

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:

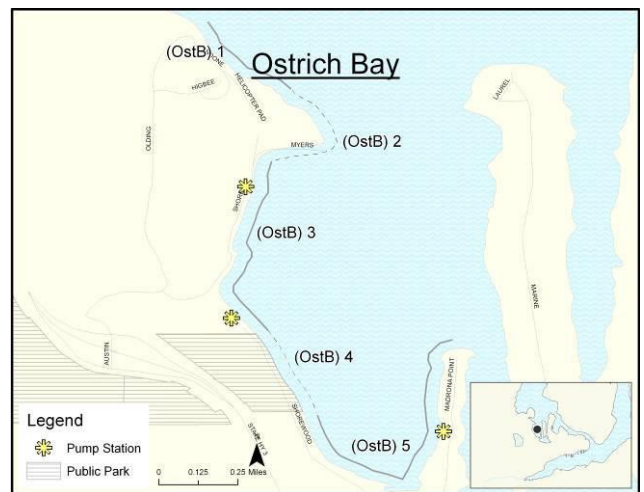
1. Better utilization of existing City owned facilities. Existing underutilized City owned property such as sewage pump stations and street ends located on the shoreline are identified.
2. The Shoreline Master Program requires public access improvements on new commercial development and redevelopment 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.

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)



Root Court Pump Station

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



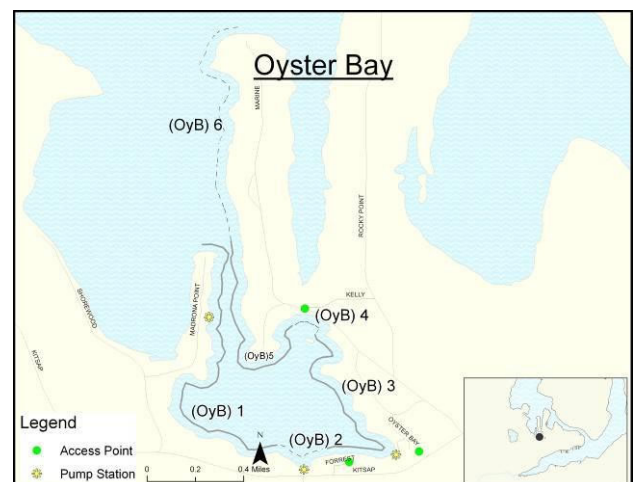
Madrona Point Alleys East Pump Station (The Crossing)

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



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.



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 the lot north of 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 (not including) parcel 152401-2-127-2004 to (but not including) 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.



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.



Snyder Avenue Pump Station

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

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

Current Condition:

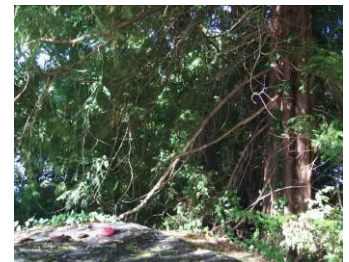
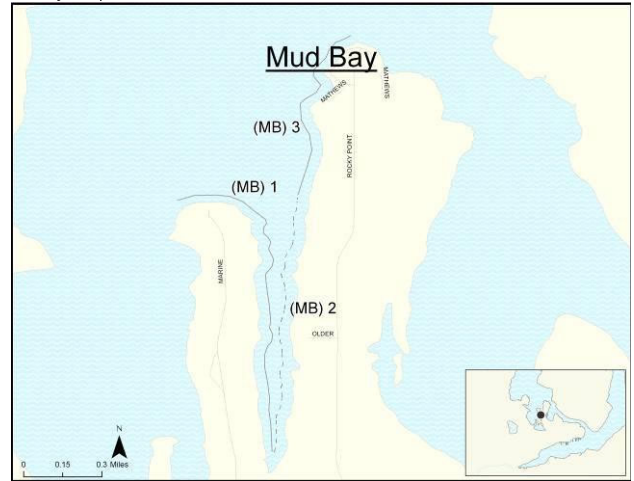
- The area is developed with single-family residential uses with no current public access.

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:

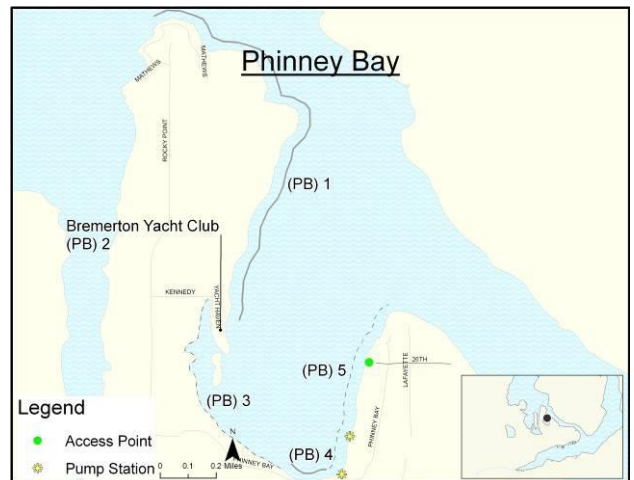
- The area is developed with single-family residential uses with no current public access.

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.



26Th Street End

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

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.

