	$ 12,500	$ 35,880	$ 48,380	Palin
99	142401-1-003-2006	1208 - 18th Street	$ 11,000	$ 46,570	$ 57,570	Foster
100	142401-1-004-2005	1711 Chester Avenue	$ 150,000	$ 94,410	$ 244,410	Barner
101	142401-1-037-2006	None	$ 32,000	$ 566,000	$ 598,000	STATE AGENCY
102	142401-1-005-2004	None	$ 660,000	$ 12,327,000	$ 12,987,000	BREMERTON SCHOOLS
103	3708-001-001-0006	1308 - 18th Street	$ 26,250	$ 45,170	$ 71,420	Eliason
104	3708-001-003	1800 Ohio Avenue	$ 26,250	$ 35,120	$ 61,370	Sinneger
105	3708-002-001-0004	1712 Ohio Avenue	$ 16,000	$ 57,190	$ 73,190	Anderson
106	3708-002-002-0003	1710 Ohio Avenue	$ 11,000	$ 32,440	$ 43,440	Powell
107	3708-002-003-0002	1708 Ohio Avenue	$ 11,000	$ 33,600	$ 44,600	Nicolaus
108	3708-002-004-0001	1706 Ohio Avenue	$ 11,000	$ 34,880	$ 45,880	Gray
109	3708-002-005-0000	1704 Ohio Avenue	$ 11,000	$ 33,600	$ 44,600	Peterson

KEY	ACCOUNT NUMBER	SITUS ADDRESS	1988 Kitsap County Assessment			OWNER
			LAND	STRUCTURES	MARKET VALUE	
110	3708-002-006-0009	1702 Ohio Avenue	$ 14,500	$ 44,320	$ 58,820	First Baptist Church
111	3708-002-007-0008	None	$ 11,000	$ 0	$ 11,000	STATE AGENCY
112	3708-002-008-0007	None	$ 11,000	$ 0	$ 11,000	STATE AGENCY
113	3708-002-009-0006	1556 Ohio Avenue	$ 11,000	$ 32,290	$ 43,290	Liebert
114	3708-002-010-0003	1554 Ohio Avenue	$ 14,500	$ 48,820	$ 63,320	Nordleaf
115	3708-002-012-0001	1548 Ohio Avenue	$ 14,500	$ 56,950	$ 71,450	Chittenden
116	3708-002-013-0000	1542 Ohio Avenue	$ 14,500	$ 56,440	$ 70,940	Fitz
117	3708-002-015-0008	1538 Ohio Avenue	$ 14,500	$ 56,440	$ 70,940	Anderson



KEY MAP

for

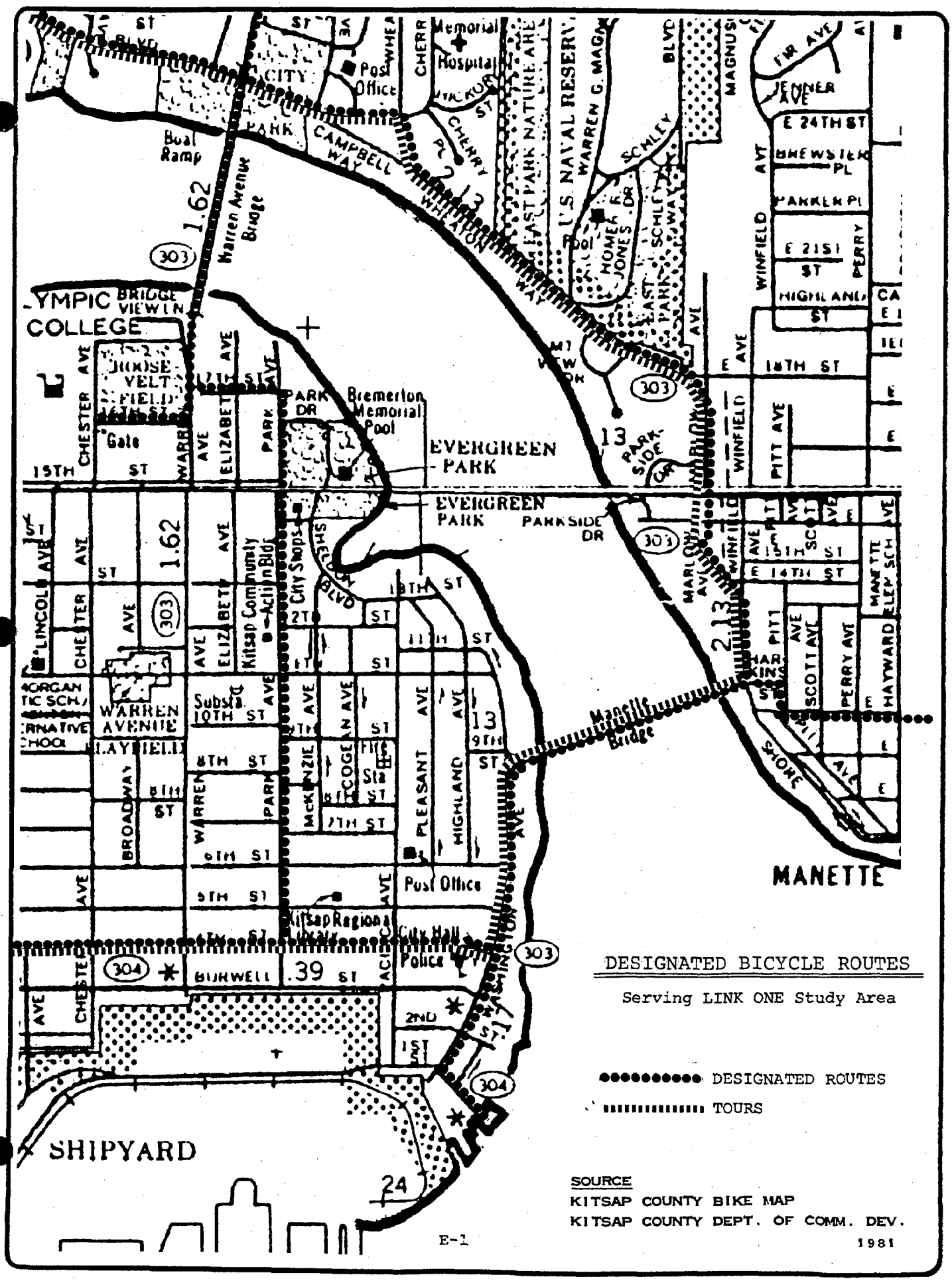
Individual Property Statistical Data

appendix E

DESIGNATED BICYCLE ROUTES
LINK ONE STUDY AREA

Appendix E shows routes designated for bicycles in the LINK ONE Study Area. Green bicycle route designation signs are posted along these routes.

