

**(DRAFT) AGENDA**  
**Regular Meeting - Bremerton Planning Commission**  
**(Subject to PC approval)**  
**November 15, 2011**  
**5:30 P.M.**  
**345 – 6<sup>th</sup> Street**  
**Meeting Chamber – First Floor**

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- I. CALL TO ORDER**
  - II. ROLL CALL (quorum present)**
  - III. APPROVAL OF THE AGENDA**
  - IV. APPROVAL OF MINUTES:**
    - o October 18, 2011 Regular meeting.
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**V. PUBLIC MEETING**

- A. Call to the Public:** Public comments on any item not on tonight's agenda
  - B. Public Workshop**
    - 1. Shoreline Master Program – Public Access Inventory & Definitions**
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**VI. BUSINESS MEETING**

- A. Chair Report:** Chairman Hoell
  - B. Director Report:** Andrea Spencer.
  - C. Old Business:**
  - D. New Business**
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- VII. ADJOURNMENT:** The next regular meeting of the Planning Commission is  
January 17, 2012  
Planning Commission meeting packets are available on-line at  
[www.ci.bremerton.wa.us](http://www.ci.bremerton.wa.us)

**Minutes for  
City of Bremerton Planning Commission  
Regular Meeting**

**October 18, 2011**

**I. Call to Order**

The meeting was called to order by **Chairman Hoell** at 5:30 p.m.

**II. Roll Call**

Those present were: Commissioner Cockburn, Commissioner Jose, Commissioner Lambert, Commissioner Mosiman, Commissioner Tift (arrived at 6:10), and Chairman Hoell. Commissioner Streissguth was excused. Quorum certified.

Also present: Andrea Spencer, Allison Daniels, and Pam Bykonen (DCD staff).

**III. Approval of Agenda**

**Chairman Hoell** introduced the agenda. **A motion was made by Commissioner Jose and seconded by Commissioner Mosiman to approve the agenda as presented.** It was agreed by general consensus to approve the agenda as presented.

**IV. Approval of Minutes**

The minutes of the Regular Meeting held on September 20, 2011 were presented for approval by **Chairman Hoell**. **A motion was made by Commissioner Jose and seconded by Commissioner Lambert to approve the Regular Meeting Minutes of September 20, 2011 as presented.** Called for a vote: Commissioner Cockburn: Yes; Commissioner Jose: Yes; Commissioner Lambert: Yes; Commissioner Mosiman: Yes; Commissioner Tift: Yes; Chairman Hoell: Yes. The motion carried.

**V. Public Meeting**

- A. **Call To The Public** (public comments on any item not on tonight's agenda). **Chairman Hoell** asked if there were any comments from citizens. Seeing none, she closed this portion of the meeting.
- B. **Public Hearing – Amendments to Special Development Standards BMC 20.46 regarding Opiate Substitution Treatment Facilities:** Using a PowerPoint presentation, **Allison Daniels, City Planner**, gave an overview of the proposed amendments to the zoning code chapter of the Bremerton Municipal Code (BMC) 20.46. Currently, the code is silent regarding opiate substitution treatment facilities and staff has had to refer to development standards used by medical offices and clinics. Allison researched what criteria other jurisdictions in Washington used to determine appropriate development and parking standards for opiate substitution treatment facilities. Most jurisdictions' permit process required an administrative decision with no public comment period.

Amendments to BMC 20.46 would include:

- Adding the definition of what constitutes an opiate substitution treatment facility;
- Requiring a Type III Conditional Use Permit decided upon by a third-party Hearing Examiner;
- Requiring a fourteen (14)-day comment period;
- Allowing opiate substitution treatment facilities in commercial zones with medical offices and clinics;
- Preventing opiate substitution treatment facilities from locating within 1,000 feet of schools, parks, or other opiate substitution treatment facilities;
- Requiring opiate substitution treatment facilities to be located on collector streets or higher;
- Requiring one parking space per 150 gross square feet of floor area

**Commissioner Mosiman** asked who the Hearing Examiner was for the City of Bremerton and what his capacity was. **Allison** explained that the City contracts with Sound Law Center of Seattle to provide quasi-judicial decisions regarding City land use and code enforcement.

**Commissioner Tift** asked if Kitsap County and other local jurisdictions allow opiate substitution treatment facilities. **Allison** said that Kitsap County does not allow them and the legality of that decision has been questioned; other jurisdictions in Kitsap County have imposed moratoriums similar to Bremerton on opiate substitution treatment facilities. **Commissioner Tift** asked if the site chosen by Evergreen Treatment on Burwell Street and Montgomery Avenue had sufficient parking to operate at that location. **Allison** said that there was not enough parking on the site, but satellite parking could have been an option.

**Commissioner Cockburn** commented that the number of zones that an opiate substitution treatment facility could be located in should be reduced. He felt it would decrease controversy by preventing the facilities from locating within centers. **Andrea** noted that the restrictions of locating near parks and schools would prevent opiate substitution treatment facilities from locating in those areas.

Medical Office/Clinic is the most similar use to an opiate substitution treatment facility; staff felt it was most logical to use similar guidelines with additional restrictions when determining building standards and zoning for opiate substitution treatment facilities.

Referring to the RCW regulating opiate substitution treatment facilities, **Commissioner Lambert** asked if Kitsap County would have the ability to increase the number of patients serviced by a facility located within the Bremerton City Limits. **Allison** explained that approval of the jurisdiction of the facility is required but the RCW is vague on how to go about it. Other jurisdictions have used various methods to gain approval for increasing patient numbers.

**Chairman Hoell** asked if staff knew how many local pharmacies honor methadone prescriptions. **Allison** did not have that information and noted that methadone can also be prescribed as a short-term pain reliever so it would be difficult to determine who was receiving methadone as an addiction replacement and who was prescribed it as a pain reliever.

**Commissioner Mosiman** asked what the unintended consequences would be of having an opiate substitution treatment facility located in the city such as littering, public nuisance, and

loitering. **Allison** said that parking, loitering, and theft were often cited as side effects of having an opiate substitution treatment facility, but the facilities are usually located in urban areas where those problems would exist whether the facility was there or not. **Andrea** added that Council wanted parking and adequate public comment addressed in the permitting process.

**Commissioner Mosiman** commented that the facilities exist for people seeking treatment. He cautioned against implementing standards that are so strict the facilities could not develop.

**Commissioner Jose** felt that the traffic pattern or surges of traffic would be of concern. He asked if Allison's research included traffic patterns. **Allison** said her survey focused on parking not traffic volume.

**Commissioner Lambert** felt that the proposed amendments went beyond what other jurisdictions required. She asked about public comment – could the Hearing Examiner accept testimony based on emotions and not facts? **Allison** said the Hearing Examiner cannot base his decision on testimony that is not backed up with facts but he could require additional conditions for the permit.

**Commissioner Tift** suggested having Dr. Scott Lindquist of the Kitsap County Health District attend public hearing for opiate substitution treatment facilities.

**A motion was made by Commissioner Jose and seconded by Commissioner Mosiman to recommend that the Planning Commission adopt the citation for the Special Development Standards and definition for Opiate Substitution Treatment Facility as detailed in Attachment 1 based on the Findings and Conclusions in Attachment 3.** Called for a vote: Commissioner Cockburn: No; Commissioner Jose: Yes; Commissioner Lambert: Yes; Commissioner Mosiman: Yes; Commissioner Tift: Yes; Chairman Hoell: Yes. The motion carried.

*Note:* Commission Cockburn's No vote was due to the number of zones the facilities could be located in.

## VI. Business Meeting

A. **Chairman's Report:** None.

B. **Director's Report:** **Andrea** reported that the City is expecting a \$2M shortfall in the budget and is reviewing all departments to find ways to cut costs.

C. **Old Business:** None.

D. **New Business:** None.

## VII. Adjournment

Meeting was adjourned at 6:13 p.m. The next Regular Meeting is scheduled for November 15, 2011.

Respectfully submitted by:

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Andrea L. Spencer, AICP, Executive Secretary

Approved by:

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Lois Hoell, Chairman

**CITY OF BREMERTON, WASHINGTON  
PLANNING COMMISSION AGENDA ITEM**

<b>AGENDA TITLE:</b>	<b>Workshop to discuss the definition and public access sections of the Draft SMP</b>
<b>DEPARTMENT:</b>	<i>Community Development</i>
<b>PRESENTED BY:</b>	<i>Nicole Floyd, City Planner</i>

**SUMMARY:**

This workshop is part of a series of workshops to discuss the Draft Shoreline Master Program (SMP) update. Each workshop focuses on a different set of topics and or sections of the code. In order to help identify sections which have been previously discussed and are to be discussed the table of contents has been provided as **Attachment I**. This workshop will focus on the following sections:

- Definitions
- Public Access Inventory

In drafting these sections the City utilized language from the existing SMP where applicable. Made changes to bring the code into compliance with State requirements, to and clarify portions of the code that have been difficult to interpret or enforce in the past. Prior to presenting these sections to the Planning Commission the Citizen Advisory Committee reviewed them in detail and recommended revisions. Staff has revised the draft sections based on the Committee's input. The revised code sections are in this packet and are identified as **Attachments II and III** respectively.

**CODE SECTION OVERVIEW:**

**20.16.300 – Definitions:**

The definitions listed in this chapter are intended to help the reader better understand technical terms discussed in the document. This section is not intended to be a stand alone document for all words used therefore words already defined within the BMC are not re-defined in the SMP. In order to prepare a complete list of words Staff reviewed:

- The definition sections of other jurisdictions that have recently received approval from the Department of Ecology.
- The existing SMP definition section. Words kept from the existing document were compared with the Ecology guidelines to ensure the definitions were updated if necessary. Words no longer used in the new SMP document were removed from the definition section.
- The WAC and RCW. Some words already defined by the State have been added for quick reference and readers ease.

While reviewing the definitions section please ask yourself if there are any words that you have read in the text of the code that are not defined.

**Appendix 1 – Public Access Inventory:**

Public access is one of the three primary goals of the Shoreline Master Program. The attached document is intended as a reference to Staff, community groups, and citizens to quickly identify the potential for improved public access along the shoreline. The document is broken into

shoreline reaches and addresses the existing access, potential for improvements, and the potential barriers to improvements in each reach. Maps and photos are included to aid the reader in identifying locations and improvement potential.

