

An aerial photograph of a coastline. The top half of the image is dominated by a dense, lush green forest covering a hillside. At the base of the forest, a narrow strip of land features a sandy beach and a small, winding stream or path. The bottom half of the image shows a body of water, likely a bay or inlet, with a calm surface reflecting the sky. The overall scene is serene and natural.

Anderson Landing Concept Plan

Kitsap County Parks and Recreation
July 2001

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Prepared for:
Kitsap County Parks and Recreation

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MacLeod Reckord
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July 2001

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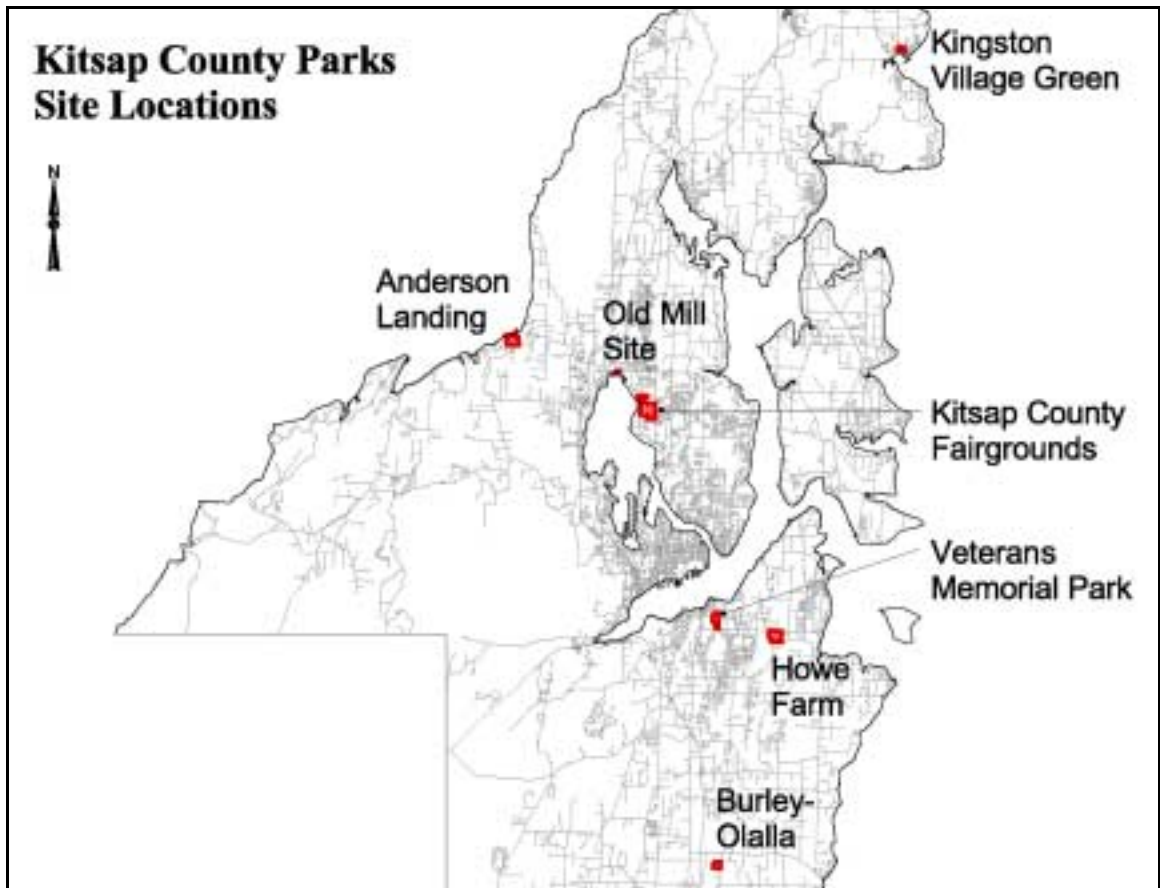
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Executive Summary

In October 1999, Kitsap County Parks and Recreation began the process of creating Concept Master Plans for eight park properties. Spurred on by the potential availability of impact fee money for the improvement and development of parks, it seemed appropriate to evaluate sites throughout the county in order to establish priorities and balance user needs. Of the parks chosen, Howe Farm, Veterans Memorial Park and Burley-Olalla fall within the south district, Old Mill Site, Anderson Landing and the Kitsap County Fairgrounds fall within the central district, and Kingston Village Green and Point No Point fall within the north district.

The recently published Kitsap County Open Space Plan (adopted June 19, 2000) points to the county's deficiency in terms of open space, shoreline access, regional and community parks. Studies included in the Open Space Plan suggest that 3684 acres of parkland and open space are required to adequately satisfy public demand and future growth. The Anderson Landing Concept Plan, together with the other seven plans, represents a concerted effort by County Parks to craft an overall plan for parks development that takes into account the needs and preferences of the entire county. By creating master plans at the conceptual level, it



was possible to evaluate a wide range of program elements, develop alternative plans that illustrate how various program combinations might fit the site, and resolve, in general terms, what the use of the site should be. The Concept Plans are intended to provide direction and guidelines for County Parks as funds become available to complete design and begin improvements to these properties.

Anderson Landing played an important role in Kitsap County's history at the turn of the nineteenth century. Left relatively untouched for many decades now, it is also an invaluable ecological resource. The planning team was faced with the conundrum of protecting the site's sensitive resources from the impacts of public access while creating opportunities for people to visit and use the site. Alternative concept plans ranged from a "do nothing" approach to, at maximum, the development of trails, interpretive stations and a viewing blind for wildlife. Consensus for a preferred concept plan was reached at a public meeting held on April 23, 2001. This Concept Plan presents an approach for management and stewardship of the property and for the development of minimal facilities in phases. An Anderson Landing Advisory Committee will be formed to oversee the recommendations made in this plan in coordination with Kitsap County Parks and Recreation.



Overview



Aerial view of the Anderson Landing park site (outlined in red).

This 68 acre site was acquired in 1977 with the assistance of a grant from the Interagency Committee for Outdoor Recreation (IAC) and a private donation from the owner of the property. The grant stipulated that it would be acquired in part to provide public access to Hood Canal. The site has remained undeveloped due to significant environmental site constraints documented in a Wildlife Assessment Study (Raedeke Associates, 1996) and Wetlands Delineation Report (Wiltermood Associates, 1995). An ad-hoc committee was formed in 1994 to advise the County Commissioners on the best uses for the property. It has not reconvened since the results of the Wildlife Assessment Study were released. This planning process, begun in September 2000, revisited the possibilities for this site and considered ways to provide public access to this pristine environment while protecting its sensitive lands and habitat value for wildlife.

