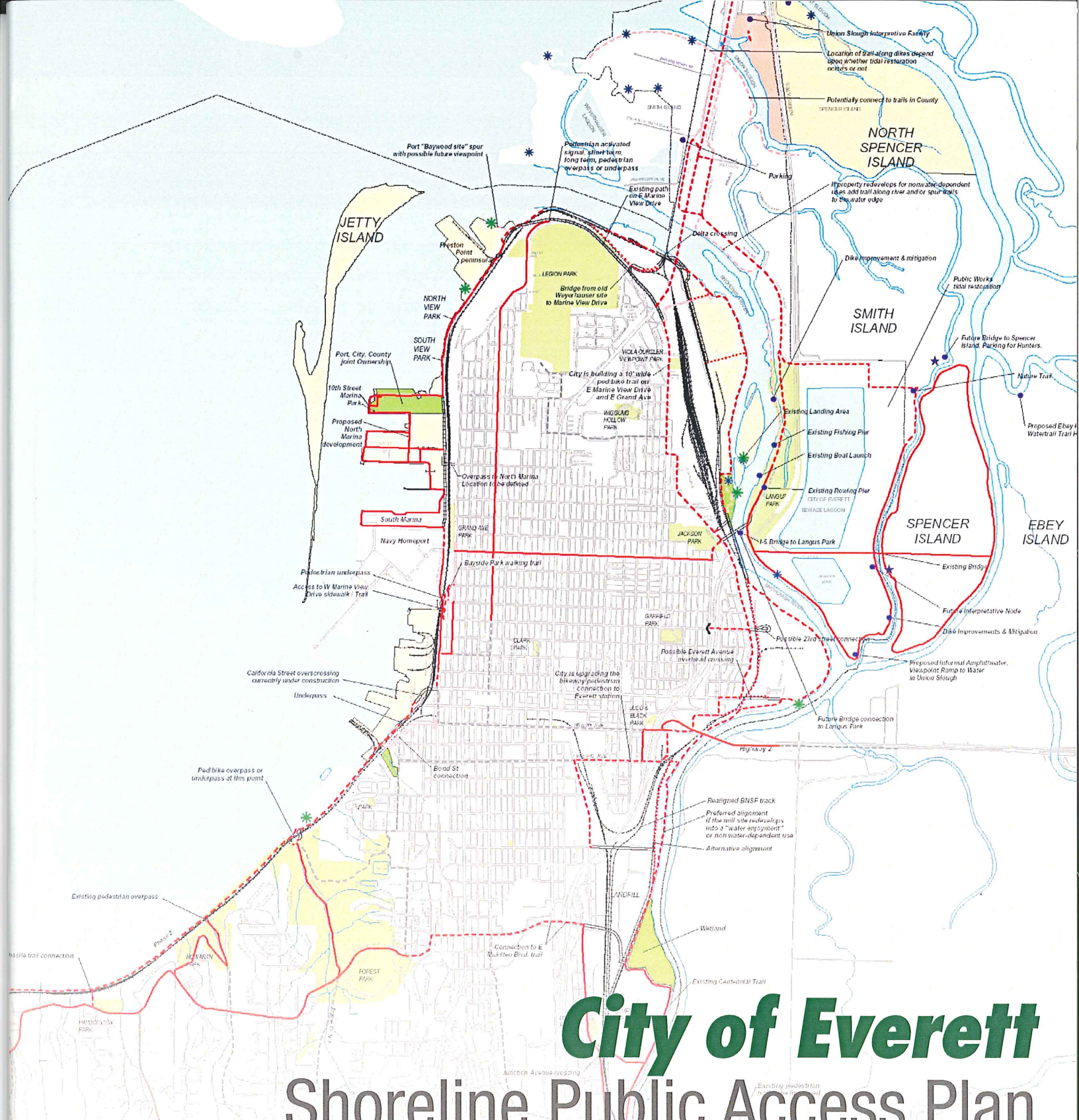

City of Everett

Shoreline Public Access Plan

Everett's Shoreline Public Access Plan

MAKERS architecture + urban design

EVERETT PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

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Chapter I. Introduction

The Vision

Everett is endowed with magnificent shorelines. The city is literally surrounded by over 20 miles of marine, river, and lakefront shoreline featuring attractive parks, industrial and mixed-use commercial activities, natural settings, and boating facilities. Taken together, the city's marine and river shorelines constitute a continuous estuarine ecosystem and invaluable natural resource. Everett's harborfront and riverfront have both played important roles in the city's history. In fact, Everett's first settlement was located on what is now the central riverfront. And with several significant redevelopment sites, Everett's waterfront and riverfront have the potential for an even greater role in the city's economy and quality of life. But much of this public resource is not accessible for citizens to enjoy. In spite of several City and Port public access projects undertaken over the past 15 years, long stretches of the waterfront are cut off by railroad lines, industrial areas, roadways, and other obstacles.

Figure 1. Riverboats, such as the Black Prince*, built in the 1890s, were once a common site on the river.*

From 1998 to 2001, the City conducted a public process to update the City's Shoreline Master Program, which is State-mandated regulations to manage shoreline uses, environmental quality, and public access. During that process, it was clear that citizen participants placed a high emphasis on improving public access to Everett's shorelines. In response to this demand, the City initiated a follow-up plan for significantly upgrading the city's shoreline access in 2002. The Mayor and City Council appointed a volunteer committee to guide the project. With the assistance of City staff and a consultant, the committee first held a public workshop to obtain citizens' ideas on the type and location of desired public access features. From this input and inventory information, committee members identified public access needs and opportunities. After a careful evaluation of alternative approaches to meeting the public's requests, the committee decided that the most appropriate course of action was to focus on a long-term comprehensive strategy to establish a continuous system of trails, parks, and attractions around the entire peninsula, with connections inward to city neighborhoods and outward to regional trails.

The focus of this plan is on the trail connections because a continuous trail system is so essential to public access objectives. However, a number of other facilities, amenities, and public attractions are also envisioned. These include specific water recreation facilities, such as fishing piers and wildlife viewing areas, passive and active open spaces, artwork, and interpretive displays. Some specific features are recommended, but other opportunities and ideas may emerge. Nothing in this plan is intended to preclude additional improvements.

The committee's vision is as far-reaching as it is ambitious. The envisioned trail system will do more than provide recreational resources. It will connect Everett's neighborhoods, improve the city's non-motorized transportation network, catalyze new physical and economic development, incorporate environmental restoration, activate existing and future parks, link the city to its rural surroundings, and—literally—give Everett a new face.

Implementation

But the vision is ambitious. It may take decades to overcome significant hurdles, including funding, property or easement acquisition, safety concerns, environmental constraints, and engineering challenges. The achievement of a continuous access system will require a step-by-step, incremental implementation of numerous individual projects, some of which are already completed and some of which will require several years to construct. Realizing this, the committee, staff, and consultant team identified a series of trail segments or loops that can be constructed individually as funds and opportunity arise. Each segment will provide a significant public benefit, and, together, they will comprise a complete system.

This plan outlines the trail links, park improvements, and special features of the proposed public access system. As noted above, the system is divided into a series of segments, each of which is composed of a set of projects or focus areas which are described in the details section of each segment.

The plan includes a general implementation strategy at the end of the report. The status, timing, funding, and issues related to each project element are outlined in an implementation chart, and a generalized approach to funding is presented. The actual timing and priority of the various projects are often tied to specific opportunities, such as the redevelopment of a shoreline property or the availability of special funding.

In broadest terms, the implementation strategy builds on existing links and access features, adding completed segments to enhance and expand the initial system. Other attractions, such as artwork and viewing and fishing areas, can also be added as opportunities arise. Existing elements include the esplanade and sidewalk improvements, parks constructed by the Port and City in the marina areas and on W. Marine View Drive, the existing sidewalks along E. Marine View Drive, and the Lowell Riverfront Trail.

Recommended first phase actions, programmed for the next three years, include completing streetside trail segments along E. Marine View Drive, the Riverside area (near the ramp to the SR 2 bikeway along the bridge), and the Snohomish River Road at the city's southeast edge. While the ultimate goal is to provide trail links directly along the shoreline, these initial sidewalk and roadway connections will make important regional and citywide connections that will amplify the benefit of other individual segments in the near term. Another high priority for immediate action is

establishing a trail between E. Grand Avenue, the City-owned wetland, and the riverfront shoreline directly across from Ferry Baker Island. Although crossing over the rail tracks in this area will require a bridge, this segment, with its views and wetland setting, is a unique public resource that can be made more accessible with the previously mentioned improvements along E. Marine View Drive. Also, the City should begin environmental studies for some of the segments involving in-water construction, such as the proposed trails along the city's southwest shoreline towards Mukilteo and along the north end of the peninsula. In-water construction is necessary because the railroad runs directly along the shoreline, and any shoreline modification or elevated boardwalk must be part of an environmental restoration program, which will take careful study and extensive permitting activities. The feasibility of construction of this trail segment, as well as other in-water segments (4.6 and 5.5), will not be known until the future environmental studies are completed. However, they are included in this plan since the plan recommends the completion of those studies. See Appendix B for a discussion of environmental issues associated with those segments.

Second phase projects, programmed for between three to six years in the future, focus on funding and construction of some of the more ambitious projects, including the trail links between the Port of Everett south terminal and Howarth Park, the connection at Bayside Park, and the link between SR 2 and the Lowell Riverfront Trail. Depending on funding availability, other projects may occur during this period, such as trails and boating facilities on Smith and Spencer Islands and the walkway from W. Grand Avenue to the waterfront. Still other ambitious trail links, such as the overpasses from E. Grand Avenue to the Kimberly-Clark (Scott) Lobe and from the Lowell Riverfront Trail across I-5 to the Interurban Trail, will be part of larger transportation projects that are projected but yet unfunded.

Several critical segments are tied to private or Port development, and it cannot be determined when these elements may occur. One dramatic redevelopment that is currently in the planning stage is the Port of Everett/Team Maritime's North Marina redevelopment, which will include boating, recreational, residential, and commercial uses with extensive pedestrian links and a shoreline esplanade. This redevelopment, projected to be phased from 2003 to 2008, will augment the existing South Marina area to provide a regional attraction on the waterfront. Other redevelopment sites, including the Port's Preston Peninsula and Riverside areas and the Kimberly-Clark and Simpson Mill sites, represent significant opportunities, but their timetables are less certain.

Some of the most critical shoreline links depend on working with the Burlington Northern Santa Fe Railroad because the trail must run alongside the tracks and/or cross over the tracks. The segments at the very north end of the peninsula and in the vicinity of the I-5 bridge are the most noteworthy. Completing these links will require agreements with the railroad as well as elevated bridges and environmental restoration. For this reason, these segments will likely take longer to complete. This is a reason upgrading the sidewalk/trails along E. Marine View Drive and E. Grand Avenue is recommended as an interim step.

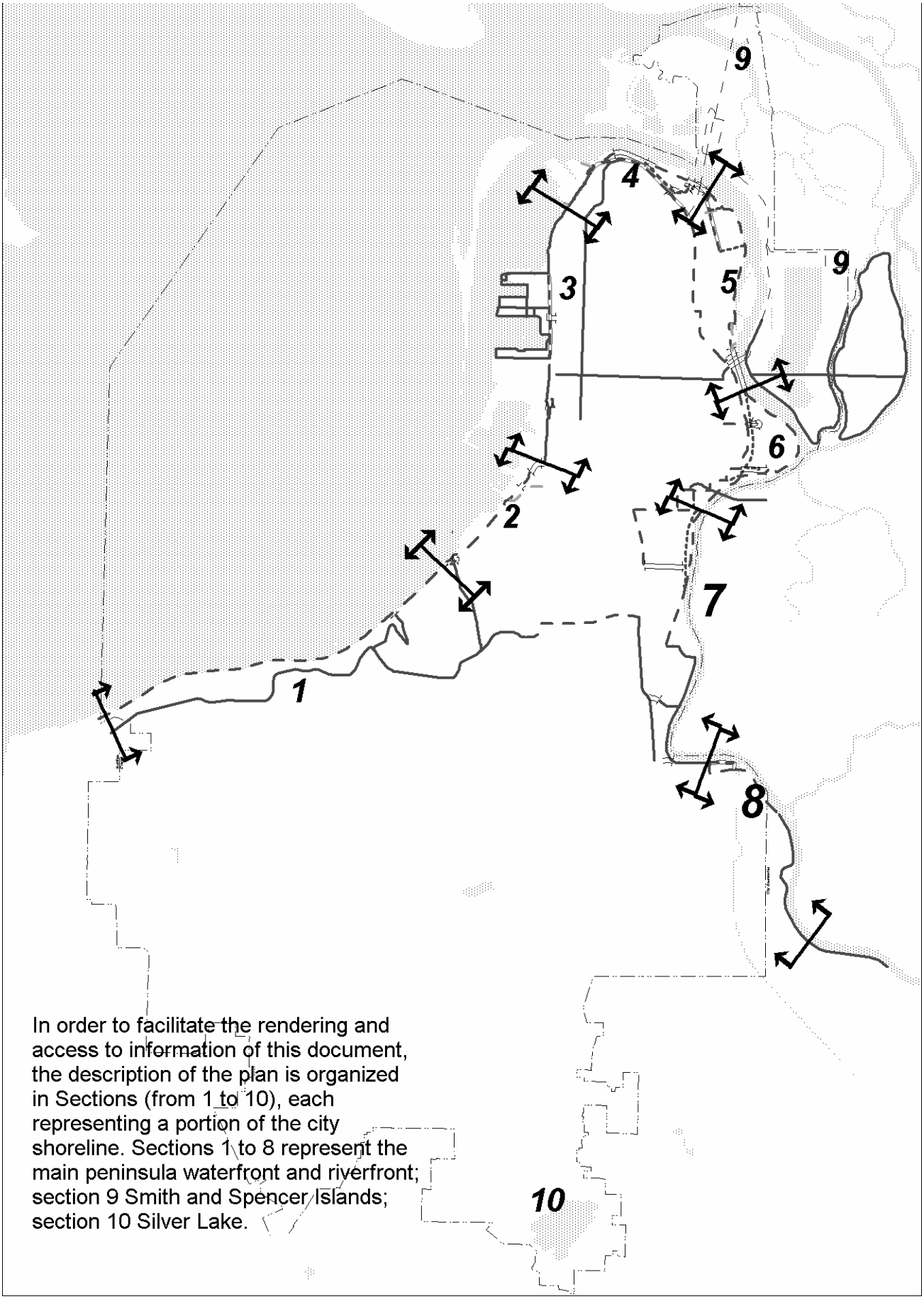
Finally, there are pedestrian/bicycle bridges proposed over the Snohomish River near the I-5 crossing and along the SR 529 corridor. These links, which will connect the city to Langus Riverfront Park, Spencer and Smith Islands, and the region to the north, will require extensive funds. There is currently a study underway to determine the cost and alignment of the proposed bridge near I-5. Usually it is easier to garner funds for such projects when they connect large, established trail systems and there is a strong impetus and constituency for making the critical link. Although nothing in this plan discourages early implementation of the large projects in the near term if an

unusual funding opportunity arises, it may be more realistic to think of them as long-term efforts building on the improvements from earlier phases.

Translating vision into reality will not be easy, but the benefits to the city will be great. Imagine a city in which a youth can bicycle safely from his or her home across town to visit a friend; a city with an active mix of commercial, industrial, and recreational uses and new neighborhoods along the shoreline; a city with a wide variety of parks and open spaces, connected so that they are, in effect, one big park; a city where citizens can gain a first-hand appreciation for active marine industries; a city known for the environmental health of its shorelines. Imagine a city that is an attractive destination for cyclist and hikers from all over the region. A continuous public access system will make Everett that city.

Chapter II. Plan Elements

This chapter describes the segments of the proposed continuous shoreline trail and includes details of the elements in each segment.

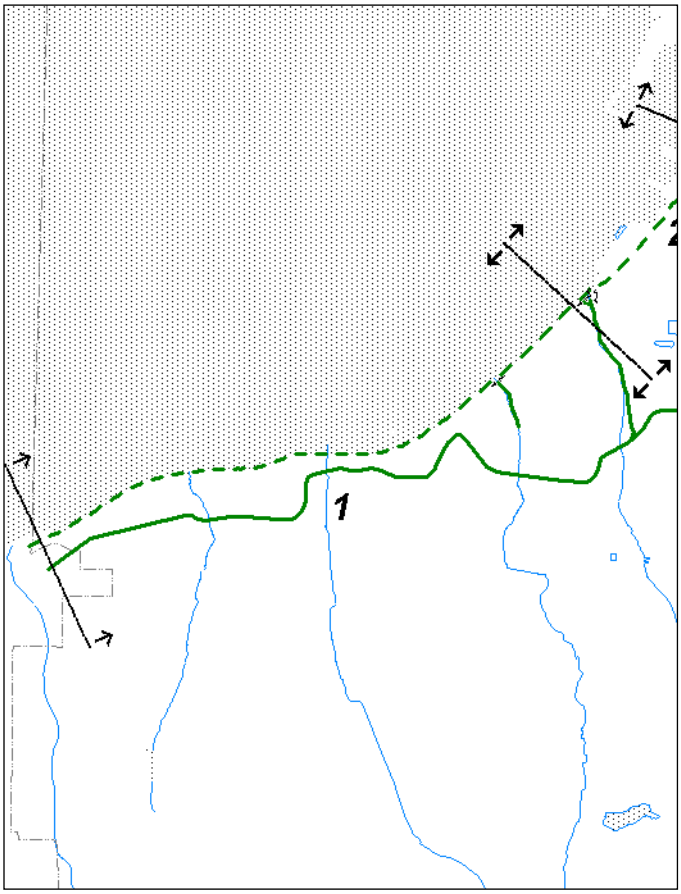


In order to facilitate the rendering and access to information of this document, the description of the plan is organized in Sections (from 1 to 10), each representing a portion of the city shoreline. Sections 1 to 8 represent the main peninsula waterfront and riverfront; section 9 Smith and Spencer Islands; section 10 Silver Lake.