Public access can be enhanced by one of the following:

1. Better utilization of existing City owned facilities. Existing underutilized City owned property such as sewage pump stations, vacant City owned land, and street ends located on the shoreline are identified throughout the document.
2. New access locations on commercial lots. The Shoreline Master Program requires public access improvements on new commercial development and redevelopment of commercial properties. Areas likely to be redeveloped, or have new development are identified.
3. New access from subdivision. The Shoreline Master Program requires improved access for new subdivisions of 4 or lots. Locations where this type of development is possible in the future are identified. Due to the density of existing lots along the shoreline this is not likely applicable in most areas.

Please review the draft Public Access Inventory and evaluate it for accuracy. Potential questions to ask while reviewing include:

1. Are there existing public access locations that are not listed?
2. Are you aware of potential improvements that are not listed?
3. Are there areas listed as improvable that should not be listed?

**ATTACHMENTS:**

Attachment I: Table of Contents

Attachment II: Definitions

Attachment III: Public Access Inventory

## Table of Contents

Previously reviewed sections are in GREEN

New sections to review are in BLUE

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- APPENDICES .....**
- [Public Access Inventory](#)

DRAFT

### **20.16.300 Definitions**

The following shall be deemed definitions for the Shoreline Master Program. Where these definitions conflict with other definitions in the Bremerton Municipal Code, these definitions shall prevail for projects within the shoreline jurisdiction. Where they conflict with definitions in the Revised Code of Washington (RCW) or the Washington Administrative Code (WAC) the RCW or WAC provisions shall prevail. This list of definitions is not exhaustive, all definitions in RCW 90.58.030, WAC 173-26-020, BMC 20.42 and BMC 20.14.200 shall be deemed definitions for this title. Words not defined within these codes shall be as defined in Webster's Third New International Dictionary, latest edition.

**Accessory Use:** A use that is demonstrably subordinate and incidental to the principal use and which functionally supports its activity.

**Act:** The Shoreline Management Act of 1971, Chapter 90.58 RCW. [WAC 173-27-030(1)]

**Adjacent Lands:** Property which is immediately bordering or abutting lands under shoreline permit jurisdiction.

**Alteration:** Any human activity which results or is likely to result in a significant impact upon the existing condition of a critical area. Alterations include, but are not limited to, grading, filling, dredging, draining, channelizing, applying any hazardous substance, discharging pollutants except stormwater, paving, constructing, applying gravel, modifying surface water management purposes, cutting, pruning, topping, trimming, relocating or removing vegetation or any other human activity which results or is likely to result in a significant impact to existing vegetation, hydrology, wildlife, or wildlife habitat. Alterations do not include walking, fishing, or any other passive recreation or other similar activities.

**Applicant:** A person who files an application for permit under this Title and who is either the owner of the land on which the proposed activity would be located, a contract purchaser, or the authorized agent of such person.

**Appurtenance:** Development necessarily connected to the use and enjoyment of a single family residence and located landward of the perimeter of an associated wetland and landward of the Ordinary High Water Mark. Normal appurtenances include a garage, deck, driveway, utilities solely servicing a subject single family residence, and grading which does not exceed 250 cubic yards.

**Aquaculture:** the culture, harvesting or farming of food fish, shellfish, or other aquatic plants and animals. Activities include the hatching, cultivating, planting, feeding, raising, harvesting, and processing of aquatic plants and animals and the maintenance and construction of necessary equipment, buildings and growing areas. Cultivation methods include but are not limited to fish pens, fish

hatcheries, shellfish rafts, racks and long lines, seaweed floats and nets and the culture of clams and oysters on tidelands and subtidal areas.

**Associated Wetlands:** those wetlands which are in proximity to and either influence or are influenced by tidal waters or a lake or stream subject to the Shoreline Management Act.

**Average Grade Level:** The average of the natural or existing topography of the portion of the lot, parcel, or tract of real property which will be directly under the proposed building or structure: In the case of structures to be built over water, average grade level shall be the elevation of the Ordinary High Water Mark. Calculation of the average grade level shall be made by averaging the elevations at the center of all exterior walls of the proposed building or structure. [WAC 173-27-030(3)]

**Beach:** The zone of unconsolidated material that is moved by waves, wind, and tidal currents, extending landward to the coastline.

**Bluff:** A steep headland, promontory, broad faced bank, or cliff running adjacent to and rising up from the shoreline. For the purpose of measuring buffers and setbacks from the top of a bluff the following shall apply: A bluff rises up from the OHWM to the first significant break in slope. The first significant break in slope is a bench at least thirty (30) feet wide. The top of a bluff is the point where the first significant break in slope occurs.

**Boat Ramp:** Graded slopes, slabs, pads, planks, or rails used for launching boats by means of a trailer, hand, or mechanical device.

**Buffer:** An area that is contiguous to and protects a critical area which is required for the continued maintenance, functioning, and or structural stability of a critical area.

**Bulkhead:** A solid or open pile wall erected generally parallel to and near the ordinary high water mark for the purposes of protecting adjacent uplands from waves or current action.

**City:** The City of Bremerton

**Clearing:** The removal vegetation.

**Conditional Use:** A use or development which is classified as a conditional use or is not classified within the Master Program, or materially interferes with the normal public use of the water or shorelines of the state.

**Conservation Easement:** A legal agreement that the property owner enters into a restricted use of the land. Such restrictions can include, but are not limited to,

passive recreation uses such as trails or scientific uses and fences or other barriers to protect habitat. The easement is recorded on a property deed, runs with the land, and is legally binding on all present and future owners of the property, therefore providing permanent or long-term protection.

**Critical Areas:** Any of the following areas or ecosystems: aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, geologically hazardous areas, and wetlands as defined in RCW 36.70A and BMC 20.14.

**Critical saltwater habitat:** Means all kelp beds, eelgrass beds, spawning and holding areas for forage fish, such as herring, smelt and sandlance; shellfish beds; mudflats, intertidal habitats with vascular plants, and areas with which priority species have a primary association.

**Development:** A use, consisting of the construction or exterior alteration of structures; dredging; drilling, dumping; filling; removal of any sand, gravel or minerals; bulkheading; driving of piling; placing of obstructions; or any project of a permanent or temporary nature which interferes with the normal public use of the surface of the waters overlying lands subject to this program at any state of water level. [RCW 90.58.030(3d)]

**Docks:** A fixed structure or structures floating upon the water.

**Dredging:** The removal of earth, sand, sludge or other materials from the bottom of a stream, river, lake, bay or other water body. The creation of temporary depressions or contour alterations on tidelands or bedlands through the use of aquaculture harvesting equipment approved by the Washington State Department of Fish and Wildlife shall not be construed to be dredging.

**Drift Cell, drift sector, or littoral cell:** A particular reach of marine shore in which littoral drift may occur without significant interruption and which contains any natural sources of such drift and also accretion shore forms created by such drift.

**Ecology:** The State of Washington Department of Ecology.

**Ecological Function or Shoreline Functions:** The work performed or role played by the physical, chemical, and biological processes that contribute to the maintenance of the aquatic and terrestrial environments that constitute the shoreline's natural ecosystem. See WAC 173-26-200 (2)(c).

**Ecological Restoration:** An intentional activity that initiates or accelerates the recovery of an ecosystem with respect to its health, integrity and sustainability. Restoration attempts to return an ecosystem to its historic trajectory. Frequently, the ecosystem that requires restoration has been degraded, damaged, transformed or entirely destroyed as the direct or indirect result of human

activities. In some cases, these impacts to ecosystems have been caused or aggravated by natural agencies such as wildfire, floods, storms, or volcanic eruption, to the point at which the ecosystem cannot recover its pre-disturbance state or its historic developmental trajectory. In cases where a historic trajectory cannot be determined one should use a combination of knowledge of the damaged ecosystem's pre-existing structure, composition and functions rather than the historic trajectory.

**Emergency** is an unanticipated and/or imminent threat to public health, safety, or the environment that requires immediate action within a time too short to allow full compliance with the Master Program. Emergency construction is defined as that necessary to protect property and facilities from the elements. All emergency construction shall be consistent with the SMA and the Master Program (see RCW 90.58.030(3eiii)).

**Enhancement:** The manipulation of the physical, chemical, or biological characteristics of a wetland to heighten, intensify, or improve specific function(s) or to change the growth stage or composition of the vegetation present. Enhancement is undertaken for specified purposes such as water quality improvement, flood water retention, or wildlife habitat. Enhancement results in a change in wetland function(s) and can lead to a decline in other wetland functions, but does not result in a gain in wetland acres. Examples are planting vegetation, controlling non-native or invasive species, and modifying site elevations to alter hydro-periods.

**Erosion:** The process whereby wind, rain, water, and other natural agents mobilize and transport particles.

**Estuary:** The zone or area of water in which freshwater and saltwater mingle and water is usually brackish due to daily mixing and layering of fresh and saltwater.

**Exempt development** is development listed in WAC 173-27-040 as exempt from the definition of "substantial development," and, therefore, exempt from the substantial development permit process of the SMA. An activity that is exempt from the substantial development provisions of the SMA must still be carried out in compliance with policies and standards of the SMA and the Master Program. Conditional use and/or variance permits may still be required even though the activity does not need a substantial development permit (RCW 90.58.030(3e)).

**Extreme Low Tide:** The lowest line on the land reached by a receding tide.  
[RCW 90.58.030(2a)]

**Fair Market Value:** The expected price at which the development can be sold to a willing buyer. For developments which involve nonstructural operations such as dredging, drilling, dumping, or filling, the fair market value is the expected cost of hiring a contractor to perform the operation, or where no such value can be

calculated, the total of labor, equipment use, transportation, and other costs incurred for the duration of the permitted project. [WAC 173-14-030(7)]

**Feasible:** Actions that meet all of the following conditions:

- (a) The action can be accomplished with technologies and methods that have been used in the past in similar circumstances, or studies or tests have demonstrated in similar circumstances that such approaches are currently available and likely to achieve the intended results;
- (b) The action provides a reasonable likelihood of achieving its intended purpose; and
- (c) The action does not physically preclude achieving the project's primary intended legal use.