Background

Historical Context

The site was settled in the 1890's by the Andersens, Norwegian immigrants who farmed, fished and cured meat. The original homestead sat on a 100 acre property. On it the Andersens built a 2-story house that had associated with it a well, spring, barns and flagpole. At one time there was a sawmill just north of the property operated by a man named Lindgren.

Water-based transportation was the standard in this region at the turn of the century. Settlers would journey to Seabeck by boat to buy necessities such as flour and sugar from the merchants there. During prosperous times commercial shrimp fisherman would tie up at Anderson Landing and ship their catch to Silverdale by mule; the steamboat *Delta* would pick up passengers at Anderson's Landing on its route to Port Gamble; and during Prohibition years Anderson Landing was used in the dark of night as an unloading port by Canadian rum runners.

Prior to European settlement, Native Americans journeyed up and down the shoreline of the Hood Canal, stopping to camp in one place for a few days at a time to harvest clams and oysters. Camp artifacts have been found at Anderson Landing, of most likely the Suquamish or Clallam tribes. Patricia Hanley, in an article titled "Life in the Early Settlements on Hood Canal" (Pacific Northwest Quarterly, 1957), referred to a local theory suggesting that the layers of oyster and clam shells that extend at times two to three feet deep are the remains of these Native American clambakes. The property has also served as a burial ground evidenced by the discovery of two skeletons unearthed by Silverdale High School students in 1931.

The few obvious remnants from the site's homestead days include orchard trees, a row of poplars by the bridge at the entrance drive, the ruins of a small outbuilding, and the Anderson Landing dock. A cultural assessment survey is required before any development can occur and would likely uncover more settlement period and Native American artifacts. The property was acquired by Kitsap County in 1979. Half of the value was donated by owner Sandra Pelandini, great granddaughter of Oluf and Hulda Andersen.

Previous Planning

The Anderson Landing Stewardship Committee was formed in 1994 to advise the County Commissioners on "how the reserve should best serve the public." The committee, as stated in *Goals, Objectives and Policies for Anderson Landing Reserve*, sought to "balance the need to provide public access while ensuring the protection of the environmental integrity



Aerial view of the Andersen settlement and estuary. Photo taken in 1987.



Poplars in a row along a braid of Anderson Creek. Photo taken in 1994.

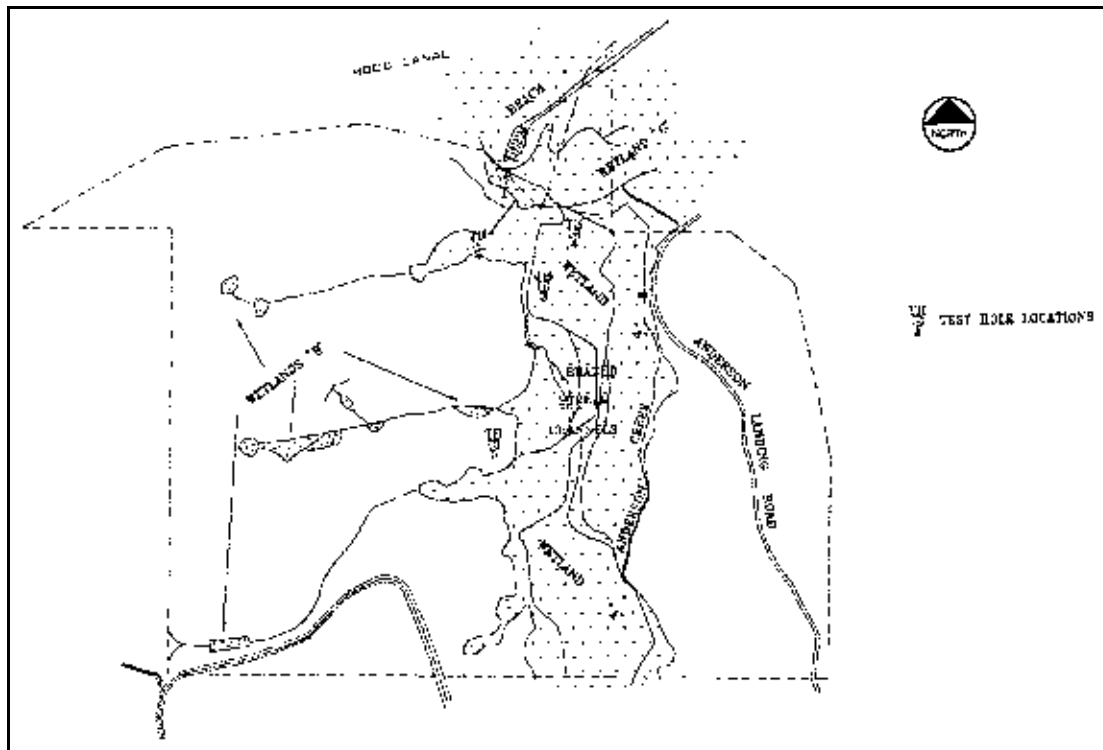
of Anderson Landing.” The committee established two specific goals:

1. Preserve and Protect the ecological integrity of the reserve.
2. Provide educational opportunities which teach an appreciation of the physical, historical and ecological environment of Anderson Landing Reserve.

A master plan was prepared for the site in September 1995 that delineates a trail system and includes a kiosk and two small parking areas. One trail begins at a proposed parking area along Warren Road, winds down the site’s steep slopes, connecting to a boardwalk trail that follows and crosses Little Anderson Creek, terminating at the beach. A second trail, designed to be ADA accessible, begins at a parking area proposed on Anderson Hill Road, and also connects into the boardwalk route. As part of the planning effort, two studies were commissioned, a Wetland Delineation and Determination and Wildlife Habitat Assessment.

Wetland Study

The wetland study addressed the portion of the property west of Anderson Landing Road, identifying three wetland systems, estuarine, palustrine, and riverine. The estuarine wetland is formed as Little Anderson Creek flows into the Hood Canal. It is intertidal, emergent and regularly flooded. This is a Category I wetland due to its size, 5 acres, 3.05 of which are within the Anderson Landing property, the presence of patches of salt tolerant vegetation, and because there are no evident signs of recent human disturbance. Category I wetlands have an 100’ buffer associated with them.