Section 1

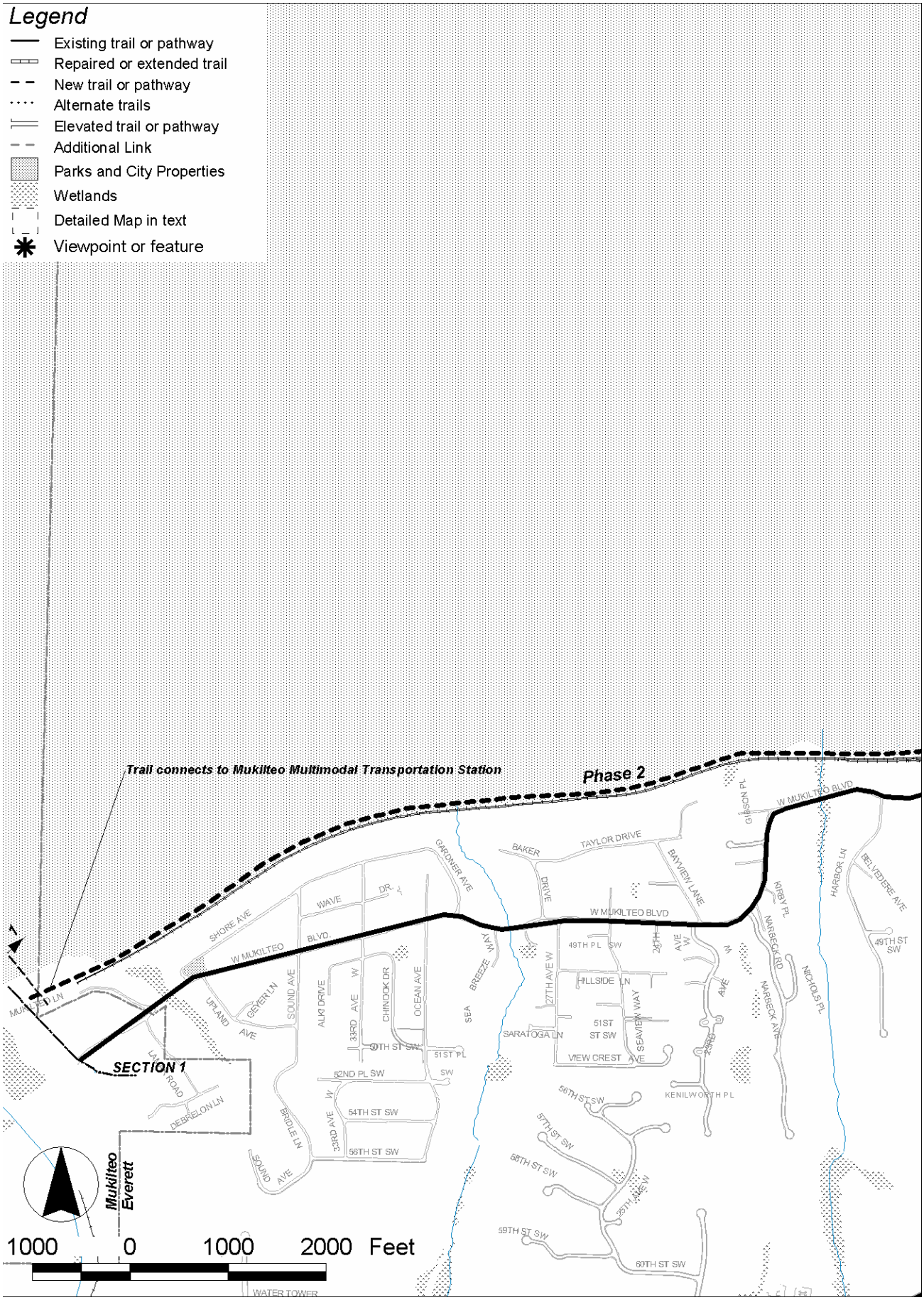
Introduction

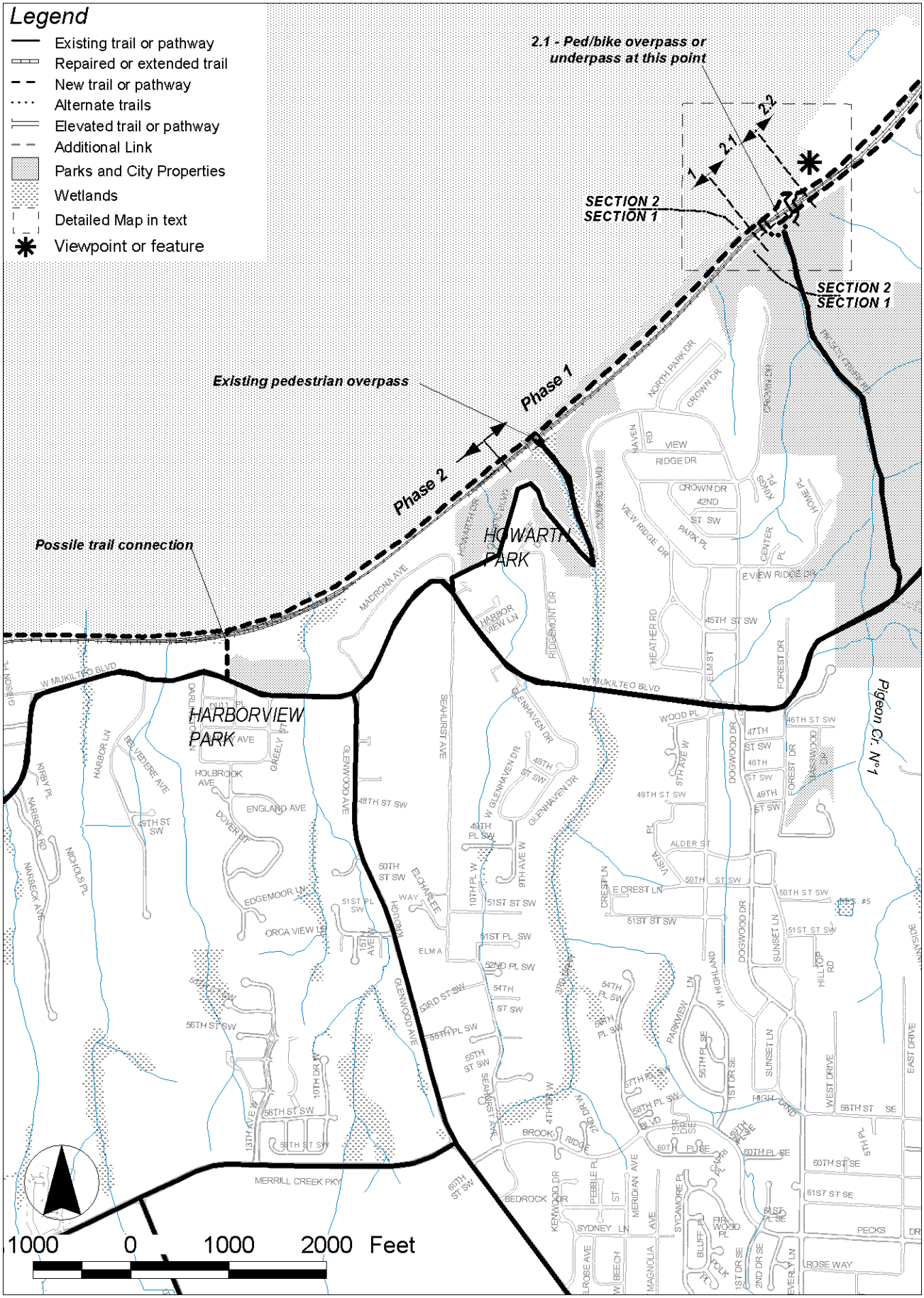
Section 1 follows the shoreline between Mukilteo and Pigeon Creek. A trail in this section is particularly important because it will connect the emerging multimodal transportation node and redeveloping waterfront attractions in Mukilteo with downtown Everett.



The recommended improvement in this section is an all-weather trail built on a newly constructed terrace adjacent to the riprap supporting the existing BNSF railroad tracks. This element is intended to enhance the shoreline ecology by creating a more natural beach and intertidal zone along with the trail. Key connections to this section include:

- Direct access to Mukilteo's waterfront development and multimodal transportation station.
- Howarth Park via the Howarth Park overpass.
- Pigeon Creek (No. 1) and the southern part of the Everett harborfront at the north end of this section.


Legend
Existing trail or pathway
Repaired or extended trail
New trail or pathway
Alternate trails
Elevated trail or pathway
Additional Link
Parks and City Properties
Wetlands
Detailed Map in text
Viewpoint or feature
Trail connects to Mukilteo Multimodal Transportation Station
Phase 2
SECTION 1
Mukilteo
Everett
1000 0 1000 2000 Feet
W MUKILTEO BLVD
TAYLOR DRIVE
BAKER DRIVE
GARDNER AVE
BAYVIEW LANE
GIBSON PL
KIRBY PL
HARBOR LN
BELVEDERE AVE
49TH ST SW
NARBECK RD
NICHOLS PL
SHORE AVE
WAVE DR
SOUND AVE
ALKI DRIVE
CHINOOK DR
OCEAN AVE
SEA BREEZE WAY
27TH AVE W
49TH PL SW
HILLSIDE LN
51ST ST SW
SEAVIEW WAY
SARATOGA LN
VIEW CREST AVE
KENILWORTH PL
UPLAND AVE
GISVER LN
33RD AVE W
50TH ST SW
51ST PL SW
52ND PL SW
54TH ST SW
56TH ST SW
57TH ST SW
58TH ST SW
59TH ST SW
60TH ST SW
BRIDLE LN
DEBELON LN
WATER TOWER


Legend
Existing trail or pathway
Repaired or extended trail
New trail or pathway
Alternate trails
Elevated trail or pathway
Additional Link
Parks and City Properties
Wetlands
Detailed Map in text
Viewpoint or feature
2.1 - Ped/bike overpass or underpass at this point
2.2
2.1
1
SECTION 2
SECTION 1
SECTION 2
SECTION 1
Existing pedestrian overpass
Phase 1
Phase 2
Possile trail connection
HOWARTH PARK
HARBORVIEW PARK
Pigeon Cr. Nº 1
1000 0 1000 2000 Feet

Description of Improvements and Details

1.0 Beach Trail from Mukilteo to Pigeon Creek (No. 1)

Currently, the shoreline from Pigeon Creek (No. 1) to Mukilteo consists of a riprap wall supporting the railroad lines. Because the rail lines cut off sediment deposition from natural bluff erosion, the beach has eroded away, much to the detriment of the local marine ecology.

Figure 2. Looking north from Howarth Park. (A typical rock revetment is shown in the background. The foreground shows conditions envisioned after enhancement.)

The construction of a shoreline terrace, beach enhancements, and a public access trail is proposed to provide a link between Mukilteo and Everett and to enhance the shoreline ecology. Restoring the beach will likely increase forage fish spawning opportunities, intertidal habitat, and near-shore conditions. Figure 3 illustrates a typical section through the proposed terrace.

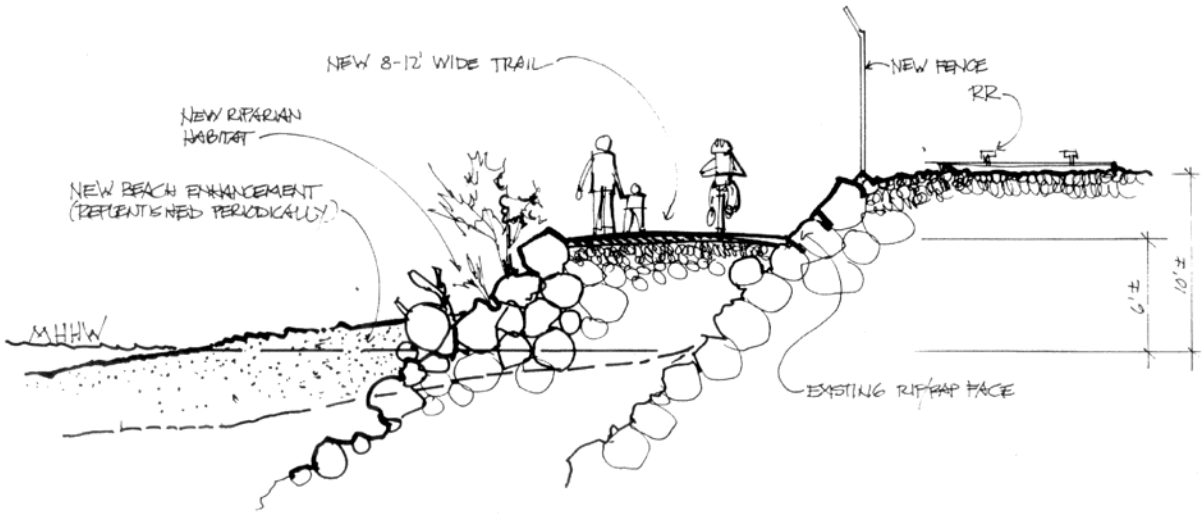


Figure 3. Cross-section of proposed terrace.

Figure 4 shows the current conditions just north of Howarth Park. This photograph of the pedestrian overpass area at Howarth Park gives a good indication of what the added terrace would look like: a low-angle beach extending landward above the high-water mark, stone facing, and a trail. It will be important to make sure that Mukilteo's waterfront redevelopment provides a convenient trail connection, with open space and other attractions. After construction, it will likely be necessary to periodically import sand to replicate natural sediment deposition and maintain the beach.

Figure 4. Beach north of Howarth Park.

Implementation

Several steps are necessary to successfully implement the Section 1 trail. First, the City must conduct the environmental analysis to demonstrate to applicable resource agencies that the project is environmentally beneficial. In-water work (waterward of the Ordinary High Water Mark) faces stringent permitting conditions unless it is clear that the ecology will benefit and the use is appropriate. The second step will be to acquire property or easement rights for those tidelands in private ownership.

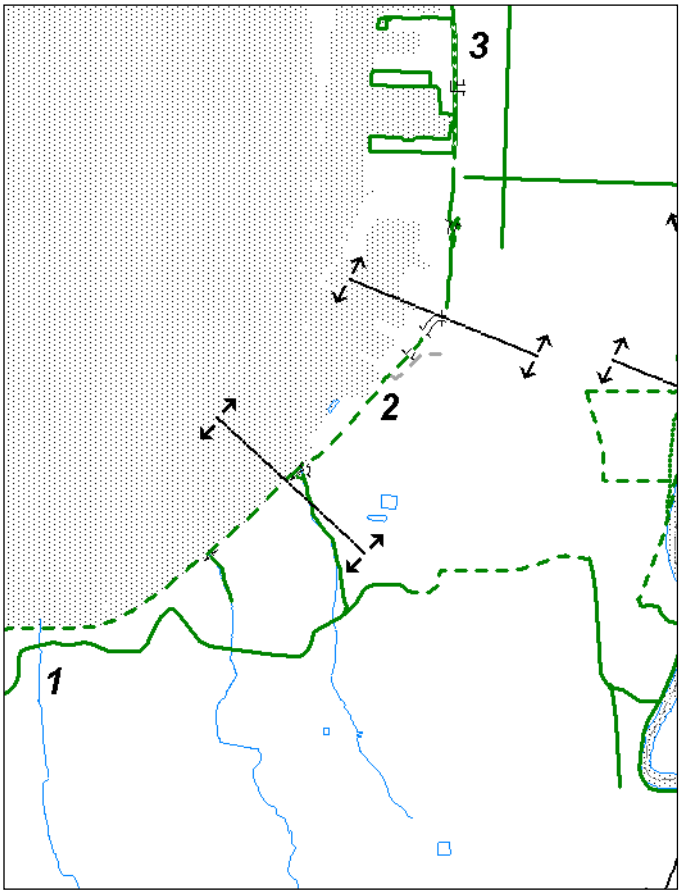
After these two steps, design and construction can begin. Because of the cost and likely difficulty of securing easement rights, it may be advantageous to build the trail in two segments. The segment between Pigeon Creek and Howarth Park would make a logical first phase because it would provide a loop between Howarth Park and Pigeon Creek and would extend the Port of Everett's South Terminal access to a logical destination.

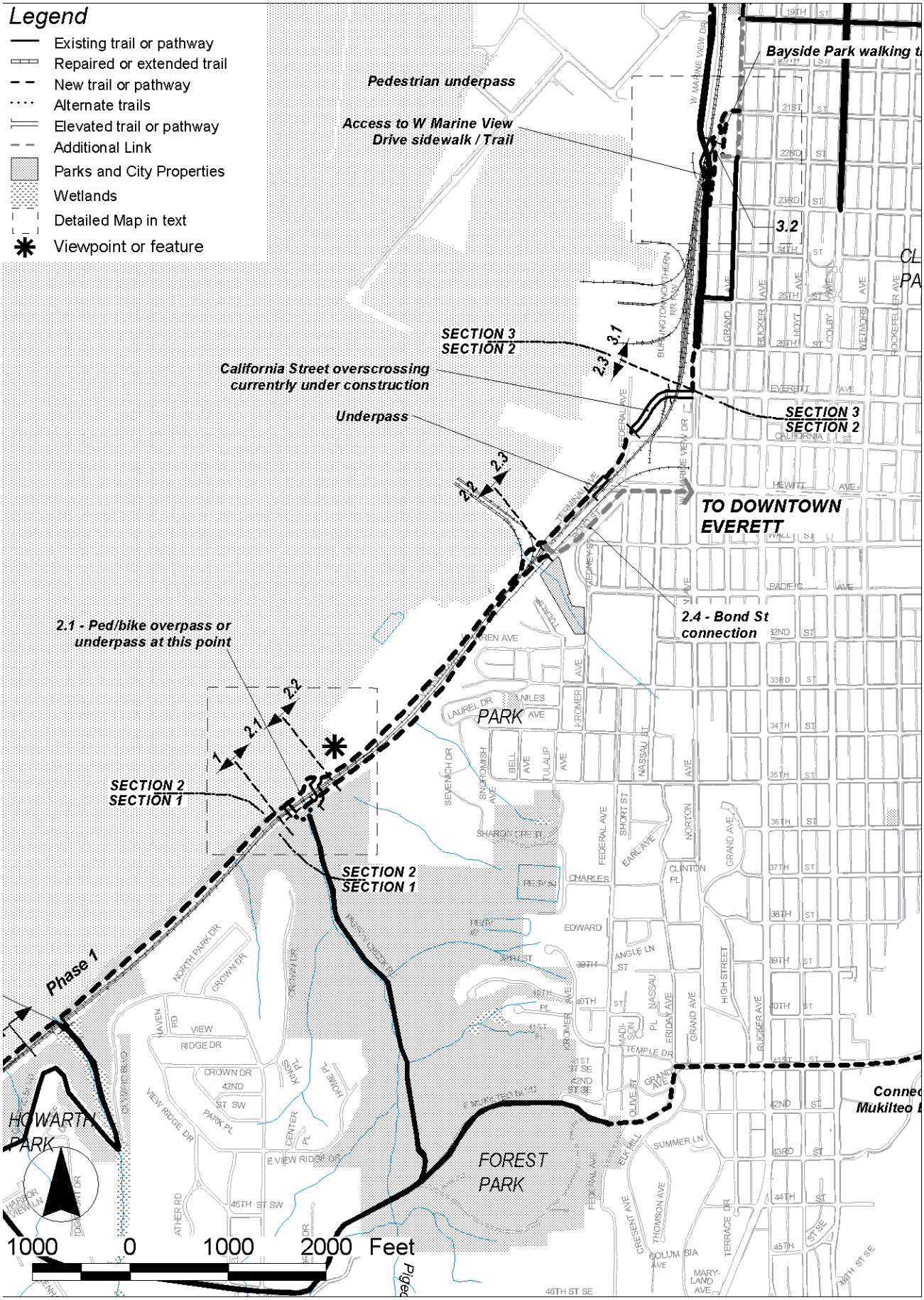
Section 2

Introduction

Section 2 includes a critical link from Pigeon Creek No. 1 to Everett Avenue. The Port of Everett will be constructing this section as part of its South Terminal construction.

Key connections include a railroad underpass or overpass at Pigeon Creek connecting to Pigeon Creek Road and Mukilteo Boulevard and the new walkway along Bond Street connecting to Hewitt Avenue and downtown Everett. The California Overpass will also provide access into downtown and a link to the north.