In cases where these guidelines require certain actions unless they are infeasible, the burden of proving infeasibility is on the applicant. In determining an action's infeasibility, the City may weigh the action's relative public costs and public benefits, considered in short- and long-term time frames.

**Fill:** Any material, such as earth, clay, sand, concrete, rubble, wood chips, bark or waste of any kind which is placed, stored or dumped upon the surface of the ground resulting in an increase in the natural surface elevation.

**Floating Home:** A structure designed and operated substantially as a permanently based structure and not as a vessel and is typically characterized by permanent utilities, a semi-permanent anchorage/moorage design, and by the lack of adequate self-propulsion to operate as a vessel.

**Floats (Rafts):** floating structures that are moored, anchored, or otherwise secured in the water that are not directly connected to the shoreline.

**Floodway:** For purposes of determining the jurisdiction of the Shoreline Master Program in conjunction with the definition of "shoreland," "floodway" means the area, as identified in a Master Program, that either: (i) Has been established in federal emergency management agency flood insurance rate maps or floodway maps; or (ii) consists of those portions of a river valley lying streamward from the outer limits of a watercourse upon which flood waters are carried during periods of flooding that occur with reasonable regularity, although not necessarily annually, said floodway being identified, under normal condition, by changes in surface soil conditions or changes in types or quality of vegetative ground cover condition, topography, or other indicators of flooding that occurs with reasonable regularity, although not necessarily annually. Regardless of the method used to identify the floodway, the floodway shall not include those lands that can reasonably be expected to be protected from flood waters by flood control devices maintained by or maintained under license from the federal government, the state, or a political subdivision of the state.

**Forage fish:** Small, schooling fish which serve as an important source of food for other fish species, birds, and marine mammals. Examples of forage fish species are herring, smelt, anchovies, and sardines.

**Geotechnical Report:** A scientific study or evaluation conducted by a qualified professional that includes a description of ground and surface hydrology and geology, the affected land form and its susceptibility to mass wasting, erosion, and other geologic hazards or processes, conclusions and recommendations regarding the effect of the proposed development on geologic conditions, the adequacy of the site to be developed, the impacts of the proposed development, alternative approaches to the proposed development, and measures to mitigate potential site specific and cumulative geological and hydrological impacts of the proposed development, including the potential adverse impacts to adjacent and down-current properties. Geotechnical reports shall conform to accepted technical standards and must be prepared by a qualified professional engineer or geologist who has professional expertise about the regional and local shoreline geology and processes.

**Grading:** The movement or redistribution of the soil, sand, rock, gravel, sediment, or other material on a site in a manner that alters the natural contour of the land.

**Grubbing:** The removal of vegetative matter from underground, such as sod, stumps, roots, buried logs or other debris, and shall include the incidental removal of topsoil and earth.

**Houseboat:** a vessel used for living quarters but licensed and designed substantially as a mobile structure by means of detachable utilities or facilities, anchoring, and the presence of adequate self-propulsion to operate as a vessel.

**Height:** The distance measured from the average grade level to the highest point of a structure: Television antennas, chimneys, and similar appurtenances shall not be used in calculating height.

**Hydraulic Project Approval (HPA):** A permit issued by the Washington Department of Fish and Wildlife for modifications to waters of the State in accordance with RCW 75.20.

**Invasive:** A vegetative or animal species not native to a region and marked by a tendency to spread, especially with proclivity to replace healthy native species.

**In-Water Structure:** A structure located waterward of the ordinary high water mark that either causes or has the potential to cause water impoundment or the diversion, obstruction, or modification of water flow.

**Littoral drift:** The mud, sand, or gravel materials moved parallel to the shoreline in the nearshore zone by waves and currents.

**Marina:** A water dependent facility that provides wet and/or dry moorage for over ten (10) boats, and related accessory boat launching facilities and supplies and services for small commercial and/or pleasure craft. Marinas may be designated for temporary day-use only or for permanent (long-term) moorage.

**May:** A choice to act or not, denoting the use of discretion in making a decision.

**Mean Higher High Water (MHHW):** The tidal elevation obtained by averaging each day's highest tide at a particular location over a period of nineteen years. It is measured from the mean lower low water = 0.0 tidal elevation.

**Mooring Buoy:** a floating object anchored to the bottom of a water body that provides tie up capabilities for vessels. Mooring Buoy's are regulated separately from docks and piers.

**Mixed-Use Commercial:** Mixed-use commercial developments are shoreline developments which combine more than one separate but related activity into a coordinated package. Activities usually include one or more water-dependent uses with non-water dependent uses, and feature high amenity public access or recreational uses. The public benefit will be evaluated and weighed against the impact of the project in review of a mixed-use commercial development proposal.

**Modification:** An action that modifies the physical configuration or qualities of the shoreline area, usually through the construction of a physical element such as a breakwater, dock, boat launch ramp, or other shoreline structures. A shoreline modification also can consist of other activities, such as dredging and filling.

**Nonconforming Development:** A shoreline use, site, or structure which was lawfully constructed or established prior to the effective date of the Shoreline Management Act or the Bremerton Shoreline Master Program or amendments thereto, but which does not conform to present regulations or standards of the Master Program or policies of the Act. [WAC 173-14-040(1b)]

**Non-Water-Oriented Use:** A use which does not require or depend on a location on or near the waterfront, and which is neither a water-dependent, water-related, or water-enjoyment use as defined herein.

**Ordinary High Water Mark (OHWM):** The mark on all lakes, streams, and tidal waters which will be found by examining the beds and banks and ascertaining where the presence and action of waters are so common and usual, and so long continued in all ordinary years, as to mark upon the soil a character distinct from that of the abutting upland, in respect to vegetation, as that condition exists on the effective date of this chapter, as it may naturally change thereafter, or as it may

change thereafter in accordance with permits issued by a local government or the department: In any area where the ordinary high water mark cannot be found, the ordinary high water mark adjoining salt water shall be the line of mean higher high tide and the ordinary high water mark adjoining fresh water shall be the line of mean high water.

**Photic Zone:** The area between the OHWM and approximately -30 feet Mean Lower Low Water (MLLW).

**Piers:** fixed, pile-supported structures extending over the water.

**Primary Structure:** Any permanent building, road, bridge or utility requiring a permit or approval which is necessary to support the primary use of a site.

**Public Access, Limited (physical or visual):** Access with restrictions that are deemed necessary to protect the health, safety or welfare of the public OR to protect and maintain a particular site. Restrictions may limit times of use, or allow access only to certain users. [A limitation to restrict access may not be based on race, sex, color, creed, age or physical disability.] For example, such restrictions may limit public use to daylight hours, limit use to residents of a private community, or restrict use of tidelands used for shellfish production.

**Public Access, Physical:** Unobstructed access with public use improvements which are available to the general public extending from the public right-of-way to the **OHWM** or to the wetland directly abutting the OHWM. This includes access to the navigable waters of any water body and to tidelands in marine waters.

**Public Access, Visual:** Access with public use improvements available to the general public which provide a view of the shoreline or water but do not allow physical public access to the shoreline.

**Qualified Professional:** A person with experience and training in the pertinent scientific discipline whose expertise is appropriate for the relevant critical area and meets the following criteria:

A) A qualified professional must have obtained a B.S. or B.A. or equivalent degree in biology, engineering, environmental studies, fisheries, geomorphology, or related field, and five (5) years of related work experience applicable to the scope of the project. AND

B) A qualified professional proposing a structural solution such as a bulkhead or retaining wall must be a civil engineer, geotechnical engineer, or geologist with experience in the field and must be licensed in the State of Washington.

**RCW:** Revised Code of Washington.

**Rehabilitation:** The manipulation of the physical, chemical, or biological characteristics of a site with the goals of repairing natural or historic functions

and processes of a degraded wetland. Rehabilitation results in a gain in wetland function but does not result in a gain in wetland acres. Activities could involve breaching a dike to reconnect wetlands to a floodplain or returning tidal influences to a wetland.

**Restore, Restoration, or ecological restoration** means the reestablishment or upgrading of impaired ecological shoreline processes or functions. This may be accomplished through measures including but not limited to re-vegetation, removal of intrusive shoreline structures and removal or treatment of toxic materials. Restoration does not imply a requirement for returning the shoreline area to aboriginal or pre-European settlement conditions.

**Shorelands or Shoreland Areas:** Those lands extending landward for two hundred feet in all directions as measured on a horizontal plane from the Ordinary High Water Mark; floodways and contiguous floodplain areas landward two hundred feet from such floodways; and all wetlands and river deltas associated with the streams, lakes, and tidal waters which are subject to the provisions of this chapter; the same to be designated as to location by the Department of Ecology.

**Shoreline jurisdiction:** All shorelines of the state and shorelands as defined in RCW 90.58.030; in Bremerton this includes shorelands and water bodies waterward of OHWM out to the middle of Sinclair Inlet and Port Orchard Bay, all of Port Washington Narrows, Ostrich Bay, Oyster Bay, Phinney Bay and Mud Bay, the portion of Kitsap Lake within the Bremerton City limits, Union Reservoir, Twin Lakes, one mile of Gorst Creek and one mile of Union River.

**Shall:** A mandate; an action that must be done.

**Should:** A particular action that is required unless there is a demonstrated, compelling reason, based on policy of the Shoreline Management Act and this program against taking the action.

**Shoreline Environment Designations:** The categories of shorelines established by the City's Master Program in order to provide a uniform basis for applying policies and use regulations within physically distinct shoreline areas. The City's Shoreline Master Program classifies shorelines into the following environment designations: Aquatic, aquatic conservancy, commercial, downtown waterfront, industrial, isolated, multi-family residential, recreation, single family residential and urban conservancy.

**Shoreline Jurisdiction:** Those lands extending landward for 200' in all directions as measured on a horizontal plane from the OHWM; floodways and 100 year floodplains; and all wetlands and river deltas associated with the streams, lakes, tidal waters and all other areas as defined by RCW 90.58.030.

**Shoreline Master Program:** The general term for shoreline comprehensive plans and regulations prepared under the jurisdiction of the Shoreline Management Act.