Map prepared by Wilermood Associates in 1995 delineating the site’s wetlands.

There are two palustrine wetland systems on the property, those associated with seep ravine areas to the west part of the site and those associated with Anderson Creek. The wetlands in the seep ravine areas occupy 3 acres and are forested, seasonally flooded and saturated. The wetlands associated with Anderson Creek are 22.5 acres in size scrub-shrub, emergent, seasonally flooded and saturated. These palustrine wetlands are rated Category II because they are well buffered, have good structural diversity, and good habitat features, including downed logs and ponded water for 4 months out of the year. In addition, they are associated with a fish-bearing stream, and connected to an important riparian corridor. Category II wetlands have a 75' buffer associated with them.

Wiltermoor Associates included in the study a rating of the wetlands in terms of various functions/values. All the wetlands on the property ranked high for biological support due to the diversity of plant and animal species and the year round presence of water for wildlife. They also all ranked high for aesthetic values and educational values. To avoid impacts to these wetland areas, Wiltermoor Associates recommended restricting dogs, and controlling access to the site by limiting usage of the site to upland trails and raised walkways through sensitive areas.

Wildlife Assessment

In October 1996, Raedeke Associates completed a Wildlife Assessment Study. Data was gathered from January to July 1996 and focused on winter and spring use of the site by birds. The report is a compilation of Raedeke Associates' observations, neighbors' observations, and data from federal and state agencies. The accomplishments of the study are threefold, wildlife usage of the Anderson Creek area and the estuary was assessed; impacts of proposed trail access were evaluated; and, recommendations were made on how to minimize impacts to wildlife and their habitats.

A variety of species were observed during the course of the study, including a number of native birds, some exotic species and dogs. The study determined that no federal or state threatened, endangered or sensitive plant species are known to exist on the property. In addition, no breeding sites of birds, mammals, reptiles or amphibians listed as threatened, endangered or sensitive are known to exist on the property.

Wildlife listed as threatened, endangered or priority species by federal or state agencies that were observed on the property include bald eagles, seen foraging, perching and resting, great blue herons, seen regularly perching and foraging, and osprey, seen regularly foraging. The presence of salmonids was recorded based on counts from WDFW, which indicated a relatively low presence of coho salmon (150 to 300 smolts per year) in comparison to other streams in the area. Shellfish are also noted as present on the site, but there are no priority shellfish areas. Priority habitats identified on the property include the palustrine, estuarine and riparian wetlands, as well as marine and estuarine shorelines. In addition, there are eelgrass beds offshore (eelgrass "meadows" are priority habitats).



Upland forest at Anderson Landing.



Lower story vegetation at Anderson Landing.

In order to mitigate impacts to wildlife and habitats by the proposed trail and park development Raedeke Associates recommended a combination of spatial considerations and temporal restrictions. Spatial considerations include “alternate trail routes, design, or restrictions on access to certain areas.” Specifically, the study suggested posting signage to restrict access to the marsh and mudflats and to educate the public about these sensitive areas; prohibiting shellfish harvest; restricting pets to leashes, or not allowing pets at all; and locating the observation blind at the edge of the palustrine and estuarine wetlands.

Recommended temporal restrictions include restricting winter access (mid-October to mid-March) to the observation blind; minimizing beach access during the breeding season (mid-March to mid-August) to only a few days per week; and restricting daily usage of the park to between 10 am and 5 pm. As a final recommendation, Raedeke Associates advised that mitigation measures should be accompanied by monitoring to determine the effectiveness of mitigation and to evaluate any impacts to wildlife.

Bald Eagle Protection

The Washington State Department of Fish and Wildlife (WDFW) reviewed the committee’s proposals and the wildlife study. A letter was prepared by Shelly Ament, Bald Eagle Biologist, specifically to address impacts to bald eagles by proposed trail development and increased public access to the site. At the time the letter was drafted, March 1997, the bald eagle was listed by the U.S. Fish and Wildlife Service as a threatened species in the state of Washington. The bald eagle is still listed with threatened status, though delisting was proposed by Fish and Wildlife on July 6, 1999. Ms. Ament advised that the “protection of nesting, roosting and foraging habitats is critical in order to remove the bald eagle from threatened species status.” To this end, she asked for the preparation of a site-specific bald eagle management plan that WDFW would have the opportunity to review. She also advised that “efforts should be made to improve salmon runs, enhance salmon spawning habitat, and limit human access near the creek when salmon runs occur.”

Ms Ament also recommended a combination of spatial considerations and temporal restrictions, that are somewhat divergent from those recommended by Raedeke Associates. According to Ms. Ament, seasonal restrictions and limiting access to small groups would not be effective mitigation measures for the protection of bald eagles. Firstly, because bald eagles use the site year-round and secondly, because even the presence of one human could cause disturbance to perching or foraging bald eagles. As an alternative to park development, Ms. Ament suggests abandoning park development plans, “the WDFW concludes that maximum protection of fish and wildlife species on the Anderson Landing site would result if the property was retained in its present state and no further development occurred.”



Oyster shells on the beach at Anderson Landing.

Existing Context

Anderson Landing is located in southwest Kitsap County along the eastern shore of the Hood Canal. It lies within a rural residential community, predominantly wooded and developed at a relatively low density of 1 DU per acre to 1 DU per 5 acres with the shoreline developed at a greater density of 2 to 3 dwelling units per acre. Kitsap County's current land use plan has established a rural protection zone in this area, restricting new development to a density of 1 dwelling unit per 10 acres. The park is within easy access of urban Silverdale, approximately four miles to the east via Anderson Hill Road.

Access & Circulation

Anderson Landing Road is a narrow scenic road that enters the site at its southeast corner and winds through dense forest in the eastern part of the site. It continues out of the site at its northeast corner connecting to residential properties to the north. From Anderson Landing Road, a dirt drive heads westwards towards the Andersen family settlement, first crossing a small bridge over one of the creek braids. A second point of access into the site is via Warren Road at the northwest corner of the property. This 100 year old road is in a deteriorated state, impassible along its entire length. A section of this roadway has collapsed at the top of a steep ravine close to the site's southern property line. No formal trails cross through the site.

