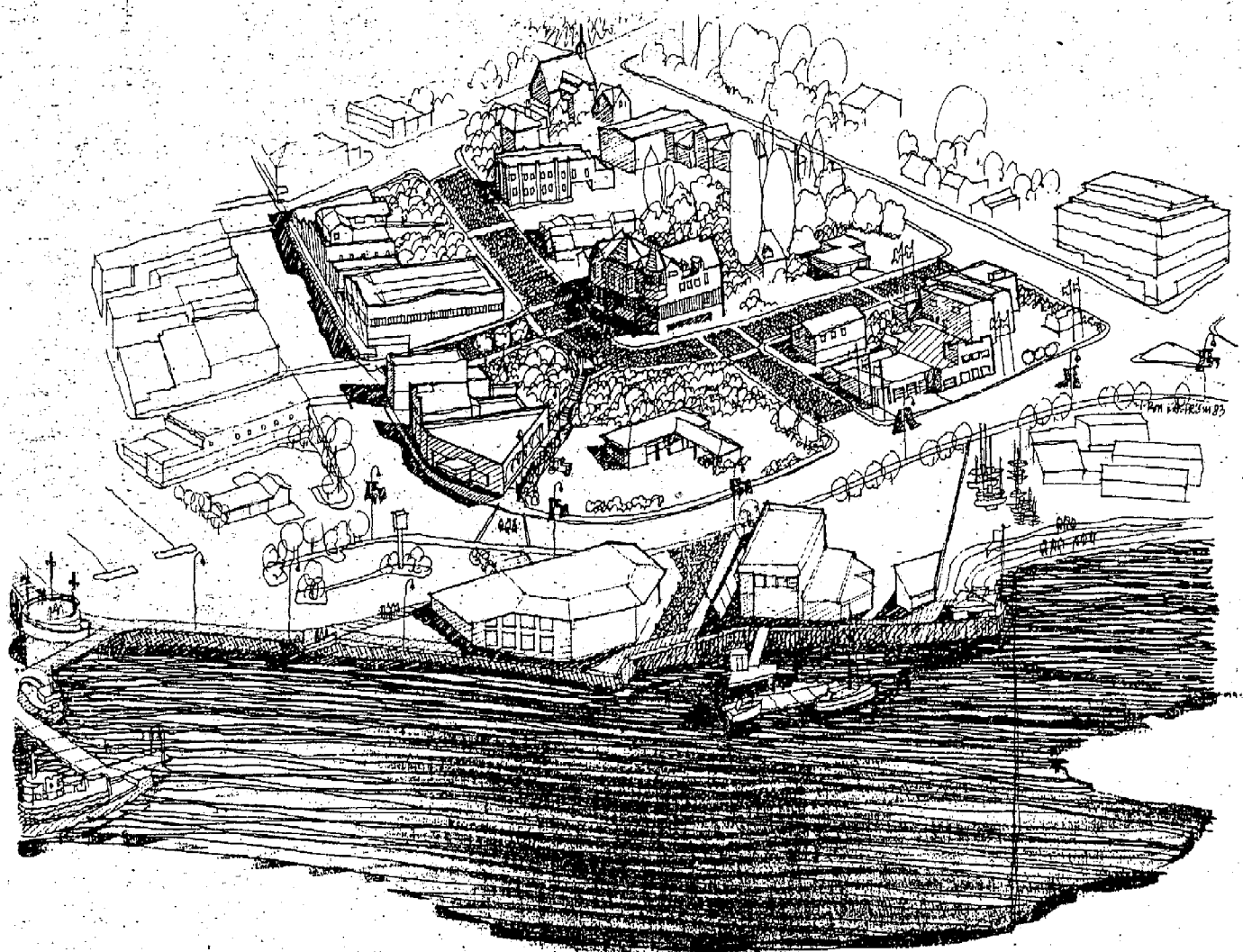


City of Port Orchard Urban Waterfront Walkway

6938



Prepared by:

HD
268
.P67
C58
1985

sprisin design group

5

City of Port Orchard

216 Prospect Street

Port Orchard, Washington 98366

RE: Coastal Zone Management
Project Completion Report

Summary Account

The purpose of this grant was to provide for a review of the City of Port Orchard Waterfront Revitalization Project and to provide for more specific planning and design documents.

The City hired Kasprinsin Design Group who developed the original waterfront revitalization program. The architect reviewed his original work and prepared a new report. The title of this new report is the *City of Port Orchard Urban Waterfront Walkway*. This study is a conceptual design of the Waterfront Walkway from the Veteran's Home to the Lighthouse Restaurant. Included in this publication is discussion of specific project sites and recommended informative signs.

Reports

The following report was published:

City of Port Orchard Urban Waterfront Walkway

City of Port Orchard

216 Prospect Street
Port Orchard, Washington 98366

Title: City of Port Orchard
Urban Waterfront Walkway

Author: Kasprinsin Design Group

Subject: Conceptual design of a waterfront walkway

Date: 30 April 1985

Participants: City of Port Orchard
Department of Ecology

Source of Copies: City of Port Orchard
216 Prospect Street
Port Orchard, WA 98366

WSDE Project No: G85018B13

Series No: Not Applicable

Number of Pages: 24

Abstract: The Urban Water front Walkway Study is a more detailed review of one option specified in the City of Port Orchard Waterfront Revitalization Plan. This study is a conceptual design of a walkway from the Veteran's Home at Retsil to the Lighthouse Restaurant. Its purpose is to provide both a safe travel for the pedestrian and public access points to the Puget Sound. The project is structured to allow construction by phases in order for the project to be financially affordable.



kasprisin design group
 ARCHITECTURE-URBAN PLANNING-COMMUNITY DESIGN
 architects and urban planners
 2510 fairview ave. e. seattle, wa. 98102
 206-328-0900

April 30, 1985

The Honorable Leslie J. Weatherill
 Mayor, City of Port Orchard
 Port Orchard, Washington 98366

Dear Mayor Weatherill:

We are pleased to present the City of Port Orchard with this report, entitled City of Port Orchard Urban Waterfront Walkway.

The opportunity to prepare a long range walkway master plan for the Port Orchard waterfront has enabled our design team to assist the city in advancing one more step toward realization of a dream many citizens and downtown merchants have entertained for years: revitalization and active re-use of the Sinclair Inlet Waterfront. This walkway will provide a better, safer way for the elderly, handicapped and general citizenry to gain access to downtown. The project will also greatly improve the visitor use of one of the city's more dramatic resources, the waterfront.

We realize that funding is limited for a project of this type. We have, therefore, designed the walkway to be developed in segments or increments based on the priorities of the city.

We look forward to assisting you and the city in anyway possible in the implementation of this project and thank you for the opportunity to once again serve the people of Port Orchard.

Sincerely,

KASPRISIN DESIGN GROUP

Ronald J. Kasprisin
 Ronald J. Kasprisin, AIA, APA
 Architect and Urban Planner

U. S. DEPARTMENT OF COMMERCE NOAA
 COASTAL SERVICES CENTER
 2234 SOUTH HOBSON AVENUE
 CHARLESTON, SC 29405-2413

rjk/ry

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ACKNOWLEDGEMENTS

Urban Waterfront Walkway
City of Port Orchard
Port Orchard, Washington
1985

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This project was supported by funds from the Office of Coastal Zone Management, National Department of Commerce, administered by the Department of Ecology, State of Washington.

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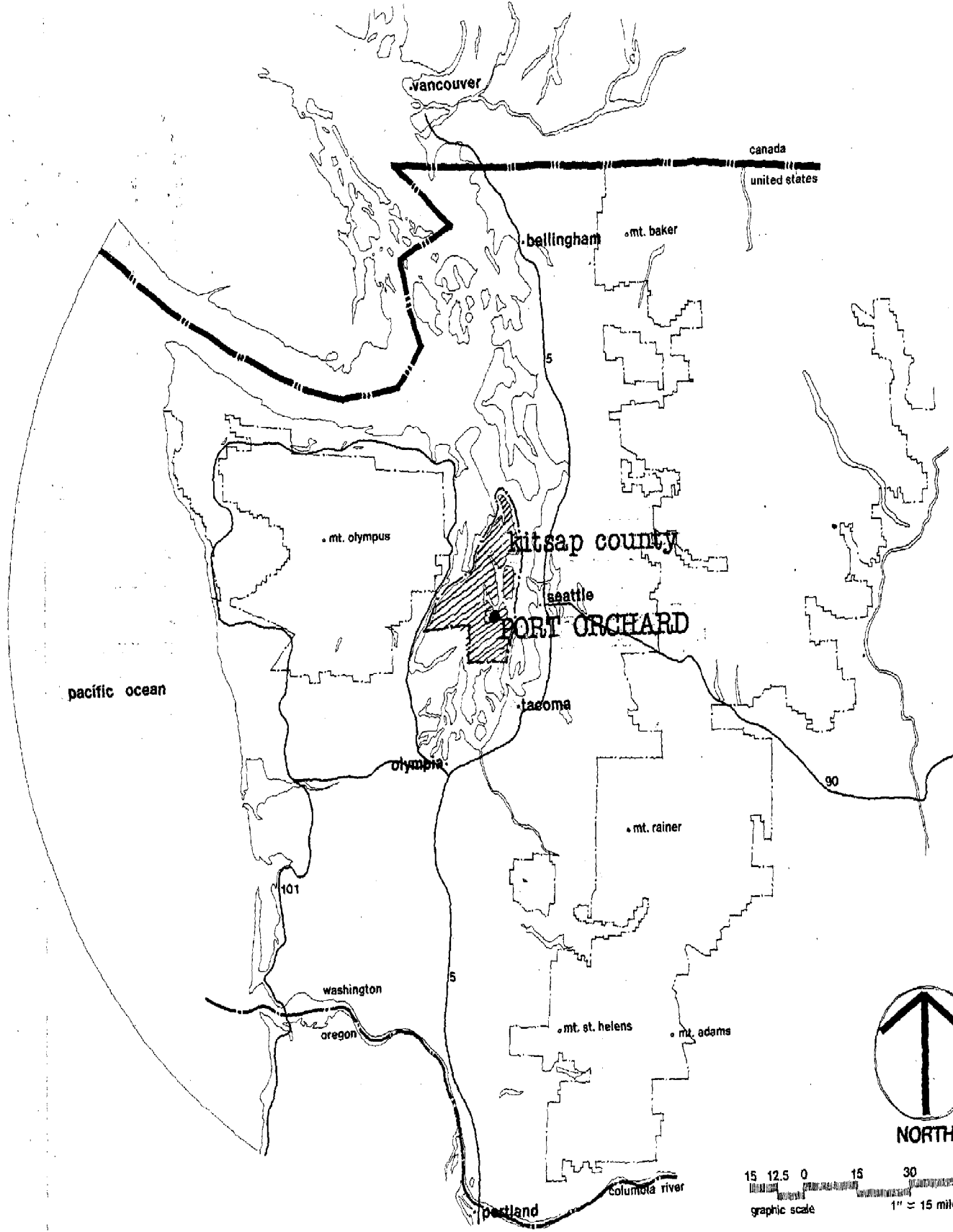
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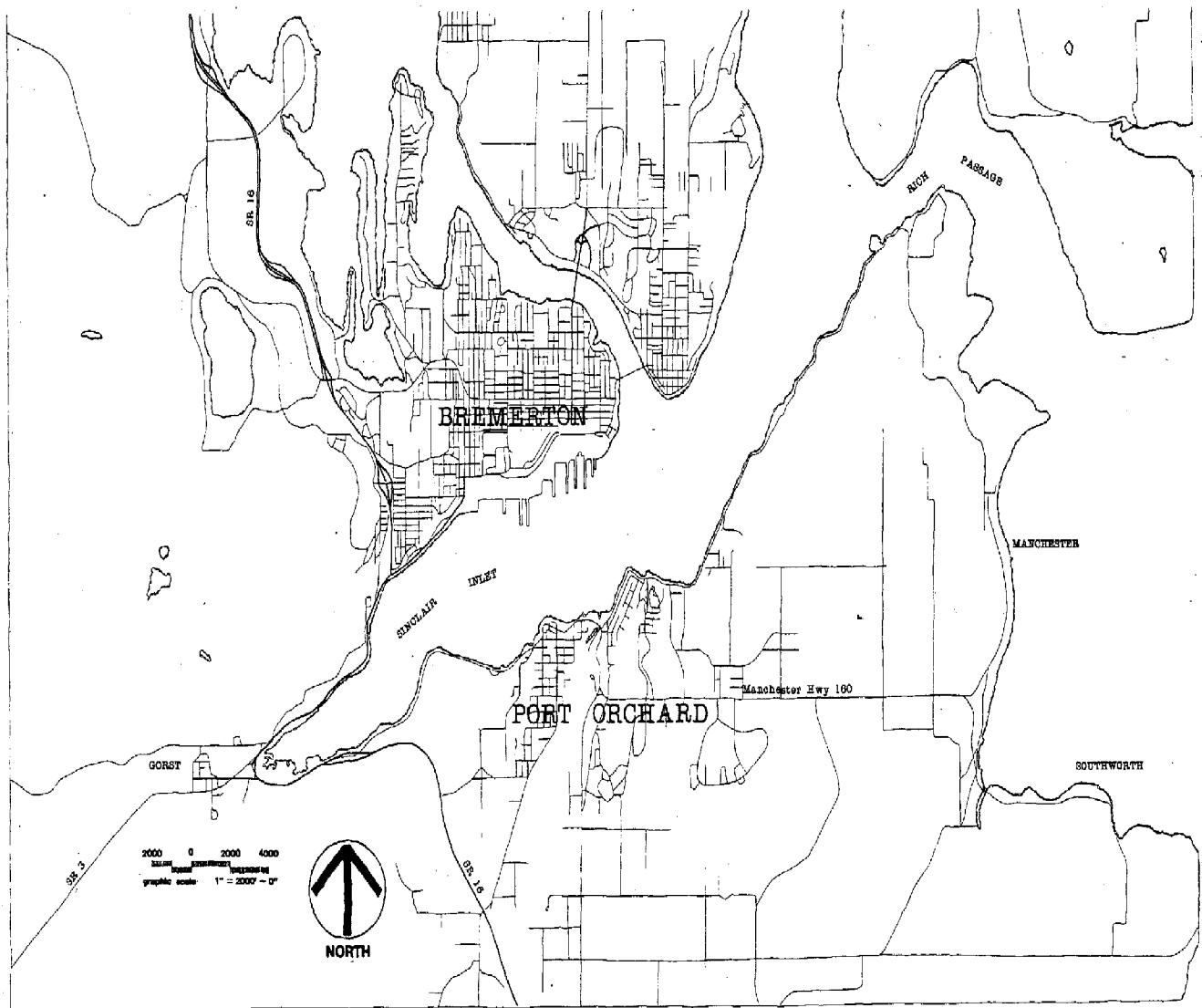
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PREFACE