**Shoreline Permit:** A substantial development, conditional use, revision, or variance permit or any combination thereof. [WAC 173-14-030(13)]

**Shorelines:** All of the water areas of the State, including reservoirs and their associated wetlands, together with the lands underlying them, except:

1. Shorelines of state-wide significance (sub-tidal Puget Sound);
2. Shorelines on segments of streams upstream of a point where the mean annual flow is twenty (20) cubic feet per second or less, and the wetlands associated with such upstream segments; and
3. Shorelines on lakes less than twenty (20) acres in size, and wetlands associated with such small lakes.

**Shorelines of Statewide Significance:** Shorelines designated by the State of Washington that are major resources from which all people in the state derive benefit. Shoreline areas in the City that are designated as shorelines of statewide significance are portions of the Puget Sound adjacent to the city limits and Kitsap Lake.

**Shoreline Substantial Development:** any development of which the total cost, or fair market value, whichever is higher, exceeds \$5,000, or any development which materially interferes with the normal public use of the water or shorelines of the state.

**State Master Program:** The cumulative total of all Shoreline Master Programs approved or adopted by the Department of Ecology.

**Structure:** A permanent or temporary edifice or building, or any piece of work artificially built or composed of parts joined together in some definite manner, whether installed on, above, or below the surface of the ground or water, except for vessels. [WAC 173-14-03(15)]

**Tidelands:** Land on the shore of marine water bodies between the line of ordinary high tide and the line of extreme low tide.

**Topography, Natural or Existing:** The surface including the relief and position of natural or man made features of the lot, parcel, or tract of real property immediately prior to any site preparation or grading, including excavation or filling.

**Upland:** Generally the area above and landward of the Ordinary High Water Mark.

**Variance:** a permit for the limited purposes of granting relief to specific bulk, dimensional, or performance standards set forth in the City's Shoreline Master Program.

**Vessel:** A ship, boat, barge, or any other floating craft which is designed and used for navigation and does not interfere with the normal public use of the water.

**WAC:** Washington Administrative Code.

**Water Dependent Use:** A use or portion of a use which cannot exist in any other location and is dependent on the water by reason of the intrinsic nature of its operations. Examples of water-dependent uses may include cargo terminal loading areas, ferry and passenger terminals, marinas, and sewer outfalls.

**Water-Related Use:** A use or portion of a use which is not intrinsically dependent on a waterfront location but whose operation cannot occur economically without a shoreline location. Examples of water-related uses may include warehousing of goods transported by water, seafood processing plants, or log storage. (Also see Non-water-oriented Use.)

**Water-Enjoyment Use:** A recreational use such as a park, pier, or other use facilitating public access as a primary character of the use; or, a use that provides for passive and active interaction of a large number of people with the shoreline for leisure and enjoyment as a general character of the use and which, through location, design and operation, assure the public's ability to interact with the shoreline. In order to qualify as a water-enjoyment use, the use must be open to the public and most if not all of the shoreline oriented space in the facility must be devoted to the specific aspects of the use that foster shoreline interaction. Water-enjoyment uses include, but are not limited to, restaurants, museums, and mixed-use commercial, provided that such use conforms to the above requirements and the provisions of the Master Program.

**Water Oriented Use:** Any combination of water dependent, water related, and/or water enjoyment uses. Non-water oriented serves to describe those uses which have little or no relationship to the shoreline. Examples of non-water oriented uses include professional office, automobile sales or repair shops, mini storage facilities, multifamily residential development, department stores, and gas stations.

**Wetlands:** Areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to,

## Shoreline Public Access Inventory

This document identifies existing and potential public shoreline access locations within the City. It is formatted to provide area specific information with a summary of each geographical location, a map, and photos. Improved public access can be achieved by the following:

1. Better utilization of existing City owned facilities. Existing underutilized City owned property such as sewage pump stations and street ends located on the shoreline are identified.
2. The Shoreline Master Program requires public access improvements on new commercial development and redevelopment of commercial properties. This document identifies locations within the City likely to be required to improve access.
3. The Shoreline Master Program requires improved access for new subdivisions of 4 or lots. Locations where this type of development is possible in the future are identified. Due to the density of existing lots along the shoreline this is not likely applicable in most areas.

The photos in this document are to be used as a aid to the reader, not all underutilized areas are photographed. This document should be used to help guide neighborhood groups and City Staff in understanding where improvement potential exists, what are some potential benefits, and if any barriers are foreseeable.

### Ostrich Bay 1-3 (*South limit of Naval hospital to Meyers place.*)

#### **Current Condition:**

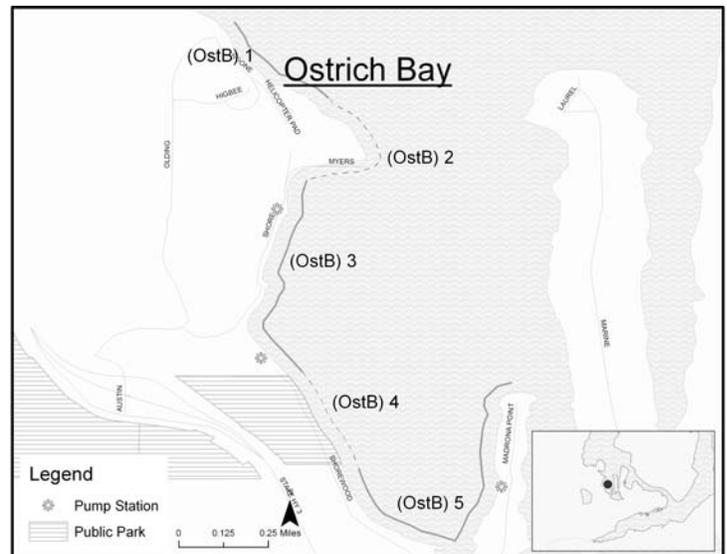
- Public access is limited in the Jackson Park Naval Housing Community. While not gated these are Federal lands, access is conditional and may be denied at any time.
- The area has a well lit paved trail system along the shoreline which runs from the hospital through NAD Park. The trail includes areas of second growth forest and developed lawn areas.
- Amenities include a covered picnic area, basketball court, and play equipment.
- The beach is accessible at multiple locations via formal and informal connections.

#### **Potential Improvements:**

- A formal agreement between the City and Navy would ensure future civilian pedestrian access.
- Public access could be improved at the
- City owned pump stations within the Navy Facilities located at Dowell Rd and Root Ct.
- Public information and education signage could be installed along the trail system.

#### **Potential Barriers:**

- Currently the Navy is not supportive of an agreement to allow civilians onto Navy Facilities due to security issues.



**Dowell Rd Pump Station**

**Notes:** Covered picnic table.  
Pedestrian path following shoreline. Visual access to water.

- Improvements to City Pump Stations would not be accessible by civilians without approval by the Navy.

### **Ostrich Bay 4** (*NAD Marine Park*)

#### **Current Condition:**

- Within NAD Park the shoreline is in open space with an established second growth forest.
- There is continuous public access via the trail system running parallel to the shoreline.
- Beach access is available at multiple locations via formal and informal connections.

#### **Potential Improvements:**

- There are opportunities for public information and educational programs and signage along the trail system.
- Park improvements could provide for increased public shoreline access and A.D.A. accessibility, kayak launching areas, picnic benches, etc that would enhance the pedestrian environment.



#### **Root Court Pump Station**

**Notes:** Rough paved path. Visual access to water. Steep vegetated bank.



#### **Madrona Point Alleys West Pump Station (The Crossing)**

**Notes:** Steep, narrow access. Encroachment by adjacent residents. Limited Views due to vegetation and the pump station.

### **Ostrich Bay 5** (*1903 Shorewood Dr. to 2151 Madrona Pt Dr. – Tip of Madrona Point*)

#### **Current Condition:**

- The area is developed with single-family residential uses with no current public access.
- There are two existing pump stations directly across from one another approximately half way up Madrona Point Drive called "The Crossing". A photo of the west station is shown to the right. The opposite pump station is addressed in the Oyster Bay section of this document. Currently these pump stations do not provide public access.

#### **Potential Improvements:**

- "The Crossing" pump stations could be improved to provide pedestrian access.

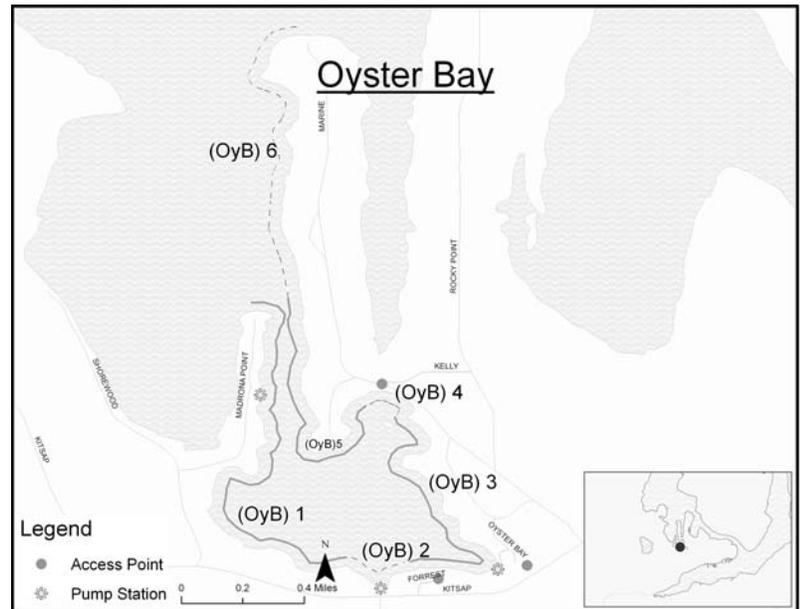
#### **Potential Barriers:**

- Vehicular access to "The Crossing" is extremely limited as they are located on a narrow piece of Right-of-Way and surrounded by private property. Stairway is steep and may pose a safety risk.
- New public access locations are not likely due to the existing built out development pattern of the area.

### **Oyster Bay 1** (*2148 Madrona Pt to 924 Lower Oyster Bay Dr*)

#### **Current Condition:**

- The area is developed with single-family residential uses with no current public access.
- There are two existing pump stations directly across from one another approximately half way up Madrona Point Drive called "The Crossing". Currently these pump stations do not provide public access.