State law provides that one half of one percent of gas tax monies may be used for construction of bicycle lanes or pathways at the local community's discretion.



DESIGNATED BICYCLE ROUTES

Serving LINK ONE Study Area

●●●●●●●●●● DESIGNATED ROUTES

▮▮▮▮▮▮▮▮▮▮▮▮▮ TOURS

SOURCE
KITSAP COUNTY BIKE MAP
KITSAP COUNTY DEPT. OF COMM. DEV.
1981

appendix F

INVENTORY OF SHORELINE PERMITS
LINK ONE STUDY AREA

Appendix F lists shoreline permits granted in the LINK ONE Study Area.

Column 1 gives the location of each permit. The location headings refer to Shoreline Master Program map designations.

Column 2 lists shoreline permit numbers and dates issued and/or revised.

Column 3 lists names of shoreline permit applicants. The applicant may or may not be the current property owner.

Column 4 describes briefly what use or activity is permitted by the shoreline permit. It also indicates whether the permit contains public access (P/A) provisions. Several permits within the Study Area provide that a public access easement shall be given to the City at such future time as the City intends to implement a public access plan.

A map showing the parcels with shoreline permits is included.

SHORELINE PERMITS IN PUBLIC ACCESS PLAN STUDY AREA
5/13/88

LOCATION	PERMIT/DATE	APPLICANT	FOR/PUBLIC ACCESS RQ'D
Downtown			
Ferry Terminal	SL-8-86	WSF	Terminal bldg. & float
First Street Dock	SL-12-86 1-28-87	Port of Brem	Multi-purpose float PA: N/A
2nd Street End	SL-1-87 4-8-87	City of Brem	View Platform
2nd Street End across Sinclair Inlet	#9-73 9-28-73	PNWB	Underwater cable (Easement)
Sinclair's 232 Washington	SL-4-86 5-7-86	R&D Assoc.	Expand restaurant P/A: N/A
400 Washington Bldg.	#44-78 12-5-78	Lindstrom, Richard E.	Add parking/ P/A: Grant 15' easement at future time
510 Washington Bldg, Lots 10-13, Blk 14	#24-75 1-30-75	Walgren Sexton, McCluskey	11 Story office bldg./ P/A: No
Commercial 2			
1320 Highland Ave. (Highland/Sheldon)	#59-81 12-15-81	Sexton & Lewis	Professional Office/ P/A: Grant easement along slope & tidelands
Industrial 2			
NE of Sheldon/ Pacific @ Smith Cove	#36-77 3-23-77	Puget Power	Power line tower P/A:15' easement along top of back and from N end of Highland
512 Sheldon Blvd. (Brem-Air)	#14-74 5-8-74	Lindgren	Recycling Building P/A: No
1221 Sheldon Blvd.	#41-77 7-13-77	Feek	Office bldg. P/A: N/A
SE Corner, Sheldon/14th	#34-76 11-10-76 (SHB)	Leyde Enterprises	Emergency Services Bldg. P/A: Landscape Openspace area open to public; grant shoreline easement

LOCATION	PERMIT/DATE	APPLICANT	FOR/PUBLIC ACCESS RQ'D
Conservancy 4			
14th St. End	#37-77 5-11-77	City of Brem Fire Dept.	Boat shed @ fire tower P/A: N/A
Residential 5			
1610 Park Condos	#86-84 4-12-85	Bowen Dev. Co.	Condominiums P/A: Width of tidelands
Park Ave. End Pump Station 4	#70-83	City of Brem	Pump Station P/A:Connect sidewalk to boardwalk to NW
Park Place Apts.	#42-77 7-20-77 7-31-79	McConkey Gilman	Condominiums P/A: Public boardwalk; Must grant easement to Elizabeth @ City request
Residential 6			
Ohio St. End Pump Station D	#76-83 5-16-83	City of Brem	Modify Pump Station P/A: N/A

appendix G

SHORELINE PUBLIC ACCESS

Bremerton Comprehensive Plan

Appendix G contains exerpts from the Bremerton Comprehensive Plan (adopted July 1986) pertaining to public access to the waterfront.

SHORELINE PUBLIC ACCESS
Bremerton Comprehensive Plan

INTRODUCTION

The following are exerpts from the Bremerton Comprehensive Plan pertaining to public access to the City's waterfront. This Plan was adopted by the City Council in July 1986.

OVERVIEW ELEMENT -- The Vision for Bremerton

THE VISION: A VITAL DOWNTOWN

A waterfront boardwalk/trail system for walking, jogging, or bicycling between the downtown, Evergreen Park, and Olympic College.

LAND USE ELEMENT -- Community Facilities

Parks, Recreation and Open Space

Policy #15: Provide a variety of park, open space and recreation facilities throughout the community for all age groups and those who may be handicapped.

Policy #21: Strongly encourage organized private groups to provide and/or maintain parks, recreation and open space facilities.

TRANSPORTATION ELEMENT

GOAL: PROVIDE SAFE, CONVENIENT BICYCLE AND PEDESTRIAN FACILITIES THAT CAN SERVE AS VIABLE ALTERNATIVES TO AUTOMOBILE TRAVEL.

Policy #1: Provide safe pedestrian and bicycle paths linking major activity centers. Give special priority to those routes that will contribute to the safety of young people.

Policy #2: Separate pedestrian and bicycle ways from each other and from motorized vehicles where feasible.

Objective #1: Develop a Pedestrian and Bicycle Path Plan that updates Designated Bicycle Routes in the 1981 Kitsap County Bike Map. Establish routes that:

a. Provide cross-city transportation.

b. Provide access to mass transportation.

c. Link residential areas with employment centers, shopping areas, and educational institutions.

d. Provide scenic and recreational touring opportunities, and

e. Meet Police/Traffic Department and Engineering Department safety standards.

Objective #2: Develop regulations requiring the provision of paths consistent with the Pedestrian and Bicycle Path Plan as a condition of development approval.

Objective #3: Acquire easements through private property to preserve existing pathways when possible.