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New trail or pathway
Alternate trails
Elevated trail or pathway
Additional Link
Parks and City Properties
Wetlands
Detailed Map in text
Viewpoint or feature
Pedestrian underpass
Access to W Marine View Drive sidewalk / Trail
Bayside Park walking t
3.2
SECTION 3
SECTION 2
3.1
2.3
California Street overscrossing currentrly under construction
Underpass
SECTION 3
SECTION 2
TO DOWNTOWN EVERETT
2.2
2.3
2.4 - Bond St connection
2.1 - Ped/bike overpass or underpass at this point
2.2
2.1
1
SECTION 2
SECTION 1
SECTION 2
SECTION 1
Phase 1
PARK
HOWARTH PARK
FOREST PARK
1000 0 1000 2000 Feet

Description of Improvements and Details

2.1 Overpass or Underpass at Pigeon Creek

Future improvements in this area could include interpretive signs, restrooms, and additional park improvements, such as benches.

2.2 Trail Along South Pigeon Creek No. 1 to Terminal, Bond Street

As a condition of approval of a shoreline substantial development permit for its Marine Terminal Improvements at the Port's Hewitt Terminal facility, the Port committed to construct a walkway running along the east side of the property to an upland area adjacent to Pigeon Creek No. 1 and to develop the upland area as a picnic area and viewpoint. The walkway will run along a sewer easement and will be separated from the industrial activity by a fence. (SMA #96-003) The improvement has been delayed because the City and Kimberly-Clark are proposing to install a new sewer line in the easement. The trail improvements and park will be constructed in conjunction with the sewer line. The sewer installation project also includes beach enhancement near Pigeon Creek No. 1 and the upland picnic/viewpoint area.

2.3 Terminal Avenue to Everett Avenue Connection—Bond Street to California Street Overcrossing

The California Street overcrossing is currently under construction. It will connect Terminal Avenue to Everett Avenue. In September 2002, the City and the Port of Everett signed a memorandum of agreement to begin the design and construction of the remaining stretch between Bond Street and California Street.

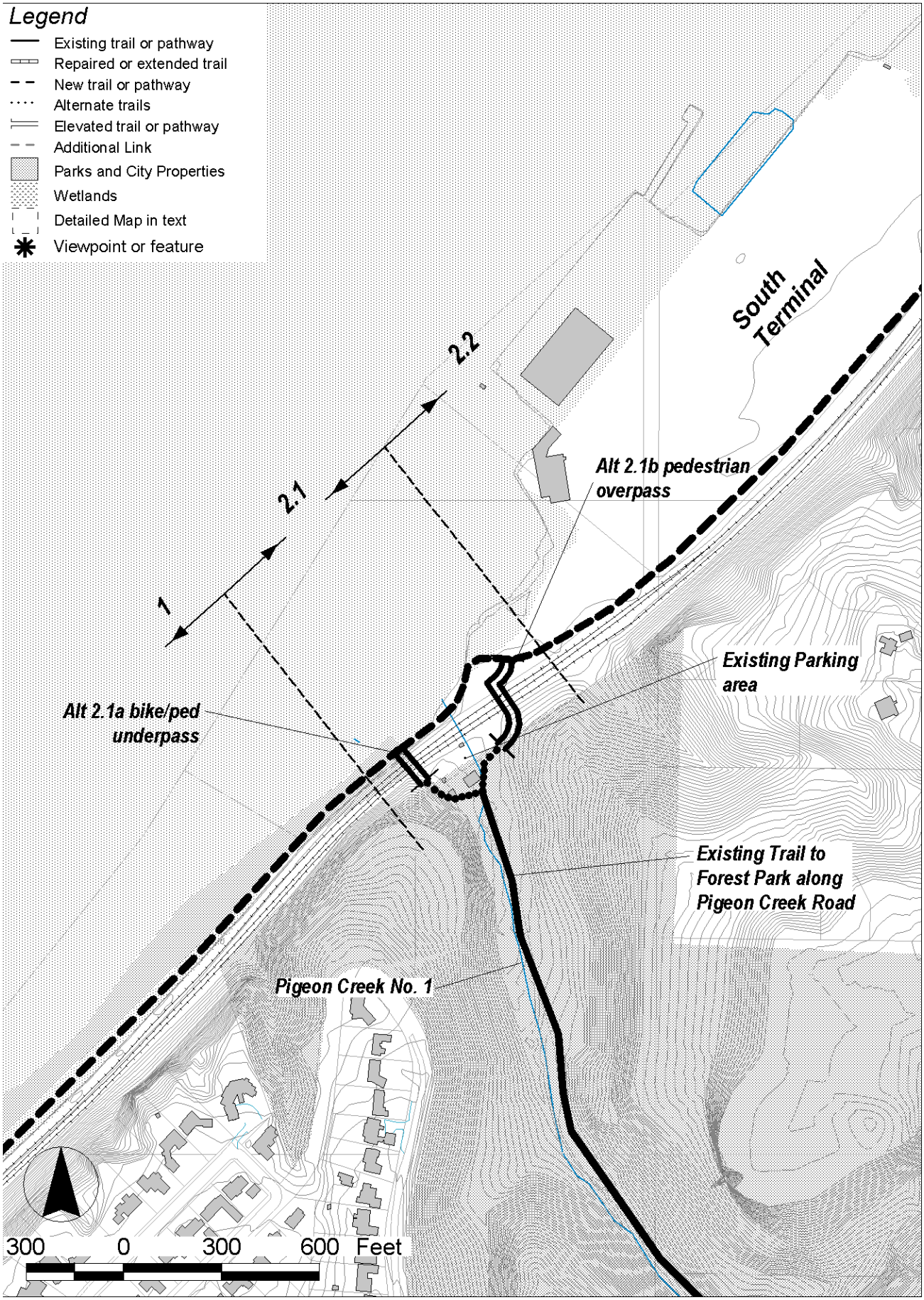
2.4 Bond Street Connection

As part of the Terminal Avenue/California Street overcrossing project, automobile traffic will be prohibited on Bond Street. Pedestrian/bicycle safety improvements will be constructed to make this section a valuable link between the south waterfront and downtown.

There is a City-owned open space near the foot of Bond Street. Local community members are planning for its environmental restoration and/or for park enhancements.

Implementation

Improvements are completed or are in process.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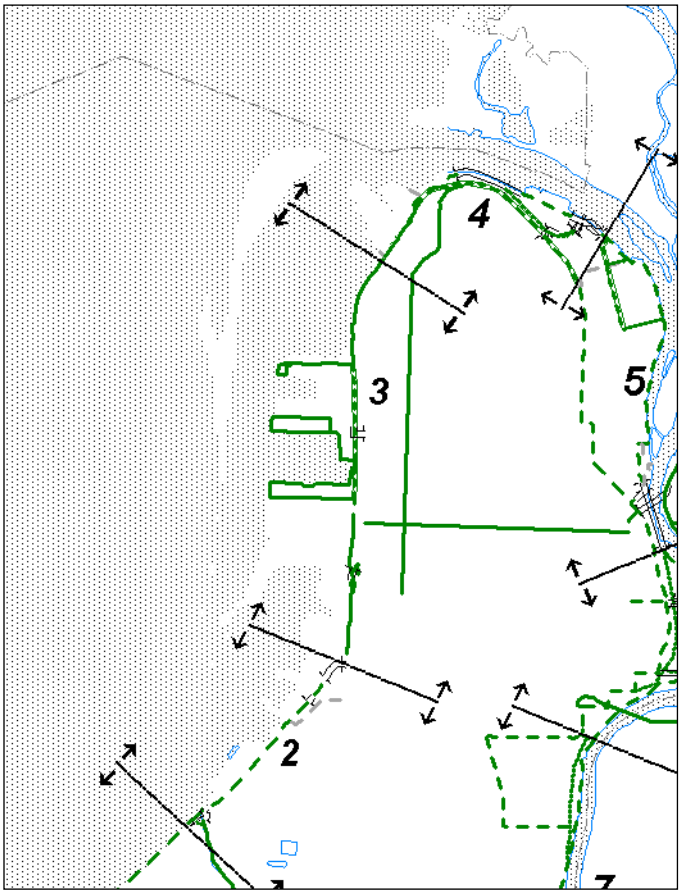
New trail or pathway
Alternate trails
Elevated trail or pathway
Additional Link
Parks and City Properties
Wetlands
Detailed Map in text
Viewpoint or feature
South Terminal
2.2
2.1
1
Alt 2.1b pedestrian overpass
Existing Parking area
Alt 2.1a bike/ped underpass
Existing Trail to Forest Park along Pigeon Creek Road
Pigeon Creek No. 1
300 0 300 600 Feet

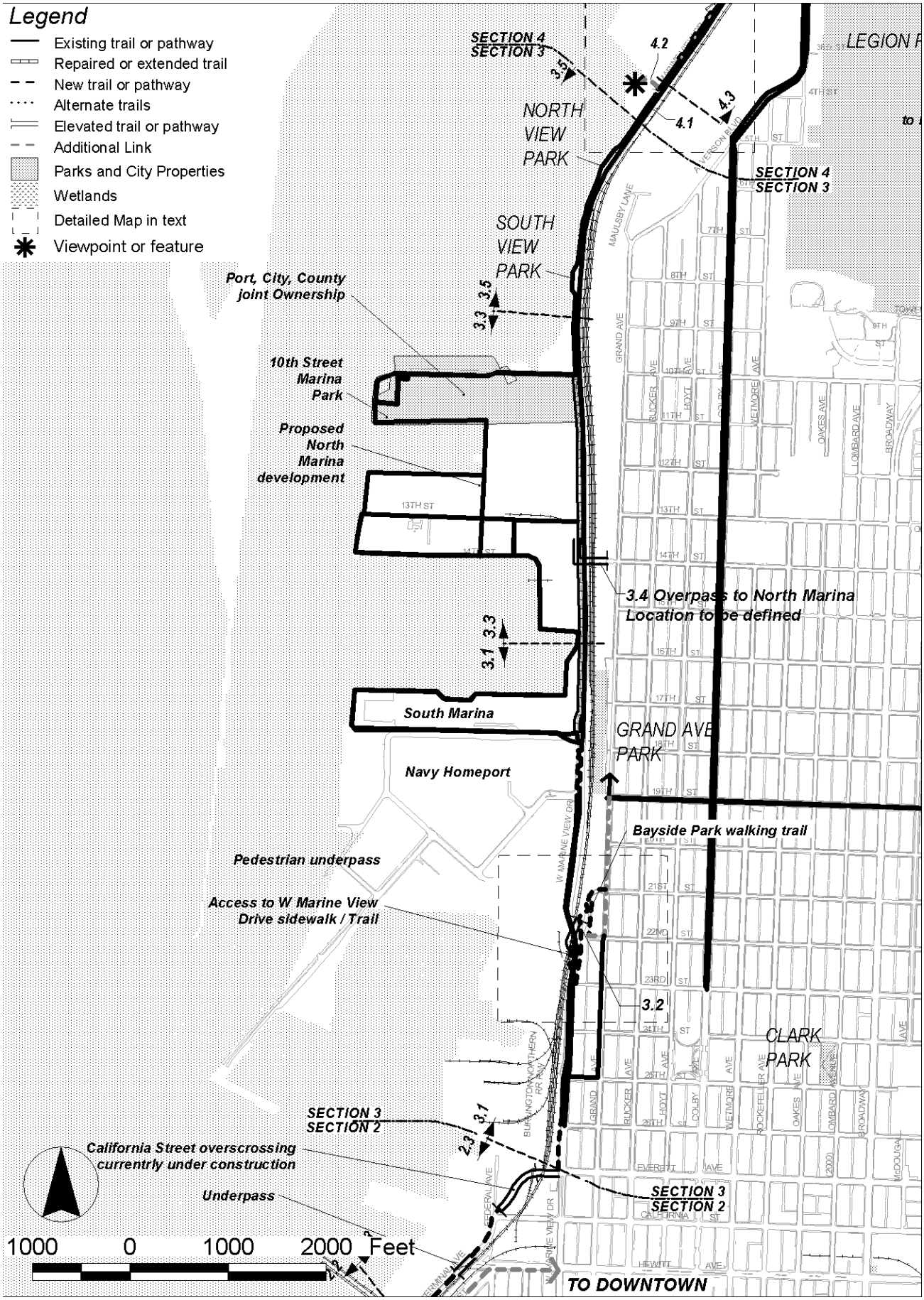
Section 3

Introduction

Section 3 encompasses the north waterfront from Everett Avenue to just south of the ”Jeld-Wen” site. There already is a pedestrian/bicycle lane in much of this section, but portions are in poor repair and need upgrading.

The Port of Everett’s South Marina provides a pleasant loop into the commercial and boating areas there. The Port’s proposal for the North Marina will provide expansive new mixed-use development, with bicycle and pedestrian connections. Together, the North and South Marina complex, along with the 10th Street Marine Park, will be a regional destination as well as a waterfront neighborhood. Key links to the uplands are the Bayside Park improvements at 21st Street and an aerial overpass in the vicinity of 14th Street.

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Wetlands
Detailed Map in text
Viewpoint or feature
SECTION 4
SECTION 3
4.2
3.5
4.1
4.3
NORTH VIEW PARK
SECTION 4
SECTION 3
SOUTH VIEW PARK
Port, City, County joint Ownership
3.5
3.3
10th Street Marina Park
Proposed North Marina development
3.4 Overpass to North Marina
Location to be defined
3.3
3.1
South Marina
GRAND AVE PARK
Navy Homeport
Bayside Park walking trail
Pedestrian underpass
Access to W Marine View Drive sidewalk / Trail
3.2
CLARK PARK
SECTION 3
SECTION 2
3.1
2.3
California Street overscrossing currentrly under construction
Underpass
SECTION 3
SECTION 2
1000 0 1000 2000 Feet
TO DOWNTOWN

Description of Improvements and Details

3.1 Harbor Trail: Kimberly-Clark to the North Marina

The main trail link will remain along Marine View Drive, with an attractive side loop to Marina Village shops and restaurants. Building is not permitted along the marina edge esplanade.

3.2 Bayside Park Connection

The park master plan calls for a community garden, open space, and a trail underpass at 22nd Street connecting the park to the W. Marine View Drive pathway. Sidewalk improvements to connect the park to Grand Avenue are also a key part of this project. Most of the park improvements are expected to be completed in 2003. However, the trail and underpass are not yet funded.

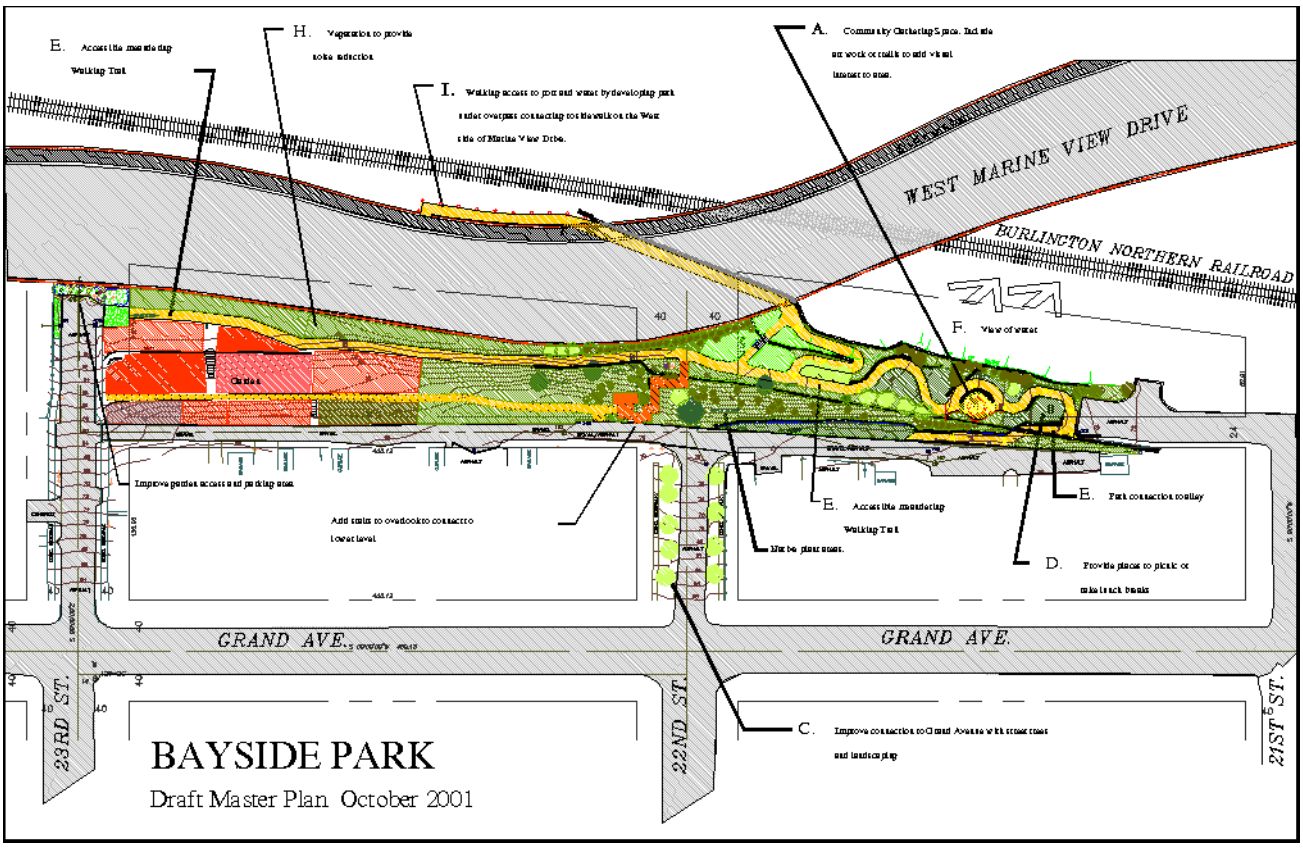
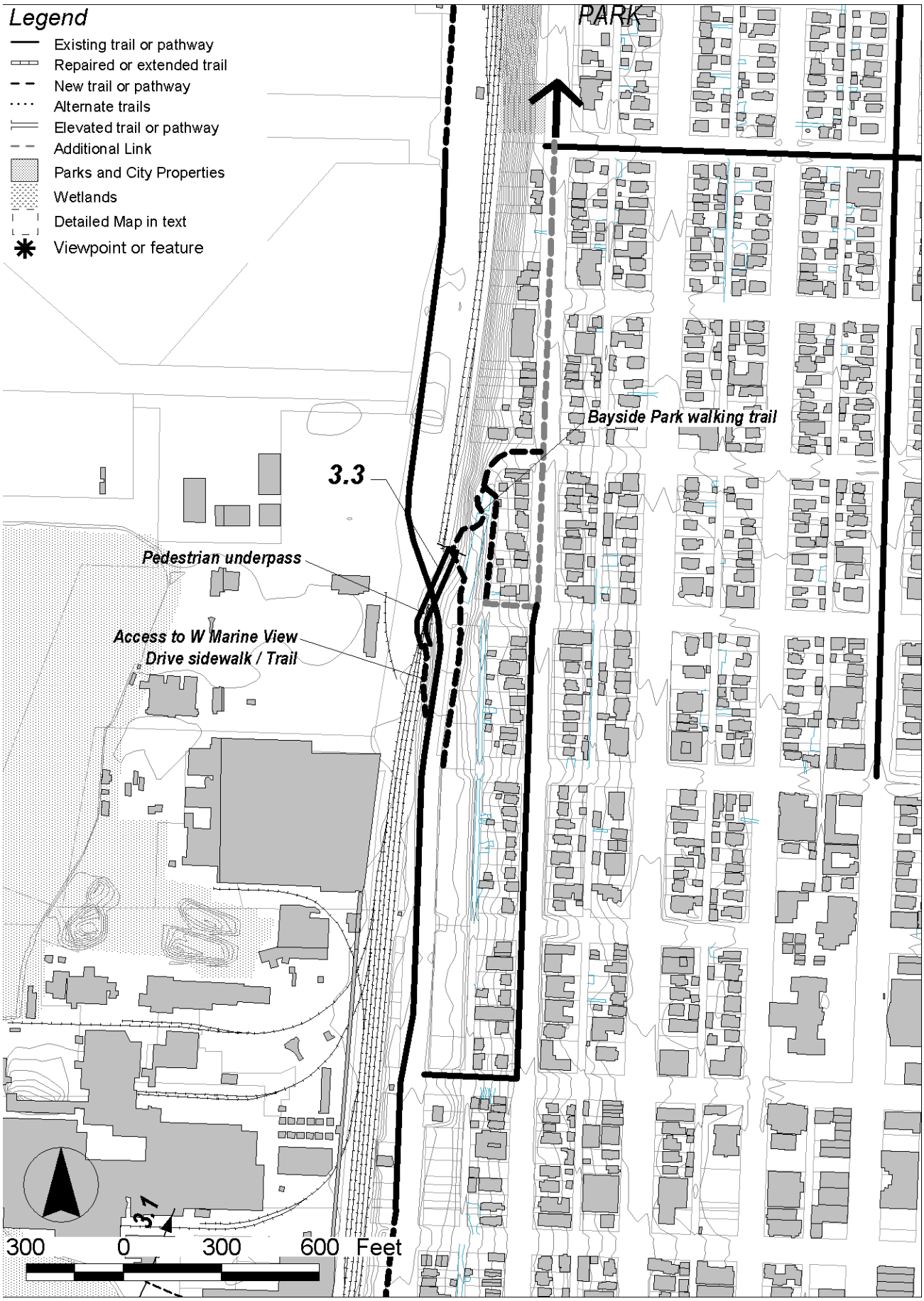


Figure 5. Bayside Park connection.