#### **Potential Improvements:**

- Should new commercial development or large scale re-development occur, improved public access will be required.
- Improvements to "The Crossing" could enhance pedestrian access on Madrona Point.

#### **Potential Barriers:**

- Existing lot sizes are typically too small in this area for new public access requirements to be triggered by subdivision.
- Due to topography the East Pump Station of "The Crossing" may not provide physical access to the shoreline.

**Oyster Bay 2** (From but not including - 924 Lower Oyster Bay Dr to 4320 Kitsap Way)

**Current Condition:**

- Developed with both residential and commercial uses, no current public access exists.
- Existing pump station between the Oyster Bay Inn and the Flagship Inn does not provide public access.

**Potential Improvements:**

- New commercial development and large scale re-development will require improved public access.
- The pump station located off of Kitsap Way between the Oyster Bay Inn and the Flagship Inn has potential for improved public access.

**Potential Barriers:**

- Existing lot sizes are typically too small in this area for new public access requirements to be triggered by subdivision.
- The pump station on Kitsap Way is severely limited by topography and traffic patterns. The site has limited vehicular access, but is located in off a major arterial street.

**Oyster Bay 3** (4310 Kitsap Way to and including 1705 Marine Drive)

**Current Condition:**

- Developed with both residential and commercial uses and characterized by steep slopes.
- An existing stairway adjacent to the Family Pancake House descends from Kitsap Way to Oyster Bay Ct. which provides visual access, but does not reach the shoreline.
- Street end of Forrest Avenue unimproved, steep and narrow.

**Potential Improvements:**

- Street end at Forrest Avenue could be improved to provide improved pedestrian access.
- High probability of future commercial development and or redevelopment. Such development will require improvements to public access.
- Addition of benches along stairway would provide quality viewing.

**Potential Barriers:**

- Existing lot sizes are typically too small in this area for new public access requirements to be triggered by subdivision.
- Forrest Avenue Street end is limited by steep slopes and narrow street width. There is no location for vehicular parking or turnaround. Additionally neighbors are possibly encroaching into the Right-of-Way.

**Oyster Bay 4 – 6** (North of 1705 Marine Drive (but not including) to 3042 Marine Dr. – Tip of Peninsula)

**Current Condition:**

- The area is developed primarily with single-family residential uses with no current physical public access.
- Visual public access is provided from Marine Drive.

**Potential Improvements:**

- The street end at Kelly Rd. could be improved to provide a viewing platform.
- This portion of Marine Dr. could be preserved as a scenic drive.
- Sidewalks, bike lanes and viewpoints could be provided at key locations along the Right-of-Way.

**Potential Barriers:**

- Subdivisions of more than 4 lots require improved public access. Generally existing lot sizes are too small in this area for such subdivisions, however there are some larger lot sizes in Oyster Bay 6 where there is moderate potential for improved public access should large lots subdivide.



**Madrona Point Alleys East Pump Station (The Crossing)**

**Notes:** Steep, stairway chained off. Encroachment by residents. Limited Views due to vegetation and the pump station.



**Oyster Bay Stairs**

**Notes:** View from public stairs. No direct access to shoreline.



**Forrest Avenue Street End**

**Notes:** Steep, narrow roadway descends from Kitsap Way to Oyster Bay. Physical access to water.



**Kelly Road Street End**

**Notes:** Views from road. Low bank. Shoulder used informally for parking.

**Mud Bay 1-3** (3052 Marine Drive to 3544 Mathews Dr. NW (Tip of Rocky Pt.)

**Current Condition:**

- The area is developed with single-family residential uses with no current public access.

**Potential Improvements:**

- The street end at Older Avenue has legal access to State tidelands; therefore improvements are possible at this location.

**Potential Barriers:**

- Existing lot sizes are typically too small in this area for new public access requirements to be triggered by subdivision.
- The street end at Older Avenue is heavily forested and is on a steep slope. Access is not likely in this location due to the sensitivity of the resources.



Older Ave

**Notes:** Thick trees and vegetation. No access to water. Steep slope. High bank.

**Phinney Bay 1** (3532 Mathews Dr NW to 2710 Yacht Haven Wy.)

**Current Condition:**

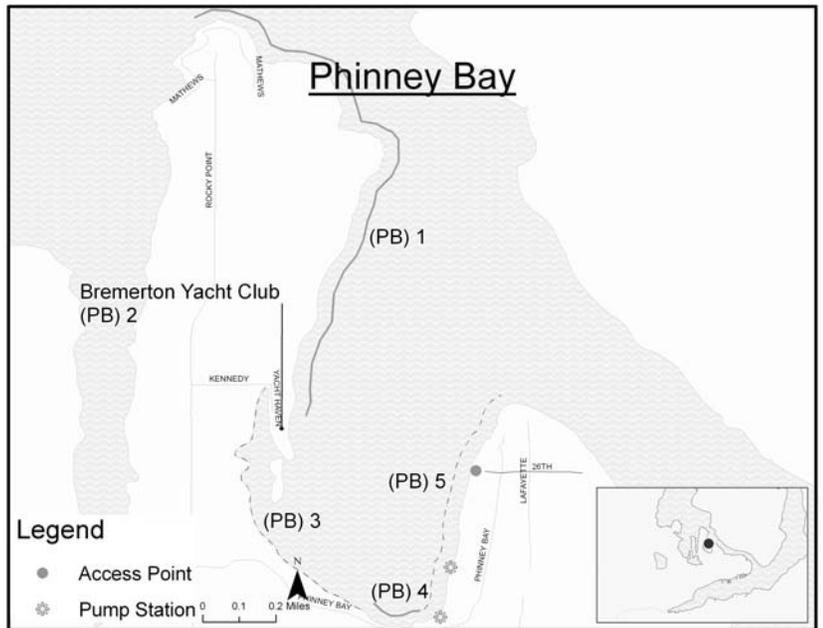
- The area is developed with single-family residential uses with no current public access.

**Potential Improvements:**

- Subdivisions of more than 4 lots require improved public access. Existing lot sizes vary, should larger lots subdivide into more than 4 lots, improved public access will be required.

**Potential Barriers:**

- Subdivision of more than 4 lots is currently unlikely as this area is not serviced by City sewer. Lot sizes required for lots not serviced by sewer will severely limit subdivision density.



**Phinney Bay 2** (2700 Yacht Haven Way - Bremerton Yacht Club)

**Current Condition:**

- No current public access.

**Potential Improvements:**

- Expansion of the yacht club could trigger improved public access requirements. Additionally WAC 332-30-131(5) provides an incentive of reduced rent on aquatic lands where public access is provided.

**Potential Barriers:**

- Redevelopment is unlikely in the immediate future.

**Phinney Bay 3** (4105 NW Kennedy Dr to 3680 NW Phinney Bay Rd - Include Shaw Island)

**Current Condition:**

- The area is developed with single-family residential uses with no current physical public access.
- Scenic views along most of Phinney Bay Drive.

**Potential Improvements:**

- Phinney Bay Dr could be preserved as a scenic drive. Sidewalks, Trails, bike lanes, and viewpoints should be provided on the public right-of-way.



26Th Street End

**Notes:** Steep bank, vegetation blocks views. Development between road and shoreline.

**Potential Barriers:**

- Existing lot sizes are typically too small in this area for new public access requirements to be triggered by subdivision.

**Phinney Bay 4 & 5** (3423 NW Phinney Bay Rd to 2715 N. Lafayette Avenue)

**Current Condition:**

- The area is developed with single-family residential uses with no current public access.

**Potential Improvements:**

- Phinney Bay Dr could be preserved as a scenic drive. Sidewalks, Trails, bike lanes, and viewpoints should be provided on the public right-of-way.
- The E. Phinney Bay pump station has high potential for public access improvement.



E Phinney Drive Pump Station

**Notes:** Low bank. Informal access to water. Residential encroachments.

**Potential Barriers:**

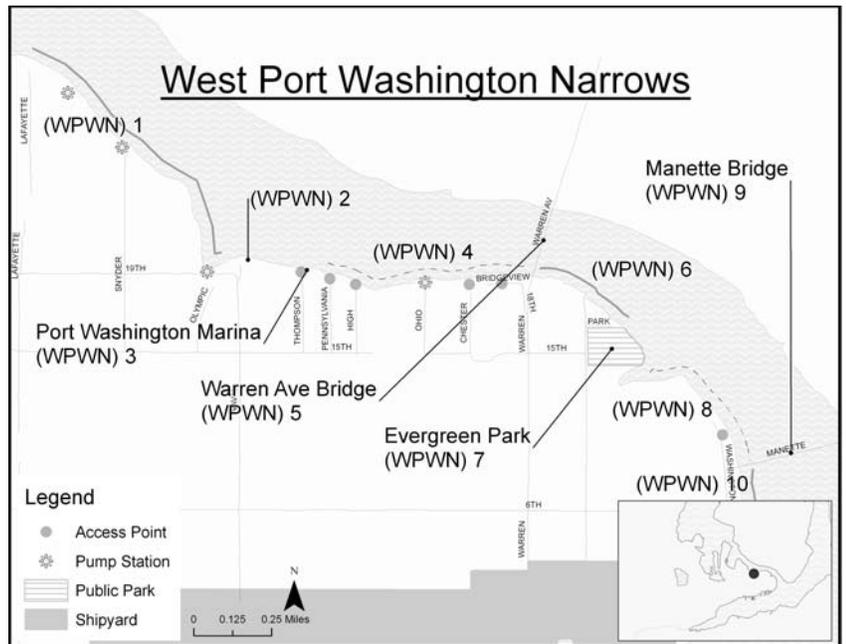
- Existing lot sizes are typically too small in this area for new public access requirements to be triggered by subdivision.
- The 26<sup>th</sup> Street end has low potential for public access as it is highly vegetated and is on a steep bank.

**West Port Washington Narrows 1**

(2710 N Lafayette Ave to 2304 19<sup>th</sup> Street)

**Current Condition:**

- The area is developed with single-family residential uses which do not provide public access.
- Public access improvements are required and planned for the Waterside Lane Development.
- Limited public access at intersection of 25<sup>th</sup> and Snyder Avenue at the City pump station.