Potential Barriers:

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



E Phinney Drive Pump Station

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

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.

Potential Barriers:

- Existing lot sizes are typically too small in this area for new public access requirements to be triggered by subdivision.
- The 26th 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 19th 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 25th 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.



Olympic Ave. Street End

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

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



Thompson Ave. Street End

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



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.

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.



High Ave. Street End

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

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.

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 11th 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.
- 6th Street connection to shoreline should be provided and is shown in existing Land Use applications.



11th Place St. Street End

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



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 18th Street End

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

Potential Barriers:

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

Sinclair Inlet 1 (6th 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.



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.



Sinclair Inlet 1 – Downtown Bremerton

Potential Barriers:

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

Notes: Densely developed with several public access points.

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 (3958 SR 16 West to 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 onsite.

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 (*South of 3765 Tracyton Beach Rd to Sheridan Road*)

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.

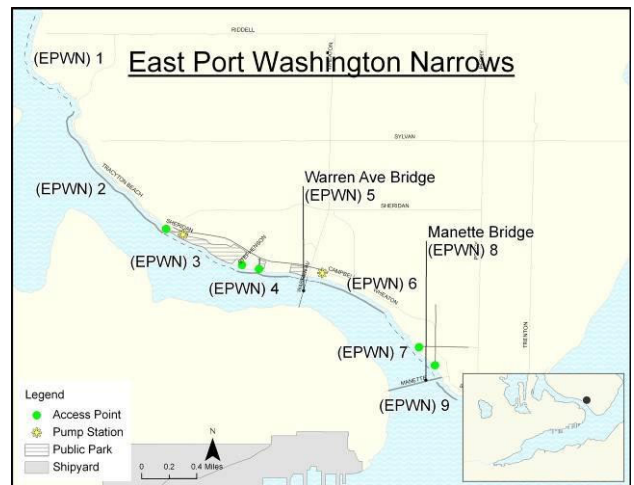
Potential Improvements:

- 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*)



Sheridan Rd. Street End
Notes: Nice view. Heavy traffic flow. Very close to Lyons park. Private garage may encroach.

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*)

Current Condition:

- Single-family and multi-family, Sheridan Park, and the Bremerton Community Theater on a City owned parcel.
- Park and Recreation Department "laydown" site across from Sheridan Park Community Center

Potential Improvements:

- Public access to the water below the bluff could be provided.
- Eastside Village Subarea Plan identifies an opportunity to surplus and develop the laydown site and refocus parks and recreation at Campbell Way and Lebo Blvd. See Port Washington Narrows 6.
- SR 303 improvements may include a pedestrian priority ramp east from SR 303 to Lebo Blvd. This would be an opportunity to provide visual access to the shoreline.

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.

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. Shoreline viewing may be more feasible from the Campbell Way right-of-way. Goal to improve commercial frontage, Public Works access, and allow for shoreline viewing.
- Eastside Village Subarea Plan identifies an opportunity to develop "triangle" property at Campbell Way and Lebo Blvd. with commercial amenities and stormwater treatment and offer shoreline viewing.

Potential Barriers:

- Main Street end is a steeply sloped area. Parking is limited. See Potential Improvements to Campbell Way or "triangle" park above.

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:

- Improved access opportunities in the location of the Old Manette Bridge.

Potential Barriers:

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

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.

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.



Main St. View Point

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



16th Steet End

Notes:High bank with steep slope. Great view.



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 9th 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.
- The property between 327 and 3214 Shore Drive that is owned by the City could be improved to be a pocket park.

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 11th Street and Trenton Avenue.
- Street end at 11th has encroachments from neighbors.
- 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.
- 11th Street end could be improved to provide pedestrian access.

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.



9th 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.

Port Orchard Bay 5 (2700 NE Enatai 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.

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.

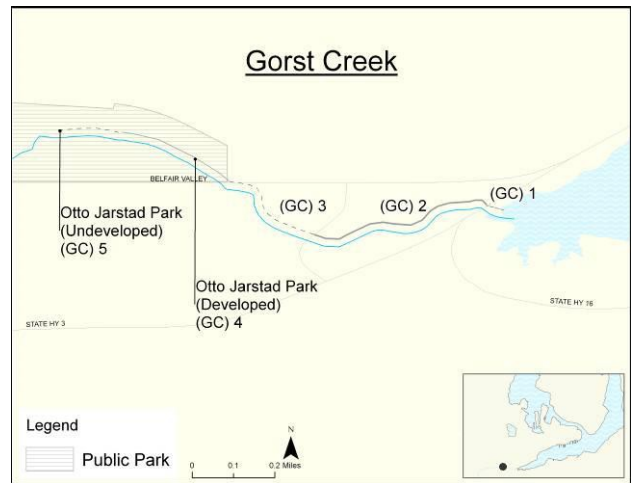
Potential Improvements:

- 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)



Gorst Creek

Notes: Fish Habitat enhancement project in 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.

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.
- Department of Fish & Wildlife Boat Launch provides physical and visual access with picnic tables and bathrooms, however park fees apply.

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.



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.

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.



Francis Street End

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



Chico Way Pump Station

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



Price Road Pump Station – Kitsap Lake Park

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

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.