3.3 North Marina

This segment will be greatly enhanced by the proposed North Marina redevelopment, which will include commercial attractions, open space, and trail links. One of the most important connections will be the "pedestrian shopping street" from 13th Street to 10th Street, just east of the waterway. See Figure 6 for details. Final improvements will be located and designed in the North Marina project, which should include the elimination of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Existing trail or pathway
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New trail or pathway
Alternate trails
Elevated trail or pathway
Additional Link
Parks and City Properties
Wetlands
Detailed Map in text
Viewpoint or feature
PARK
Bayside Park walking trail
3.3
Pedestrian underpass
Access to W Marine View Drive sidewalk / Trail
3.1
300 0 300 600 Feet

as many curb cuts as possible along W. Marine View Drive and reconstruction of the remaining curb cuts to make them less steep.

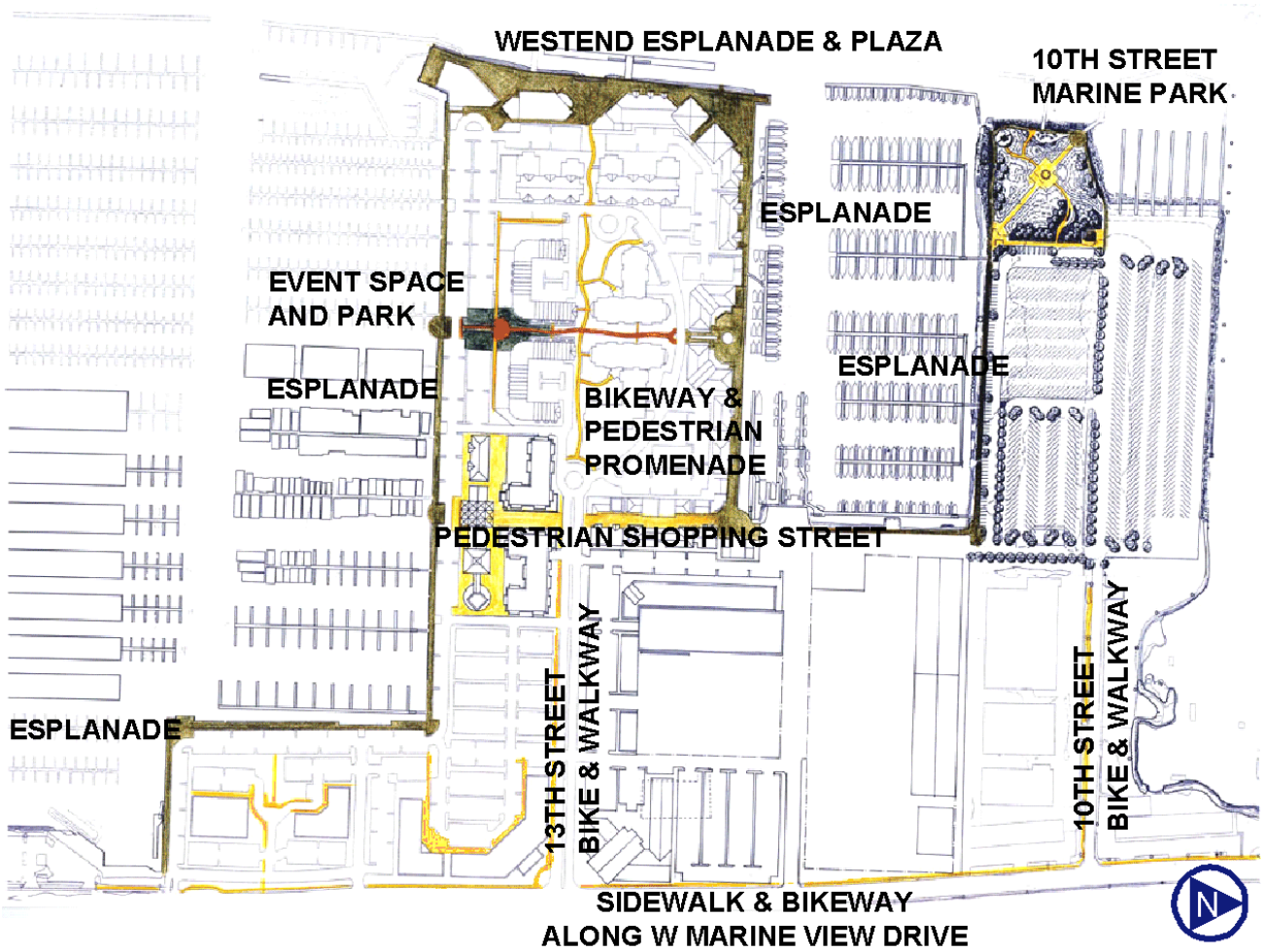


Figure 6. North Marina redevelopment conceptual-level plan.

3.4 Overpass from Grand Avenue

A pedestrian overpass from the north Everett neighborhoods directly to the marina area has long been part of Everett's shoreline access vision. The actual location and configuration are undetermined at this time. The 1989 Harborfront Public Access Plan envisioned a series of steps from 16th Street. Additional locations that have been discussed include 14th Street, near the City's lift station, and other locations at Grand Avenue Park. Implementation will probably be tied to the additional attractions at the North Marina development.

3.5 Existing Marine View Drive Trail

The existing trail long Marine View Drive between the marina and the "Jeld-Wen" site will remain substantially unchanged.

Implementation

The trail along W. Marine View Drive is already largely in place but should be significantly upgraded by reducing the number of driveways and widening when redevelopment occurs. The key connection at Bayside Park is not currently funded but should receive priority. (See the implementation chart in Chapter III.)

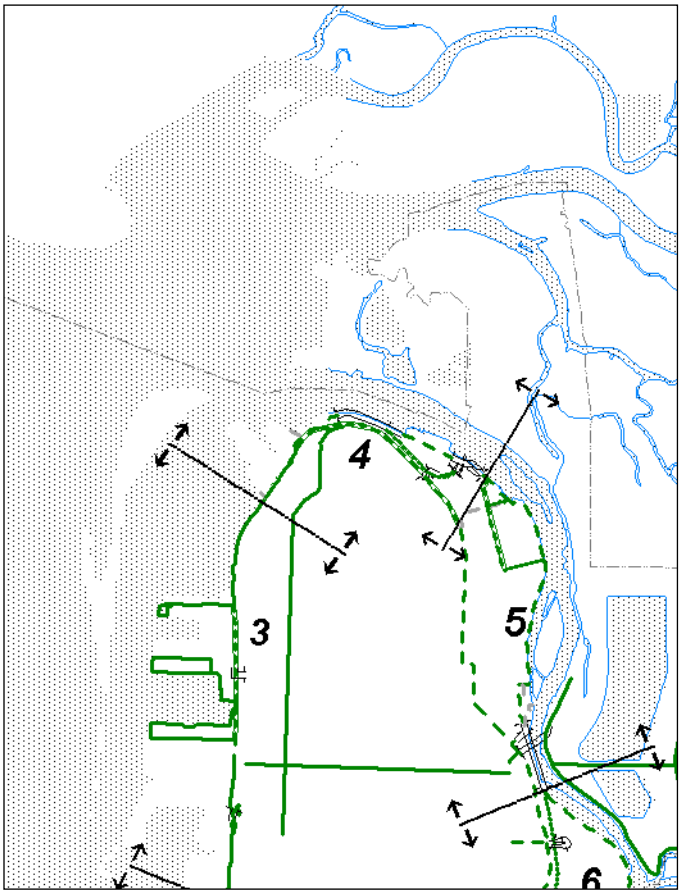
The North Marina is currently in the planning phase. The developers, Team Maritime, hope to begin the first phase of construction in 2003, and completion of the project is tentatively planned for 2008.

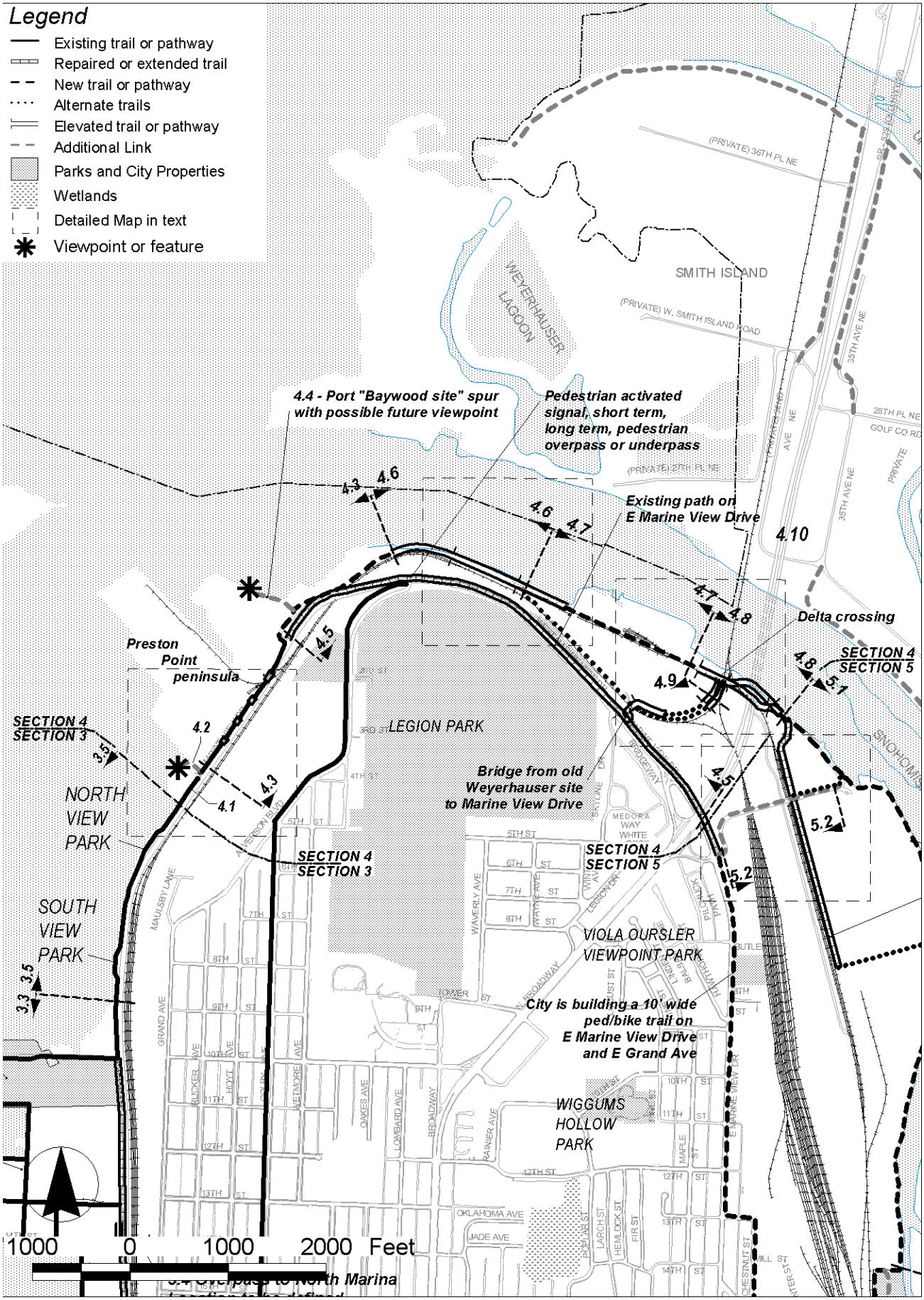
Section 4

Introduction

Section 4 lies at the north end of the Everett Peninsula and presents some of the most difficult challenges to the implementation of a connected public access system. There is currently a sidewalk/trail on the waterward side of Marine View Drive, but heavy truck traffic and steep grades make this less desirable. The ultimate objective is a trail separated from traffic along the shoreline. However, the railroad owns much of this corridor, and providing a safe route through the segment will require overpasses and in-water construction, triggering extra expenses and environmental mitigation.

The section offers dramatic views, and two viewpoints are proposed, one on each side of the "Jeld-Wen" peninsula.

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Parks and City Properties
Wetlands
Detailed Map in text
Viewpoint or feature
SMITH ISLAND
WEYERHAUSER LAGOON
(PRIVATE) 36TH PL NE
(PRIVATE) W. SMITH ISLAND ROAD
35TH AVE NE
26TH PL NE
GOLF CO RD
4.4 - Port "Baywood site" spur with possible future viewpoint
Pedestrian activated signal, short term, long term, pedestrian overpass or underpass
Existing path on E Marine View Drive
Delta crossing
SECTION 4
SECTION 5
Preston Point peninsula
SECTION 4
SECTION 3
LEGION PARK
Bridge from old Weyerhauser site to Marine View Drive
NORTH VIEW PARK
SOUTH VIEW PARK
VIOLA OURSLER VIEWPOINT PARK
City is building a 10' wide ped/bike trail on E Marine View Drive and E Grand Ave
WIGGUMS HOLLOW PARK
1000 0 1000 2000 Feet

Description of Improvements and Details

4.1 Utility Building South of the "Jeld-Wen" Site

If the street right-of-way and the land owner (same as for the "Jeld-Wen" property) permit, the trail should be run west of the small utility building, with the narrow trail link east of the building retained for nighttime use. If this is not feasible, then the trail east of the building should be widened and the trail pavement upgraded.

Figure 7. Trail location at utility building.

Figure 8. Wooded area south of the "Jeld-Wen" site.

4.2 Wooded Area South of the "Jeld-Wen" Site

The site is owned by Jeld-Wen. A viewpoint/ rest stop should be pursued on this site. This is also a potential environmental enhancement opportunity.

4.3 Trail from the "Jeld-Wen" Site to Railroad Service Road

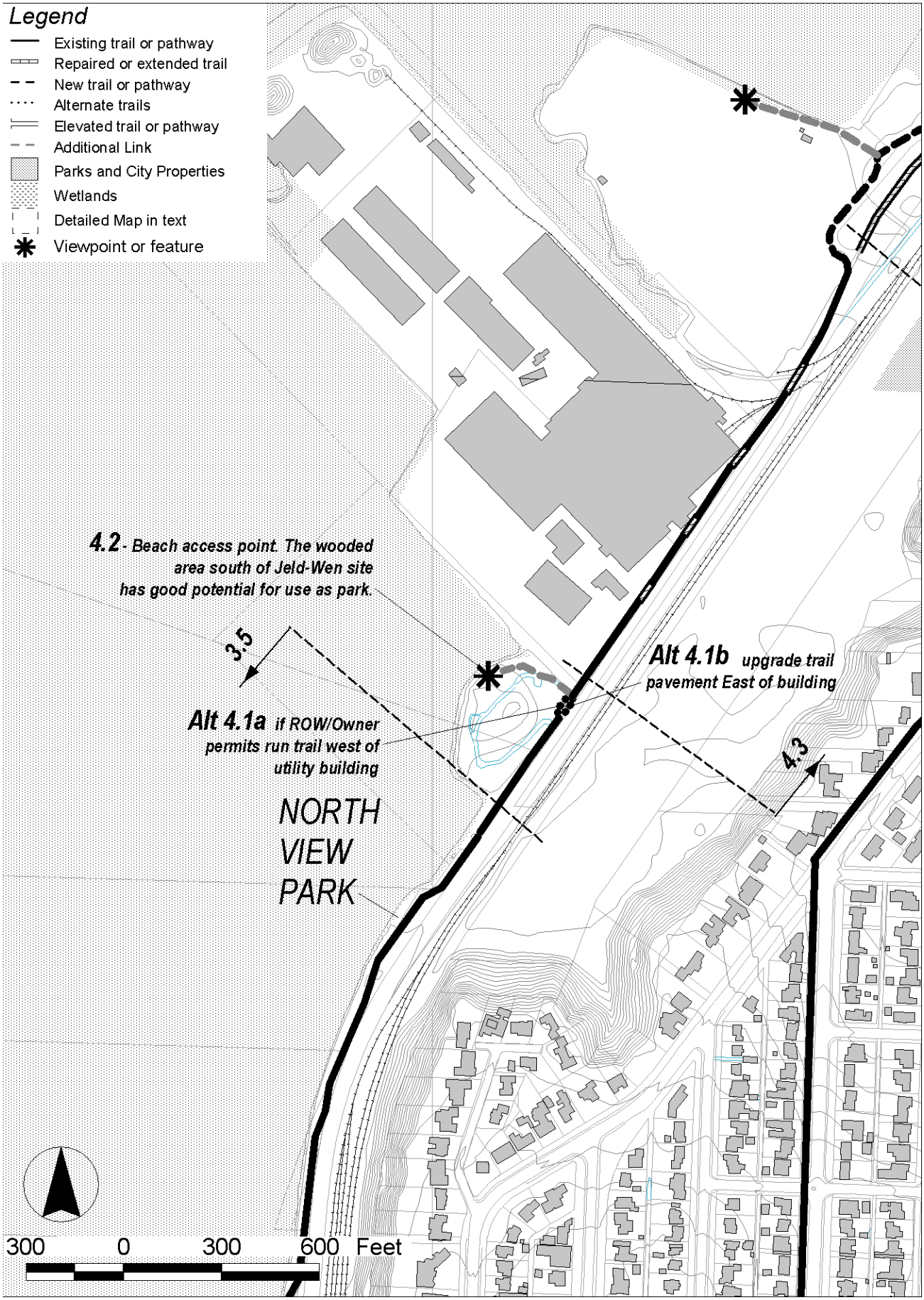
The existing walk should be repaired and pavement added where necessary. The access through the property northwest of the Alverson Street bridge will need to be negotiated.