• • •

appendix H

PROPOSED PUBLIC ACCESS AMENDMENTS

Bremerton Shoreline Master Program

Appendix H contains goals, policies and regulations pertaining to public access in the Bremerton Shoreline Master Program.

Amendments to the Master Program are currently under consideration by the City. Those amendments are shown in underlined type.

SHORELINE MASTER PROGRAM PUBLIC ACCESS PROVISIONS

Listed below are existing and proposed Bremerton Shoreline Master Program goals, policies and regulations relating to public visual and physical access to the shorelines.

Aquaculture

Goal a. Encourage aquaculture on suitable areas while minimizing adverse impacts on water resources, aquatic wildlife communities, navigation, and views.

Policy c. The design of aquaculture development should consider the possible detrimental impact it might have on the visual access of upland owners and on the general aesthetic quality of the shoreline area.

Policy d. The location, design, and operation of aquaculture facilities should minimize potential adverse impacts on local water resources, aquatic plant and animal communities, land and water views, and the physical character of the shoreline.

Regulation e. Aquaculture structures and equipment, except navigation aids, shall be designed, operated and maintained to blend into their surroundings through the use of appropriate colors and materials. Overwater aquaculture structures shall be constructed of non-reflective materials that blend in with the shoreline environment. However, potential visual impacts on upland owners shall not be a basis for denying aquaculture projects in otherwise suitable areas.

Archeological Areas And Historic Sites

Goal a. To preserve archeological and historical sites which are of public and scientific interest.

Policy a. Areas of special significance should be identified and protected for enjoyment by the public.

Commercial Development

Goal a. To provide adequate commercial development of the kind that can be integrated with the shoreline environment and can benefit from a shoreline location.

Policy b. Commercial development should be sited to maximize the enjoyment of the shoreline for a substantial number of patrons or for the general public.

Policy c. Parking, circulation, and other elements of a commercial development should be located so as not to interfere with visual quality and visual or physical access to the shoreline.

Policy e. Development over the water which interrupts normal public use of the water surface should be discouraged, except when such development is shown to be an integral part of a plan promoting public access.

Regulation a. Commercial uses that are proposed for shoreline locations will be evaluated individually for their visual impact, waterfront relationship to the shoreline, and potential to enhance public access, direct and visual, to the shoreline.

Regulation b. Commercial uses permitted on the shoreline include uses that are water related, water dependent, or are non-water related, but provide an opportunity for a substantial number of people of enjoy the shoreline. . .

2) Commercial uses are permitted as follows:

a) DOWNTOWN WATERFRONT/UPLAND ENVIRONMENT:

PERMITTED SUBJECT TO CONDITIONAL USE PERMIT: Commercial Parking Lots, consistent with the following criteria: . . .

3. The site plan features significant amenities and access to the shoreline.

b) DOWNTOWN WATERFRONT/MARINE ENVIRONMENT: . . .

PERMITTED SUBJECT TO CONDITIONAL USE PERMIT: Over-water restaurants; aquariums; floating maritime museums . . .; other water-enjoyment uses: Provided: Approval of such uses is contingent upon compliance with the following criteria:

1. The use provides an opportunity for a substantial number of people to enjoy the waterfront area. For restaurants and aquariums, access to and on the seawardside of the structure shall be provided for patrons and the public.

Regulation g. All commercial developments on lots adjacent to the water's edge shall:

1) provide "improved public access" to and along the shoreline; and

2) provide an opportunity for the public, patrons and/or residents to view the waterfront area.

"Improved public access" shall include the dedication of a 12-foot public access easement to the city along the shoreline, and the construction of a five-foot-wide concrete or other hard surface walkway (gravel is not acceptable). The walkway shall be open to the public from at least mid-morning to dusk; be attractively landscaped and maintained; and connected to adjacent future or existing walkways, or a nearby street. Specific design of the walkway, landscaping, and signs shall be agreed to by the city and developer before the development is approved.

In areas where there is a bluff or steep slope to the shoreline, the access may be located either at the water's edge or on top of the bluff as long as it will connect with existing or planned access on adjacent properties.

The city may approve the construction of a boardwalk over water (below the ordinary high water) instead of an improved walkway across the shoreline edge of the property. The boardwalk shall be a minimum of 12 feet wide in the Downtown Waterfront designations and 5 feet wide in all other designations. In addition, it shall be

connected to existing or proposed access points on each side of the property, and be paid for and maintained by the property owner.

Any Variances from this public access provision must be made by the City Council.

Regulation h. In the Downtown Waterfront/Upland designation, view corridors from Washington Avenue at First, Second Street, Burwell Street, Fourth Street, and Fifth Street shall be retained through setbacks and building height limitations in the view corridors. The width of the view corridors and height limitations shall be determined on a case-by-case basis, or, upon adoption of a downtown waterfront plan, as provided by such plan.

Dredging

Goal a. To improve navigation, public safety and recreational opportunities, and to improve aquatic quality.

Forest Management Practices

Goal a. To enhance forest productivity while protecting the shoreline environment.

Grading And Drainage

Goal a. To minimize erosion and sedimentation into shoreline water bodies caused by development through the use of grading and drainage measures.

Land Clearing

Goal a. To retain the natural vegetation along all shoreline areas, wherever possible.

Policy b. In significant view and vista areas selective vegetation removal to allow greater visual access should be considered.

Landfill

Goal a. To discourage the use of landfilling on the shoreline and, where it is permitted, assure that it does not destroy the natural character of the land, create unnaturally heavy erosion or silting problems or diminish the existing water surface.

Policy b. Priority will be given to landfills for water-dependent uses and for public uses. . .

Marinas

Goal a. To encourage the location of marinas in areas which will have the least negative impact on water quality, marine life, visual or physical access to the shoreline or the residential use of property.

Policy f. When practical public access should be provided to the shoreline by the commercial marina.

Regulation b. Where marinas are allowed, an evaluation of the following and any other concerns deemed necessary shall be required: . . . visual quality . . .

Regulation c. Breakwater constructed for protection of marinas shall be designed to allow public access along the top, where practical.

Regulation d. Marinas shall have an overall pedestrian circulation and shoreline access element as part of the project proposal.

Mining

Goal a. To minimize mining on the shoreline.

Parks And Recreation

Goal a. To increase the quantity, quality, and variety of recreational opportunities on the shoreline consistent with community wide and neighborhood needs.