The City of Port Orchard has commissioned the Kasprisin Design Group to develop a conceptual layout for a waterfront walkway system. The study area extends from the Lighthouse Restaurant, near the west end of the city, along the urban waterfront to the V.A. residential complex in Retsil. A waterfront walkway is consistent with Port Orchard's desire to focus its attention on the waterfront, a valuable visitor industry resource.

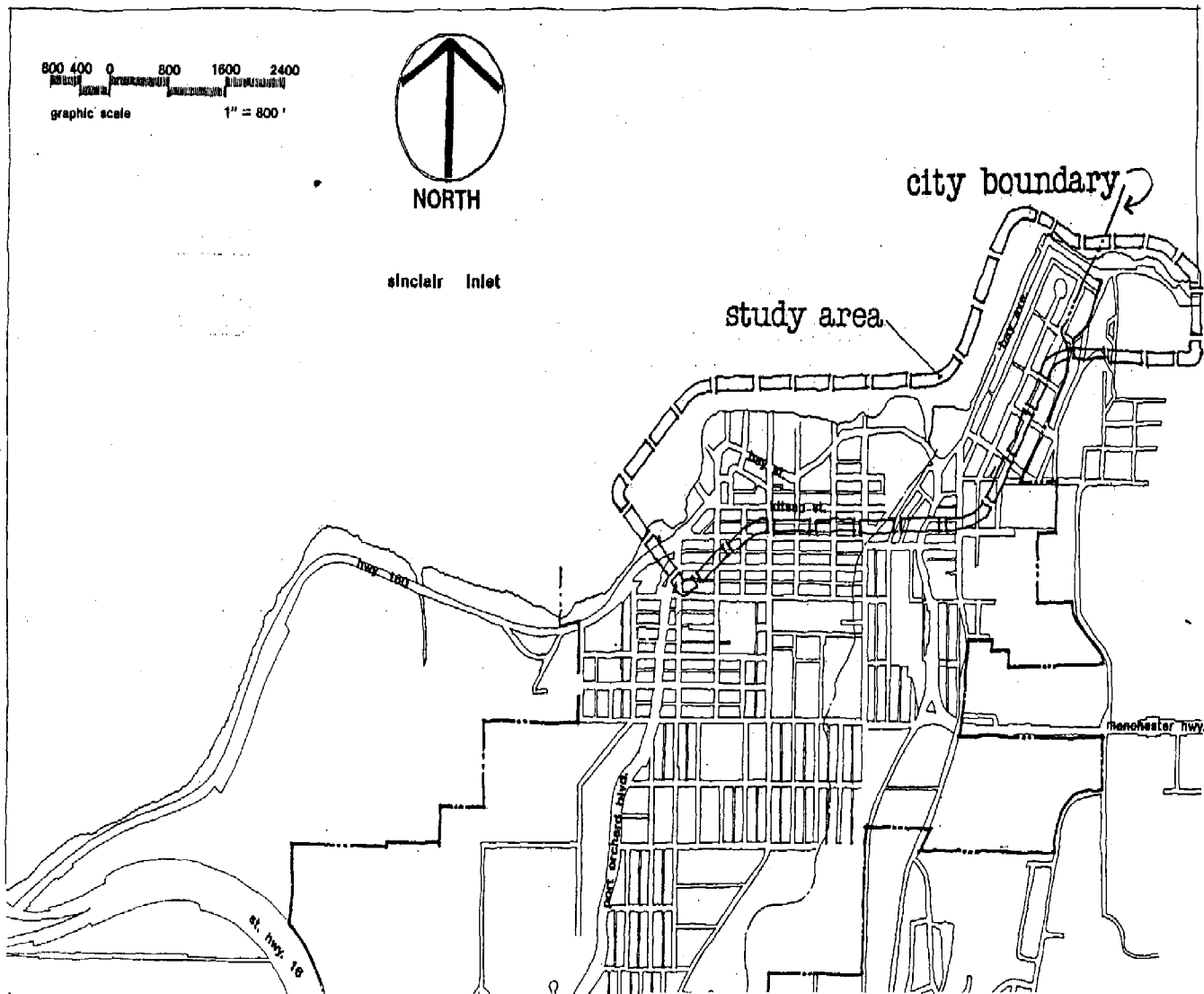
The proposed walkway will also make it easier for area residents to walk into downtown along the water with reduced pedestrian vehicular conflicts. Presently, only the marina area has a developed pedestrian path of significant length. Other areas vary in their ability to handle pedestrians with few areas having developed walkways.



COMMUNITY COOPERATION AND ESTABLISHING GOALS

To implement a continuous walkway along the waterfront will require the cooperation of private and public land owners if the walkway is to become a reality. In areas where the walkway may cross private land, incentives, such as security lighting, may encourage owners to participate. The implementation of a waterfront walkway will take time, being built in sections as funding and opportunities become available.

The need for an overall design route, with possible alternatives, should be established as a long range goal. Subsequently, when individual developments are designed along the water, allowance should be made to ultimately allow the walkway to be continuous. There are certain areas in the study area where, given present uses, it will not be feasible to have the walkway follow the water. In these cases, it will be built along the roadway.



Short range goals are projects that can be funded and implemented and may be either a special use feature along the route or part of the walkway itself.

City officials are enthusiastic about the waterfront revitalization and have already initiated several projects which will be incorporated into the proposed walkway. They are: the new public pier being built near the Lighthouse Restaurant on the DeKalb Street Waterway; the re-use of the sewage treatment facility near the marina; and various landscaping projects near the waterfront. The visitor port facility proposed by the Port of Bremerton will tie into the walkway system and enhance Port Orchard's reputation as a desirable visitor destination attraction.

REPORT ORGANIZATION

This report will first show a graphic depiction of a recommended route with possible alternatives. Then the route will be broken into segments and each will be discussed in more detail with conceptual sketches showing how development may occur. The design team was also requested to address the issue of how signage may be used to aid the visitor and identify points of interest. A final component will suggest possible funding sources.

SITE ANALYSIS AND MINIMUM STANDARDS

The establishment of a recommended route which the walkway may follow first required the documentation of the existing shoreline. Present pedestrian routes were identified and ranged from developed sidewalks through the marina area to areas where the roadway presses against the waters edge leaving little room for pedestrians. Areas like those just mentioned and others where high vehicular use mixes with unestablished pedestrian routes have been shown on the site plan as places where special attention should be given to pedestrian safety. In some cases these areas can be avoided by pursuing the waterfront route away from auto traffic.

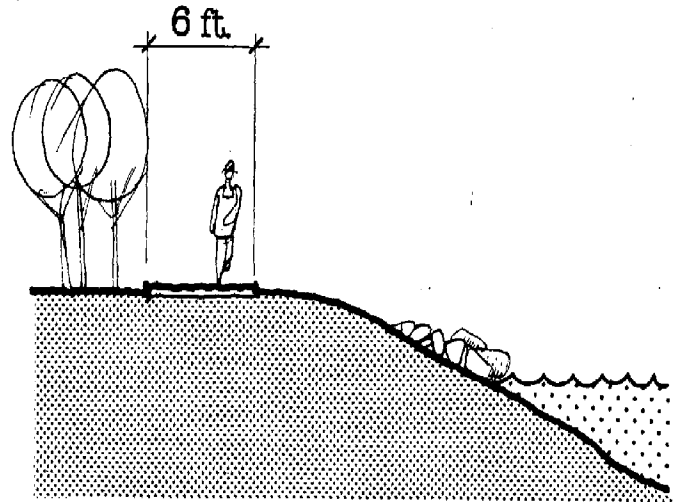
Due to the fact that the walkway will be planned and built in phases, it will be important to arrive at some design guidelines so future projects along the waterfront can be incorporated into the system. The first objective would be that waterfront development occurring along the approved route should make every effort to include provisions for pedestrian through-access. Closed system development should be discouraged. "Doorways" should be left at either end of the development to tie into future walkway segments. Establishing some basic walkway widths and safety features will help the overall design maintain continuity. These different situations are shown diagrammatically.

In the more detailed section that follows, the overall site plan features and particular problems will be discussed as they occur in sequence along the route.

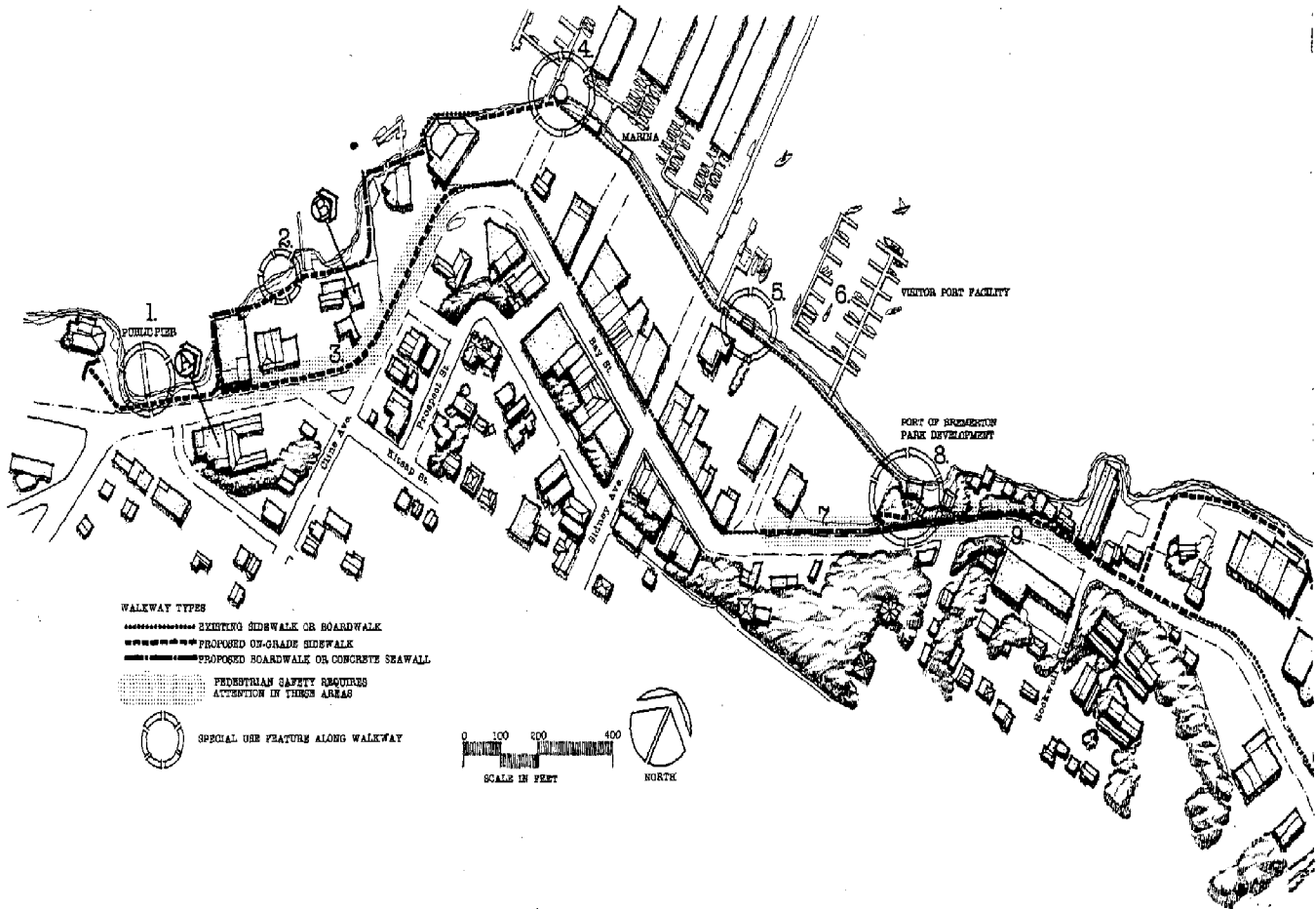
WALKWAY WIDTH STANDARDS

As mentioned previously, maintaining a uniform walkway width and including some standard safety features will benefit the system. A width of six feet is wide enough to allow a bicycle to pass pedestrians. This will enable bicycle traffic to occur on the walkway. A buffer zone of three feet should occur between vehicular traffic lanes and the walkway. This buffer is of primary importance along heavily traveled Bay Avenue where the pavement only averages eighteen feet in width. Though not mandatory, a guardrail in the buffer area will add to pedestrian safety.