**Potential Improvements:**

- Improvements to pump station on Snyder Avenue could improve pedestrian access.
- Public access adjacent to the shoreline for Waterside Lane will be improved as project develops.

**Potential Barriers:**

- Existing lot sizes are typically too small in this area for new public access requirements to be triggered by subdivision.

**West Port Washington Narrows 2** (1900 Naval Ave to Port Washington Apts – Anderson Cove)

**Current Condition:**

- The area is developed with single-family residential uses which do not provide public access.
- Undeveloped Street end at Olympic.
- City owned property at 2310, 2314, 2316, and 2320 19<sup>th</sup> Street, homes have recently been demolished, property is vacant.

**Potential Improvements:**

- Street ends on Olympic Ave could be improved to provide pedestrian public access.
- Sidewalks, bike lanes and viewing platforms may be developed on the right-of-way to provide for greater public enjoyment.



Snyder Avenue Pump Station

**Notes:** Low bank. Informal access to water. Possible residential encroachments.



Olympic Ave. Street End

**Notes:**Low bank. Poor aesthetic of building and landscaping. Residential encroachments.

- The City owned property at 2310, 2314, 2316, and 2320 19<sup>th</sup> Street are planned to be improved by the Parks Department to provide a recreational facility and public beach access.

**Potential Barriers:**

- Existing lot sizes are typically too small in this area for new public access requirements to be triggered by subdivision.

**West Port Washington Narrows 3** (1805 Thompson - Port Washington Marina)

**Current Condition:**

- No public access.

**Potential Improvements:**

- Expansion of the marina could trigger improved public access requirements. Additionally WAC 332-30-131(5) provides an incentive of reduced rent on aquatic lands where public access is provided.

**Potential Barriers:**

- Redevelopment is unlikely in the immediate future.

**West Port Washington Narrows 4** (1806 Thompson Ave to Warren Ave Bridge.)

**Current Condition:**

- Industrial and single-family residential development. Informal public access at High Ave and Ohio Avenue.

**Potential Improvements:**

- There are several opportunities for improved access at street ends locations such as Thompson Ave, Pennsylvania Ave, High Avenue, Ohio Avenue, and Chester Avenue and the pump station on Ohio Avenue.

**West Port Washington Narrows 5** (Both sides Warren Bridge Roto-Vista Park)

**Current Condition:**

- Roto-Vista Park offers 130 linear feet of shoreline access with some amenities and limited on-street parking
- Excellent vistas of Port Washington Narrows, limited physical access.

**Potential Improvements:**

- Park improvements should include increasing vehicular access and A.D.A. accessibility.

**West Port Washington Narrows 6** (Warren Ave Bridge to 710 Park Dr.)

**Current Condition:**

- Multi-family and single-family development with no formal public access provided on private parcels.
- Informal pedestrian access is available along the parking lot between Elizabeth Avenue and Park Avenue.
- Park Avenue street end provides informal public access.

**Potential Improvements:**

- More formal facilities could be developed at existing City owned parcels. Improvements to such parcels are wide ranging.

**West Port Washington Narrows 7** (Evergreen Park)

**Current Condition:**

- Evergreen Rotary Park includes 1,900 feet of visual and physical shoreline access and includes: a group shelter, picnic shelters and tables, BBQs and a boat launch.



Thompson Ave. Street End

Notes: Adjacent to marina. Steep bank. No existing public access.



Chester Ave. Street End

Notes: Steep bank. Nice view. Encroachment by single-family uses. Directly adjacent to Olympic College.



Pennsylvania Ave Street End

Notes: Steep bank. Rugged informal footpath. Overgrown. Adjacent to industrial.



High Ave. Street End

Notes: Moderate/Low bank. Informal footpath to beach. Clear View.

**Potential Improvements:**

- The future waterfront connectivity project may traverse the public tide or aquatic lands in this area from the Turner Joy to Evergreen Park.
- Future additions to the park could increase public access. The City owns the property to the northeast of the park and has preliminary plans for such improvements.

**West Port Washington Narrows 8** *(Evergreen Park to Manette Bridge)*

**Current Condition:**

- Multi-family district currently developed in single-family use with no existing physical access.
- Existing views from roads.

**Potential Improvements:**

- The future waterfront connectivity project may traverse the public tide or aquatic lands in this area from the Turner Joy to Evergreen Park.
- Street end at 11<sup>th</sup> Place St.

**Potential Barriers:**

- Steep bank, high density, developed area provides a limited area for improvements.

**West Port Washington Narrows 9** *(Both sides of the Manette Bridge)*

**Current Condition:**

- No current public access.

**Potential Improvements:**

- Replacement of the Manette Bridge have provided opportunity for public access in the location of the old bridge. Steep slopes and limited vehicular access will minimize the scope for this site; however substantial opportunity for improvement is available.

**Potential Barriers:**

- Steep bank, high density, developed area provides a limited area for improvements.

**West Port Washington Narrows 10** *(Manette Bridge to 608 Washington Ave)*

**Current Condition:**

- Existing multifamily development on steep bank waterfront with no public access.

**Potential Improvements:**

- The future waterfront connectivity project may traverse the public tide or aquatic lands in this area from the Turner Joy to Evergreen Park.
- Redevelopment is likely for many of these lots, which would require improved public access.
- 6<sup>th</sup> Street connection to shoreline should be provided and is shown in existing Land Use applications.

**Potential Barriers:**

- Steep bank, high density, developed area provides a limited area for improvements.

**Sinclair Inlet 1** *(6<sup>th</sup> Street to Puget Sound Naval Shipyard)*

**Current Condition:**

- There is a large public marina between the Ferry Terminal and Burwell Street in conjunction with a waterfront plaza that provides extensive public access.
- Louis Mentor Boardwalk and southerly ferry terminal.
- Bremerton Fountain Park between the shipyard and ferry terminal.

**Potential Improvements:**

- Public access trail could be provided running parallel to the shore.

**Potential Barriers:**

- High density, developed area provides a limited area for improvements.

Attachment III



Ohio Ave. Street End & Pump Station

Notes: Utility access. Clear View. Beach accessible. Gentle bank.



Park Ave. Street End

Notes: Steep bank. Clear view of water.



Bridgeport X 18<sup>th</sup> Street End

Notes: Small street adjacent to the bridge. Steep bank. No physical or visual access. Private garage may encroach.



11th Place St. Street End

Notes: High bank. Thick bramble. Great view. Some room for parking.



Sinclair Inlet 1 – Downtown Bremerton

Notes: Densely developed with several public access points.

### Sinclair Inlet 2 (*Puget Sound Naval Shipyard*)

#### Current Condition:

- Heavy industrial ship yard
- Public access is not appropriate due to hazards and national security concerns.

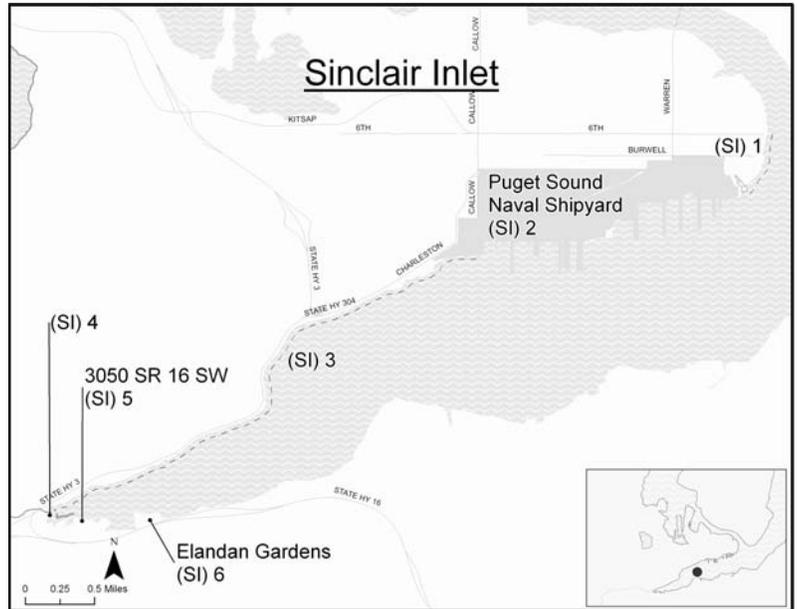
### Sinclair Inlet 3 (*Puget Sound Naval Shipyard boundary to, but not including 3958 SR 16 West - Gorst Creek*)

#### Current Condition:

- The shoreline in this area is bounded by the US Navy Railroad, SR 3, and SR 304.
- The majority of the shoreline consists of rock rip-rap. There is no formal public access to this area.

#### Potential Improvements:

- Future development of the "Mosquito Fleet Trial" could improve access. This could include bike lanes and pedestrian paths to connect Bremerton and Port Orchard.



#### Potential Barriers:

- Highly developed with industrial uses and Highway severely limit public access opportunities.

### Sinclair Inlet 4 (*Puget Sound Naval Shipyard boundary to, but not including 3958 SR 16 West - Gorst Creek*)

#### Current Condition:

- Commercial Development in the area along the Gorst Estuary.

#### Potential Improvements:

- Future development of the "Mosquito Fleet Trial" could improve access. This could include bike lanes and pedestrian paths to connect Bremerton and Port Orchard.
- Redevelopment of properties would require a public access trail along the shoreline that ensures connectivity between properties.

#### Potential Barriers:

- Highly developed and Highway severely limit public access opportunities.

### Sinclair Inlet 5 (*3050 SR 16 SW*)

#### Current Condition:

- This is the Sinclair Inlet Wildlife Area, a Kitsap County Park extending about 1,000 feet along SR 16 with a cove on the Gorst Estuary. Public access includes a wildlife viewing platform.

#### Potential Improvements:

- Ideally this area will remain a wildlife area. Access and parking are limited due to the proximity to SR 16.

#### Potential Barriers:

- Public access is limited due to the proximity to the highway and high sensitivity of habitat on site.

### Sinclair Inlet 6 (*Elandan Gardens*)

#### Current Condition:

- Elandan Gardens is a private nursery, informal public access is provided during business hours. No formal public access.