Policy b. Unique and sensitive natural areas which have good potential for recreation or access should be acquired by lease or purchase and incorporated into the public open space system.

Policy c. Wherever possible trails should be developed on public lands or easements to link shoreline recreational areas together.

Policy e. The use of shoreline street ends for access and recreation is encouraged as community demand indicates.

Policy g. Priority shall be given to developments which provide recreational uses and other improvements facilitating public access to shorelines.

Regulation a. Because of their typical limited size, street end parks where developed to serve community needs shall be limited to car top boat launching, waterfront viewing, swimming, or fishing, and shall be designed so as to not interfere with the privacy of adjacent residential uses.

Regulation d. Trail access shall be provided to link upland facilities to the beach area.

Port And Industry

Goal a. To encourage the development of ports and industrial areas that are water related or water dependent where they will have minimal adverse impact on established uses.

Policy a. Public access along shoreline industrial areas should be encouraged when it does not endanger public health or safety.

Policy d. Port planning should be designed to include public facilities for harbor viewing provided port operations are not curtailed and the public health and safety are not endangered.

Policy f. New ports and industry on the shoreline must be carefully evaluated to minimize adverse visual and environmental impact.

Regulation c. All new port or industrial areas along the shoreline shall be required to submit plans that consider visual quality, environmental impact, and public access to the shoreline.

Regulation d. Areas between industrial development and adjacent land uses and public access areas shall be located and landscaped so as to provide a transitional area.

Residential Development

Goal a. To encourage residential development, particularly those developments which improve the accessibility of the shoreline to upland owners while respecting the rights of private property owners and are proposed at a density compatible with the limitations of the environment.

Policy b. Priority will be given to the provision of joint-use community boating facilities in new planned unit developments and subdivisions in place of individual lot facilities.

Policy c. Public access to publicly owned shorelines in residential areas should be developed on publicly owned/leased land or over public access easements.

All multi-family residential developments with five or more units on lots adjacent to the water's edge shall:

1. Provide "improved public access" to and along the shoreline; and

2. Provide an opportunity for the public and residents to view the waterfront area.

"Improved public access" shall include the dedication of a 12-foot public access easement to the city along the shoreline, and the construction of a five-foot-wide concrete or other hard surface walkway (gravel is not acceptable). The walkway shall be open to the public from at least mid-morning to disk; be attractively landscaped and maintained; and connected to adjacent future or existing walkways, or a nearby street. Specific design of the walkway, landscaping, and signs shall be agreed to by the city and developer before the development is approved.

In areas where there is a bluff or steep slope to the shoreline, the access may be located either at the water's edge or on top of the bluff as long as it will connect with existing or planned access on adjacent properties.

The city may approve the construction of a boardwalk over water (below ordinary high water) instead of an improved walkway across the shoreline edge of the property. The boardwalk

shall be a minimum of 12 feet wide in the Downtown Waterfront designations, and 5 feet wide in other designations. It shall also be connected to existing or proposed access points on each side of the property, and be paid for and maintained by the property owner.

Any variances from this public access provision must be made by the City Council.

Roads, Railroads And Bridges

Goal a. To utilize roads, railroads, and bridges on the shorelines to a minimum and, where they are necessary, place them in a manner which will preserve and enance the visual and physical access to and physical characteristics of the shoreline.

Policy a. Major roads and railroads should be developed in upland areas to avoid creating access barriers to the shoreline.

Policy b. Collector streets should be encouraged along shorelines with unique visual or vista qualities.

Policy c. Rest areas, view turnout points and picnic areas along shoreline areas are encouraged, but should not detract from the shoreline environment.

Policy g. Scenic areas with public roadways should have provisions for safe pedestrian and other nonmotorized travel.

Regulation a. Landscape planting is required along all shoreline roads, parking, and turnout facilities to:

1. Provide buffers between pedestrian and auto users;

2. Enhance the shoreline driving experience, and;

3. Enhance and complement potential views of shoreline area.

Regulation b. Application for roads, railroads and bridges must adequately address the following when appropriate:

6. That when public roads will afford scenic vistas, viewpoint areas should be provided. Scenic corridors should have sufficient provision for safe pedestrian and nonmotorized vehicular travel.

Shore Defense Works

Goal a. To protect the upland and harbor portions of the shoreline without adversely impacting natural systems and adjacent shorelines, either physically or aesthetically.

Policy a. The effect of proposed shore defense works on public access to publicly owned shoreline should be considered.

Policy b. Shore defense works shall be designed to have a minimal degradation of views and avoid adverse effects on natural marine resources.

Policy i. Breakwaters should provide recreational opportunities as well as protection to the shoreline area or facilities where possible.

Signs

Goal a.

To encourage the use of signs where they are needed in a manner which does not visually detract from the shoreline or interfere with visual or physical access to the shoreline.

Policy c. When feasible, signs should be so constructed against existing buildings to minimize visual obstruction of the shoreline and water bodies.

Policy e. Where there is visual access to the waterfront, signs and/or billboards shall not be permitted to abstruct or degrade views.

Policy g. In Commercial designations that are isolated from the shoreline by a high bluff, the above sign restrictions and sign prohibitions may be waived by the Planning Director if it can be demonstrated that views will not be blocked, and that the signs will not be visible from the water.

Solid Waste Disposal

Goal a. To eliminate the disposal of solid waste on the shoreline.

Utilities

Goal a. To provide necessary utility systems in a manner which does not interfere with the quality of the shoreline environment.

Policy c. Visual or physical access to the shoreline should not be impaired by utility installation.

Policy d. Where feasible utilities shall be placed underground and located in existing rights of way.

Regulation b. All new and replacement utilities shall be underground along shoreline areas unless shown to be impossible due to design constraints.

Regulation d. Where practical, utility easements and installations shall be developed to facilitate public access and use to the shoreline.

Water Access And Moorage Facilities

Goal a. To assure that adequate water access and moorage facilities are available to the public and individuals without adversely impacting the natural aesthetic qualities of the shoreline.

Policy a. The cooperative use of water access and moorage facilities is encouraged.