Landform

The site occupies much of the lower portion of the Little Anderson Creek drainage. Elevation ranges from 250 feet high at the western edge of the property to sea level. The steepest slopes (25% and greater) extend from the western property line to the wetland system through the center of the property. Four ravines run from west to east draining into this lower wetland area. Slopes along the ravines range from 25% to as much as 175% in the steepest parts. A few scattered small plateaus sit above these ravines. A large plateau extends into the eastern half of the property, dropping off steeply to the west (25 to 100% slopes) into the central wetland area and to the east (25 to 50% slopes) near the edge of the property.

Upland Forest

The property's upland areas are almost entirely forested. This upland forest is a mix of mature second growth communities of varying composition, including Big leaf maple, Douglas fir, Western red cedar, Western hemlock and Red alder. The understory is equally diverse and includes Sword fern, Salal, Huckleberry, Salmonberry and Vine Maple. Undisturbed for the last 50 years, these forest lands are a valuable resource with large and well established trees.



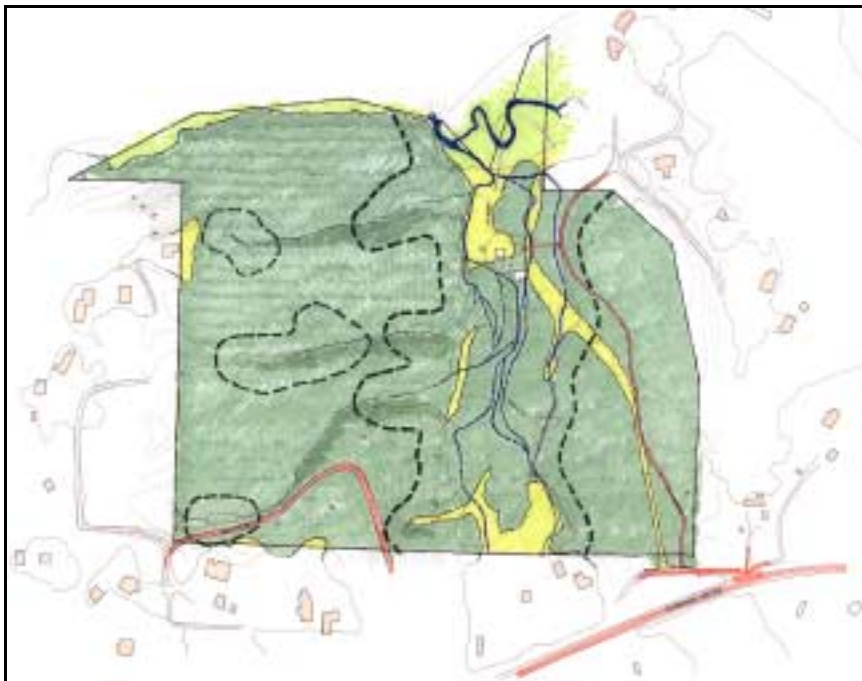
Upland forest at Anderson Landing.

Little Anderson Creek

Little Anderson Creek is a Category 3 stream with headwaters in the vicinity of Klahowya High School. It crosses Anderson Hill Road through a culvert and flows into Hood Canal at Anderson Landing. The creek outlets in a delta formation with a wide active creek channel. Through the Anderson Landing property, the main channel of the creek has shifted dramatically across the valley floor, forming a braiding pattern of creek beds as it moves. According to the Washington State Department of Fish and Wildlife, the stream has historically supported coho and chum salmon, steelhead and cutthroat. The *Kitsap Peninsula Salmonid Refugia Study* (Kitsap County, 2000) indicates that the runs of coho and chum salmon “have been extirpated” due to disturbances. Disturbances cited are sedimentation, high storm flows, and an impassible culvert at Anderson Hill Road.

Dave Dickson of Kitsap County Public Works cites the collection of sediment in the creek channel and at the Anderson Hill Road culvert as having been a problem for over 20 years. He suggests that increased sedimentation in the stream corridor may be due to many causes and that an extensive analysis would be necessary to pinpoint specific problems. Three contributing factors proffered by Mr. Dickson are:

1. Residential development upstream. Some upland development has had a low standard for detention in past years and flows have probably increased in these areas.
2. Logging practices on steep slopes upstream.



Site map of existing conditions at Anderson Landing. Wetlands with buffers are outlined with a dashed green line.

3. Natural striation of soils through the watershed. The soils are typically loose and sandy interspersed with lenses of glacial till. As the steep slopes of the Little Anderson Creek drainage are eroded, the speed of erosion shifts, accelerating when a layer of sand is exposed, and decelerating when a layer of glacial till is exposed.

The Salmonid Refugia Study was prepared in response to the ESA listing of several species of Pacific salmon in May 1999. The study identified and mapped salmonid “refugia habitat” in the Kitsap Peninsula and made a first assessment of “high-priority areas for conservation action.” Refugia are defined in the study as areas where there is a “convergence of ecological conditions that create a critical patch of habitat supporting life-stages of one or more salmonid populations.” The study recommends Little Anderson Creek as a strong candidate for a focal watershed refugia (FW), proposing that the park be the site of an extensive estuary and stream rehabilitation project. The focal watershed classification indicates that this riparian corridor has “maintained a relatively natural hydrologic regime” it has “very few water-quality problems” and retains “a significant degree of salmonid productivity, species diversity and resilience.” Across the greater watershed, forest retention, riparian protection, and limitations on development and impervious surfaces are proposed as the key ingredients to protecting the value of the stream corridor for wildlife habitat.

A first step towards these improvements will be the replacement of the culvert at Anderson Hill Road with a new bridge, a Kitsap County Public Works project slated for construction in summer 2002. The bridge will span 130 feet and clear 25 feet above the creek. It is designed to allow the creek to meander in its natural course. The release of the stream from the culvert could cause a significant shift in the course of the creek through the park site. In order to construct the bridge as it is designed, the County plans to use salmon enhancement funds to acquire a ten acre property between Anderson Hill Road and the park property.



The mouth of Little Anderson Creek, flowing into the Hood Canal.

Key Issues

A public meeting was held on September 28, 2000 to gather history, impressions and data about the site and environs and to discuss potential program elements for the site. Following is a summary of the key issues and comments that emerged from this initial public meeting and over the first course of the planning process.