#### Potential Improvements:

- Redevelopment could require a public access trail along the shoreline that ensures connectivity between properties.

**Potential Barriers:**

- Access is limited due to proximity to the highway.

**East Port Washington Narrows 1**

*(Riddell Road to 3632 Tracyton Beach Rd)*

**Current Condition:**

- Rural single-family residential

**Potential Improvements:**

- Opportunity for public access exists should larger lots subdivide.

**East Port Washington Narrows 2**

*(Riddell Road to 3632 Tracyton Beach Rd)*

**Current Condition:**

- Tracyton Beach Rd offers a scenic drive.
- Pat Carey Vista provides amenities and views.

**Potential Improvements:**

- Opportunity for public access exists should larger lots subdivide.
- Tracyton Beach Road could be declared a scenic drive.
- Trails or sidewalks and viewpoints could be provided on the public right-of-way.
- Street end at Sheridan Rd. has some improvement potential.

**Potential Barriers:**

- Areas that are encumbered by high bluffs may not be able to provide physical access without damaging the steep slopes. Access should not adversely affect sensitive intertidal areas.

**East Port Washington Narrows 3** *(Sheridan Road to 2475 Stephenson Ave)*

**Current Condition:**

- Lions Park provides public access along the shoreline and to the beach with many amenities available to the public.

**Potential Improvements:**

- Park improvements and ecological restoration measures are encouraged.
- The street end at Stephenson Avenue is directly adjacent to Lyons Park, has ample room for improved access.

**Potential Barriers:**

- There is ample existing public access in this location, new access at pump stations may not be necessary.

**East Port Washington Narrows 4** *2506 Stephenson Ave to Sheridan Park)*

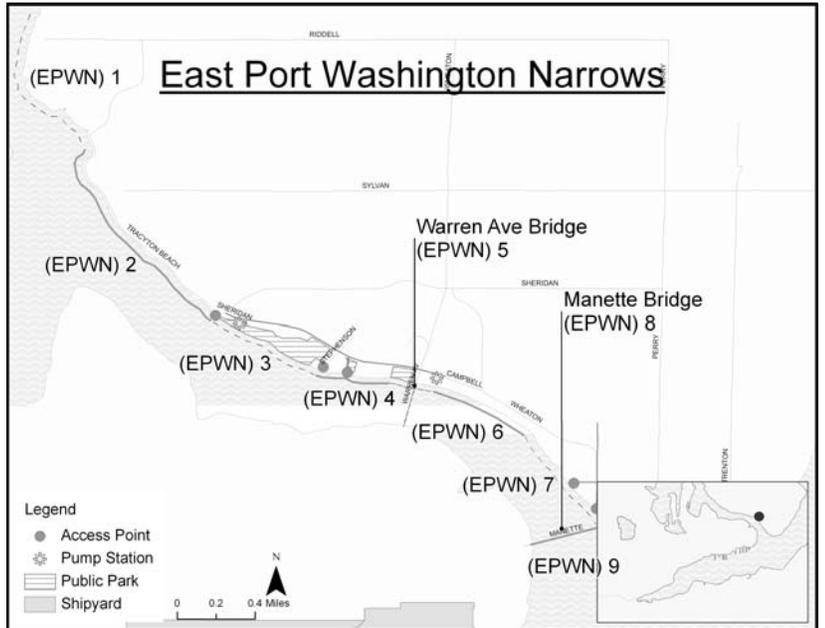
**Current Condition:**

- This reach includes a city utility facility, multi-family development, and Lent's Landing Park. A more formal pedestrian connection could be provided between Lions Park and the City's utility facility.

**Potential Improvements:**

- Public access to the parks should be maintained, but may be modified in the future in conjunction with ecological restoration measures.

**East Port Washington Narrows 5** *(Sheridan Park Warren Bridge Theater)*



Sheridan Rd. Street End

Notes: Nice view. Heavy traffic flow. Very close to Lyons park. Private



Stephenson Ave. Street End

Notes: Chain link fence around a large portion of Lyons field.



Lent's Landing Street End

Notes: Water access, large lawn, gazebo, benches, parking, bus shed.

**Current Condition:**

- Single-family and multi-family use, Sheridan Park, and the Bremerton Community Theater on a City owned parcel.

**Potential Improvements:**

- Public access to the water below the bluff could be provided.

**Potential Barriers:**

- Public access should be avoided in cases where damage to the steep slopes is likely and where it would adversely affect sensitive intertidal areas.



Main St. View Point

Notes: Informal Pathway to beach.  
Steep access to beach.

**East Port Washington Narrows 6** (*1107 Campbell Way to 1921 Wheaton Way*)

**Current Condition:**

- City-owned utility facility on the south side of the bridge
- Multi-family and commercial uses on Campbell Way and Wheaton Avenue.

**Potential Improvements:**

- There is an unopened street end at Main Street north of the Campbell Way/Wheaton Way intersection that provides the potential for a marine access and viewpoint.

**Potential Barriers:**

- Main Street end is a steeply sloped area. Parking is limited.



16<sup>th</sup> Steet End

Notes: High bank with steep slope. Great view.

**East Port Washington Narrows 7** (*East of 1921 Wheaton to the Manette Bridge*)

**Current Condition:**

- Domstad Park, in conjunction with open space on both sides of the Manette Bridge, provides a public viewpoint.

**Potential Improvements:**

- Street ends at 16<sup>th</sup> St and Marlow Avenue could be improved to provide pedestrian access to the shoreline.
- Improved access opportunities in the location of the Old Manette Bridge.

**Potential Barriers:**

- Steep slope and high density limit area for pedestrian access.



Marlow Avenue End

Notes: Great view. Well landscaped. Likely kept up by an adjacent land owner.

**East Port Washington Narrows 8** (*Manette Bridge both sides*)

**Current Condition:**

- Visual access to the water is provided.

**Potential Improvements:**

- New Manette Bridge will provide bike lane and improved sidewalk width.
- Improvements are likely to occur on both sides of the bridge.

**East Port Washington Narrows 9** (*Manette Bridge to 211 Shore Dr*)

**Current Condition:**

- Retail, restaurant and multi-family uses. A pier is provided at The Boat Shed Restaurant.

**Potential Improvements:**

- A continuous walkway along the shoreline could be provided at the time these parcels redevelop.
- Piers on public aquatic lands also could provide public access.
- Pump station on Lebo Blvd just south of the Warren Ave Bridge.

**Potential Barriers:**

- The shoreline is densely developed, new access points are unlikely.

**Port Orchard Bay 1**

(215 Shore Drive to 711 Shore Drive)

**Current Condition:**

- Single-family residential.
- Developed street ends at 9<sup>th</sup> St and Hayward Avenue providing public access.
- Existing visual access from Upper Shore Drive.

**Potential Improvements:**

- Upper Shore Drive could be preserved as a scenic drive with a trail or sidewalks and viewpoints provided on the public right-of-way.

**Potential Barriers:**

- The shoreline is densely developed, new access points are unlikely.

**Port Orchard Bay 2** (805 Shore Drive to 1151 Shore Drive)

**Current Condition:**

- Lots developed with Single-family residential use.
- Bachman Park at the Trenton Ave street end provides visual and physical access.
- Jennifer's Hill Climb at street end of 11<sup>th</sup> Street and Trenton Avenue.
- Views from Upper Shore Drive

**Potential Improvements:**

- Improvements to existing facilities such as public amenities for pedestrians.
- Upper Shore Drive could be preserved as a scenic drive.

**Potential Barriers:**

- The shoreline is densely developed, new access points are unlikely.

**Port Orchard Bay 3 & 4** (1334 Jacobson Blvd to 2504 NE Enetai Beach Rd)

**Current Condition:**

- Developed with single family residences with no existing public access.

**Potential Improvements:**

- Jacobson Blvd could be preserved as a scenic drive.

**Potential Barriers:**

- The shoreline is densely developed, new access points are unlikely.

**Port Orchard Bay 5** (2700 NE Enetai Beach Rd to but not including 3735 Bahia Vista Drive)

**Current Condition:**

- Largely undeveloped. No current public access.

**Potential Improvements:**

- Largely undeveloped, when development occurs public access should include a trail eventually connecting to Illahee State Park.

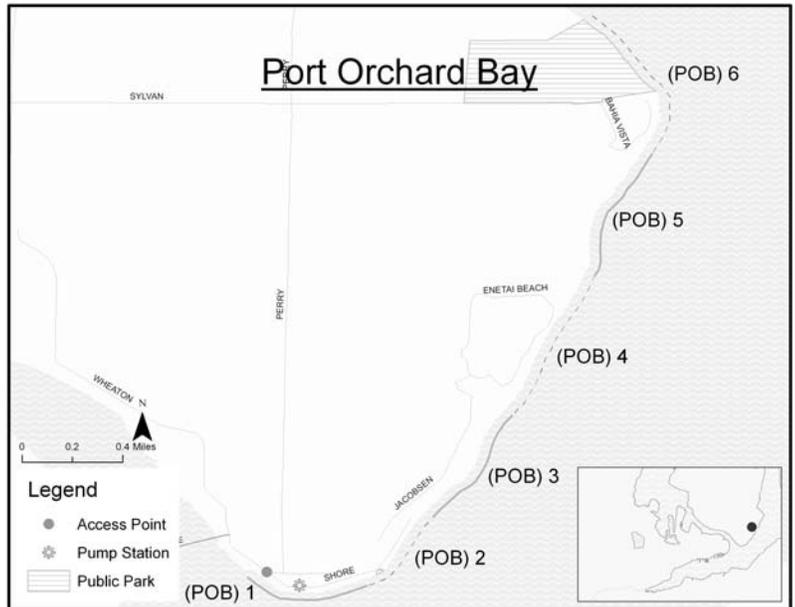
**Port Orchard Bay 6** (3735 Bahia Vista Drive to Illahee State Park)

**Current Condition:**

- Single-family residential. No current public access.

**Potential Improvements:**

- Small lot size within single-family residential area. If development occurs public access should include a trail eventually connecting to Illahee State Park.



9<sup>th</sup> Avenue Street End

Notes: Small picnic area, parking, and beach access.