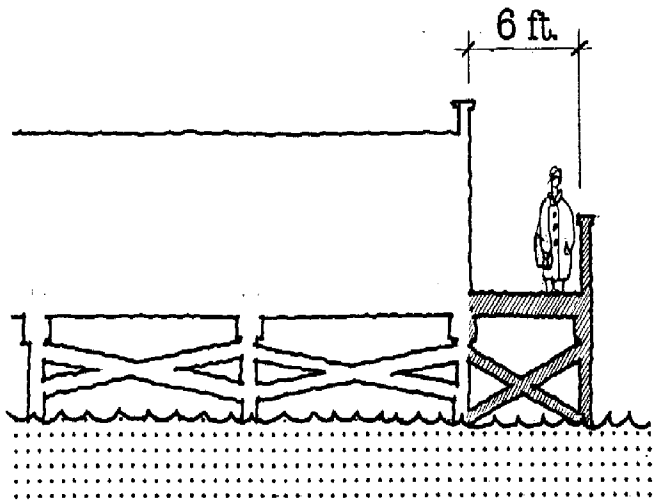
* on-grade sidewalk



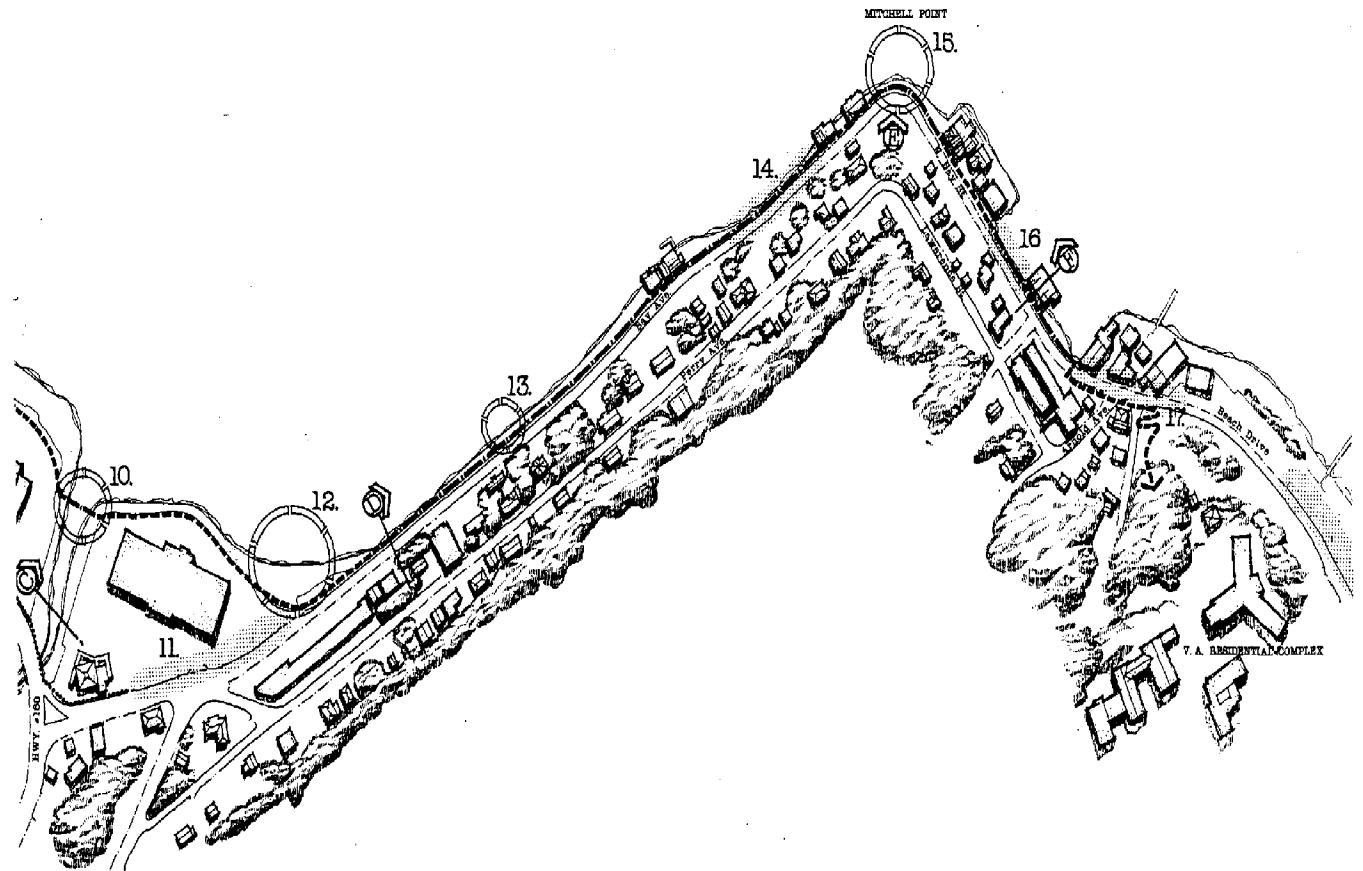
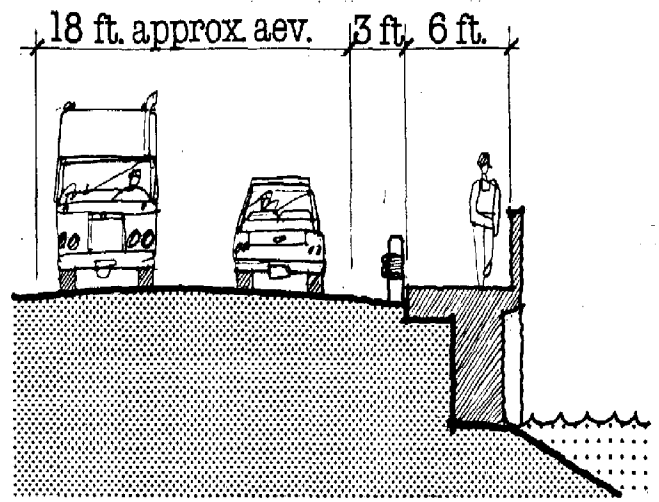
OVERALL SITE PLAN



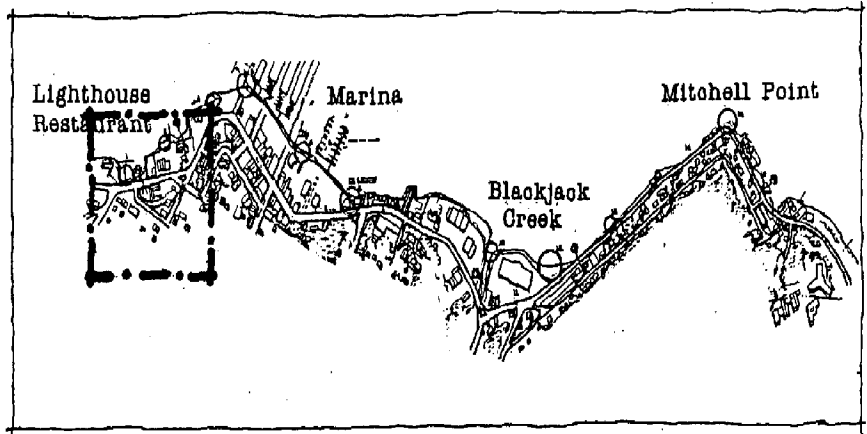
* boardwalk over water or steep hill



* seawall along traffic lane



Basically the walkway can be built as a sidewalk on grade or as a boardwalk built on piers along the waters edge. As the latter technique is more costly, an effort has been made to identify a route on grade where possible. In other areas it may be necessary to incorporate a walkway into future seawall replacement projects.



PUBLIC PIER TERMINUS

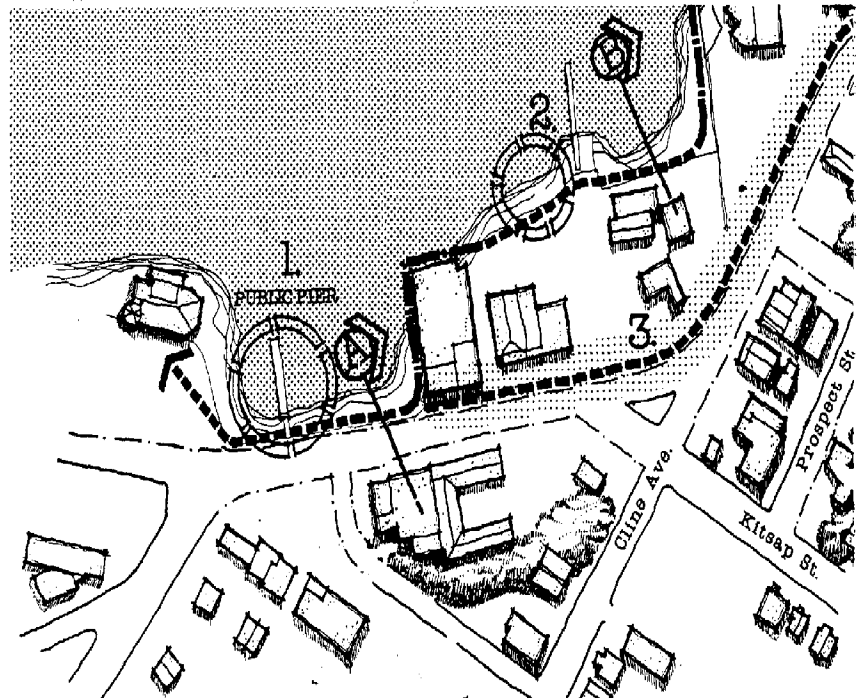
1. In conjunction with the Lighthouse Restaurant the DeKalb Street Pier, which has been recently completed, will act as a terminus for the waterfront walkway.

A choice must be then made whether to circumvent the waterfront buildings and follow the shoreline or follow the highway into town.

The shoreline option is certainly the more scenic and this route could connect to the walk behind the Kitsap County Bank building.

2. Because the public boat launch is a high activity area, this would be an ideal viewing rest area for walkers. Essentially this would be a small seating area in a safe location.
3. The shaded area along Bay Street presently has no designated pedestrian areas. A raised sidewalk should incorporate shared curbcuts to minimize auto-pedestrian interference.

PUBLIC PIER TERMINUS



KEY:

WALKWAY TYPES

- EXISTING SIDEWALK OR BOARDWALK
- PROPOSED ON-GRADE SIDEWALK
- PROPOSED BOARDWALK OR CONCRETE SEAWALL

..... PEDESTRIAN SAFETY REQUIRES ATTENTION IN THESE AREAS


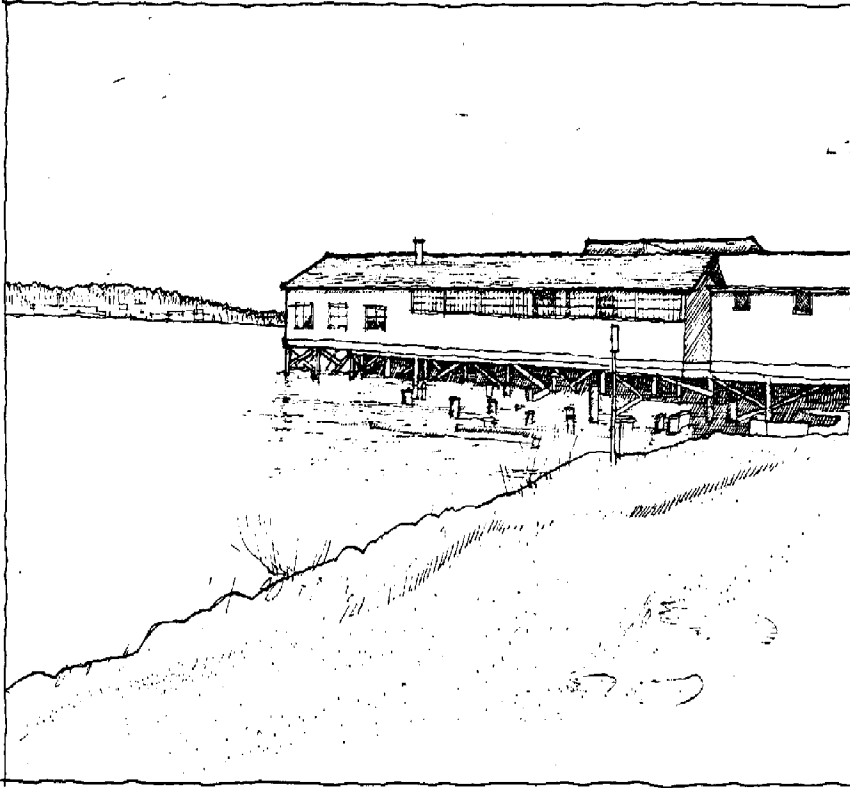
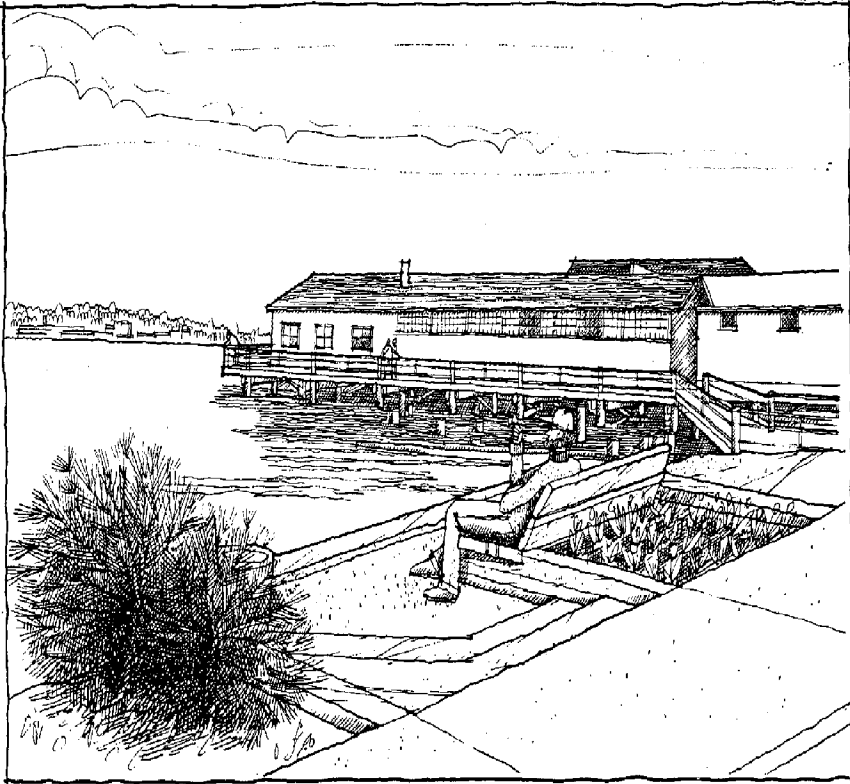
 SPECIAL USE FEATURE ALONG WALKWAY

IMAGE: A

existing

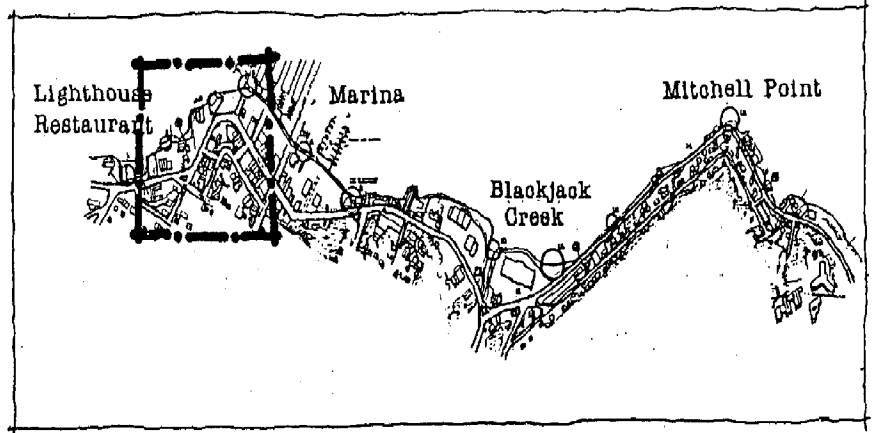


proposed



4. The abandoned water treatment facility will be refurbished to provide a viewing area for the marina activity.

Pedestrian routes are well defined as one enters a downtown and the marina area.



DOWNTOWN

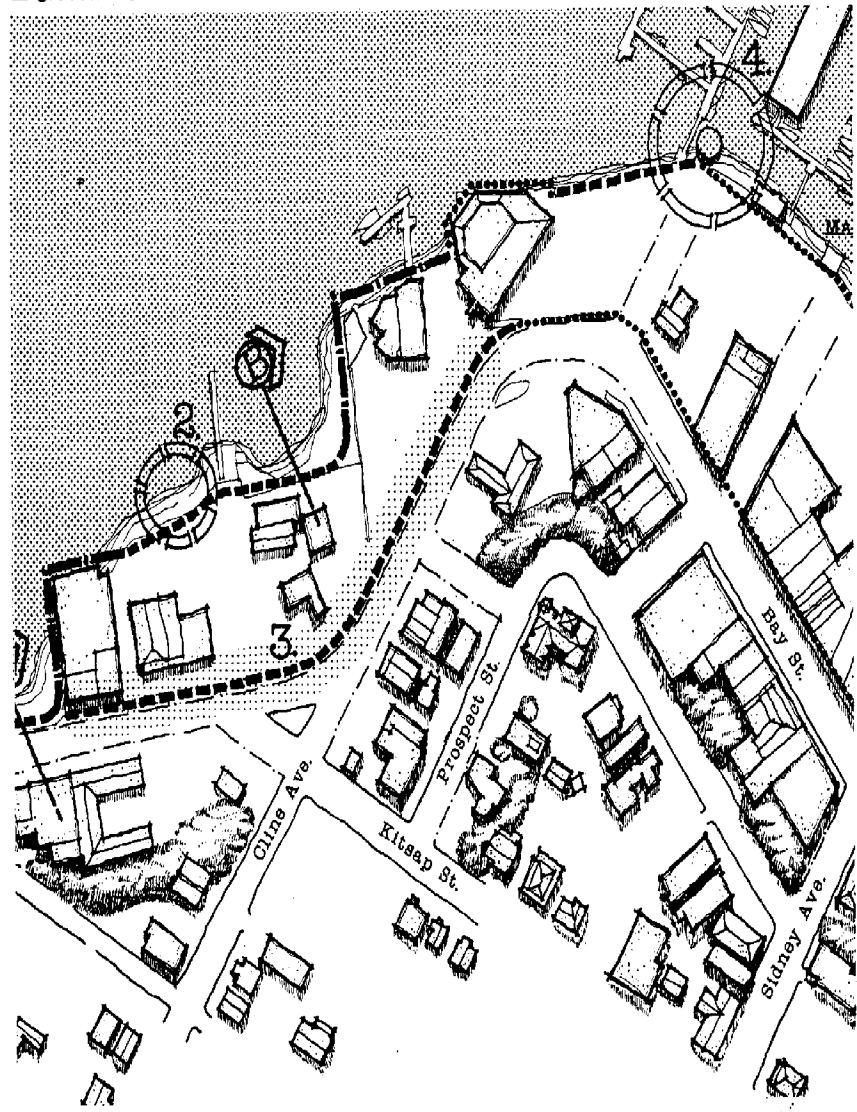
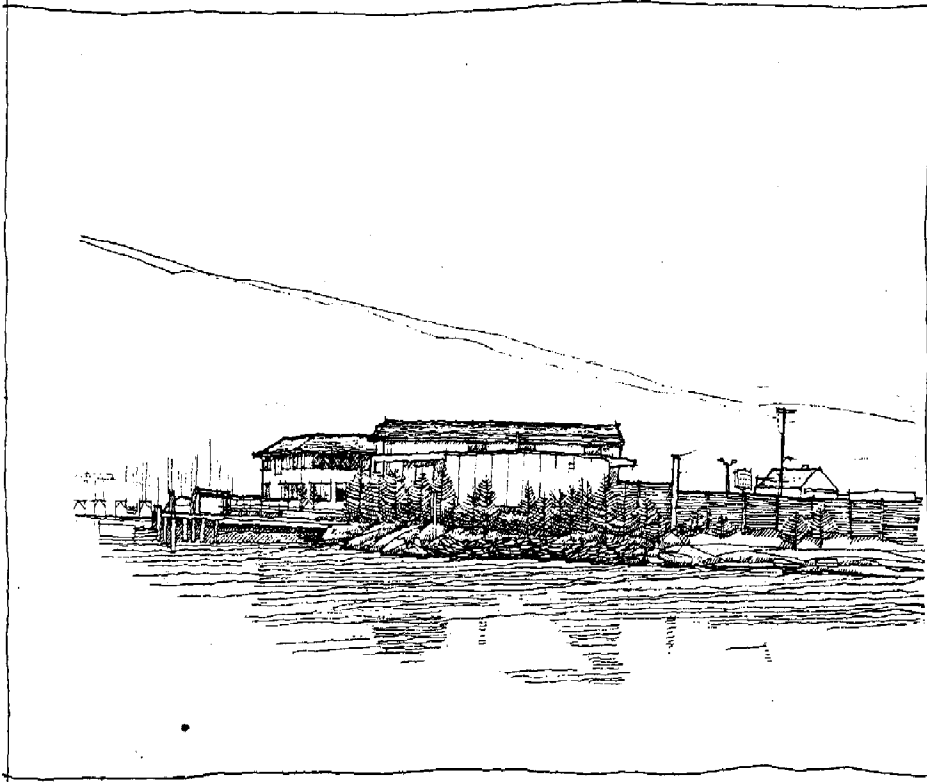
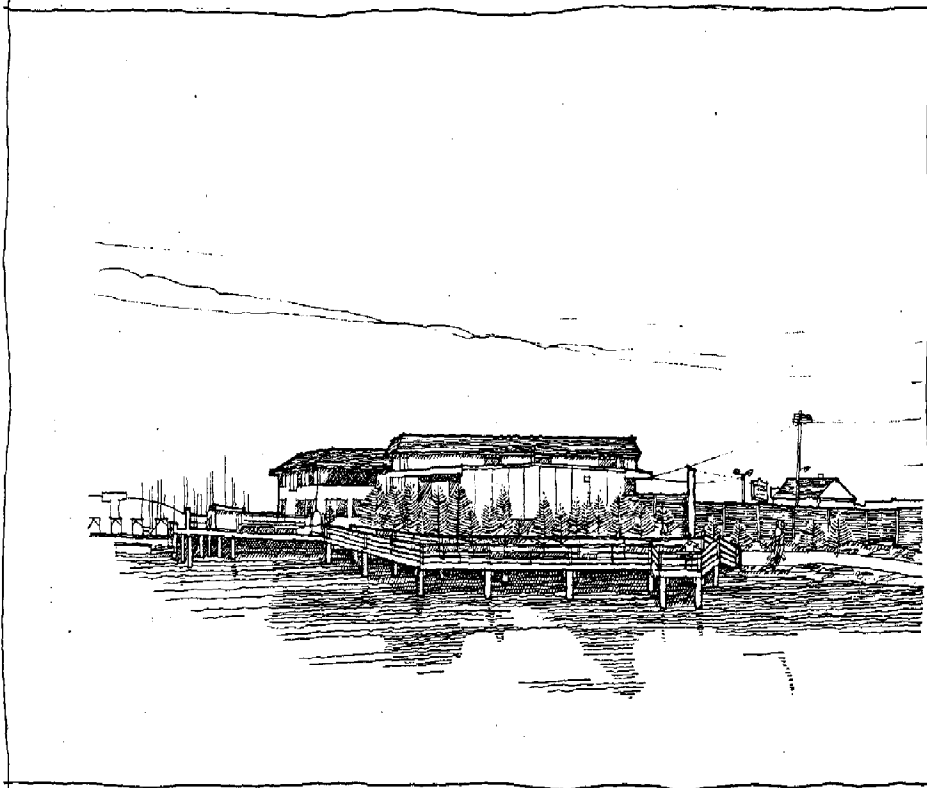


IMAGE B

existing



proposed



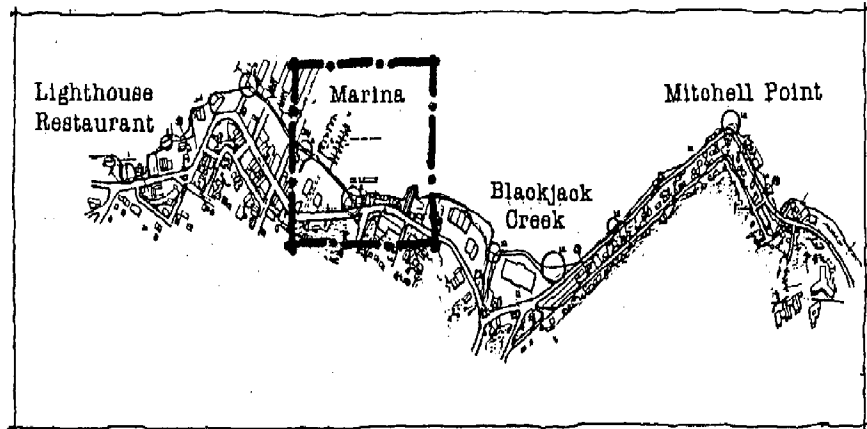
5. This location along the existing boardwalk would be a good location for a covered bus stop with limited seating for visitor port viewing. This presently is a bus stop area for the Kitsap County Bus System.