Access

The provision of vehicular access to the site was discussed at length. There was some uncertainty over the ownership of Anderson Landing Road and whether or not this could be used as a point of public access into the site. The road is currently used by property owners to the south and northeast of the site.

Warren Road was suggested as a second possible access route. It was noted that this 100 year old road has some historical significance in the community. Boat access to the site was presented as a concern. It was noted that kayak/boat access is possible only during high tide and that boaters are primarily accessing the site to harvest geoducks.

Beach & Tidelands

This planning process renewed previous discussions over the appropriateness of providing public access to the beach and tidelands at Anderson Landing. In support of providing public access, the County Commissioners have indicated that there is a great demand in Kitsap County to provide beach access on public waterfront lands. In a county with 228 miles of saltwater shoreline, only 13.45 miles of that are available for public use (*Kitsap County Open Space Plan*, p. 36). In addition, the IAC grant, which provided partial funding for the purchase of this land, stipulated that there would be public access to the shoreline.

Opposing arguments rest on two main points. First, there is a concern over trespassing onto adjacent beaches and tidelands. Property owners to the north of the site own land extending out into the tidelands and referred to problems in other parts of the county with trespassing from public beach sites onto private property. There was interest in establishing a good neighbor policy that would protect the privacy of the park's neighbors.

The second and perhaps greater concern is over the environmental damage to the site that could be caused by increased human presence. Participants worried about allowing access to the tidelands, which are especially sensitive during low tide when eelgrass beds are exposed and susceptible to trampling. Even without park improvements, it was noted that people are already accessing the beach (either by land or kayak) and harvesting geoducks.



View of the beach at Anderson Landing and residences to the northeast.



Aerial view of the estuary and beach at Anderson Landing.

Little Anderson Creek

Participants at the initial public meeting shared their concerns regarding Little Anderson Creek. Upstream property owners described personal property damage that they believe to be the result of increased run-off upstream and blocked culverts. There was interest in dredging the creek and clearing the sand out of the culvert at Anderson Hill Road to improve stream flow. It was suggested that the creek's problems should be solved before making improvements to the park property due to the possibility that park improvements could be damaged by the dynamic nature of the creek. It was noted that the creek channel has 10-20' of sand in it and it has been destroying trees to the south of the site as its course has shifted. There was also concern that the Anderson Hill Road bridge construction could lead to damage on the park property.

Wildlife

Community members described wildlife observed in the property area, including bears, cougar, deer and an eagle's nest just to the south of the property. It was also noted that game trails cross through the property. A discussion ensued on bald eagles with reference to the letter written in 1997 by Shelly Ament, bald eagle biologist for WDFW (see section on Previous Planning, p. 7). The point was made that the bald eagle is no longer a threatened species in Washington State and therefore should not restrict use of the site. It was noted that an updated wildlife evaluation will be needed in response to changes in Endangered Species Act (ESA) listings, including the removal of the bald eagle from threatened status and the addition of some salmonids to the list of threatened species in Washington State.



Scale of Development

An informal survey was conducted at the initial public meeting that asked participants whether there should be no access to the site, extremely limited access, or minimal development. Limited access was defined as use of the site by small and directed groups for educational purposes. Minimal development inferred increased trail development and more open use of the site. About a third of the respondents preferred that the site be closed to public access. The remaining two thirds were split between limited access and minimal development.

Restoration and enhancement were also discussed and generally considered appropriate activities at this site. There was agreement that small boat access to Hood Canal would be too large scale of a development at Anderson Landing. Other points of discussion included the possibility of a land swap between the Parks department and Fish and Wildlife. There was interest in this idea, but some concern that Fish and Wildlife would not manage the site properly. It was noted that part of the reason the site has not yet been developed is that the Wildlife Assessment Study prepared by Raedeke Associates suggested overly complex management policies.



Aerial view of the Anderson Landing property. Photo taken in 1987.