Policy d. The use of floating docks in lieu of piers should be encouraged in those areas where scenic values are high and where conflicts with recreational boaters and fishermen are not greatly increased.

appendix I

ARMY CORPS OF ENGINEERS REVIEW PROCESS
RELATING TO SHORELINE BOARDWALKS

ARMY CORPS OF ENGINEERS REVIEW PROCESS RELATING TO SHORELINE BOARDWALKS

ARMY CORPS OF ENGINEERS JURISDICTION

The Army Corps of Engineers was charged with the protection of navigable waters from obstructions in 1899. More recently its scope has been broadened to include protection of the quality of U.S. waters, ranging from wetlands to territorial seas.

The Corps's jurisdiction over waterways and wetlands is derived from the following authorities:

River and Harbor Act of 1899 - Section 10 requires a permit for any structures or work in navigable waters of the U.S. Activities requiring permits under Section 10 include marinas, piers, wharves, floats, bulkheads, and fills.

Clean Water Act - Section 404 requires a permit for discharge of dredged or fill materials into the waters of the U.S. or onto their adjacent wetlands. Activities requiring permits under Section 404 include fills, rip-rap and breakwaters.

Marine Protection, Research and Sanctuaries Act of 1972 - Section 103 requires a permit for transportation of dredged material to be disposed of in ocean waters.

PERMIT REQUIREMENTS FOR BOARDWALKS

A boardwalk along the shoreline would require Corps of Engineers approval.

Francis Gonn, at the Seattle Corps office, advises that a boardwalk constructed on fill would be the greatest concern, especially if it were in large amounts. A boardwalk on pilings should not be a problem.

A boardwalk built on pilings only could be allowed through a Letter of Permission process, which takes about one week.

A boardwalk involving fill or riprap for the purpose of bluff erosion control would be permissible as long as the purpose is not to gain additional land. When put at the toe of a bluff, a fill or riprap up to an average width of five feet is usually without objection, according to Mr. Gonn. A wider fill area could be permitted, but would probably require a full permit.

Any complete project with more than 10 cubic yards of fill requires a full permit. A complete project may consist of several sections completed independently. A section of boardwalk that is complete in and of itself could be considered a complete project if no funds are available for connecting the boardwalk to another section.

To obtain Corps approval of a boardwalk, the proposal should be sent to the Seattle Office of the Corps for review. The proposal should state the number of cubic yards of fill, if proposed. If the proposal cannot be permitted with a Letter of Permission a pre-application meeting will be scheduled between the applicant and the Corps. The Corps holds pre-application meetings once a month.

A Corps of Engineers permit for a project cannot be issued until 60 days after City approval of the Shoreline permit for that project.

For more information, call the Processing Section of the Seattle Corps office at (206) 764-3495.

The above notes summarize a telephone conversation with Frances Gonn on 4/27/88. -- Kay Wilson, Senior Planner.

appendix J

SAMPLE EASEMENTS
SHORELINE PUBLIC ACCESS

Appendix J contains sample easements that can be used by property owners to give public access rights over their property.

These guidelines are taken from the Preliminary Review Draft Shoreline Public Access Handbook, published by the Department of Ecology. The exact wording of the sample easements may change when the final Handbook is issued.

SAMPLE EASEMENTS

The prefered method of recording public access permit conditions is by recorded easement. An easement provides the opportunity to spell out all provisions of how the public access area is to operate. A face of the plat recording although allowed for in RCW 58.17, may result in future misunderstandings and does not allow the opportunity to record operating provisions.

[Author's note: The following public access easement was written to fit a particular situation. Some of the language will not fill the needs of other projects although the general format and provisions will. It therefore can be used as a model, from which an easement can be written for a project.]

FIGURE 1, PUBLIC ACCESS EASEMENT

DEDICATION OF PUBLIC ACCESS AREA ON PRIVATELY OWNED SHORELINE

[name of applicant], a Washington _____, hereinafter referred to as Dedicator, does hereby make in perpetuity for the use of the general public in a manner consistent herewith the following dedication:

1. AREA TO BE DEDICATED

The area to be dedicated is described in Exhibit A [legal description] attached hereto and made a part hereof as though fully set forth herein.

2. PURPOSE OF DEDICATION

To allow pedestrian access and entry onto the dedicated area by the general public and all members thereof for their peaceful enjoyment of the dedication area and the waters of [name of water body] adjoining.

3. LIMITATION OF DEDICATION

(a) Access to the dedicated area by land vehicle is specifically excluded from this dedication and access by land vehicle shall be upon specific invitation of the Dedicator, its heirs, successors or assigns only.

(b) The entire dedicated area may be closed to public access by the Dedicator, its heirs, successors or assigns between dusk and 10 a.m. each day.

(c) All areas may be temporarily closed to the public from time to time for the purpose of repairs and maintenance.

(d) Neither the Dedicator, its heirs, successors or assigns nor the City of [name of local jurisdiction] nor the State of Washington, nor the officers, agents, employees of said City and State, shall be responsible or held liable for injury or damage occurring to members of the general public availing themselves of the dedicated area, unless the injury or damage results from an immediate, direct and negligent act of the party sought to be held, and in no event shall the Dedicator, its heirs, successors or assigns be responsible for any act or omission of a third party or be responsible for the failure to provide security, supervision, guards for members of the general public, or to provide protection for the general public for acts or omissions of other members of the general public.

(e) The Dedicator, its heirs, successors or assigns shall have the sole and separate responsibility for maintaining any portion of the dedicated area to which the general public shall have access and shall defend and save harmless the City of [name of city] from any claims, real or imaginary, asserted by any person for injury or damages resulting from improper maintenance of said dedicated area. The standards of maintenance practiced by the City of [name of city] in regard to its adjacent waterfront parks. This covenant of maintenance and to defend and save harmless the City of [name of city] shall run with the land. Copies of all conveyances by the Dedicator or its subsequent grantees conveying individual apartment units to apartment owners and/or interests therein to the association of condominium owners shall be filed with the City of [name of city].

(f) Nothing in this dedication shall operate or be held to relieve the Dedicator, its heirs, successors or assigns from the continuing requirements and conditions imposed by the permits issued to the Dedicator under City of [name of city] File Nos. **********.

(g) The word "apartment" as used herein includes the word "condominium."

4. RECORDING

This dedication document shall be recorded in the Department of Records and Elections for [name of county] County and shall further be included by inclusion or reference in any condominium documents that may hereafter be required to be recorded.