6. The planned visitor Port facility should benefit the City and compliment the waterfront walkway.

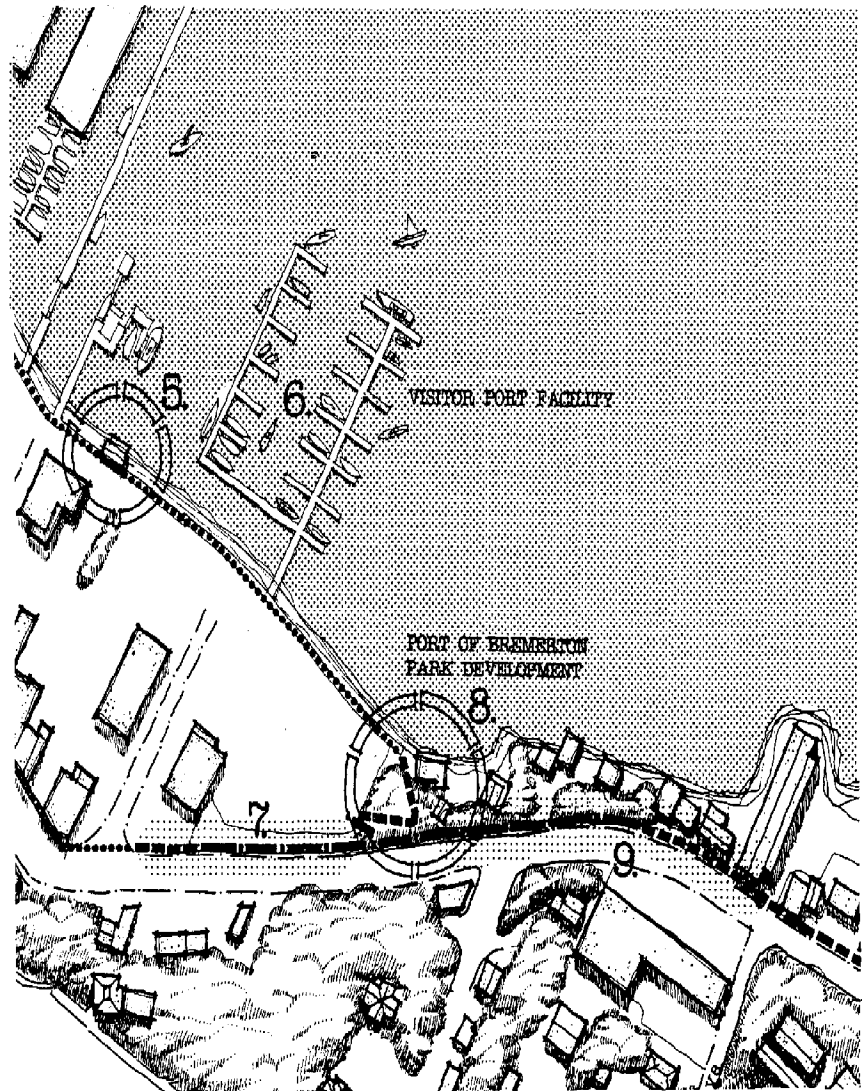
7. This is an area where a steep hillside abuts the roadway and a pedestrian route would require a pier system of construction.

8. The Port of Bremerton has already designated this parcel for a park development. The park will be an excellent visitor facility but provision should be made to allow a walkway connection between the boardwalk and a future walkway along Bay Street.

9. This section is a bottleneck with a limited shoulder area along Bay Street. Some existing buildings appear abandoned and others press against the roadway. Future uses should include an easement for the walkway as this property is situated in the Bay Street right-of-way.



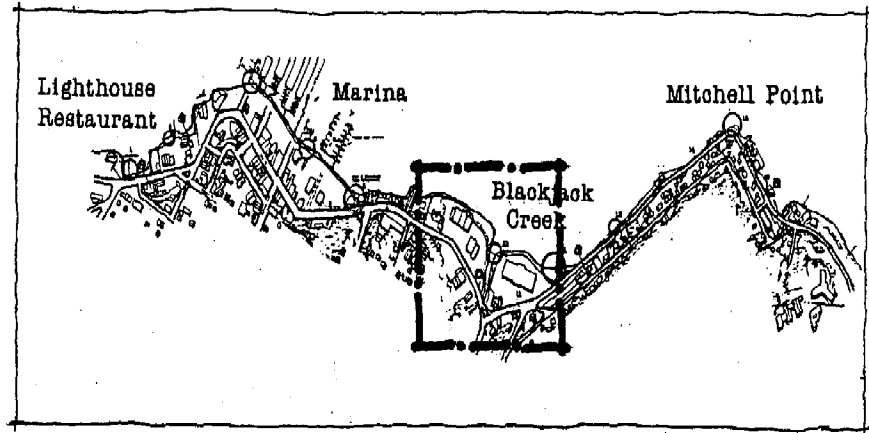
VISITOR PORT





With the cooperation of private land owners, the walkway could incorporate a scenic section of shoreline away from most auto traffic.

- 10. A pedestrian bridge over Blackjack Creek would be a good vantage point for harbor viewing. In addition, a bridge at this point would alleviate a point of major vehicular-pedestrian conflicts on the existing bridge.



- 11. At the West Bay Shopping Center, no designated walkways exist. A walkway behind the center would be a pleasant and safer alternative for pedestrians.

BLACKJACK CREEK

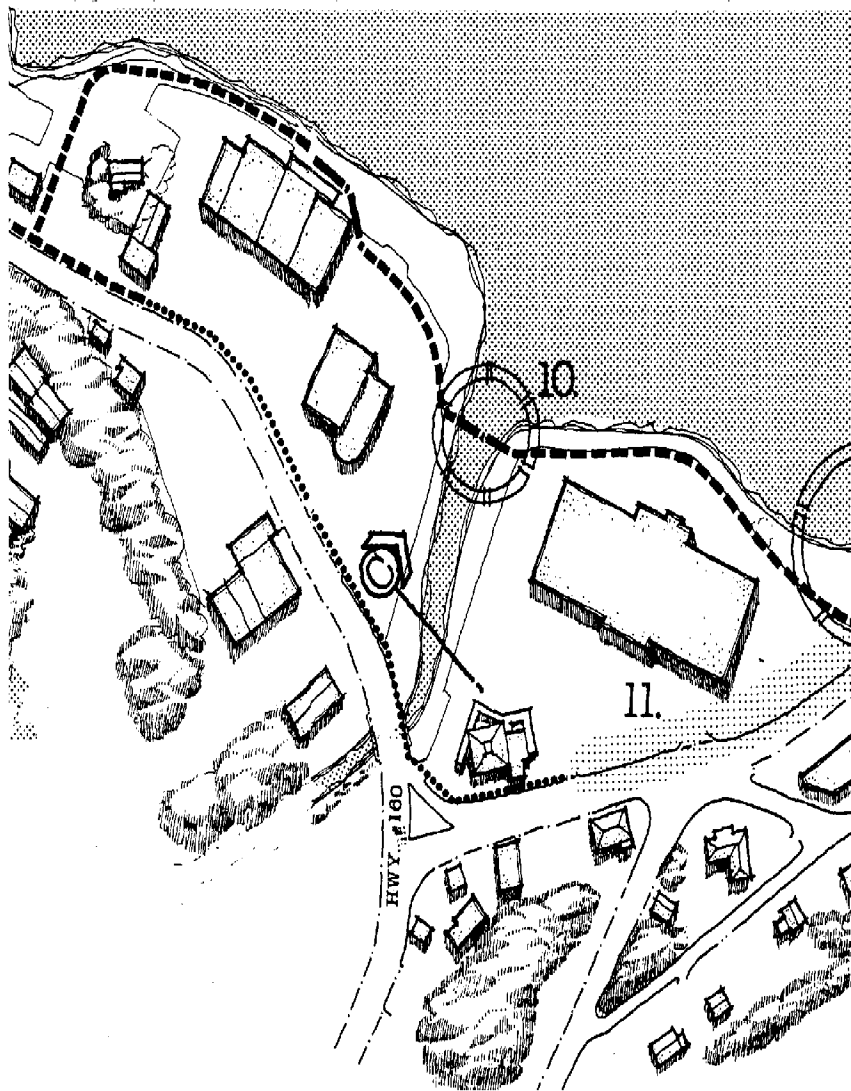
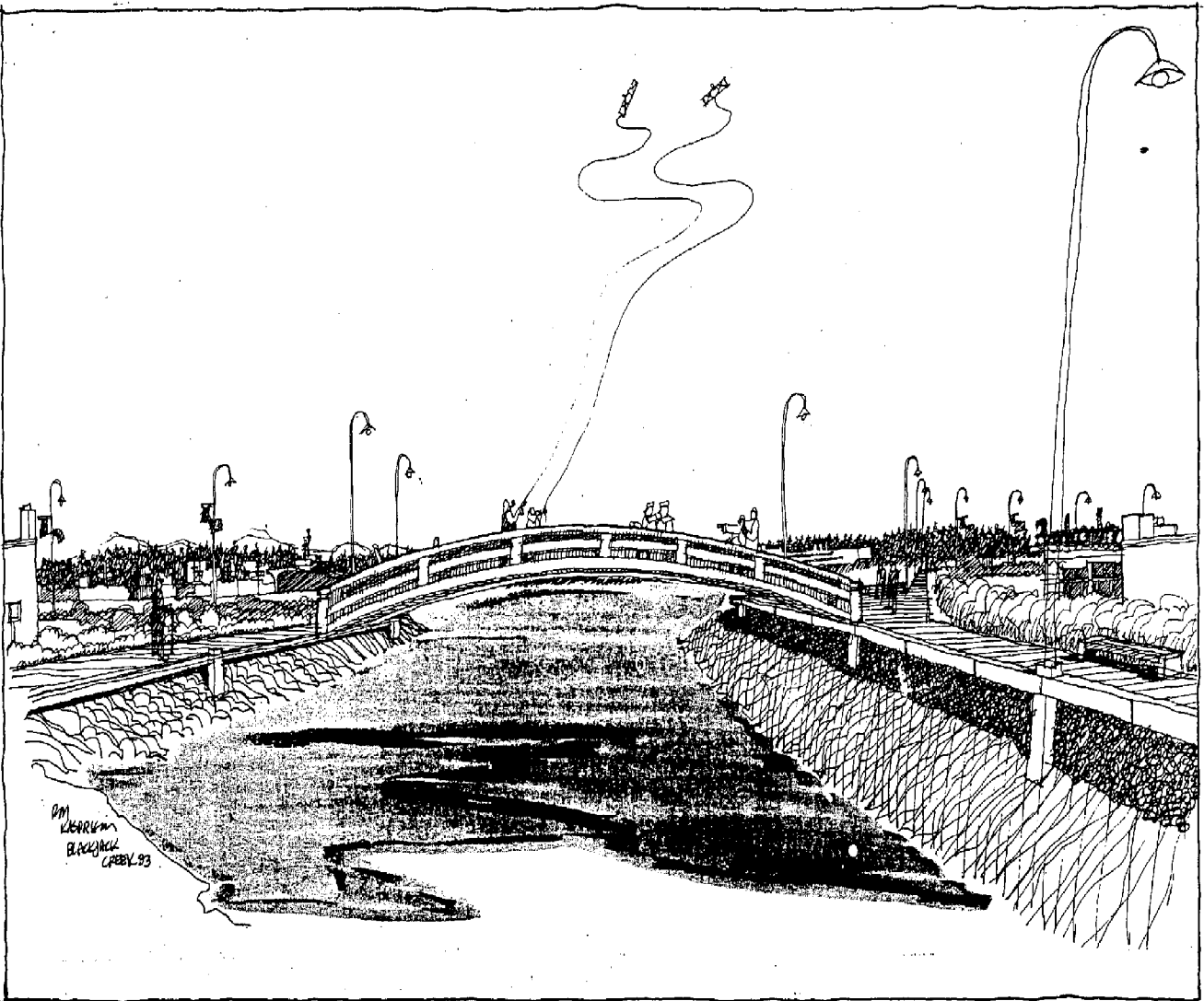
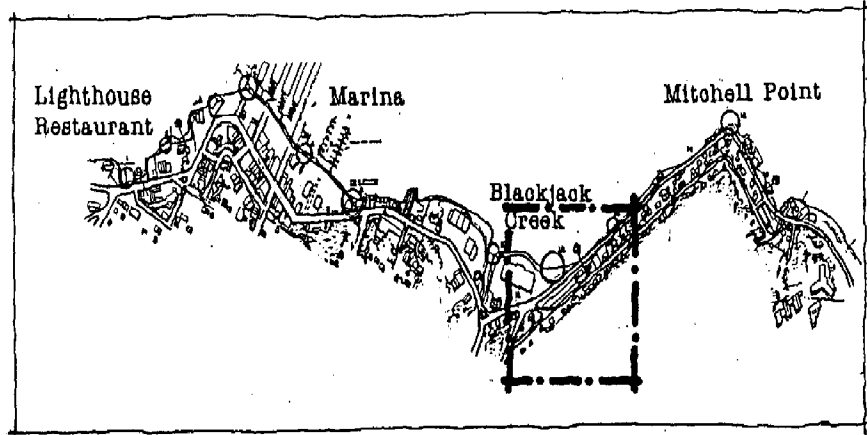


IMAGE: C

proposed



12. This beach area is one of the few natural beaches within the downtown. The property is privately owned and not presently available to be developed for public use, it appears, however, that locals and visitors park cars nearby to catch the harbor view. An organized approach to some parking and a walkway will help preserve this natural amenity.