4.4 "Baywood Site" (North of "Jeld-Wen") Spur with Possible Future Viewpoint

When the land is developed, there may be an opportunity for a trail spur to an overlook. The site offers expansive views to the north and west. Alignment will depend on the specific development proposal. Environmental enhancement may be part of the project.

4.5 Alverson Street/Marine View Drive Sidewalk Trail

There is currently a sidewalk/pathway on the waterward side of Marine View Drive, but the lack of separation from heavy truck traffic, roadway debris, and steep grades make this route less desirable. In the long term, the path along the shoreline will provide a much more suitable link. However, in the short term, improvements to the sidewalk should be pursued, including trail widening through structural fill away from the roadway or narrowing of the roadway itself. A jersey barrier-type separation from traffic should also be considered. A pedestrian bridge at the Alverson Boulevard intersection is recommended to provide safe crossing and access to Legion Park and the north Everett neighborhoods. As an interim solution, a pedestrian-activated signal should be considered.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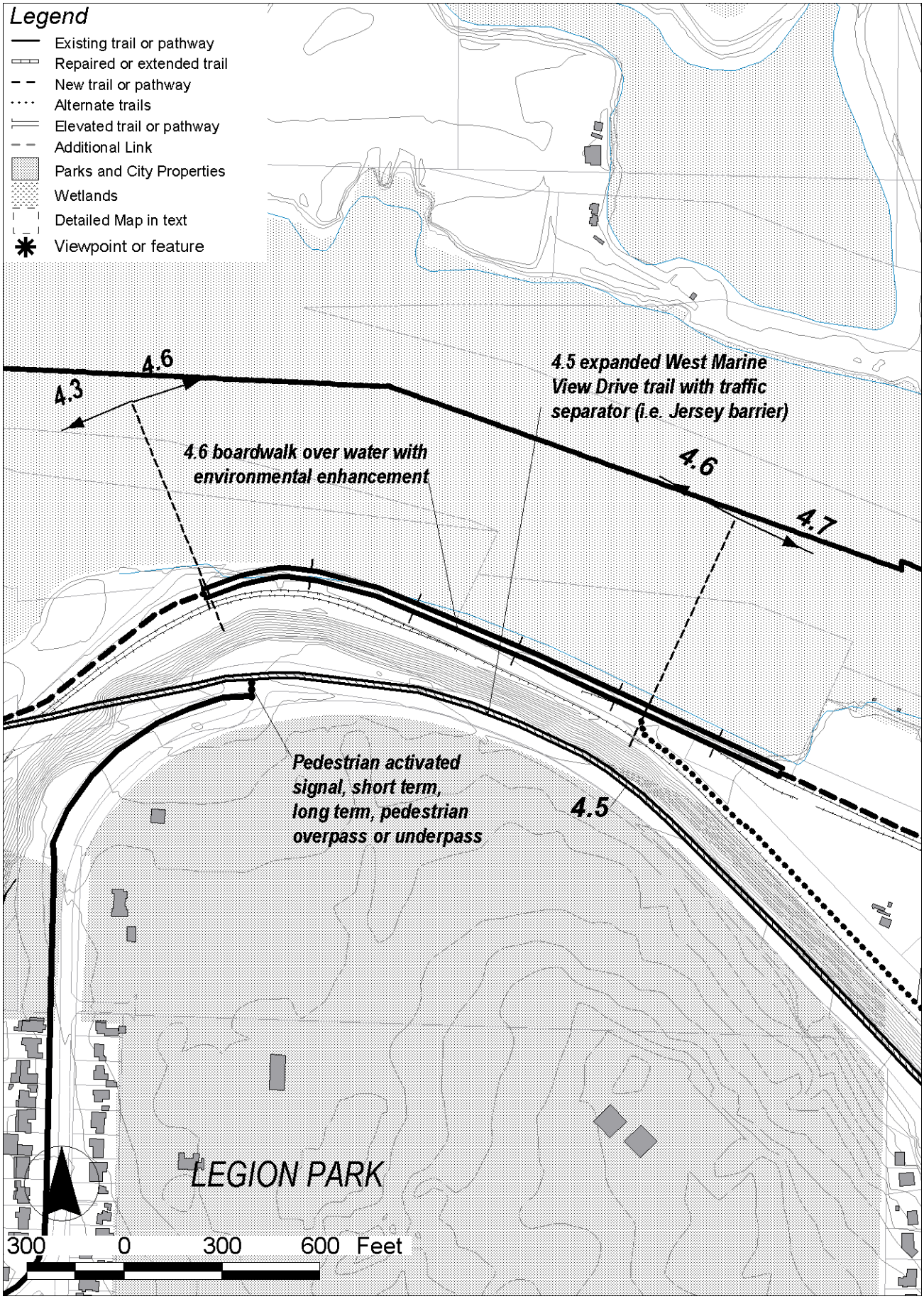
Repaired or extended trail
New trail or pathway
Alternate trails
Elevated trail or pathway
Additional Link
Parks and City Properties
Wetlands
Detailed Map in text
Viewpoint or feature
4.2 - Beach access point. The wooded area south of Jeld-Wen site has good potential for use as park.
3.5
Alt 4.1a if ROW/Owner permits run trail west of utility building
Alt 4.1b upgrade trail pavement East of building
4.3
NORTH VIEW PARK
300 0 300 600 Feet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Parks and City Properties
Wetlands
Detailed Map in text
Viewpoint or feature
4.6
4.3
4.5 expanded West Marine View Drive trail with traffic separator (i.e. Jersey barrier)
4.6 boardwalk over water with environmental enhancement
4.6
4.7
Pedestrian activated signal, short term, long term, pedestrian overpass or underpass
4.5
LEGION PARK
300 0 300 600 Feet

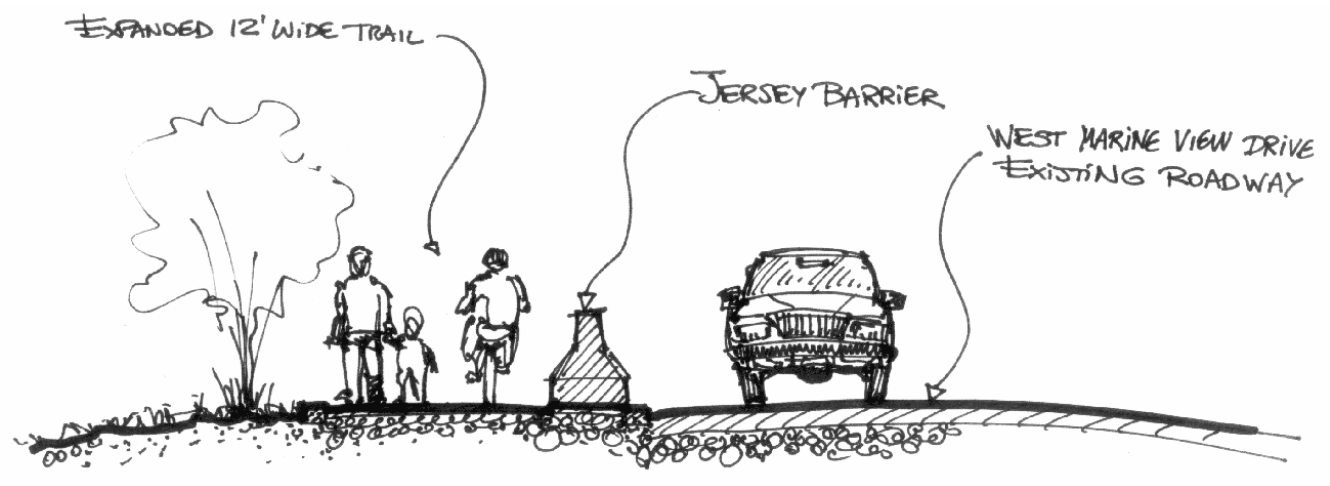


Figure 9. Section of proposed widening.

4.6 North Point

Because the railroad owns this stretch of land almost to the shoreline, the trail must be aligned over the water. The projected addition of a new track will likely preclude use of the service road area. A pile- or fill-supported walkway 8 feet to 10 feet wide must include environmental enhancement with sufficient analysis and mitigation to ensure no net loss of ecological functions. The sections in Figure 11 illustrate the proposed approach. Kimberly-Clark currently owns the tidelands. The project would require the City to work with Kimberly-Clark to acquire the tidelands or a tidelands easement.

Figure 10. Example of a boardwalk in Poulsbo, Washington.

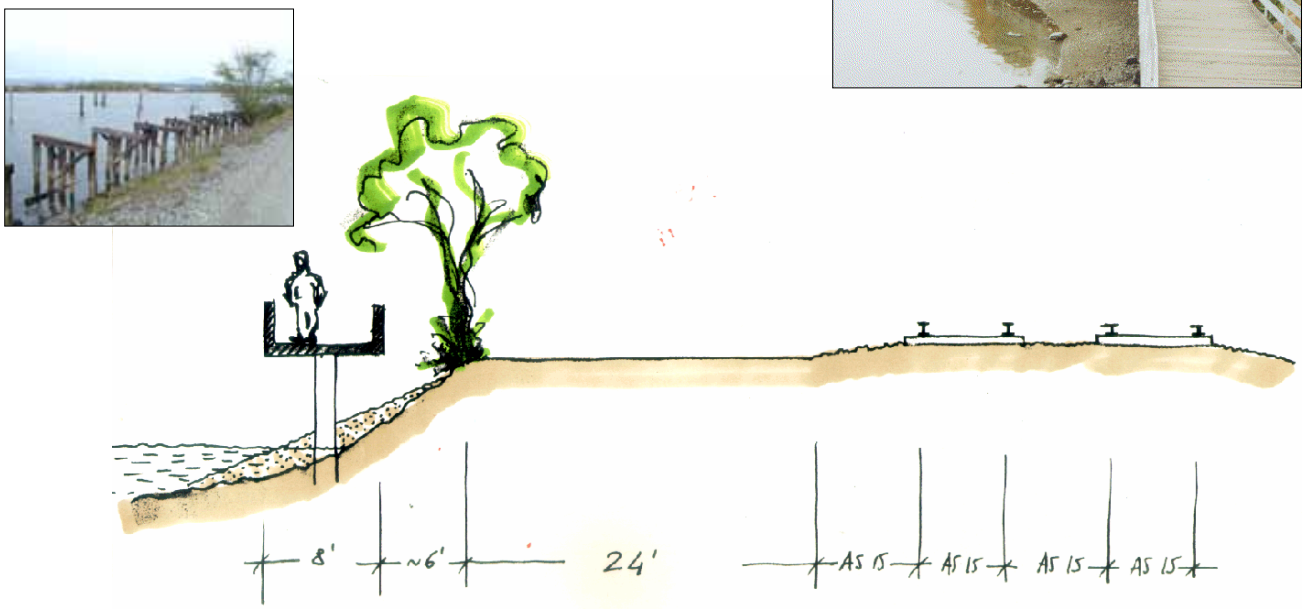


Figure 11. Proposed location and configuration of proposed boardwalk along North Point.

4.7 Old Weyerhaeuser Site

There are two alternate alignments for this stretch:

a. Align the trail between the shoreline property and the inland property where the power plant is proposed.

b. Align the trail along the railroad right-of-way south of the power plant.

The preferred option will depend on the type of use and most expeditious route when the properties are developed. The City should condition shoreline permits in this area as appropriate to ensure that the connection is maintained. Note that the landward portions of the Weyerhaeuser site are legally outside of shoreline jurisdiction, so that a shoreline permit may not be required. This may make alignment 4.7b less likely.

4.8 Railroad "Delta" Crossing

This is one of the busiest rail intersections in Everett, and an overhead bicycle/pedestrian bridge is warranted. The bridge will require careful engineering to provide the necessary 22-foot clearance over the railroad but not interfere with the SR 529 bridge, and clearances may not allow wheelchair accessibility.

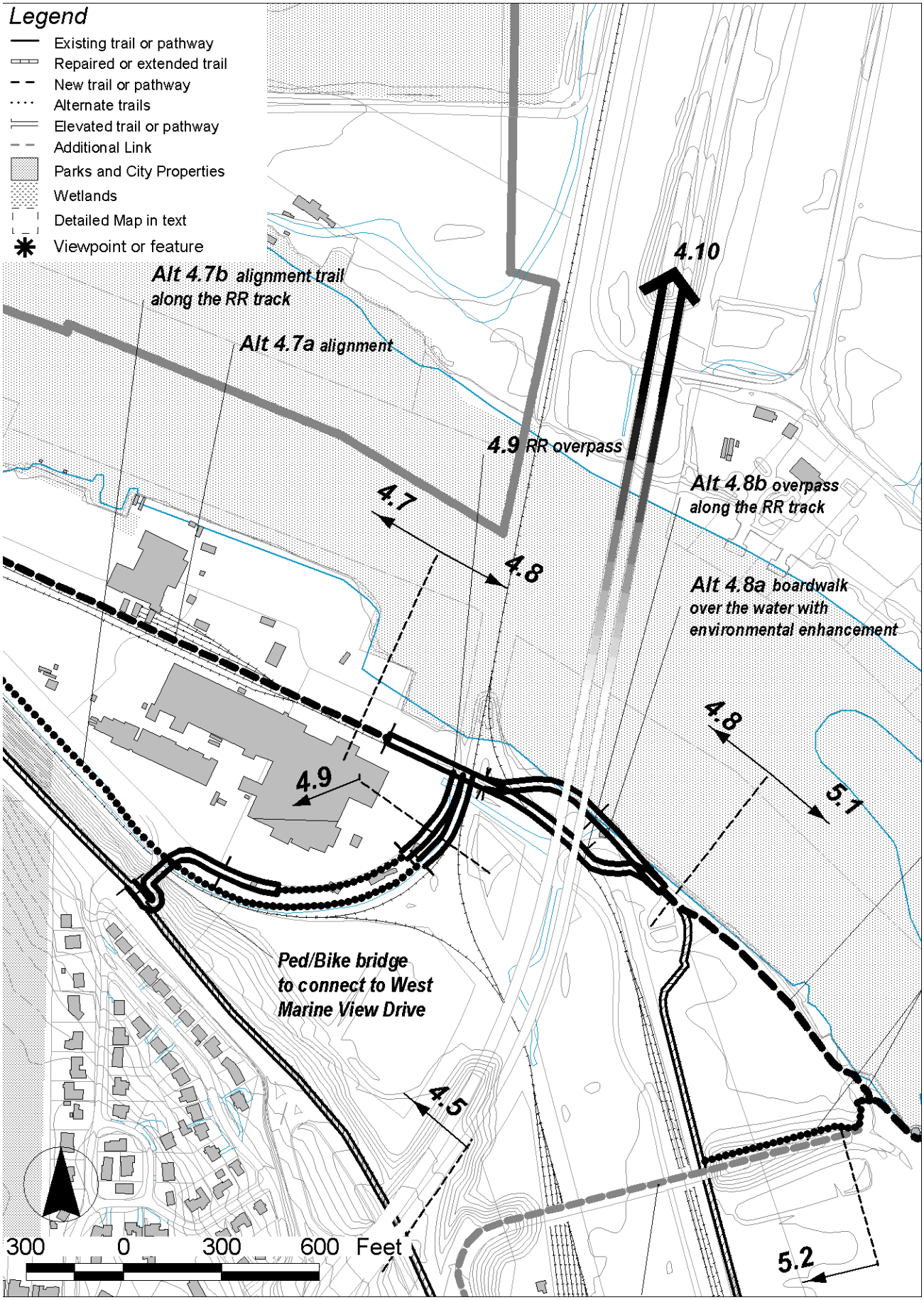
4.9 Bridge Entry to Weyerhaeuser Site

The City should require a separated pedestrian/bicycle path as part of any improvements to the entry bridge into the proposed power plant. Providing a pedestrian/bicycle trail connection on the bridge from the shoreline to Marine View Drive will make this whole section a loop.

4.10 SR 529 Crossing

Providing a safe bicycle/pedestrian path across SR 529 would provide access to Smith and North Spencer Islands and ultimately north toward Marysville. Existing walkways should be widened and improved.

Figure 12. Looking east from the west side of the Delta crossing.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New trail or pathway
Alternate trails
Elevated trail or pathway
Additional Link
Parks and City Properties
Wetlands
Detailed Map in text
Viewpoint or feature
Alt 4.7b alignment trail along the RR track
Alt 4.7a alignment
4.10
4.9 RR overpass
Alt 4.8b overpass along the RR track
4.7
4.8
Alt 4.8a boardwalk over the water with environmental enhancement
4.8
5.1
4.9
Ped/Bike bridge to connect to West Marine View Drive
4.5
5.2
300 0 300 600 Feet

Implementation

The preferred long-term alignment for Section 4 is a walkway/bikeway along the shoreline edge. However, implementation poses several challenges, namely:

- The permitting of over-water construction.
- The expense of structured boardwalks and bridges at the north point and Delta crossing.
- Property access/easements negotiations at the old Weyerhaeuser site, the delta crossing, and the Kimberly-Clark tidelands.

A useful first step would be environmental analysis to identify permitting feasibility and mitigation. New shoreline permits for all projects in this stretch should be conditioned with the requirement for at least easement rights, and foot/bicycle paths should be a part of any circulation improvements. Once the permitting and access are resolved, construction funds can be sought.

Since development of the shoreline trail may take several years, improving the trail along Marine View Drive is recommended. This link will be useful even when the shoreline trail is completed because it will provide access to the Legion Park and north Everett neighborhoods.