DEDICATOR:

[signature block]

Source: Tovar, 1983

Conservation Easement

Under Washington State Law and the federal Internal Revenue Code conservation easements are allowed, and can result in a tax deduction for the donor. A sample conservation easement follows:

[Author's note: The following conservation easement was written to fit a particular situation. Some of the language will not fill the needs of other projects although the general format and provisions will. It therefore can be used as a model, from which an easement can be written for a project.]

CONSERVATION EASEMENT

THIS DEED AND AGREEMENT is made this_____day of_____, 198__, BY AND BETWEEN

[Developer's name and address]

hereinafter referred to as the "GRANTOR," and with the _____, as represented by the _____, hereinafter referred to as the "GRANTEE."

WHEREAS:

1) The GRANTOR is the owner of a fee simple interest in the Lands described in Exhibit A which is attached hereto and incorporated herein by reference (the Land).

2) The parties recognize that the Land is currently in a substantially undisturbed natural and open state. The Land has important natural resource, fisheries, and wildlife habitat values. The Land has significant natural scenic beauty which is enjoyed by substantial numbers of the public.

3) The GRANTOR is willing to grant and convey to the GRANTEE a Conservation Easement as defined by Chapter

64.04.070 RCW and that it desires to cooperate with the GRANTEE in preserving the natural values of the Land along the corridor of _____ Creek.

4) The GRANTEE are agencies of State Government having responsibilities to protect and manage the anadromous fisheries and wildlife resources of the state. The GRANTEE has determined that acquisition of a conservation easement will benefit the public through the preservation of the anadromous fisheries values of _____ Creek through the management and protection of the riparian and instream habitat of _____ Creek and through the protection and control of the public's right of access to the _____ Creek corridor.

5) The GRANTOR desires to transfer the right to protect and preserve the scenic, open space, natural fisheries and wildlife habitat, aesthetic and ecological values and characteristics of the Land and the right to allow and control public access and use to the GRANTEE, and the GRANTEE desires to accept such responsibility on the terms and conditions hereinafter set forth.

NOW, THEREFORE WITNESSETH, that the GRANTOR hereby voluntarily grants and conveys to the GRANTEE, its successors and assigns, in perpetuity, a conservation easement, pursuant to RCW 64.04.130, on, over, and across the Land. Said conservation easement consists of the rights, covenants, restrictions, conditions and limitations enumerated hereinafter, subject to the reservations of rights hereinafter set forth, all of which rights, covenants, restrictions, conditions, limitations and reservations shall operate as covenants running with the Land in perpetuity and shall bind the GRANTOR and all successors in ownership to the Land in perpetuity.

It is the intention and objective of the GRANTOR that this conservation easement shall impose restrictions on the use of the property to such activities which will not cause or threaten impairment of the scenic, open space, natural fisheries and wildlife habitat, aesthetic or ecological characteristics of the Land, and that the GRANTEE shall have the right to prevent the use or development of the Land for any purpose or in any manner that would conflict with the preservation and maintenance of the Land as open space and in a natural state, subject to the rights reserved by the GRANTOR herein.

RESTRICTIONS ON THE USE OF THE LAND

The GRANTOR covenants and agrees for himself, successors and assigns, that the GRANTOR, his successors and assigns shall not:

1) Erect, place or maintain, or permit erection, placement or maintenance of any improvement, building, or structure on the Land other than those specifically described or permitted, if any, under the rights reserved herein.

2) Cut, uproot or remove, or permit the cutting, uprooting or removal of live trees or any other native vegetation on the Land, except as required for fire protection, elimination of diseased growth or similar measures as required to exercise the rights reserved herein.

3) Excavate or grade, or permit excavation or grading, on the property except as necessary to exercise the rights reserved herein.

4) Explore for or extract minerals, hydrocarbons, soils, gavels, or other materials except water.
5) Remove such quantities of water as would impair the maintenance of existing vegetation and plant habitat of the Land and the value of the property for fish and wildlife habitat.

6) Use or allow any use of the Land that will materially alter the landscape or topography thereof.

7) Store, deposit, bury or otherwise dispose of any solid or liquid waste or of trash, rubbish, or noxious materials or deposit fill of any kind.

8) Build fires, burn debris, waste or other such activities which potentially threaten the natural habitat this easement seeks to protect.

9) Use or permit the use of the Land for any purpose except as open space natural habitat consistent with the stated purpose and covenants, restrictions, conditions, limitations and reservations of this grant.

RESERVATION OF RIGHTS

The GRANTOR shall reserve for himself, his successors and assigns the following rights:

1) The right to maintain and reconstruct storm drainage facilities which are located on the Land, upon reasonable written notification of the GRANTEE of the intent to do so. Said notification shall consist of a plan and description of the proposed action and shall be subject to approval by the GRANTEE prior to beginning any such work, except that emergency repair work shall not require prior approval.

2) The right to enter upon and use the Land for passive recreational purposes (such as hiking, picnicking and nature observation) in a manner consistent with the conservation and preservation of the natural habitat of the Land. This right shall not include the right to build warming fires or campfires on the Land.

3) The right to maintain, construct and reconstruct the initial site upon which the [Developer's building] shall be placed, which initial project construction shall consist of clearing, grading and construction of fill slopes on that 50 foot portion of this conservation easement farthest away from the creek. Once construction has been completed, GRANTOR shall continue to have the ability to maintain the landscaping, the setback barrier and any and all improvements placed upon that portion of the property for the purpose of construction.

RIGHTS AND RESPONSIBILITIES OF THE GRANTEE

As a material part of this grant, the GRANTOR grants to the GRANTEE, and the GRANTEE accepts from the GRANTOR, the right and responsibility to preserve and protect in perpetuity the scenic, open space, natural fisheries and wildlife habitat, passive recreational, aesthetic and ecological values and qualities of the Land. In connection with such grant to and acceptance of such rights and responsibilities the following provisions shall apply:

1) The GRANTOR grants to the GRANTEE, its successors and assigns, in perpetuity, the right to enter on the Land to observe and enforce compliance with the terms of this grant.

2) The GRANTOR grants to the GRANTEE, its successors and assigns, in perpetuity, the right to make improvements to the natural habitat of the Land, which shall include but not be limited to planting of native species of flora, stocking, taking, and otherwise managing fish, instream improvements and modifications and other such related actions which are necessary to maintain a proper habitat for fish and wildlife.

3) The GRANTOR and GRANTEE agree that the general public shall retain a right to enter upon and utilize the Land for passive recreation, but that such authorization shall be limited to daylight hours only and may be periodically restricted by the GRANTEE if necessary for fisheries protection.