13. Waterfowl congregate along this portion of shoreline making it an appropriate location for a small rest area. As this is also a long unbroken stretch of walkway, the rest area may especially be appreciated by senior citizen users.

BAY AVE. BEACH

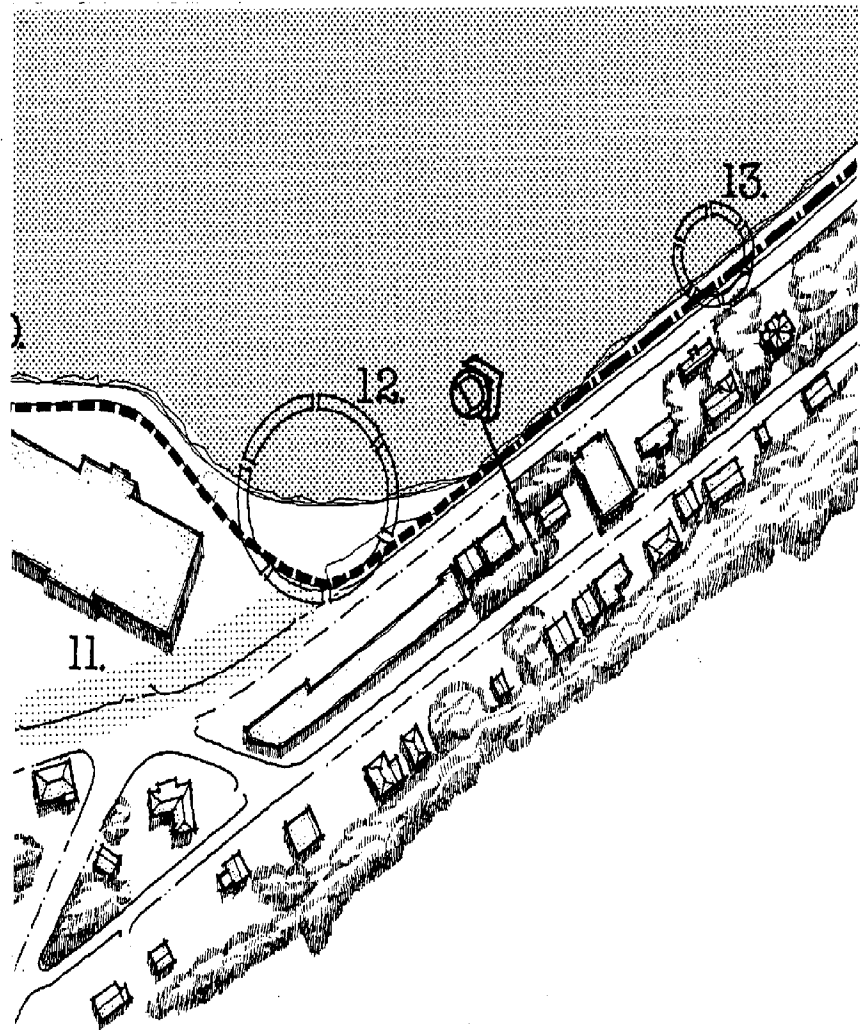
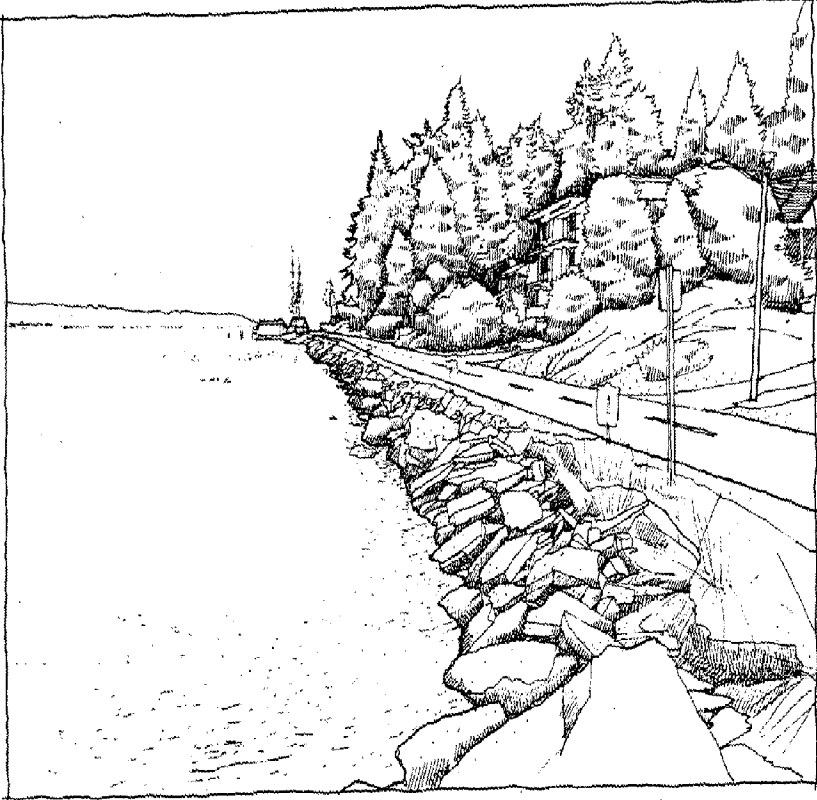
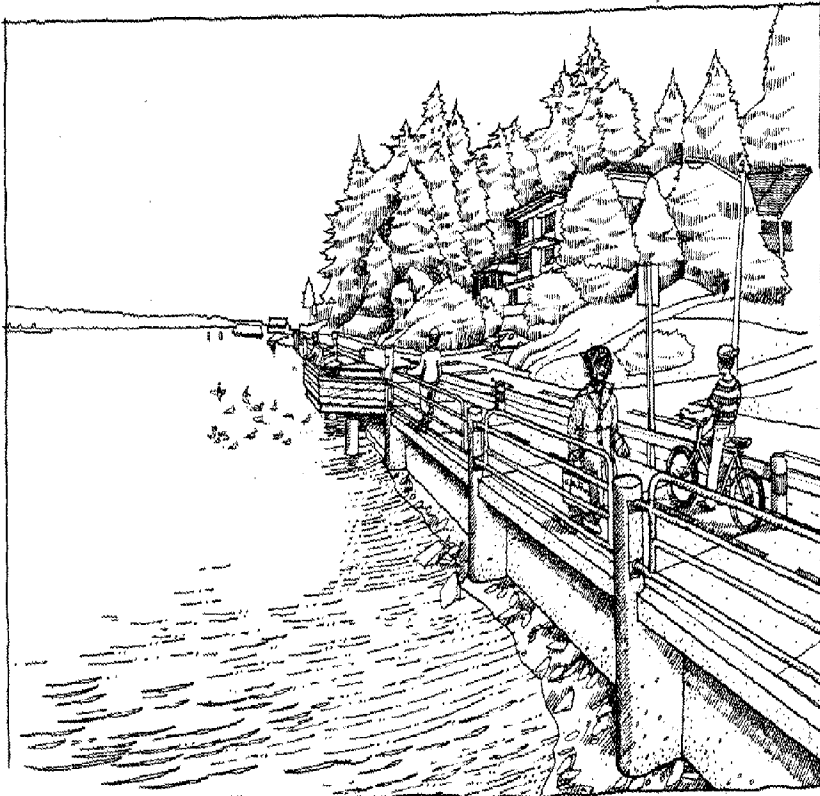


IMAGE: D

existing



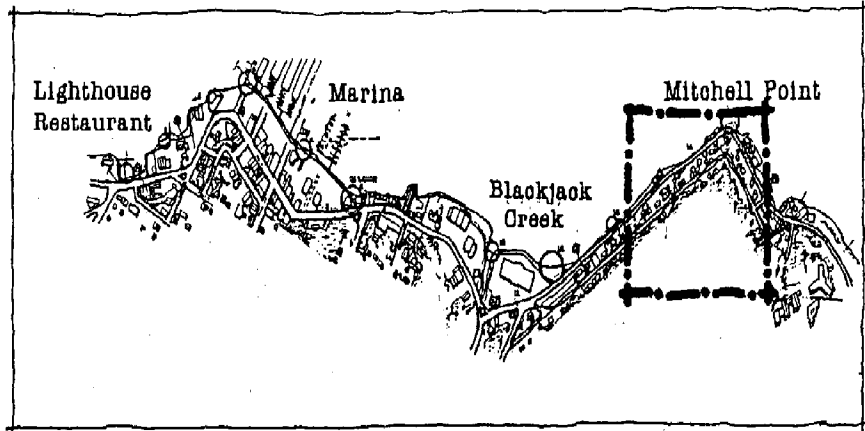
proposed



14. Local resident reports indicate this section of roadway is not properly drained, causing the shoulder area to flood after heavy rains. Walkers must use the narrow driving lanes to circumvent the flooded areas.

15. Mitchell Point can become an area designed for local community use as well as rest/viewing point for visitors. A small covered seating area with an open fire pit would make this an excellent location to watch harbor activity in the evening as well as during the day.

16. Presently this short section of roadway has shoulder area width of only two feet. Walkers are restricted to an area between the vehicular travel lane and a depressed seawall.