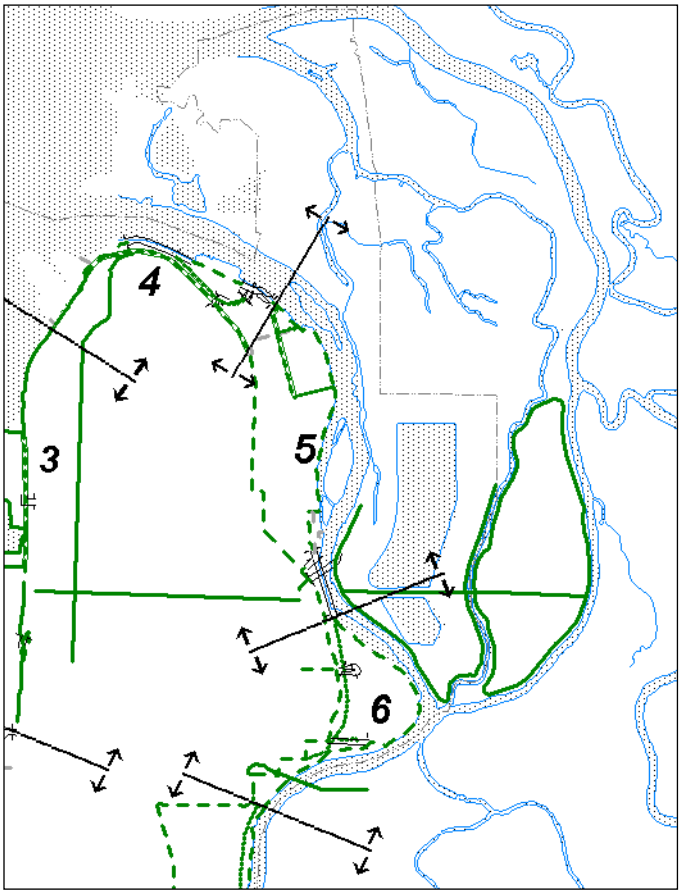
Section 5

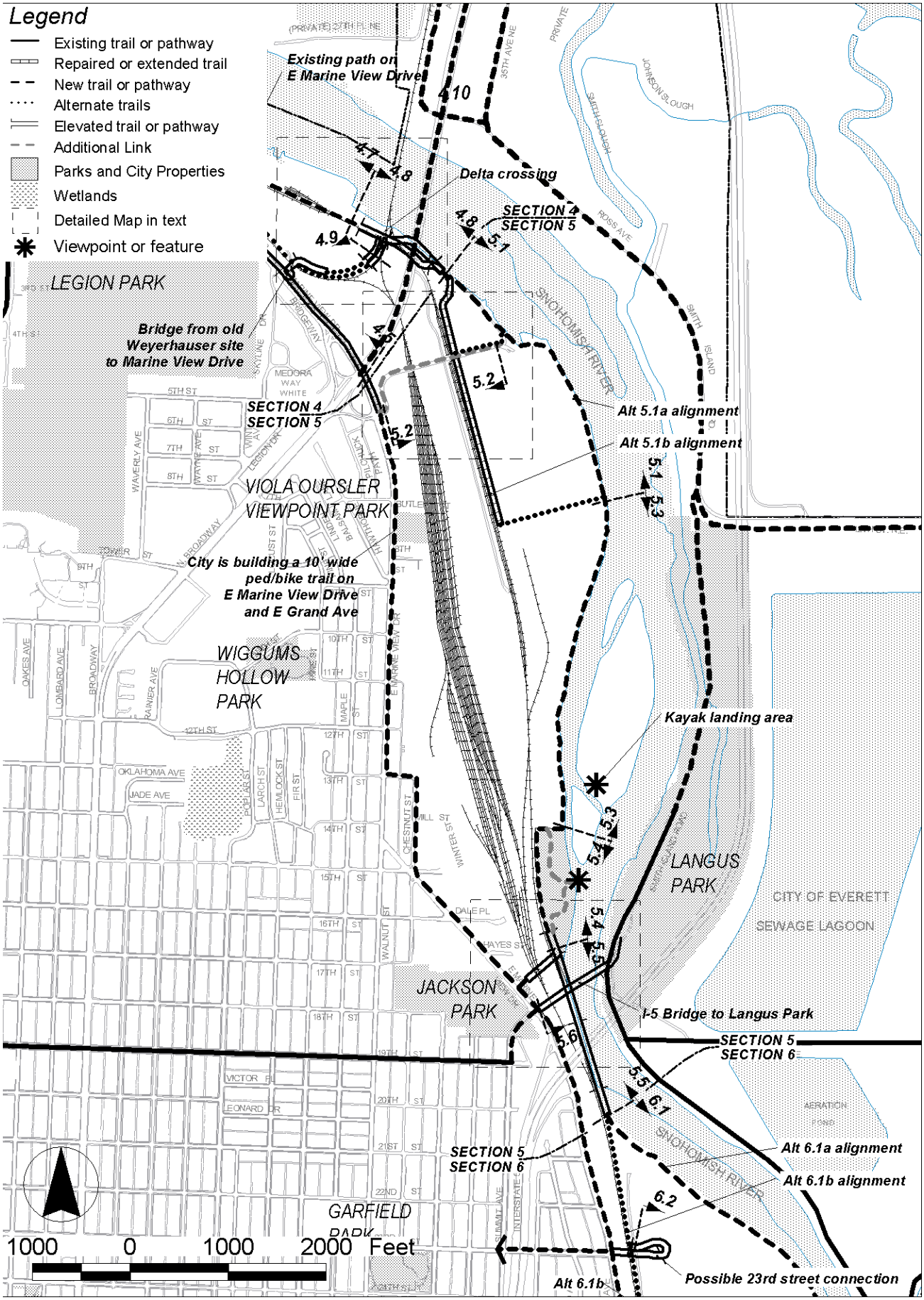
Introduction

Section 5 includes the Snohomish riverfront between the SR 529 and I-5 bridges. While the ultimate goal is to construct a continuous trail along the shoreline, this section's trail connection will be achieved in the short term by 10- to 12-foot-wide sidewalks on one side of E. Marine View Drive and E. Grand Avenue.

Constructing a shoreline trail in this section is especially challenging because it will require working with the Port and BNSF to secure access easements and constructing bridges over the railroad tracks to the bluff running along E. Marine View Drive/E. Grand Avenue. However, there are important short-term actions to be initiated, especially in the southern end of this section.

Section 5 also includes a high-level pedestrian/bicycle bridge over the river, running just north of the current I-5 bridge.

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Wetlands
Detailed Map in text
Viewpoint or feature
Existing path on E Marine View Drive
Delta crossing
SECTION 4
SECTION 5
Bridge from old Weyerhauser site to Marine View Drive
LEGION PARK
VIOLA OURSLER VIEWPOINT PARK
City is building a 10' wide ped/bike trail on E Marine View Drive and E Grand Ave
WIGGUMS HOLLOW PARK
Alt 5.1a alignment
Alt 5.1b alignment
Kayak landing area
LANGUS PARK
CITY OF EVERETT SEWAGE LAGOON
JACKSON PARK
I-5 Bridge to Langus Park
SECTION 5
SECTION 6
Alt 6.1a alignment
Alt 6.1b alignment
GARFIELD PARK
Possible 23rd street connection
Alt 6.1b
SNOHOMISH RIVER
1000 0 1000 2000 Feet

Description of Improvements and Details

Notes for 5.1 through 5.3

Properties in this area are owned by the Port of Everett and Weyerhaeuser. The Port obtained a shoreline permit for development of its portion of the property in 1999. In addition to construction of a non-motorized watercraft haul-out on Ferry-Baker Island, the shoreline permit required that a public access corridor be reserved on the site for a period of five years. The access corridor will be opened to the general public if (1) BNSF allows public access on the bridge over its railroad and (2) the Department of Ecology allows public access on the site (the contamination on the site was cleaned up to industrial standards). If these issues cannot be resolved by October 1, 2004, the reservation will revert to the Port, and the Port will contribute an additional $125,000 to the City for off-site public access improvements. If public access is allowed on the site, a 10-foot-wide asphalt trail and five associated waterfront viewpoints will be constructed. The Port also contributed $300,000 to off-site public access improvements.

If the Port proposes to revise its application to allow nonwater-dependent uses on the northern portion of the site, the public access requirements will be re-opened, since the SMP requires public access for nonwater-dependent uses.

These issues will also have to be resolved for the Weyerhaeuser-owned portion of the area.

Because of the 2004 time frame for resolving the issues, and because the trail is a critical link in the peninsula trail, the City, Port, and Weyerhaeuser should place the highest priority on resolving the issues as soon as possible.

5.1 Port Riverside

The location of this segment of the trail depends on the type of development on Port property.

The new path will be aligned along the shoreline (Alternative 5.1a) if development of the Port-owned Riverside Business Park will not include water-dependent uses.

Figure 13. Section 5.1 looking south towards Ferry-Baker Island.

If the site develops with water-dependent uses, the path will follow the existing north-south road, where the existing path can be widened to 12 feet (Alternative 5.1b). Both alternatives should have access to the bridge (Segment 5.2). This will allow Section 5 trail segments to function as a viable loop trail before Sections 4 and 6 are completed. The Port access bridge would also be a good access path to this segment of shoreline from nearby neighborhoods.

5.2 Port Access Bridge

The Port access bridge to Riverside Business Park is currently under a BNSF Railroad restriction for bike and pedestrian access. While access to the Riverside may be obtainable from the north (4.8) and south (5.4), the bridge provides a key link to E. Marine View Drive and adjacent neighborhoods. As stated above, the City, Port, and Weyerhaeuser should place the highest priority on resolving access issues.

Figure 14. The Port access bridge to Riverside Business Park: current condition.

5.3 West Channel

This trail segment along the shoreline will provide exceptional views of Ferry-Baker Island and the river reach. The City and Port should take immediate first steps toward implementation

Figure 15. View east toward Ferry-Baker Island.

5.4 Trail Around Wooded Wetland

Segment 5.4 is a City-owned wooded wetland complex. Because of this area's ecological sensitivity, the main pedestrian/bike trail will skirt the west side of the wetland. However, a foot-only nature trail (boardwalk) is recommended to access a viewpoint near the water's edge.

5.5 "Pinch Point"

The area south of the City-owned wooded wetland complex is particularly challenging because there is very little property available between the railroad and the shoreline. Also, the connection uphill to E. Marine View Drive and the future bridge to Langus Park will be expensive to construct.

A pre-existing row of piles right next to the shoreline could host a new elevated trail (although new piles would be needed to support the new structure). In any case, a new trail would have to be landward of the I-5 bridge columns, since this section of the river is already pretty narrow.

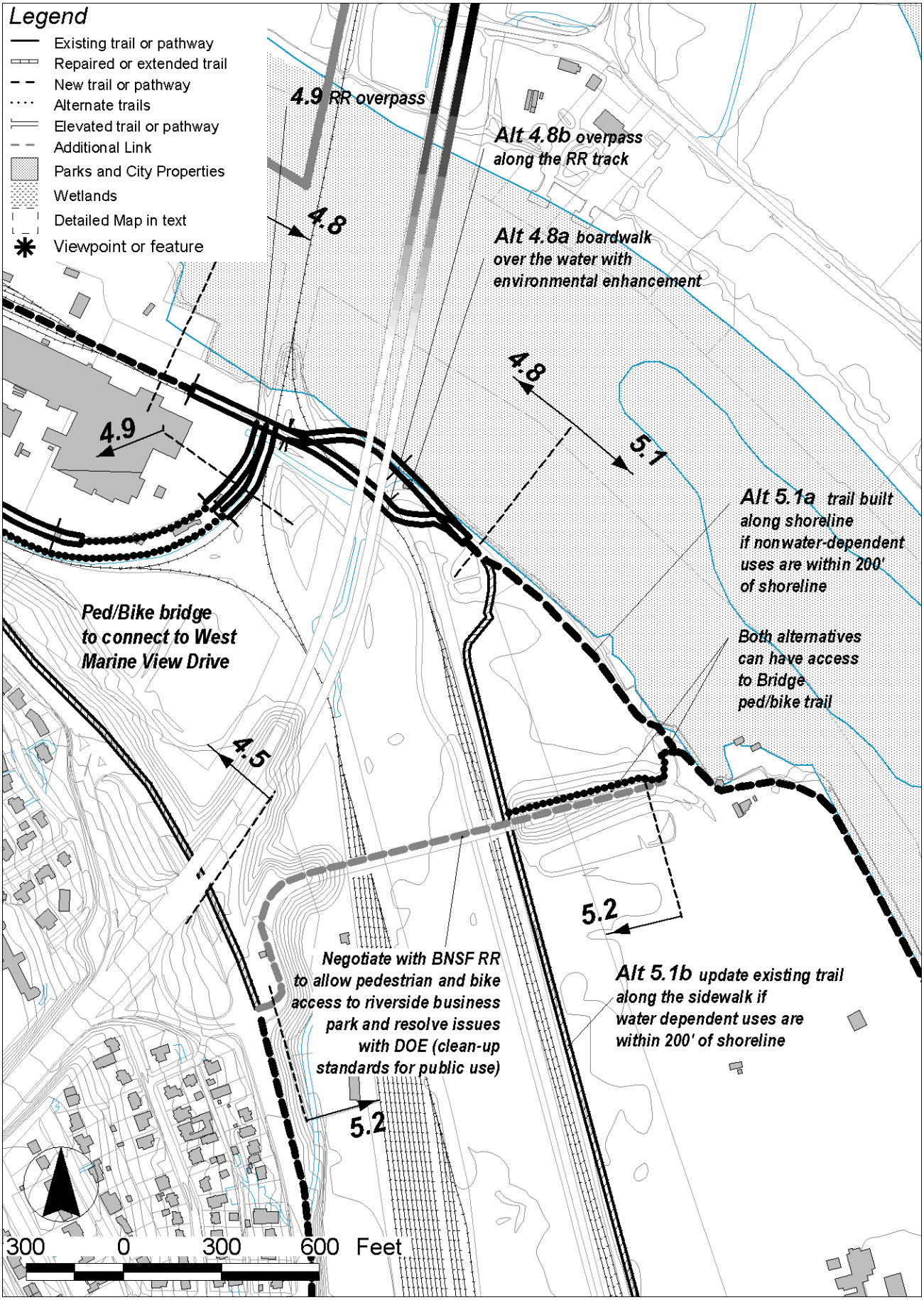
Figure 16. This is the area between the two railroad tracks where the pedestrian/bike overpass should link the shoreline trail to E. Marine View Dive.

Figure 17. A sketch of the overpass to E Marine View Drive and the elevated trail underneath the I-5 Bridge. View from the south.

The future pedestrian/bike bridge to Langus Park will connect the future trail on E. Marine View Drive with the bike trail on Smith Island.

Reaching E. Marine View Drive from the shoreline, though, means crossing at least two railroad tracks and ascending the steep slope between the two levels.

Of the many possible solutions, the most feasible seems to be a pedestrian/bike overpass that crosses the railroad tracks and reaches a City-owned lift station site that connects to E. Marine View Drive. This solution would also connect the shoreline trail right next to the Langus Park bridge and create possibilities of loops with the E. Marine View Drive trail and connection with the near neighborhood.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Alternate trails
Elevated trail or pathway
Additional Link
Parks and City Properties
Wetlands
Detailed Map in text
Viewpoint or feature
4.9 RR overpass
Alt 4.8b overpass along the RR track
4.8
Alt 4.8a boardwalk over the water with environmental enhancement
4.8
5.1
4.9
Alt 5.1a trail built along shoreline if nonwater-dependent uses are within 200' of shoreline
Ped/Bike bridge to connect to West Marine View Drive
Both alternatives can have access to Bridge ped/bike trail
4.5
5.2
Negotiate with BNSF RR to allow pedestrian and bike access to riverside business park and resolve issues with DOE (clean-up standards for public use)
Alt 5.1b update existing trail along the sidewalk if water dependent uses are within 200' of shoreline
5.2
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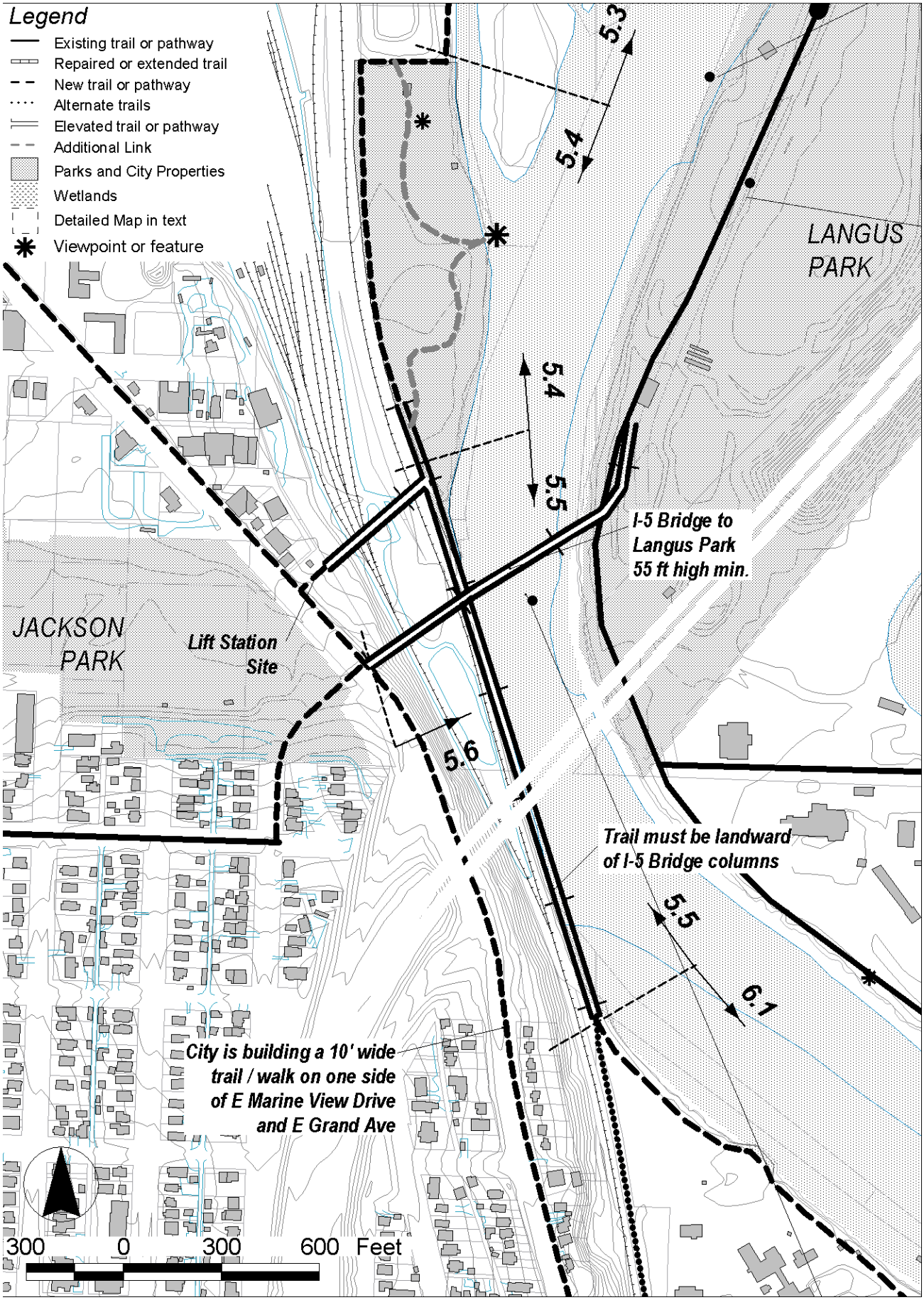
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Additional Link
Parks and City Properties
Wetlands
Detailed Map in text
Viewpoint or feature
LANGUS PARK
JACKSON PARK
Lift Station Site
I-5 Bridge to Langus Park 55 ft high min.
Trail must be landward of I-5 Bridge columns
City is building a 10' wide trail / walk on one side of E Marine View Drive and E Grand Ave
5.3
5.4
5.4
5.5
5.5
5.6
6.1
300 0 300 600 Feet

5.6 I-5 Bridge to Langus Park

The most probable alignment of the foot/bike bridge to Langus Riverfront Park will be north of the I-5 bridge, aligned roughly with the Summit Avenue intersection. The bridge must be 55 feet above the water. The City is in the process of determining design options for the bridge. No funding is currently available for construction.