4) The GRANTOR and the GRANTEE agree that the GRANTEE may build a pedestrian pathway, fences, viewing platform, interpretive signs and other such public use and control facilities as the GRANTEE may determine to be appropriate to

protect the fisheries resources and inform the public of the Land's natural values.

5) The GRANTEE shall indemnify and hold harmless the GRANTOR against and from any and all claims arising from the GRANTEE's use of this property or the conduct of its fisheries activities or from any activity, work, or things done, permitted or suffered by the GRANTEE in or about the land, and shall further indemnify and hold harmless the GRANTOR against and from any and all claims arising form any breach or default in the performance of any obligation on the GRANTEE's part to be performed under the terms of this easement, or arising from any act, neglect, fault or omission of the GRANTEE, or of its agents or employees, and from and against all costs, attorneys fees, expenses and liabilities incurred in or about such claim or action or proceeding brought on account thereof and in case any action or proceeding be brought against the GRANTOR by reason of such claim, the GRANTEE upon notice from the GRANTOR shall defend the same at GRANTEE's expense by counsel reasonably satisfactory to the GRANTORS. The GRANTEE, as a material part of the consideration to the GRANTORS, hereby assumes all risk of damage to the land or injuries to person in or about the land described in Exhibit A from any cause whatsoever except that which is caused by the failure of the GRANTOR to observe any of the terms and conditions of this easement and such failure has persisted for an unreasonable period of time after written notice of such failure, the GRANTEE hereby waives all claims in respect to or against the GRANTOR.

GRANTOR'S RESPONSIBILITIES

The GRANTOR agrees to pay any and all real property taxes and assessment levied by competent authority on the Land, reserving to the GRANTOR the right to challenge the propriety of any property tax or assessment levied on the Land.

The GRANTOR agrees to revegetate and maintain in a natural state, vegetation on any disturbed area within the easement area and shall maintain the storm drainage facilities in good working order.

ADDITIONAL COVENANTS AND AGREEMENTS

The GRANTOR and GRANTEE further agree as follows:

1) The GRANTOR covenants that they have not done or executed, or allowed to be done or executed, any act, deed, or thing whatsoever whereby the Conservation Easement hereby

conveyed, or any part thereof, now or at any time hereafter, will or may be charged or encumbered in any manner or way whatsoever.

2) If the GRANTOR, his heirs, successors, assigns, agents, or employees violate or allow the violation of any of the terms, conditions, restrictions, and covenants set forth herein, then the GRANTEE will be entitled to all remedies available at law or in equity, including, but not limited to, injunctive relief, rescission of contract, or damages, including attorneys' fees and court cost reasonably incurred by the GRANTEE in prosecuting such action(s). No waiver or waivers by the GRANTEE, or by its successors or assigns, of any breach of a term, condition, restriction, or covenant contained herein shall be deemed a waiver of any subsequent breach of such term, condition, restriction, or covenant or of any other term, condition, restriction or covenant contained herein.

3) The terms, conditions, restrictions, and covenants contained herein shall not be altered or amended unless such alteration or amendment shall be made with the written consent of the GRANTEE, or its successors, or assigns, and any such alteration or amendment shall be consistent with the purposes of this conservation easement and RCW 64.04.130.

4) The GRANTOR and GRANTEE agree that the terms, conditions, restrictions, and covenants contained herein shall be binding upon the GRANTOR, their agents, personal representatives, heirs, assigns and all other successors in interest to the Land and possessors of the Land and shall be permanent terms, conditions, restrictions, covenants, servitudes, and easements running with and perpetually binding the Land.

5) The GRANTEE agrees that the rights transferred by this conservation easement shall not be sold, given, divested, transferred, or otherwise reconveyed in whole or in part in any manner except as may be provided in RCW 64.04.130, as heretofore or hereinafter amended. The GRANTORS, their personal representatives, heirs, successors, or assigns, shall be given the right of first refusal to purchase the conservation easement provided such disposition and reconveyance be lawfully approved.

6) If the Land is subject to any condemnation, and if a mutually acceptable agreement as to the compensation to be provided to the GRANTEE is not reached between the GRANTEE and the GRANTOR within a reasonable period of time, the GRANTOR will request that the GRANTEE be made a party to such action in order that it be fully compensated for the loss of, or devaluation in, the conservation easement herein granted.

7) If any section or provision of this instrument shall be held by any court of competent jurisdiction to be unenforceable, this instrument shall be construed as though such section or provision had not been included in it, and the remainder of this instrument shall be enforced as the expression of the parties' intentions. If any section or provision of this instrument is found to be subject to two constructions, one of which would render such section or provision invalid, and one of which would render such section or provision valid, then the latter construction shall prevail. If any section or provision of this instrument is determined to be ambiguous or unclear, it shall be interpreted in accordance with the policies and provisions expressed in RCW 64.04.130, as heretofore or hereinafter amended.

IN WITNESS WHEREOF, the parties have hereunto set their hand and seals on the day and year first above written.

GRANTEE

[signature block]

_____

GRANTOR

[signature block]

_____

STATE OF WASHINGTON)
)ss.
COUNTY OF KITSAP)

On this _____day of_____, 1987, before me, a Notary Public, Personally appeared _____, to me known to be the persons above representing the _____, and acknowledged that they signed this Conservation Easement as their free and voluntary act and deed for the purpose therein stated.

_____

NOTARY PUBLIC in and for the State of Washington. My Commission Expires:

STATE OF WASHINGTON)
)ss.
COUNTY OF KITSAP)

On this _____day of_____, 1987, before me, a Notary Public, Personally appeared _____, to me known to be the individual representing _____ and acknowledged that he signed this Conservation Easement as his free and voluntary act and deed for the purpose therein stated.

_____

NOTARY PUBLIC in and for the State of Washington. My Commission Expires:

SCENIC EASEMENT

The following scenic easement was written to fit a particular situation. Some of the language will not fill the needs of other projects although the general format and provisions will. It therefore can be used as a model, from which an easement can be written for a project.