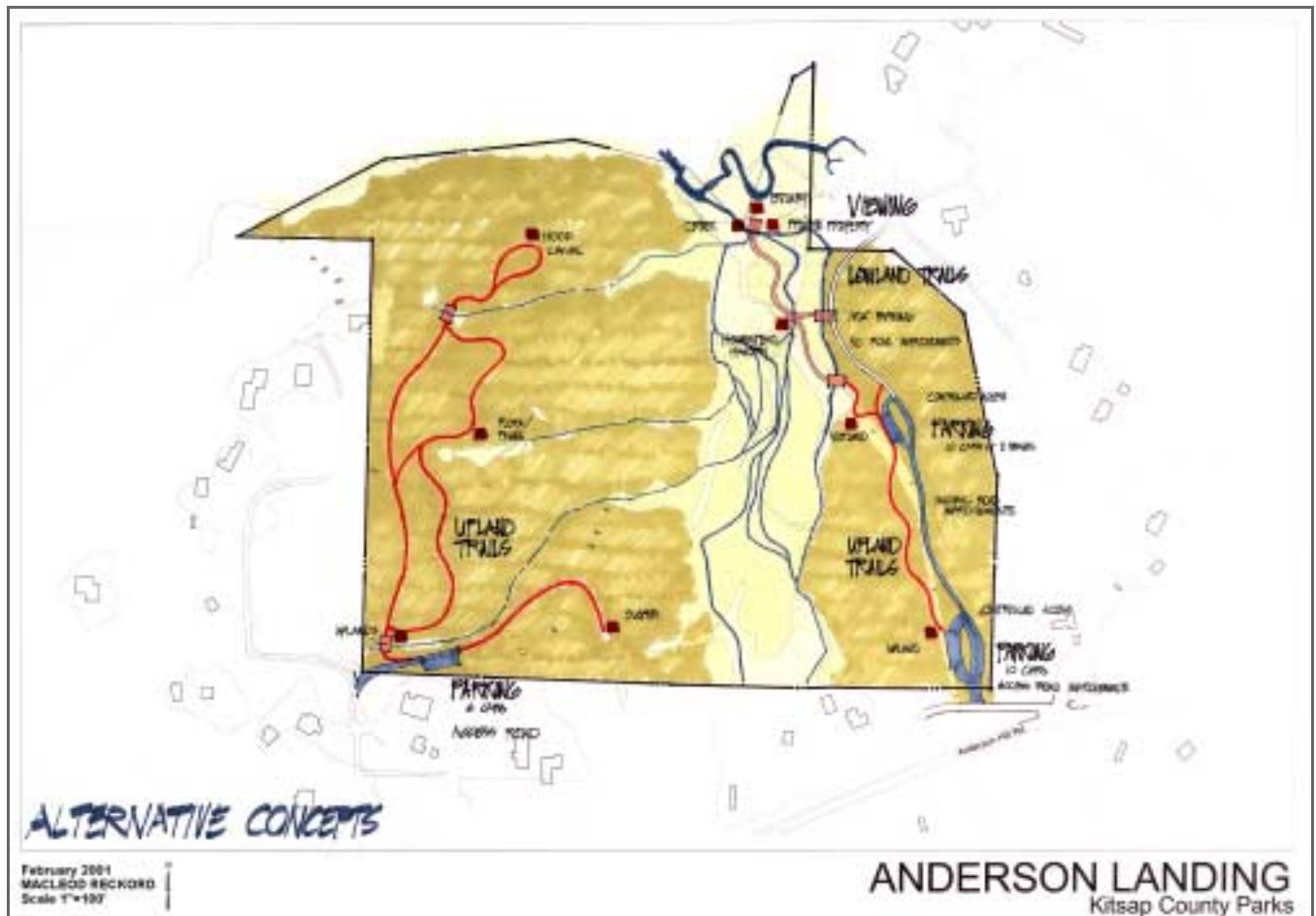
Alternative Concepts

The development of alternative concepts diverged from the traditional generation of three or more graphic plan options. Due to the site's constraints, only minimal development in restricted locations is possible. Instead of alternative layout plans, options for a "level of development," for phasing and for management were presented at the public meeting held on February 1, 2001.

Level of Development

Three alternative levels of development were suggested for the site, "Do Nothing," "Minimal Improvements," and "Maximum Development." "Do Nothing," in this case, proposes no new development or improvements and neither encourages nor restricts access to the site.

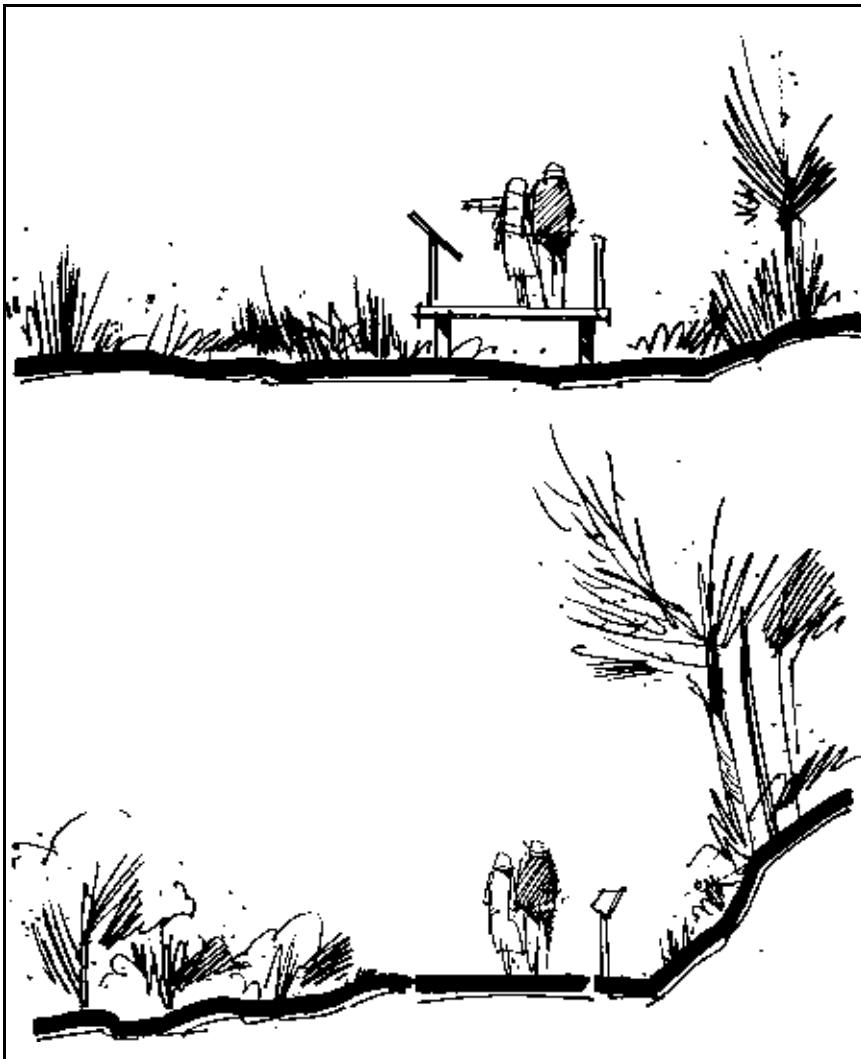
The "Minimal Improvements" option allows for some development in upland areas and entirely avoids the wetland areas and the estuary. Parking is limited to the Warren Road or Anderson Landing Road entrances into



the site (i.e. – southeast or southwest corners of the property). Trails are developed in upland areas only. No or few structural improvements are added and minimal maintenance and repair is necessary.

The “Maximum Development” option allows for increased development and provides access to more of the property. Small parking areas are located near the entrances to the site and farther north on Anderson Landing Road, closer to the site interior. Trails are developed in the upland areas and boardwalk trails are developed in wetland areas. Access to the estuary is restricted to a viewing blind located at the southern edge of the estuary. An interpretive program is integrated into the trail system and includes interpretive signs/stations.

Phasing



Proposed trail cross section design options. The top cross section represents a boardwalk trail through wetland areas. The bottom cross section represents a trail developed in upland areas.

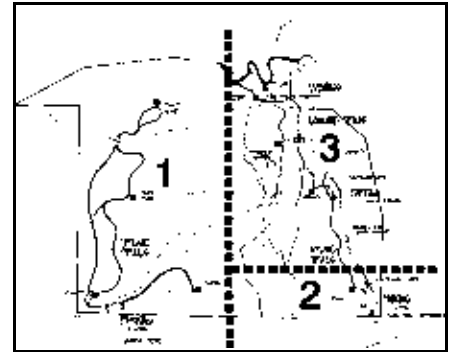
One approach for phasing development was presented for discussion. In the first phase, facilities with the least environmental impacts are developed, including a small parking area (6 cars) off of Warren Road and trails through the upland forest. The second phase improves access to the site via Anderson Landing Road, including road widening and a small parking area (10 cars) in the southeast corner of the property only. The third phase, and the most difficult to develop in terms of environmental constraints, adds a third parking area along Anderson Landing Road in the park interior, creates trails through upland and lowland areas and boardwalk through wetland areas.