Implementation

This section includes the link between the SR 529 and I-5 bridges. In the short term, the connection will be made by a 10- to 12-foot-wide sidewalk on one side of E. Marine View Drive. These improvements will take a major step in securing a continuous trail system around the peninsula. However, the ultimate objective is to establish a continuous trail along the waterfront wherever possible. A trail running largely along the shoreline is particularly important in Section 5 because of the desirability of access to the City-owned forested wetland complex just north of I-5 and excellent views of a particularly picturesque reach of the Snohomish River and Ferry-Baker Island. Although the shoreline connection in Section 5 is especially desirable from a public standpoint, its implementation is complicated by several factors, namely:

- Railroad tracks separate the shoreline from the rest of the city throughout the entire length of the section.
- The Port owns several tracts of land along the shoreline, and direct access along the shoreline will only be required if these tracts are developed with nonwater-dependent uses.
- The steep grades and railroad lines will require that relatively expensive pedestrian/ bicycle bridges be constructed at Sections 5.5 and 5.6.

The timing of the construction of various segments of Section 5 is complicated by the expense of the bridge elements and the phasing of Port development. The challenge is to build a trail increment that is useful to the public when it is completed. Building Segment 5.4, for example, will not provide a public benefit until it is connected to the main trail, and the use of the whole section will not be great until connections to the north and south are achieved.

At this point, it appears that the logical place to begin is at the south end, where a bridge connection across the tracks to the City-owned wetland complex would make a logical destination. This bridge connection should also be coordinated with the cross-river bridge connection to Langus Riverfront Park and Smith Island.

Two other immediate City actions are recommended. The first is to work with the Port, BNSF, and Weyerhaeuser to eliminate public access restrictions on the riverside access bridge. This bridge is a highly desirable link to the shoreline, especially because alternate links in Section 4 may not be achieved for some time.

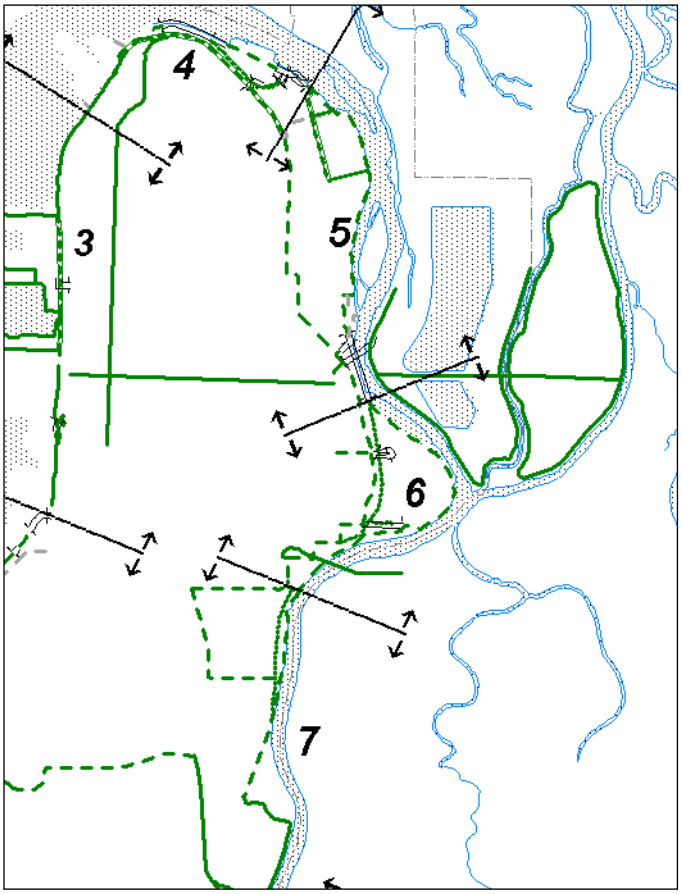
The City should also work with the Port, Weyerhaeuser, and the Department of Ecology to resolve public access restrictions, if any, to the area due to the “industrial” cleanup of the property. It is imperative that the City determine what is legally necessary to maintain this right of access and accomplish that action before the limitations of the shoreline permit run out.

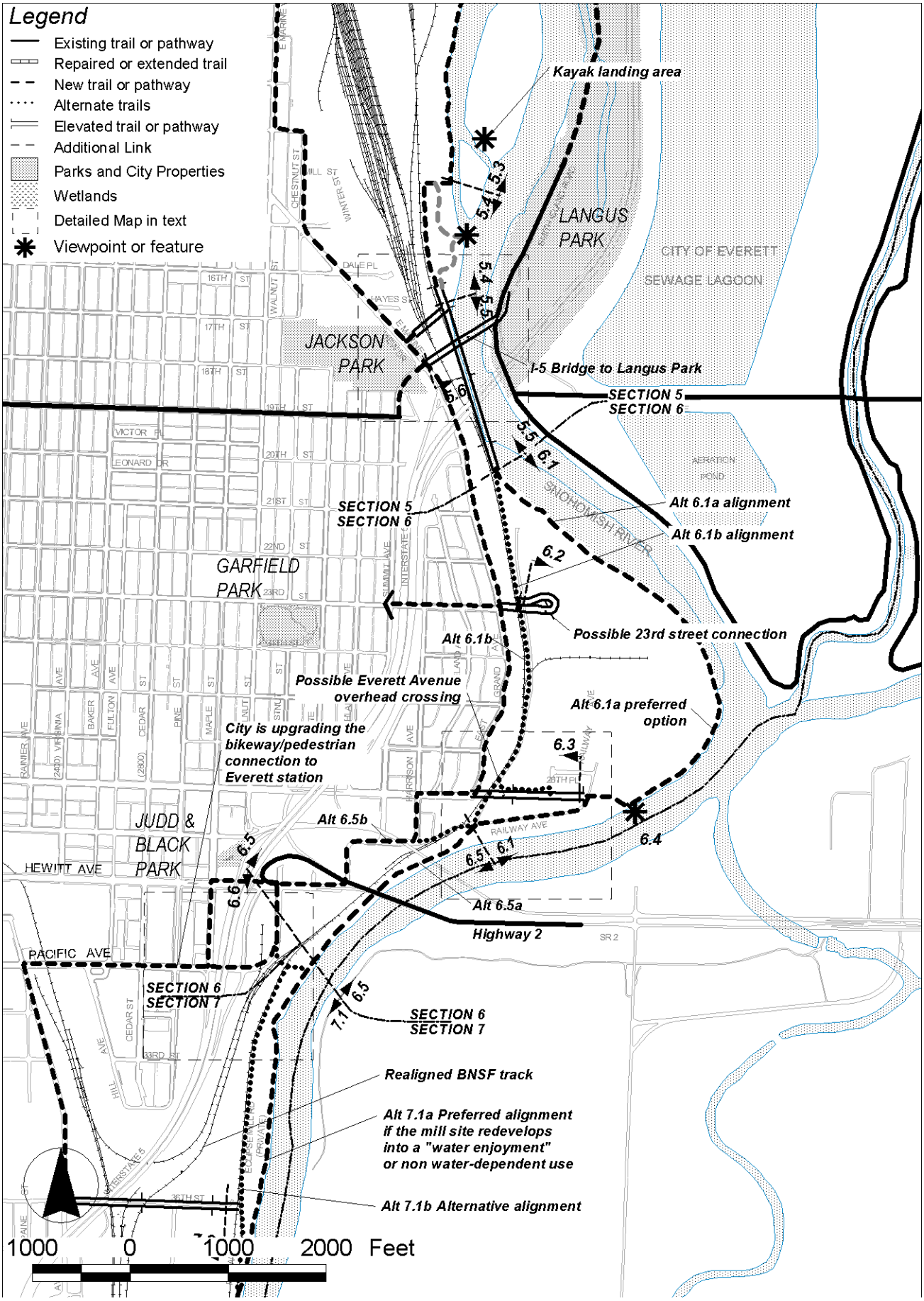
Section 6

Introduction

Section 6 includes the "Kimberly-Clark Lobe" and the downtown riverfront. The City envisions that both of these areas will substantially redevelop with uses that take advantage of the waterfront for water-dependent commerce or as an amenity. In either case, key trail connections should be constructed as development occurs. The City is considering overpasses/connections at 23rd Street and Everett Avenue, which should include pedestrian/bicycle improvements.

In the interim, sidewalk and bicycle route improvements are recommended between Everett Avenue and the intermodal station to provide a link between the station, E. Marine View Drive, and the Highway 2 pedestrian walkway.

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Viewpoint or feature
Kayak landing area
LANGUS PARK
CITY OF EVERETT SEWAGE LAGOON
JACKSON PARK
I-5 Bridge to Langus Park
SECTION 5
SECTION 6
SNOHOMISH RIVER
Alt 6.1a alignment
Alt 6.1b alignment
GARFIELD PARK
Possible 23rd street connection
Alt 6.1b
Possible Everett Avenue overhead crossing
Alt 6.1a preferred option
City is upgrading the bikeway/pedestrian connection to Everett station
JUDD & BLACK PARK
Alt 6.5b
Alt 6.5a
Highway 2
SECTION 6
SECTION 7
Realigned BNSF track
Alt 7.1a Preferred alignment if the mill site redevelops into a "water enjoyment" or non water-dependent use
Alt 7.1b Alternative alignment
1000 0 1000 2000 Feet

Description of Improvements and Details

6.1 Kimberly-Clark (Scott) Lobe

There are two options for this segment, depending on how the property is developed:

a. A trail along the shoreline, if the property is developed for a nonwater-dependent use.

b. A trail along an internal roadway, if the land is developed for a water-dependent use. (The alignment may vary.)

If a trail is developed along the shoreline (6.1a), it should be integrated into the environmental enhancement and adjacent open space that benefit the development and the general public. If the trail is constructed along an internal roadway, it should be separated from traffic and landscaped.

6.2 Possible 23rd St Connection

When the Kimberly-Clark land is redeveloped, an overpass on 23rd Street may be necessary for vehicular access. If so, the improvements should include a pedestrian/bicycle trail connection back to the north Everett neighborhoods and E. Marine View Drive.

6.3 Everett Avenue Connection

The City is contemplating a future overpass/extension of Everett Avenue. If this occurs, a pedestrian/bicycle trail connection should be included as part of the design.

6.4 Everett Avenue Street-End Viewpoint

The City retains ownership of the Everett Avenue street-end. The property is currently leased to an adjacent property owner on a year-to-year basis. A small overlook and picnic area—and perhaps a small boat rest stop—should be constructed when the trail is developed in this vicinity.

6.5 Connections from Kimberly-Clark Lobe to Highway 2 Bridge

There are two parallel trail connections in this segment:

a. The construction of a new shoreline trail east of the railroad tracks. This link will provide the safest, most direct, and most attractive experience, but it cannot be developed until the City obtains an easement or purchases the necessary right-of-way.

Figure 18. Looking south from the SR-2 bridge.

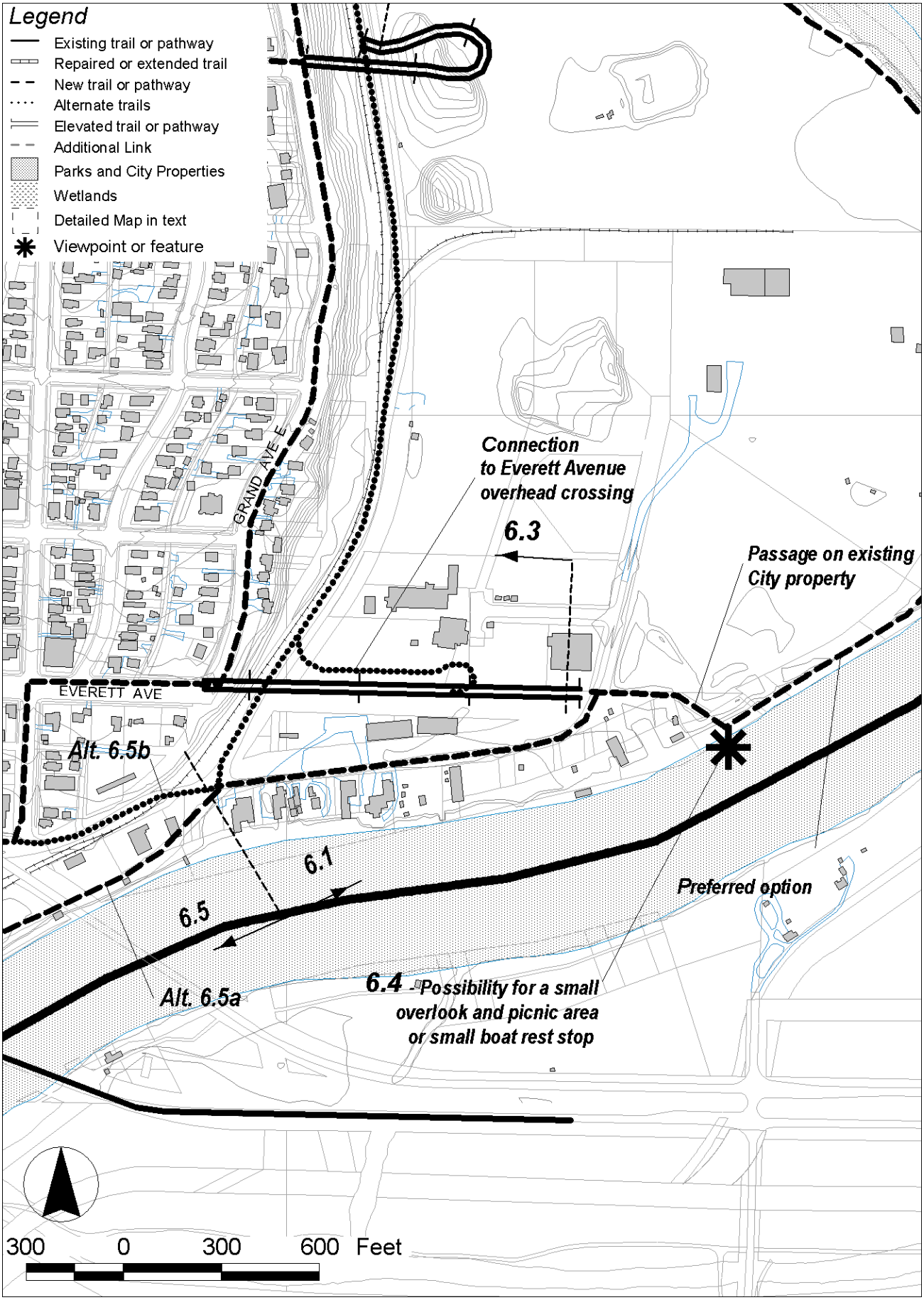
b. The expansion of sidewalk/trail connections along streets between Everett Avenue and Hewitt Avenue. This route does not provide the convenience and separation from traffic that connection "a" offers, but there is sufficient right-of-way for expanded sidewalks, and the improvements can be constructed in the near term at relatively modest expense. This link is also important because it connects directly to Highway 2 and the E. Grand Avenue trail. The City should determine the safest route in this area. For example, Summit Avenue may be a better connection than Harrison Avenue, depending on future use and the available right-of-way.

Figure 19. Typical conditions north of Highway 2. Note the right-of-way available for a trail.

6.6 Trail Connection from Highway 2 to the Everett Station

The City is currently widening sidewalks and constructing bicycle lanes along Pacific Avenue to connect the Highway 2 pedestrian bridge on Hewitt Avenue to Everett Station.

Figure 20. SR-2 now includes a safe trail connection to the east across the Snohomish River.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Alternate trails
Elevated trail or pathway
Additional Link
Parks and City Properties
Wetlands
Detailed Map in text
Viewpoint or feature
GRAND AVE E
EVERETT AVE
Connection to Everett Avenue overhead crossing
6.3
Passage on existing City property
Alt. 6.5b
6.1
6.5
Alt. 6.5a
6.4 - Possibility for a small overlook and picnic area or small boat rest stop
Preferred option
300 0 300 600 Feet

Implementation

Section 6's central location gives it a pivotal role in connecting trails to the north around the peninsula, east across the Snohomish River, and west toward the Everett Station and downtown. These connections have high priority because their implementation would immediately expand Everett's trail network. Specifically, Segment 6.5b is relatively inexpensive and should be constructed by the time the E. Marine View Drive walkways/bikeways are completed. The City is currently developing Segment 6.6, which is scheduled for completion in 2002.

Segments 6.2 and 6.3, the possible connections over the rail lines at 23rd Street and Everett Avenue, will depend on Everett Public Works construction of those streets, and no schedule is set for those improvements.

Segments 6.1 and 6.5a must wait until those properties redevelop. The Everett Shoreline Master Program requires "continuous public access" along the shoreline if the proposed development is for either "nonwater-oriented" or "water enjoyment" uses, which include residential and those commercial, industrial, and recreational uses which do not require direct access to the shoreline. If these segments are developed for such uses, the City should require a shoreline trail in these sections.

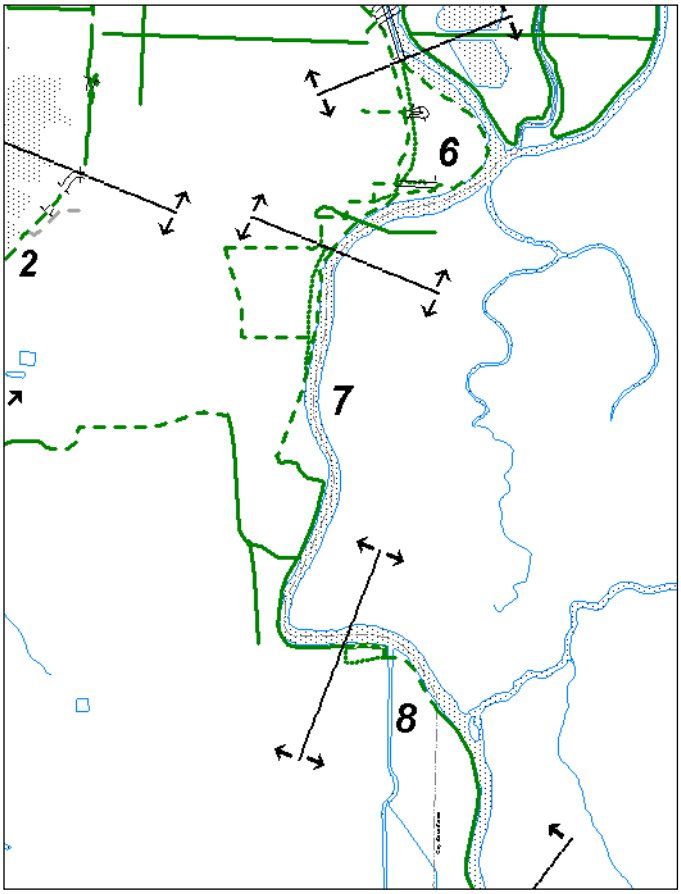
Except for the construction of the street crossings over the rail lines, the public access improvements in Section 6 do not present special cost or property acquisition challenges compared with Sections 4 and 5.