THIS DEED AND AGREEMENT is made this_____day of_____, 198__, BY AND BETWEEN

[Grantor's name and address]

hereinafter feferred to as the "GRANTOR" hereby convey(s) and warrant(s) to the _____, hereinafter referred to as the "GRANTEEE," an easement and right in perpetuity to control and restrict, in accordance with the terms and conditions hereinafter prescribed, the use and development of the parcel of real estate in the County of_____, in the State of Washington, described as follows:

[Insert legal description]

The above described property is now being used for _____ and is hereinafter designated as the "SCENIC AREA." A detaied documentation of the existing use,

called the "record of existing conditions," has been prepared, copies of which have been filed with both parties.

The GRANTEE and its agents shall have the right to enter upon the scenic area for the perpose of inspection and enforcement of the terms and covenants contained herein, and together with such right, shall have the right to cause to be removed from the scenic area any unauthorized structures, devices or materials and shall have the right to cut and remove brush, undergrowth, and dead and diseased trees from the scenic area, and shall have the right to perform selective tree cutting and trimming in the scenic area, provided that no rights are granted to the general public to enter upon the scenic area for any purpose.

The GRANTOR, his heirs, successors, agents and assigns do hereby covenant that:

1) No use or occupation other than the hereinafter permitted use shall hereafter be made, established or maintained within or upon the scenic area.

2) No dumping of ashes, trash, junk, rubbish, sawdust, garbage, or offal, or any other unsightly or offensive materials shall hereafter be allowed upon the scenic area. Existing use for any such purpose shall be terminated, and the above described materials shall be removed within ninety (90) days of the date of this instrument or in the event the area is leased, within (60) days after the expiration of the lease.

3) No trees or shrubs shall be destroyed, cut or removed from the scenic area except as may be required for reasons of sanitation and disease control and except for selective cutting of timber by methods prescribed by written permit from the GRANTEE's agent, provided that the GRANTEE may cut and remove brush, undergrowth and dead and diseased trees from the scenic area and may perform selective cutting and trimming in the scenic area.

4) No new installation of utility poles or pole lines shall be made upon or within the scenic area except as required for a permitted use and then only pursuant to a written permit from the GRANTEE's agent.

5) No new or additional structures shall be constructed upon the scenic area without a written permit from the GRANTEE's agent.
The GRANTOR(S) reserve(s) to himself, his heirs, successors, agents or assigns, the right to continue the present use of the scenic area as described above and as documented in the "record of existing conditions" filed as of this date with both parties, in a manner not inconsistent with the above described terms and conditions.

The GRANTOR(S) further reserves to himself, his heirs, sucessors, agents or assigns, the right to develop the lands described herein as hereinafter set forth:

[list allowable development]

The GRANTOR and GRANTEE further agree as follows:

1) The GRANTOR covenants that they have not done or executed, or allowed to be done or executed, any act, deed, or thing whatsoever whereby the Conservation Easement hereby conveyed, or any part thereof, now or at any time hereafter, will or may be charged or encumbered in any manner or way whatsoever.

2) If the GRANTOR, his heirs, successors, assigns, agents, or employees violate or allow the violation of any of the terms, conditions, restrictions, and covenants set forth herein, then the GRANTEE will be entitled to all remedies available at law or in equity, including, but not limited to, injunctive relief, rescission of contract, or damages, including attorneys' fees and court cost reasonably incurred by the GRANTEE in prosecuting such action(s). No waiver or waivers by the GRANTEE, or by its successors or assigns, of any breach of a term, condition, restriction, or covenant contained herein shall be deemed a waiver of any subsequent breach of such term, condition, restriction, or covenant or of any other term, condition, restriction or covenant contained herein.

3) The terms, conditions, restrictions, and covenants contained herein shall not be altered or amended unless such alteration or amendment shall be made with the written consent of the GRANTEE, or its successors, or assigns, and any such alteration or amendment shall be consistent with the purposes of this conservation easement and RCW 64.04.130.

4) The GRANTOR and GRANTEE agree that the terms, conditions, restrictions, and covenants contained herein shall be binding upon the GRANTOR, their agents, personal representatives, heirs, assigns and all other successors in interest to the Land and possessors of the Land and shall be permanent terms, conditions, restrictions, covenants, servitudes, and easements running with and perpetually binding the Land.

5) The GRANTEE agrees that the rights transferred by this conservation easement shall not be sold, given, divested,

transferred, or otherwise reconveyed in whole or in part in any manner except as may be provided in RCW 64.04.130, as heretofore or hereinafter amended. The GRANTORS, their personal representatives, heirs, successors, or assigns, shall be given the right of first refusal to purchase the conservation easement provided such disposition and reconveyance be lawfully approved.

6) If the Land is subject to any condemnation, and if a mutually acceptable agreement as to the compensation to be provided to the GRANTEE is not reached between the GRANTEE and the GRANTOR within a reasonable period of time, the GRANTOR will request that the GRANTEE be made a party to such action in order that it be fully compensated for the loss of, or devaluation in, the conservation easement herein granted.

7) If any section or provision of this instrument shall be held by any court of competent jurisdiction to be unenforceable, this instrument shall be construed as though such section or provision had not been included in it, and the remainder of this instrument shall be enforced as the expression of the parties' intentions. If any section or provision of this instrument is found to be subject to two constructions, one of which would render such section or provision invalid, and one of which would render such section or provision valid, then the latter construction shall prevail. If any section or provision of this instrument is determined to be ambiguous or unclear, it shall be interpreted in accordance with the policies and provisions expressed in RCW 64.04.130, as heretofore or hereinafter amended.

IN WITNESS WHEREOF, the parties have hereunto set their hand and seals on the day and year first above written.

GRANTEE	GRANTOR
[signature block]	[signature block]
_____	_____

STATE OF WASHINGTON)
)ss.
COUNTY OF KITSAP)

On this _____day of_____, 1987, before me, a Notary Public, Personally appeared _____, to me known to be the persons above representing the _____, and acknowledged that they signed this Conservation Easement as their free and voluntary act and deed for the purpose therein stated.

_____ NOTARY PUBLIC in and for the State of Washington. My Commission Expires:

STATE OF WASHINGTON)
)ss.
COUNTY OF KITSAP)

On this _____day of_____, 1987, before me, a Notary Public, Personally appeared _____, to me known to be the individual representing _____ and acknowledged that he signed this Conservation Easement as his free and voluntary act and deed for the purpose therein stated.

_____ NOTARY PUBLIC in and for the State of Washington. My Commission Expires:

NOAA COASTAL SERVICES CENTER LIBRARY
3 6668 14101 2825