MITCHELL POINT

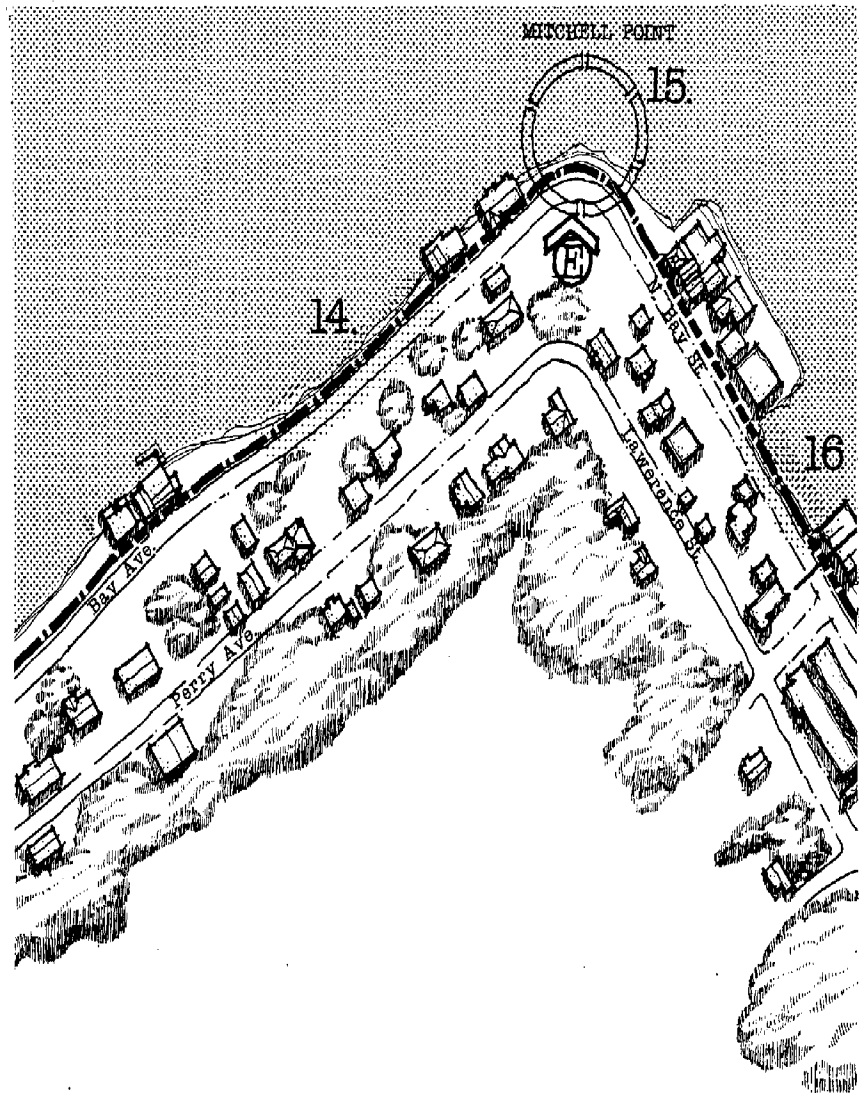
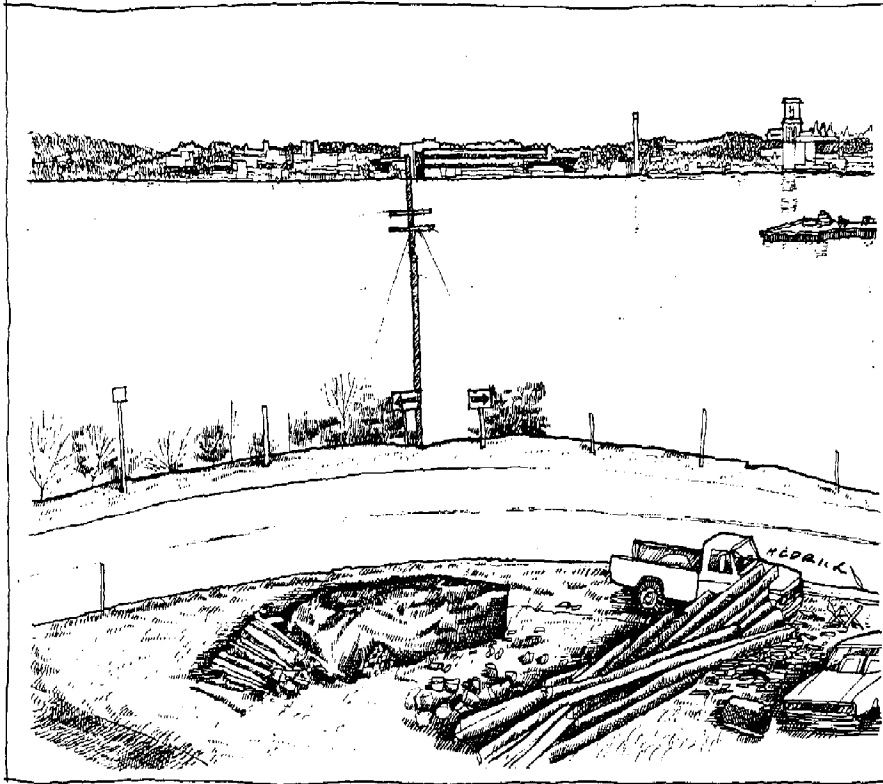
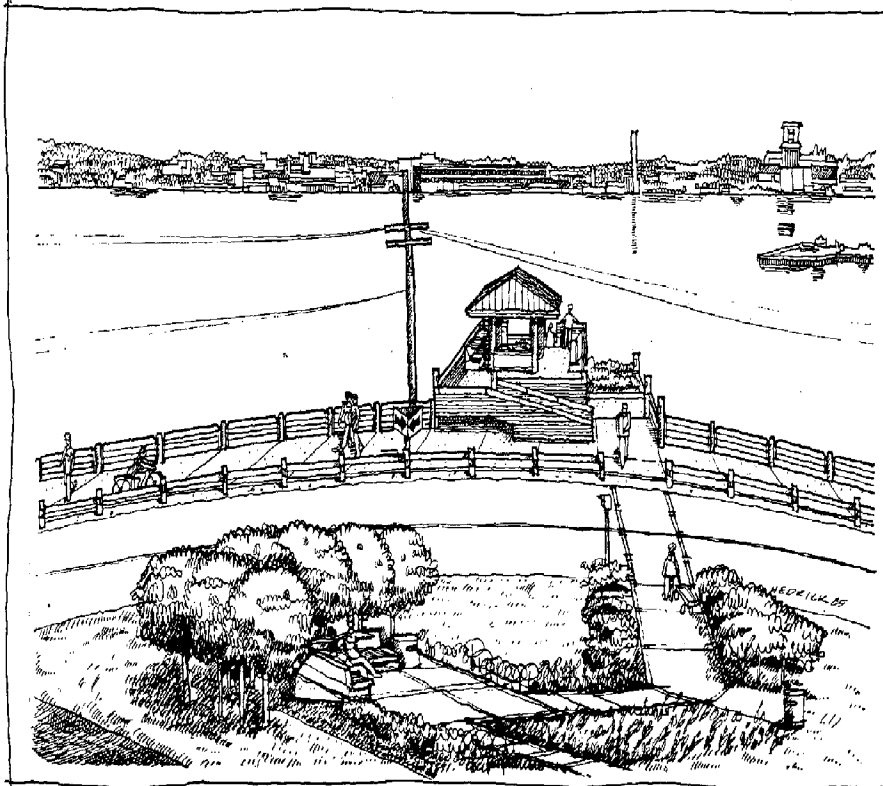


IMAGE E

existing

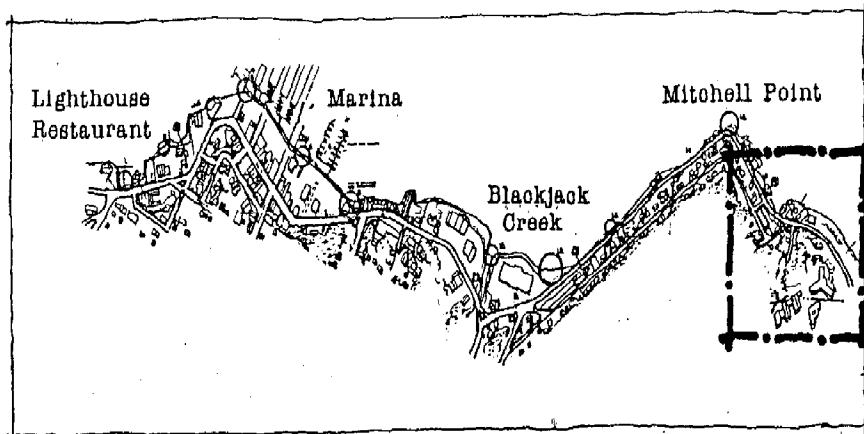


proposed



17. Due to the close proximity of the buildings to Beach Drive at Arnold Avenue, it is advisable to use the land side of the street for the walkway. This should include improved crosswalk identification over what now exists to alert motorists of traffic.

The trail on the hill from the V.A. residence should be improved at least along the lower section. In its present condition, broken and twisted handrails and uneven ground offer little incentive for potential users. To re-establish this pathway with realistic and comfortable walking grades removes pedestrian traffic from Beach Drive, a road poorly suited for pedestrians.



V. A. COMPLEX

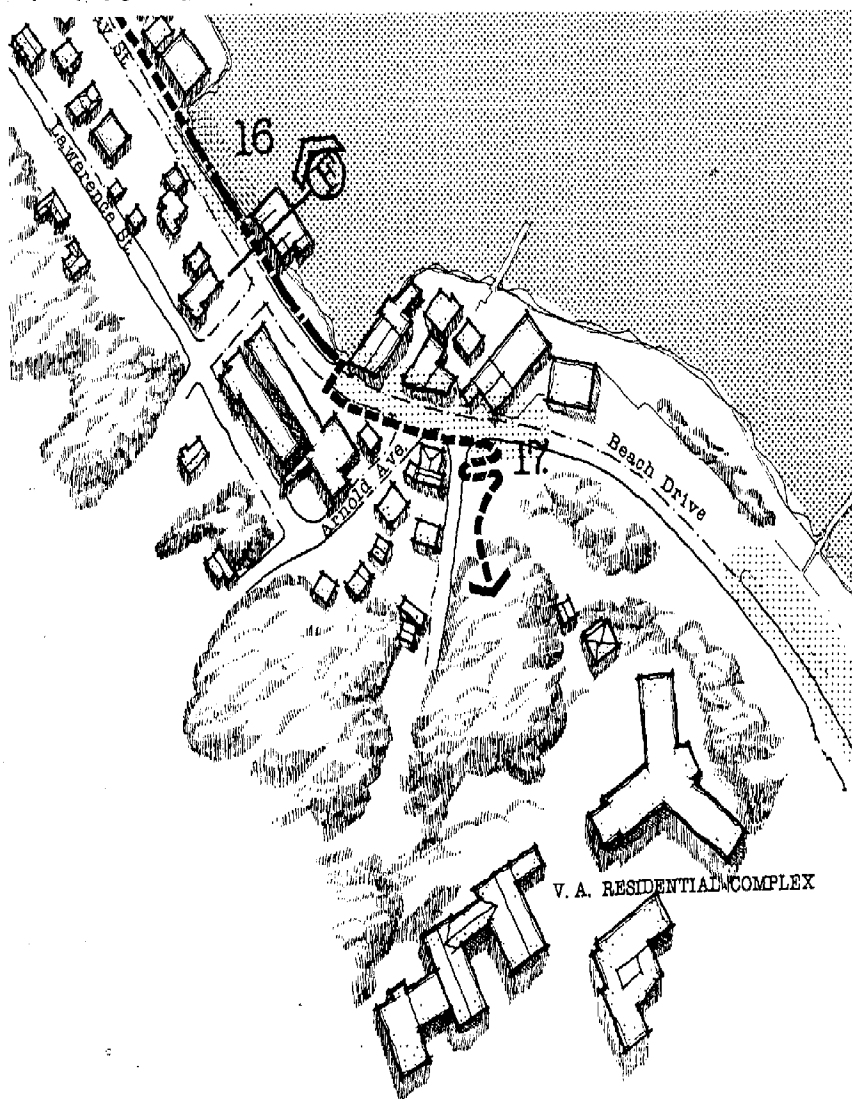
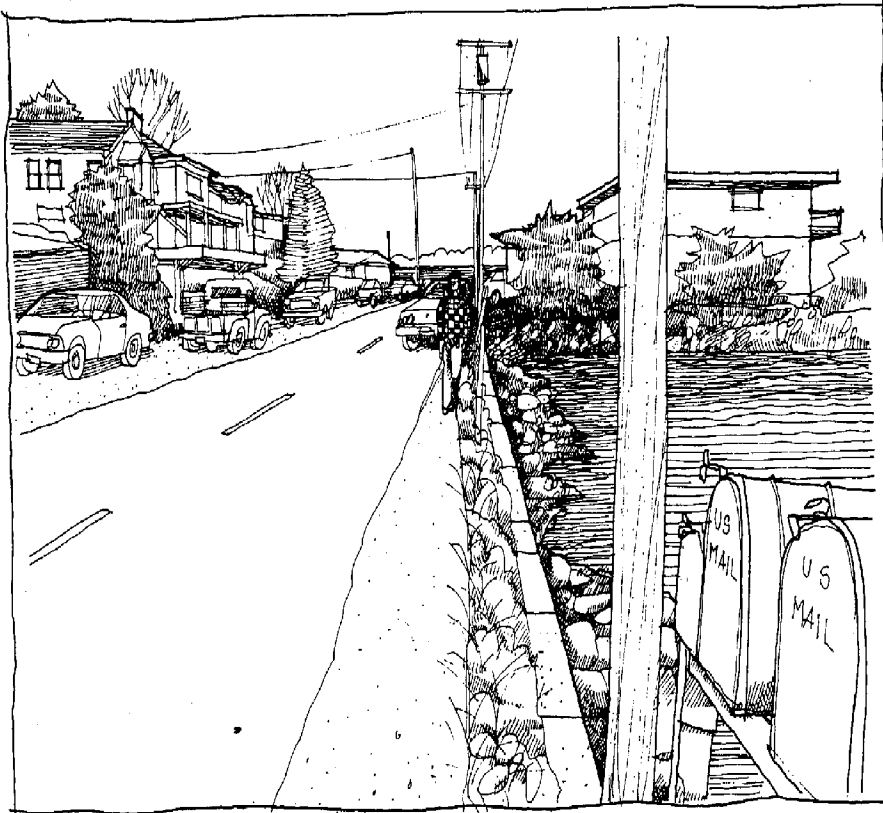
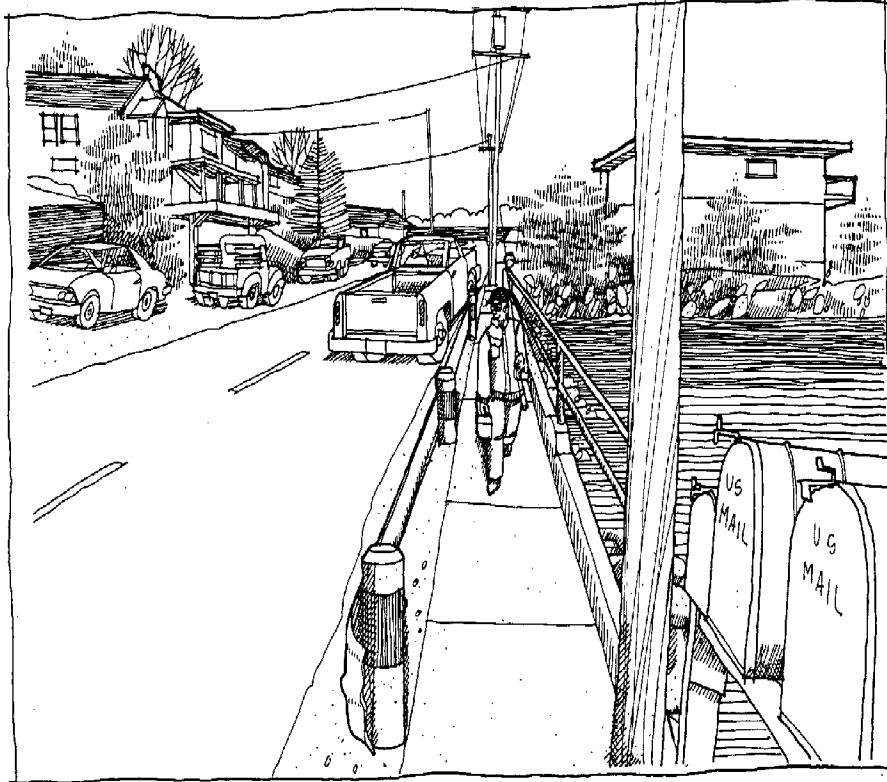