Management

Three options for management of the property were presented for discussion. One option involves the exchange of management responsibilities between Parks and Recreation and Washington State Department of Fish and Wildlife. This is the appropriate choice if a “wildlife management” approach to development is taken. Fish and Wildlife would manage Anderson Landing for wildlife and Parks would receive a property from Fish and Wildlife that is more conducive to waterfront development.

In a second option Parks and Recreation develops and maintains the property with limited hours of operation established. Regular monitoring of the property is performed by a stewardship group, which reports back to Parks and Recreation.

In a third option Parks and Recreation develops the property and hands over operations and maintenance to an authorized group such as a stewardship committee, historical preservation organization, land trust or combined organization. The appropriate managing organization would then be responsible for maintenance, monitoring, scheduling access/tours, and for obtaining funds for future development and studies.



Proposed phasing plan for park development at Anderson Landing.



Preferred Plan

At the alternative concepts public meeting there was general consensus that the process to continue the more detailed planning of the park involve an advisory committee, and that the development evolve in phases from the “perimeter inward.” No consensus was reached as to an appropriate level of development as it was felt that should evolve with the plan. A preferred plan was generated and presented at a public meeting held on April 23, 2001. The plan is general in nature and accompanied by a set of recommendations for park development, including the establishment and role of an advisory committee, goals and objectives, implementation and management strategies. These recommendations along with the preferred plan will serve as the basis for future planning and development at Anderson Landing.

Advisory Committee

The first task towards implementation of this Concept Plan is the establishment of an ‘**Advisory Panel**’ or ‘**Task Force**’ to assist the County in advancing plans for development of Anderson Landing. In conjunction with this is the establishment of a ‘**Stewardship Committee**’ to carry out long-term monitoring of the property. County assistance to the task force and stewardship committee could include providing project management support, meeting venues, sponsorship for selected grants, and direct funding support, as well as serving as a point of contact for coordination with other groups. Potential **members** include representatives from the following:

- Hood Canal Environmental Council
- Central Kitsap Community Council
- Central Kitsap School District
- Kitsap County Conservation District
- Land Trust or local Conservancy Organization
- Local Historical Organization
- Indian Tribes
- Kitsap County Open Space, Parks, and Greenway Committee
- Regional Residents
- Local Residents
- Youth group (Scout organizations, School groups, etc.)

Expertise that would be valuable to bring to the Advisory Panel and/or to serve as sub-committee chairs might include the following:

Biologist	Volunteer Coordinator
Wetland scientist	Engineer
Local historian	Surveyor
Fundraiser/Grant writer	Forester or Arborist
Attorney	Computer Technician
Realtor	

Goals & Objectives

A major task of the Advisory Panel will be to review and refine the goals prepared in the previous planning process. Suggested **Goals** include:

1. Refine and advance development of the Preferred Concept Plan.
2. Protect wildlife and habitat from adverse impact.
3. Provide public access to the site in a safe and environmentally sensitive manner.
4. Steward the land to assure all goals are met.

As an accompaniment to the goals, it will be necessary to establish clear and specific objectives in the form of an action plan. Potential **Action Plan** elements include:

1. Define scope of project.
2. Investigate issues and resolve questions associated with project development.
3. Define work item, assign person or committee to address item; establish time line for each task to be accomplished.
4. Implement Phase 1.
5. Monitor project.
6. Refine plan for later phases.
7. Implement later phases.
8. Monitor and steward project.



Aerial photograph of Anderson Landing property. Photo taken in 1994.

Implementation

The Preferred Plan illustrates Phase I developments on the westside of the property and eastside developments as part of later phases. Both eastside and westside proposed improvements include modified access drives, the addition of small parking areas, trails and interpretive view-points. No connection is recommended between these sections of the park due to the impacts that would incur from the construction of a trail down the steep slopes on the westside to and across the central wetlands.

Phase I

An access drive and parking lot would be developed at the southwest corner of the property on the Warren Road extension. Foot trails from the parking area would extend northward, along the length of the west plateau, to a viewpoint in the northwest area of the site. Trails would include bridges or culvert crossings where necessary to traverse small ravines, and interpretive signage along the way, describing the upland vegetation, wildlife, unstable slope conditions, and views and history of Hood Canal. Trails would be looped where appropriate and would not be connected to the central wetlands and beach below. Railings, barrier planting, and informational signage might be provided to discourage access to the slopes. Following is a list of remaining key issues to resolve and work items to be performed in conjunction with Phase I developments:



Preferred Concept Plan for Anderson Landing County Park.

Key Issues

1. Are there any unrecorded, but previously observed, nesting or critical areas for eagles, owls, etc. that trail development on the west half of the site would impact?
2. What view potential exists from the higher elevations in the northwest area of the site?
3. How can parking and turn-around be accommodated on Warren Road without additional impact to slopes and wetlands?
4. How will the issue of safety/security be dealt with in regard to the steep banks?
5. How will the issue of trespassing be dealt with?
6. What is the specific information described in the interpretive signs?
7. What specific improvements should be implemented to enhance the woodland (invasive plant eradication, reforestation)?

Work Items

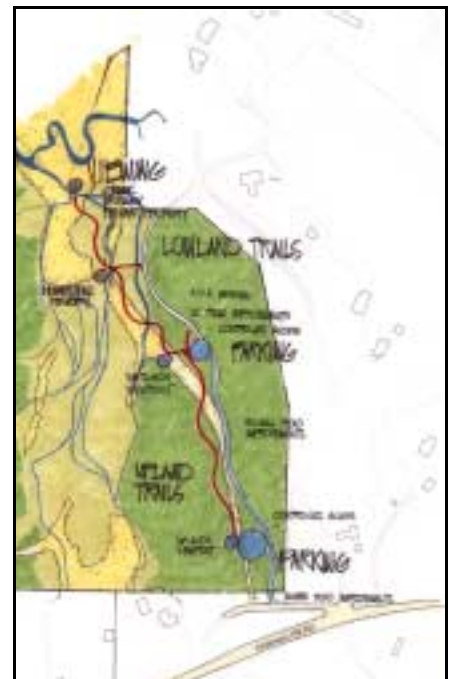
1. Map and/or survey site conditions: Road beds and game trails; vegetation for habitat and forestry management value; viewsheds; dangerous site conditions; drainages and wetlands.
2. Develop geotechnical data as necessary for road, parking area, and bridge construction.
3. Verify wildlife use patterns: Identify nesting, roosting, or foraging areas/trees on and offsite.
4. Record and synthesize data for interpretive signs (flora, fauna, upland woodland, Hood Canal history, geology).
5. Review requirements for provision of public access with IAC.
6. Develop plans for parking area, trails, viewpoint, interpretive signs.
7. Develop a plan for management, monitoring, and maintenance.
8. Apply for and acquire permits.
9. Apply for and secure construction funding.
10. Let contracts and/or organize volunteer efforts to proceed with surveys, design, construction, and monitoring.