Hayward Avenue Street End

Notes: Pump station predominates site. Access to water. Great view.

**Potential Barriers:**

- Coordination of trail system.

**Gorst Creek 1** (*Sinclair Inlet to SR 3*)

**Current Condition:**

- Undeveloped on the left bank, developed commercial use on the right bank.
- No formal public access.

**Potential Improvements:**

- Future redevelopment will likely require improved public access.
- Trail system running parallel to the shoreline should be included in public access for each project.

**Potential Barriers:**

- Coordination of trail system.

**Gorst Creek 2** (*SR 3 to Sam Christopherson Avenue.*)

**Current Condition:**

- Commercial and Industrial use.
- No formal public access.

**Potential Improvements:**

- A shoreline public access path could be created when redevelopment occurs that ensures connectivity with other properties.

**Potential Barriers:**

- Coordination of trail system.

**Gorst Creek 3** (*Sam Christopherson Avenue to W. Belfair Valley Rd*)

**Current Condition:**

- Single-family residential, however, zoned for more intense purposes.

**Potential Improvements:**

- A shoreline public access path should be created when redevelopment occurs that ensures connectivity with other properties.

**Potential Barriers:**

- Coordination of trail system.

**Gorst Creek 4** (*W Belfair Valley Rd to power line easement - Hatchery in Otto Jarstad Park*)

**Current Condition:**

- Developed portions of Otto Jarstad Park offer public access as well as access and educational programs at the fish hatchery.

**Potential Improvements:**

- Park improvements could include formal access that recognizes sensitive features of the stream.

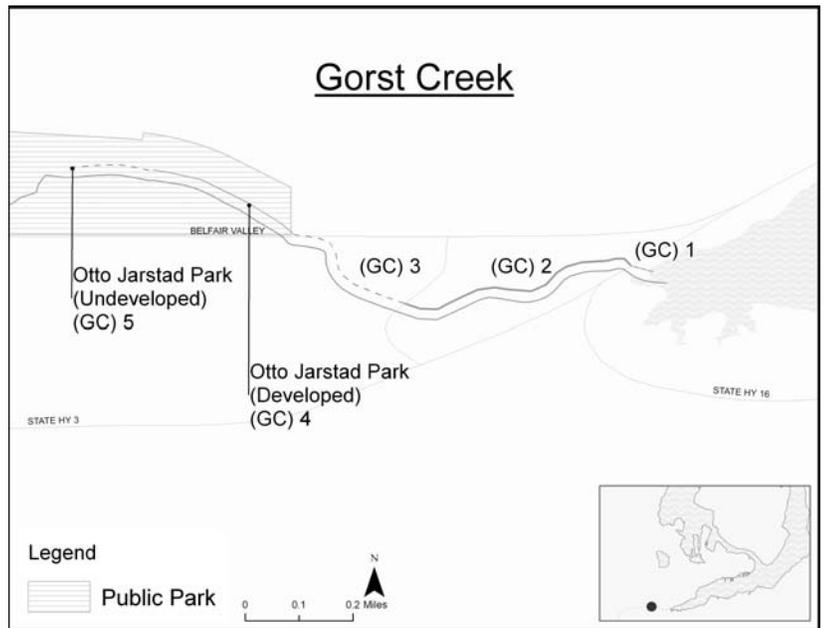
**Gorst Creek 5** (*Power line easement in Otto Jarstad Park to end of shoreline jurisdiction*)

**Current Condition:**

- Undeveloped portions of Otto Jarstad Park provide Informal access to the shoreline.

**Potential Improvements:**

- Park improvements could include formal access that recognizes sensitive features of the stream.



Gorst Creek

Notes: Fish Habitat enhancement project in Jarstad Park.

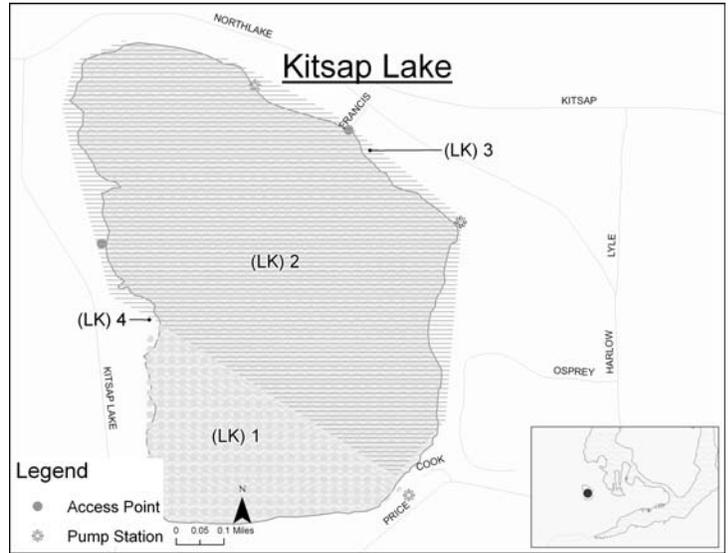
**Kitsap Lake 1** (South side of lake to 1976 Price Rd - Kitsap Lake Park)

**Current Condition:**

- Kitsap Lake Park includes both active recreation areas and a large natural area consisting of a large wetland complex. The active portion of the park provides public access along the shoreline.

**Potential Improvements:**

- Additional interpretive trails and boardwalks may be developed in the wetland area, to the extent that they protect ecologically important resources.



**Kitsap Lake 2** (Easterly portion of Kitsap Lake Park)

**Current Condition:**

- Single-family residential. No current public access.

**Potential Improvements:**

- Unlikely possibility of future public access due to existing small lot sizes.
- Pump stations on Price Rd, Cedarwood Dr, and Chico Way all have the potential to be improved to provide pedestrian access.

**Potential Barriers:**

- Pump stations are small and will likely have limited or no parking.

**Kitsap Lake 3** (Platted Kitsap Lake)

**Current Condition:**

- Single-family residential
- Informal public access to the shoreline at the end of Francis Street.

**Potential Improvements:**

- Street end at Francis St Could be expanded.

**Potential Barriers:**

- New public access locations are unlikely due to density of existing neighborhood.

**Kitsap Lake 4** (1012 Kitsap Lake Rd Navy – Camp McKean)

**Current Condition:**

- Navy Park provides public access along the shoreline and to the beach however it is limited to naval personnel.
- Department of Fish & Wildlife Boat Launch provides physical and visual access with picnic tables and bathrooms, however park fees apply.

**Potential Improvements:**

- Subdivisions of more than 4 lots require improved public access. Existing lot sizes vary, should larger lots subdivide into more than 4 lots, new public access will be required.

**Potential Barriers:**

- The Navy is unlikely to offer access to civilians due to security risks.



Price Road Pump Station – Kitsap Lake Park

Notes: Ample parking, restrooms, picnic tables, visual and physical access to water.



Chico Way Pump Station

Notes: Low bank. Access to water. Great access to shoreline. Very close to neighboring residences.



Cedarwood Drive Pump Station

Notes: Low bank. Beach inaccessible due to fencing. Could be improved with minimal costs.



Department of Fish & Wildlife Boat launch

Notes: Boat launch, bathroom, parking, visual and physical access.



Francis Street End

Notes: Low bank. Paved to beach. Parking. Could be improved with minimal costs.

### Union River Reservoir 1

#### Current Condition:

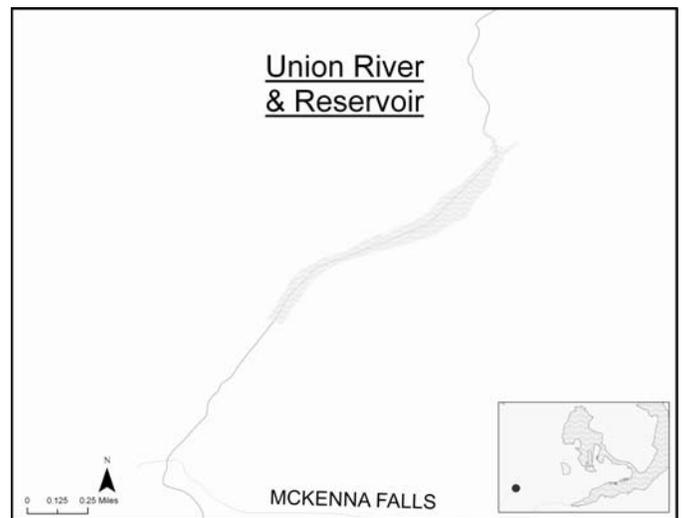
- Undeveloped open space. Public access is prohibited.

#### Potential Improvements:

- None.

#### Potential Barriers:

- Public access presents a safety concern to the City's water supply. State and Federal regulations prohibit public access in this location.



### Twin Lakes

#### Current Condition:

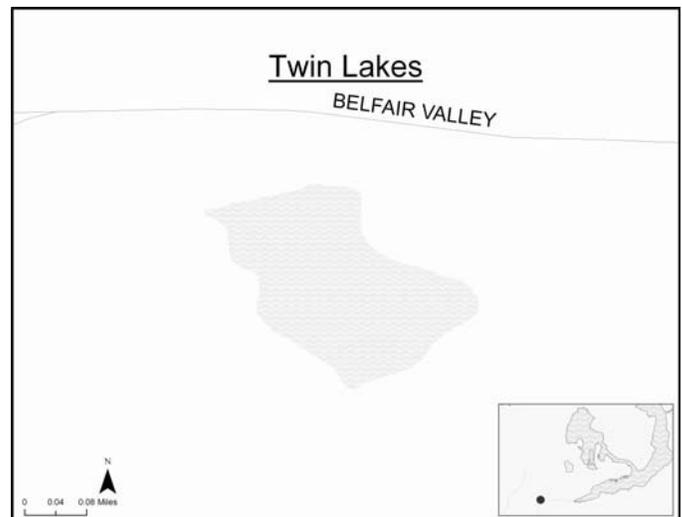
- Undeveloped open space. Public access is prohibited.

#### Potential Improvements:

- None

#### Potential Barriers:

- This is a surface expression of the aquifer. There are several State and federal regulations for watershed protections that prohibit public access to this location.



irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. Wetlands include artificial wetlands created from non-wetland areas to mitigate the conversion of wetlands.

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