IMAGE F

existing



proposed



SIGNAGE RECOMMENDATIONS

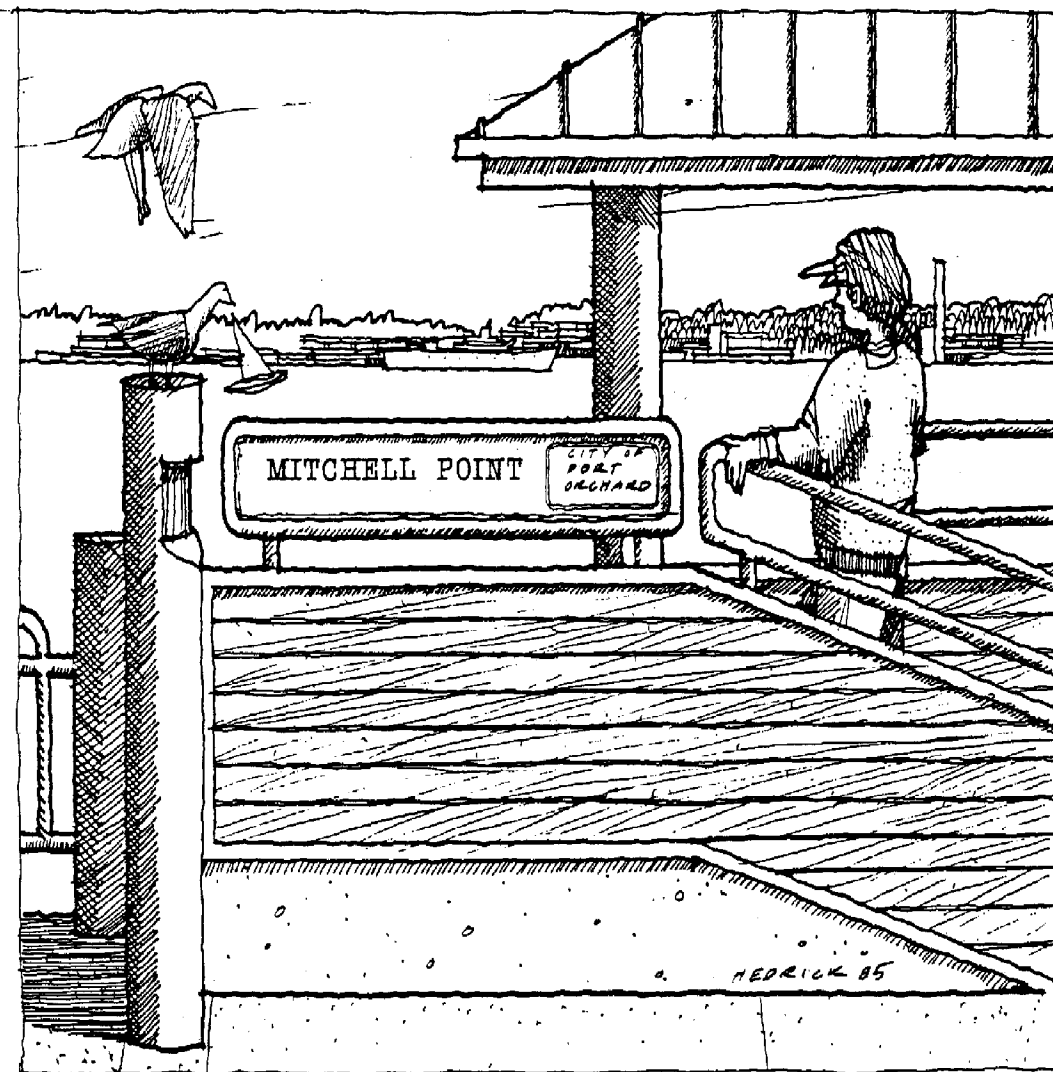
The purpose of a signage system will be to provide information to users on the features of Sinclair Inlet and help locate their position on the walkway.

On the opposite page is a sketch of a small information center. As noted on the accompanying map, these may be installed at the three locations indicated on the plan. They could include a short local history; a map of the Sinclair Inlet vicinity noting special features which can be seen across the water; and, a map of the walkway.

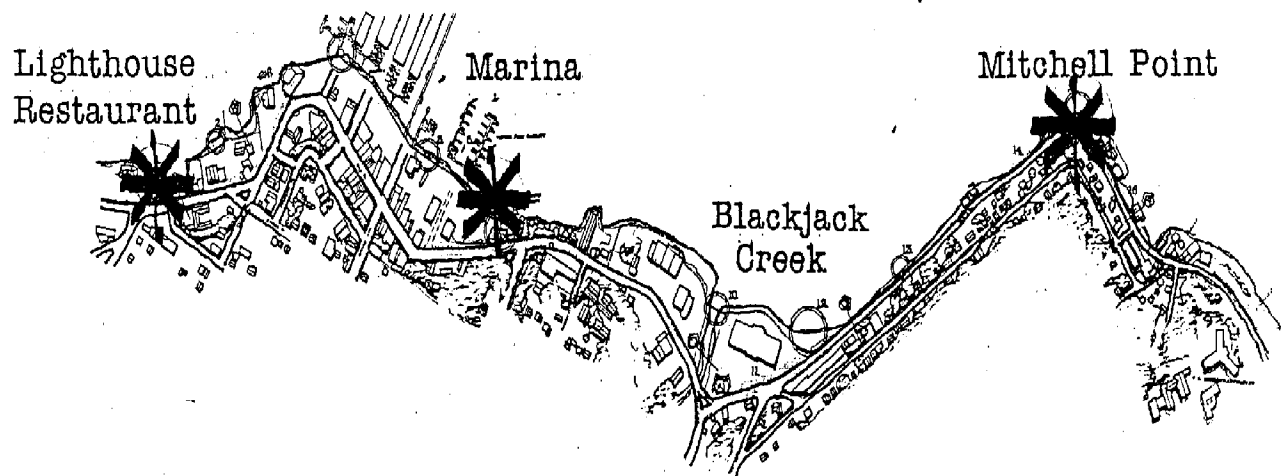
Vandalism is a concern for "Street Furniture." Ideally, the signs should be made with a substantial base such as concrete with stocky wooden members. The map area would be covered with vandal resistant plastic and could be replaced if damaged without having to repair the map surface.

The lower sketch would be typical of identification signage. It is designed primarily for pedestrians and therefore could be unobstructive to views and incorporated into the design of the rest area or seawall.

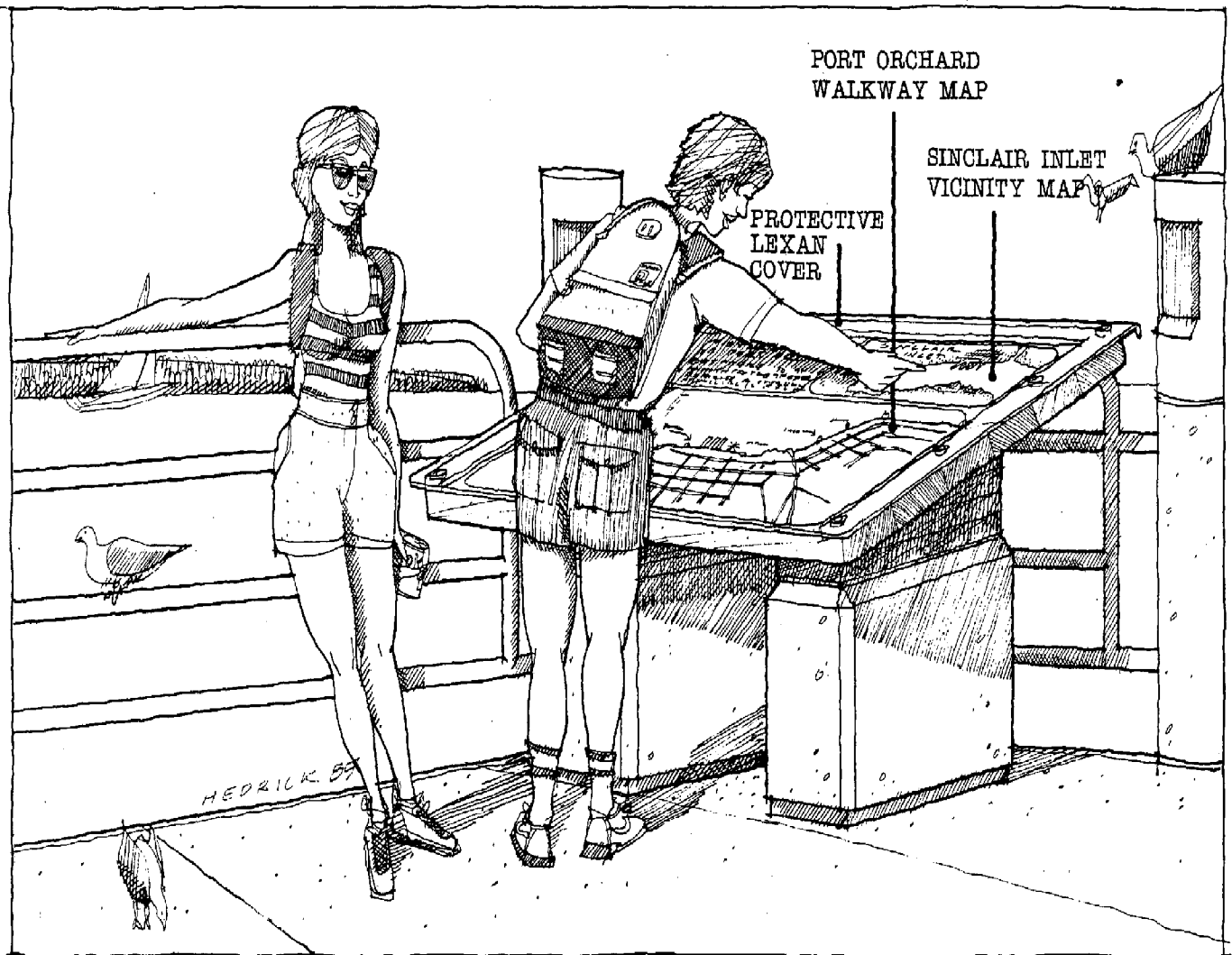
identification signage



map locations



walkway information center



STRATEGY AND PHASING

A strategy for accomplishing the walkway should focus on the critical nodes or gathering areas along the walkway as well as important walkway segments which are unencumbered by private ownership issues. Therefore, the priority of walkway increments should be as follows:

- I. Nodes on public property;
- II. Walkway segments on public property which would alleviate or reduce potentially unsafe areas;
- III. Walkway segments on public property which are important connections between special features, or provide access to special features;
- IV. Walkway segments on private property where the private landowner is willing to cooperate with the overall program.
- V. Walkway segments which can be constructed as 'spin-off' projects associated with larger, more extensive public infrastructure projects.

A number of these phasing increments can be pursued and developed concurrently.

METHODS OF FINANCING SEGMENTS

Public sector walkway segments and nodes can be financed in part by various state and federal programs.

These programs are diverse and require commitment by the City and/or the Port for eligibility.

1. The City of Port Orchard Capitol Public Improvements Program, as financed by local taxes. The walkway segments should be prioritized by downtown and neighborhood districts and included within the city's streets and sidewalk program;
2. State of Washington Inter Agency Committee for Outdoor Recreation (IAC) has available 50% matching grants for public recreation projects which provide access to the waterfront are participatory (jogging, walking, bike riding, viewpoints, etc.), and family oriented. Application for funding should be made to IAC by May 1985 for consideration for funding. This is one of the more reliable and available sources. Competition is keen and grant packages should be well prepared.
3. The State Department of Commerce and Economic Development, Community Economic Revitalization Board (CERB) provides low interest loans through municipalities for public improvements necessary to stimulate private investment and job creation. The Port of Bremerton could qualify for these funds to construct walkway and node projects in conjunction with new visitor moorage.
4. The Washington State Community Development Block Grant Program could assist particularly as this project benefits low and moderate income citizens by providing public recreation and access to the water; would resolve problems which could alleviate potentially health and safety problems for pedestrians; and would provide special projects directed to the removal of architectural barriers which restrict the mobility and accessibility of elderly and handicapped persons. Property acquisition could be on eligible project cost.

5. A local improvements district could be formed, by city district, for the non-city wide or neighborhood share of the project. While an L.I.D. may not be the most popular approach for local residents, the City may participate and pay the majority share with a smaller L.I.D. benefiting adjacent property owners.
6. The Economic Development Administration's Public Works Assistance Program may be a valid source for developing publicly-owned recreational facilities to develop the area's tourism.

All of these programs are discussed at length in the Port Orchard Waterfront Revitalization Project, 1983 under Chapter 3, The Next Step: Strategy and Implementation.

The strength of the waterfront project regarding its competitiveness for state and federal funds lies in three key areas: First, the project will benefit elderly, handicapped, and/or low income residents of Port Orchard, and specifically the Veterans Administration have to gain improved access to downtown services; second, the project will reduce the potential vehicular-pedestrian conflicts which presently exists along the waterfront road network; and, third, the project will support the visitor use of the waterfront, thus strengthening the visitor industry economic objectives of the city.

In any event, the total project can be phased accordingly to the needs and budget. Accomplishing at least one segment of the walkway system each year will provide functional and visual impact and maintain community momentum.