Later Phase(s)

An access drive and parking lot would be developed at the southeast corner of the property, just off Anderson Hill Road. Road improvements and additional parking (possibly limited to ADA access and drop off) might be developed in a later phase further north on the existing driveway, providing a more centralized access to the site. Foot trails from the parking area(s) would parallel the road and extend to the wetland and edge of the estuary. Trails in sensitive areas would be constructed with bridges and boardwalk, and railings where appropriate to discourage access to the wetlands and estuary. The boardwalk would terminate at the edge of the estuary in a viewpoint structure, or wildlife 'blind'. Interpretive signage would be presented along the trail describing the upland forest, wetlands, the historic homestead, Little Anderson Creek and braided channels, the estuary, tidelands, the history of Hood Canal, and the proximity of private property. This project could be developed in two or more phases, starting



Proposed Phase I developments.



Proposed developments in later phases.

first with the development of parking at the road and limited trails. This would allow time for additional research of natural systems and monitoring of uses before more of the site is made accessible. Following is a list of remaining key issues to resolve and work items to be performed in conjunction with development of later phases:

Key Issues

1. What are the specific rights/restrictions on improving public access to the site from Anderson Hill Road, and what are the rights/restrictions on any easement along the road to the private residences near the beach?
2. What are the specific rights/restrictions on locating a road within the utility line corridor?
3. What are the requirements of the IAC grant to provide public access?
4. What specific improvements should be implemented (on and off site) to restore and enhance functions and values of Little Anderson Creek and associated wetlands (invasive plant eradication, bank stabilization, dredging, diversion, reforestation)?
5. What is the preferred location for an access road and parking and what are the engineering requirements?
6. What is the preferred alignment for/location of pedestrian trails, bridges, boardwalk, viewing blinds?
7. How will the public be restricted from accessing parts of the site not intended for access (stabilized creek bank, restored wetlands, fragile estuary, eelgrass beds, etc.)?
8. How will the issue of trespassing be dealt with on the access road, on trails, at the estuary/beach, and in the tidelands?
9. How will the issue of safety/security be dealt with in regard to the soft beach sands, steep banks, etc?
10. Will there be temporal or other access restrictions on the site?
11. Who will be responsible for development, management, monitoring, and maintenance?

Work Items

1. Map and/or survey site conditions: Road beds and utility corridor to determine suitability for roadway and parking lot development and/or expansion; game trails and existing pedestrian trails; creek channels; homestead remnants; vegetation; viewsheds; dangerous site conditions.
2. Develop geotechnical data as necessary for road, parking area, bridge, and boardwalk construction.
3. Research easement restrictions and property ownership issues.
4. Monitor and record activity in creek channels (fish counts, volume of flow, sedimentation, storm drainage impacts, etc.) to determine priority areas for enhancement and restoration, preferred location for pedestrian crossings, etc.
5. Monitor and record off-site storm drainage issues that impact Little Anderson Creek.
6. Verify wildlife use patterns; track uses seasonally, temporally.

7. Record and synthesize data for interpretive signs (upland woodland, wetland, historic homestead, creek, estuary, tidelands, Hood Canal history, private property).
8. Develop plans for access road, parking area, trails, bridges, boardwalk, viewpoint, interpretive sign.
9. Develop a plan for management, monitoring, and maintenance.
10. Apply for and acquire permits.
11. Apply for and secure construction funding.
12. Let contracts and/or organize volunteer efforts to proceed with surveys, design, construction, and monitoring.

Expansion Opportunities

Late in the planning process, local property owners and County staff brought the prospect of adding adjacent properties to the existing 68-acre park site. These properties include a 10-acre parcel immediately south of the existing park site, extending to Anderson Hill Road, and another two parcels, of 5-acres each, located on the south side of Anderson Hill Road.

The 10-acre parcel is being acquired by Kitsap County to allow for the construction of the bridge over Little Anderson Creek, mentioned earlier in this report (see *Existing Context*, p. 10). The two 5-acre parcels are currently for sale and include Little Anderson Creek along their western boundaries. Some of the area in these three parcels is considered wetland, but there are also uplands that would be appropriate for development of parking, restrooms, and other park amenities. On the north side of Anderson Hill Road, the south end of Warren Road extends through the 10-acre parcel and connects into Anderson Hill Road, creating another opportunity for vehicular access to the site. Acquisition of all these properties would allow for additional protection and restoration of the riparian corridor and watershed of Little Anderson Creek. Many attendees at the last public meeting were supportive of considering these properties in the continuation of the planning effort.

Management

Continued monitoring and management of the site will be the role of the appointed Anderson Landing Stewardship Committee. The committee will utilize County resources and others as designated in the planning effort.

Conclusions

It became clear early on in this planning process that a “tread lightly” approach was necessary at this extremely sensitive and valuable county resource. The Anderson Landing Concept Plan proposes a strategy for park development that adds public access to the site in phases. Additional studies and monitoring would accompany each phase. Among the studies that will be necessary are an update to the Wildlife Assessment based on new ESA listings, a Biological Assessment, and a Cultural Assessment Survey.

Critical to the accomplishment of the recommendations in this plan is the establishment of both an Advisory Panel, to develop goals and objectives and to oversee implementation of this plan, and a Stewardship Committee, to manage and monitor the property in the years to come. The complex needs of the Anderson Landing property require this type of public-private partnership in which members of the Kitsap County community work with Kitsap County Parks and Recreation to accomplish established goals and objectives.



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