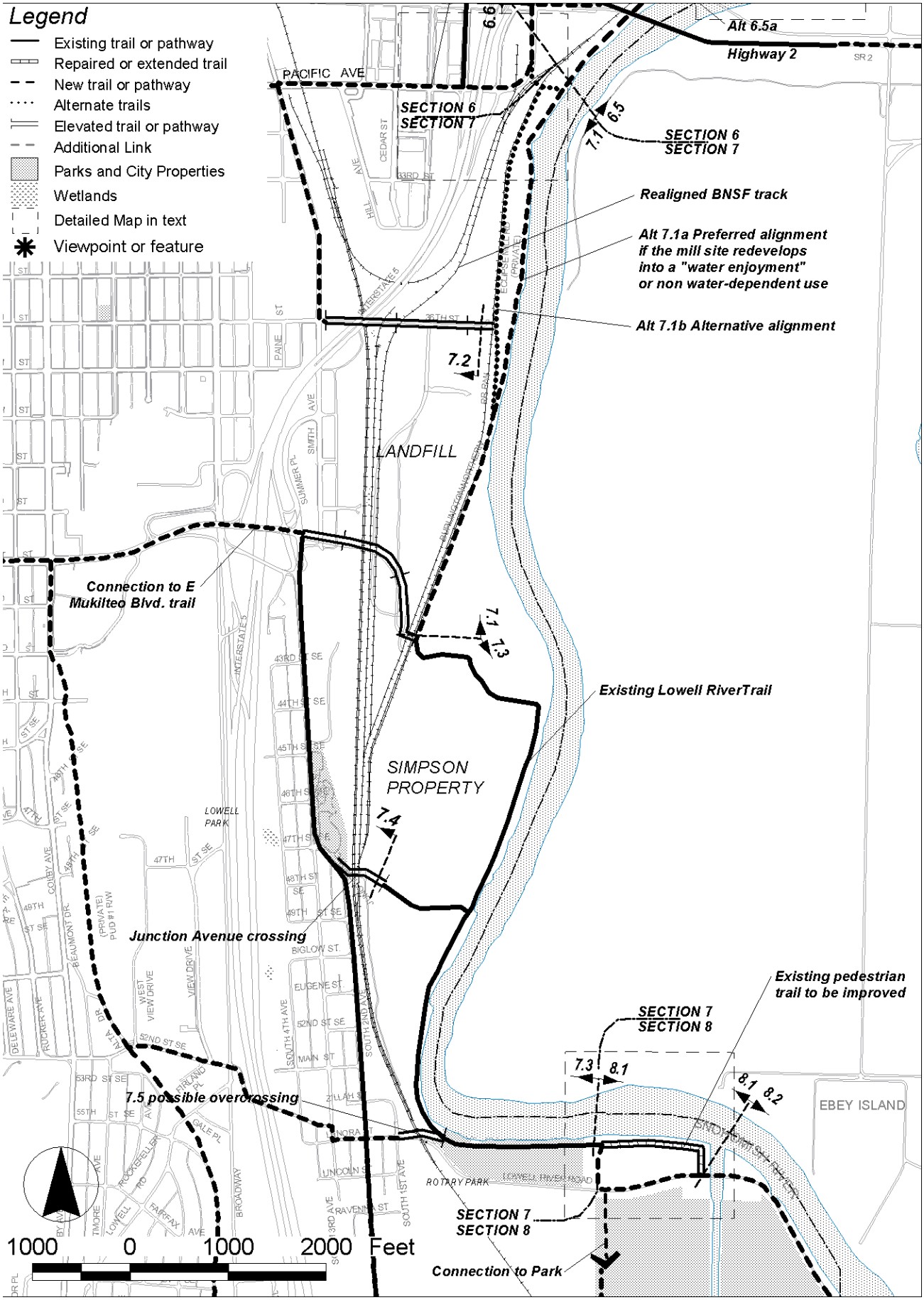
Section 7

Introduction

Section 7 includes the Snohomish riverfront from Pacific Avenue southward to Rotary Park. This section is characterized by industrial activities and old industrial sites that are now vacant and awaiting redevelopment. There are also some areas where Nature has reasserted herself to produce valuable ecological resources and attractive open spaces. The land across the river has largely retained its rural character, making this one of the few places in the region where an in-city traveler has close views of the country.

In the north end, relocation of the BNSF tracks to the west, away from the shoreline, will facilitate development of a trail connecting to the existing Lowell Riverfront Trail that runs through the old Simpson Mill site. The Simpson Mill site itself is owned by the City, and it is envisioned that portions of it will be redeveloped.




Legend
Existing trail or pathway
Repaired or extended trail
New trail or pathway
Alternate trails
Elevated trail or pathway
Additional Link
Parks and City Properties
Wetlands
Detailed Map in text
Viewpoint or feature
Alt 6.5a
Highway 2
PACIFIC AVE
SECTION 6
SECTION 7
SECTION 6
SECTION 7
Realigned BNSF track
Alt 7.1a Preferred alignment if the mill site redevelops into a "water enjoyment" or non water-dependent use
Alt 7.1b Alternative alignment
LANDFILL
Connection to E Mukilteo Blvd. trail
Existing Lowell RiverTrail
SIMPSON PROPERTY
LOWELL PARK
Junction Avenue crossing
Existing pedestrian trail to be improved
SECTION 7
SECTION 8
7.5 possible overcrossing
EBEY ISLAND
ROTARY PARK
SECTION 7
SECTION 8
Connection to Park
1000 0 1000 2000 Feet

Description of Improvements and Details

7.1 Trail Near Eclipse Mill Site

Figure 21. Looking south from Highway 2.

The critical railroad crossing at the east end of Pacific Avenue should first be upgraded for safe bicycle and pedestrian travel. The BNSF rail line will be realigned to the west, allowing the construction of a trail from Pacific Avenue to the current terminus of the Lowell Riverfront Trail. If the Eclipse Mill site is redeveloped for a water-enjoyment or a nonwater-oriented use, then the trail should follow the shoreline. If the property is redeveloped for a water-dependent or water-related use, then the trail should follow an improved access road alignment on the shore side of the property. The wetland just north of the old Simpson Mill site is an ecologically important resource, and so the trail will follow its western margin. Limited nature trails and viewing areas may be added, subject to environmental conditions.

7.2 36th Street Connection

Thirty-Sixth Street will be closed to traffic at the railroad when the 41st Street overcrossing is opened. Widened sidewalk and bicycle lanes should be added to 36th Street to provide a link to the Everett Station and, ultimately, to downtown Everett. A pedestrian/bicycle overcrossing should be provided over the railroad.

7.3 Existing Lowell Riverfront Trail

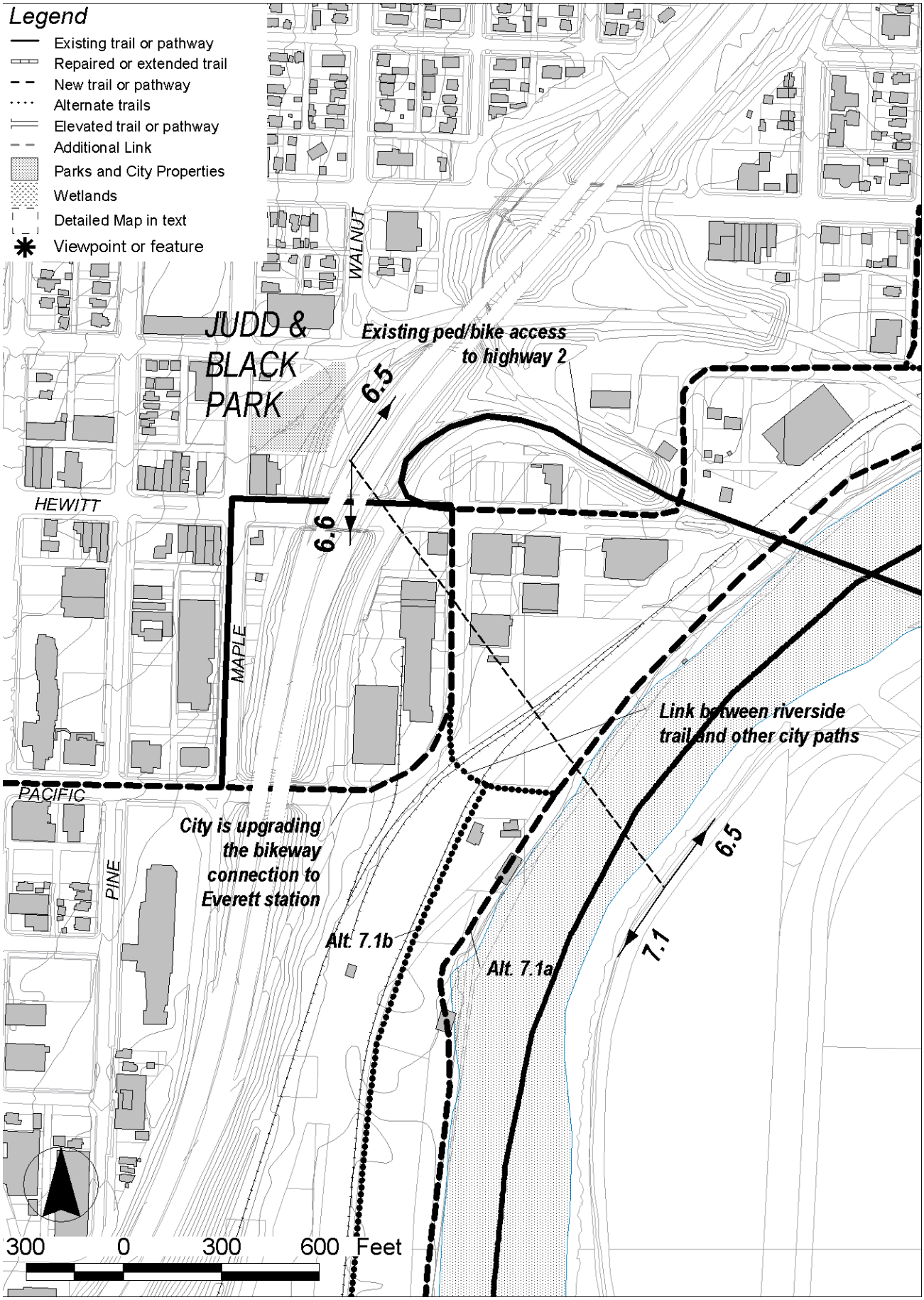
This section has already been completed and is being enjoyed by walkers and bicyclists. One of the reasons Section 7.1 should receive high priority is to connect this recreational resource with downtown and the Highway 2 bicycle access. The City should monitor the undercutting of the river "elbow" in the vicinity of Lenora Street. Bank stabilization will likely be needed over time to ensure that this section is not eroded way.

7.4 Connections to Lowell Community and the Interurban Trail

The railroad overpass crossing at Junction Avenue should be maintained and improved for pedestrian and bicycle traffic. Improvements in the Lowell neighborhood should be sensitive to the local community's objectives. The City is planning a safe trail connection across I-5 at 41st Street when that interchange is reconfigured.

7.5 Lenora Street Overcrossing

If the Lowell neighborhood bypass is built, and if this at-grade crossing is closed, then a pedestrian overpass should be included in the bypass project.


Legend
Existing trail or pathway
Repaired or extended trail
New trail or pathway
Alternate trails
Elevated trail or pathway
Additional Link
Parks and City Properties
Wetlands
Detailed Map in text
Viewpoint or feature
WALNUT
JUDD & BLACK PARK
Existing ped/bike access to highway 2
6.5
6.6
HEWITT
MAPLE
Link between riverside trail and other city paths
PACIFIC
PINE
City is upgrading the bikeway connection to Everett station
Alt. 7.1b
Alt. 7.1a
6.5
7.1
300 0 300 600 Feet

Implementation

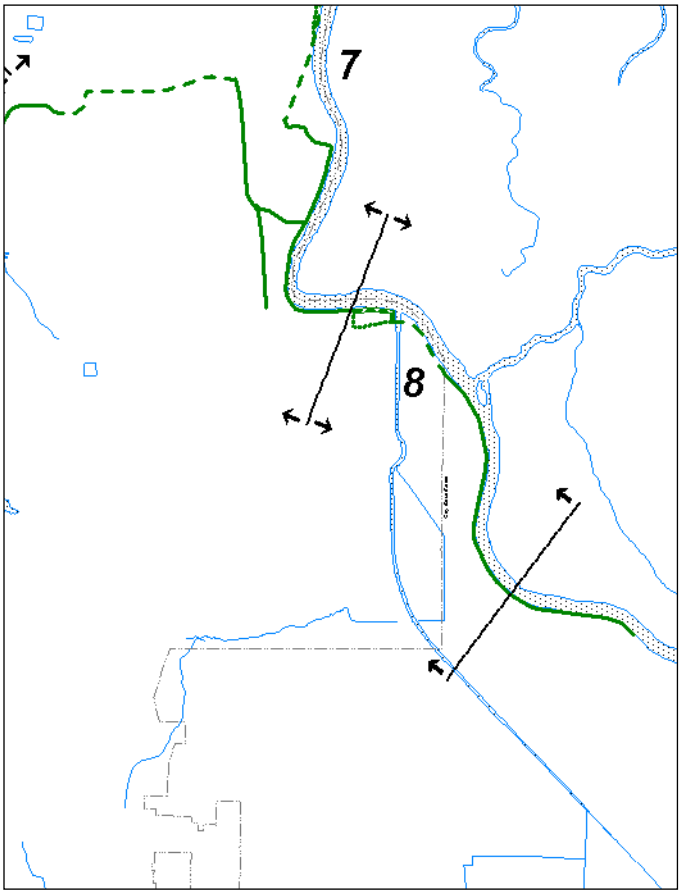
This section merits high priority for early implementation because it will connect travelers from the Lowell community and southeast Snohomish County to the Everett Station and the Highway 2 bicycle lanes, providing an important commuter connection and making possible a number of recreational bicycle loop rides. East west connections at 36th Street and across 41st Street, connecting to the Interurban Regional Trail, will also be critical to connect back to Everett's southern neighborhoods and the region to the south.

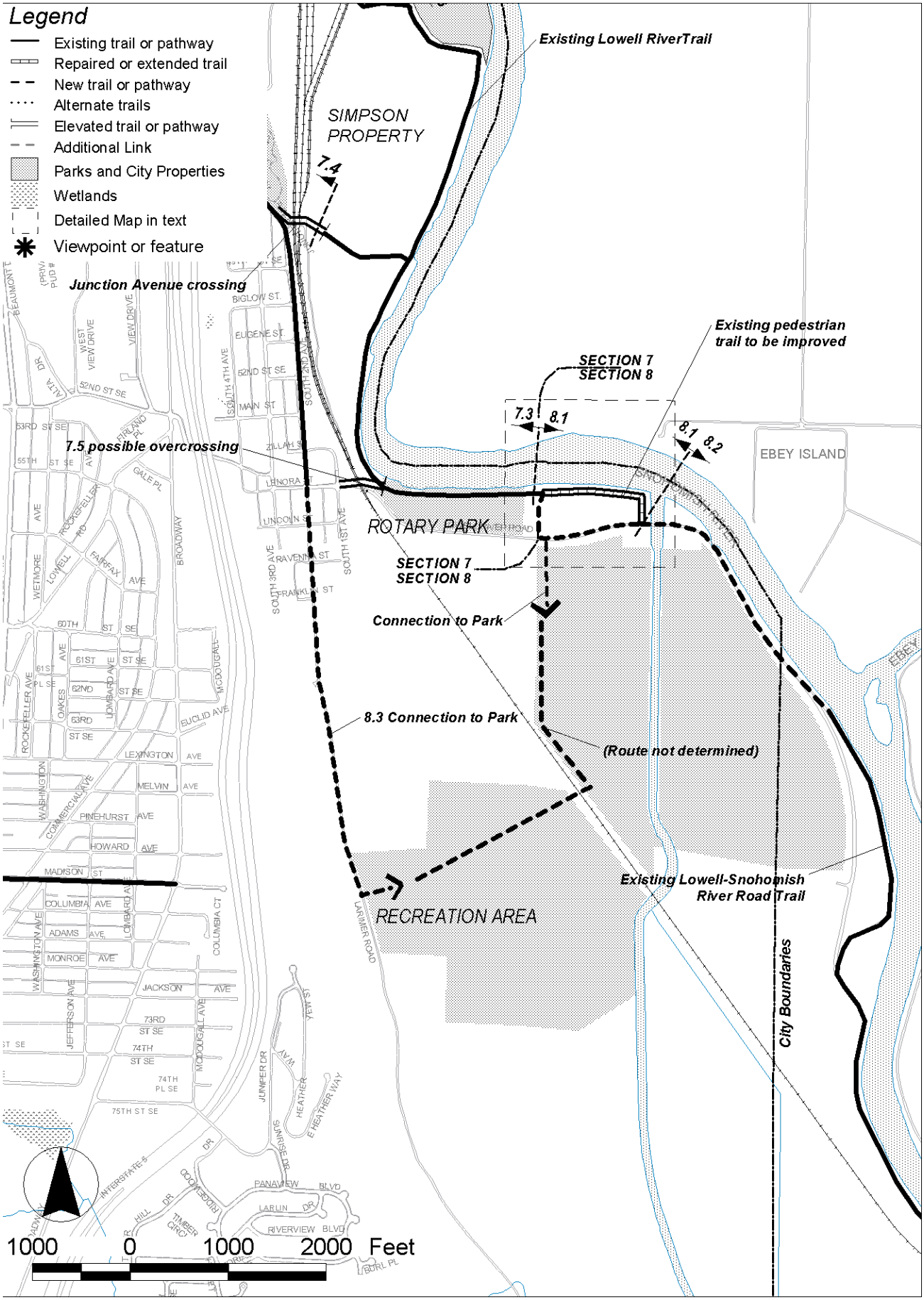
Section 8

Introduction

Section 8 is the southeast terminus of Everett's shoreline, but it is only the starting point for walkers and bikers traveling toward Snohomish, Monroe, and other points east. The section is also important because it includes Rotary Park, with its popular boat launch and informal picnicking areas, and the planned East Everett Park.

At a minimum, this plan calls for the addition of two striped bicycle lanes on either side of Lowell River Road to match those recently added in the Snohomish County sections to the east. In the longer term, a trail along the dike will make this section more suitable for families. Ideally, the dike trail construction would be coordinated with Snohomish County. A safe road crossing and connection to the future park south of Rotary Park are a critical part of that project.




Legend
Existing trail or pathway
Repaired or extended trail
New trail or pathway
Alternate trails
Elevated trail or pathway
Additional Link
Parks and City Properties
Wetlands
Detailed Map in text
Viewpoint or feature
Existing Lowell RiverTrail
SIMPSON PROPERTY
7.4
Junction Avenue crossing
Existing pedestrian trail to be improved
SECTION 7
SECTION 8
7.3
8.1
8.1
8.2
EBEY ISLAND
7.5 possible overcrossing
ROTARY PARK
SECTION 7
SECTION 8
Connection to Park
8.3 Connection to Park
(Route not determined)
Existing Lowell-Snohomish River Road Trail
RECREATION AREA
City Boundaries
1000 0 1000 2000 Feet

Description of Improvements and Details

8.1 Rotary Park Exit

A safe bicycle/walking connection between the Lowell Riverfront Trail and the proposed trail along Lowell River Road (Segment 8.2) should be provided as part of future Rotary Park improvements.

There are two options for this connection:

a. Upgrade the existing pedestrian trail in the wooded area.

b. Create new trail beside the parking access road.

8.2 Lowell River Road

Snohomish County has recently built two bicycle lanes on either side of the Lowell River Road. The County has also constructed a pedestrian-only trail along the Snohomish River dike and has plans to construct a bicycle/pedestrian trail separated from the roadway. The location of that facility has not been determined.

The City should, in the near term, widen the roadway sufficiently to provide two 5-foot-wide lanes on the paved shoulders. In the longer term, a separated bicycle trail should be provided. The City should work with Snohomish County to ensure that the City's trail connects to the County's trail. A trail along the dike would be preferable to one east of the roadway.

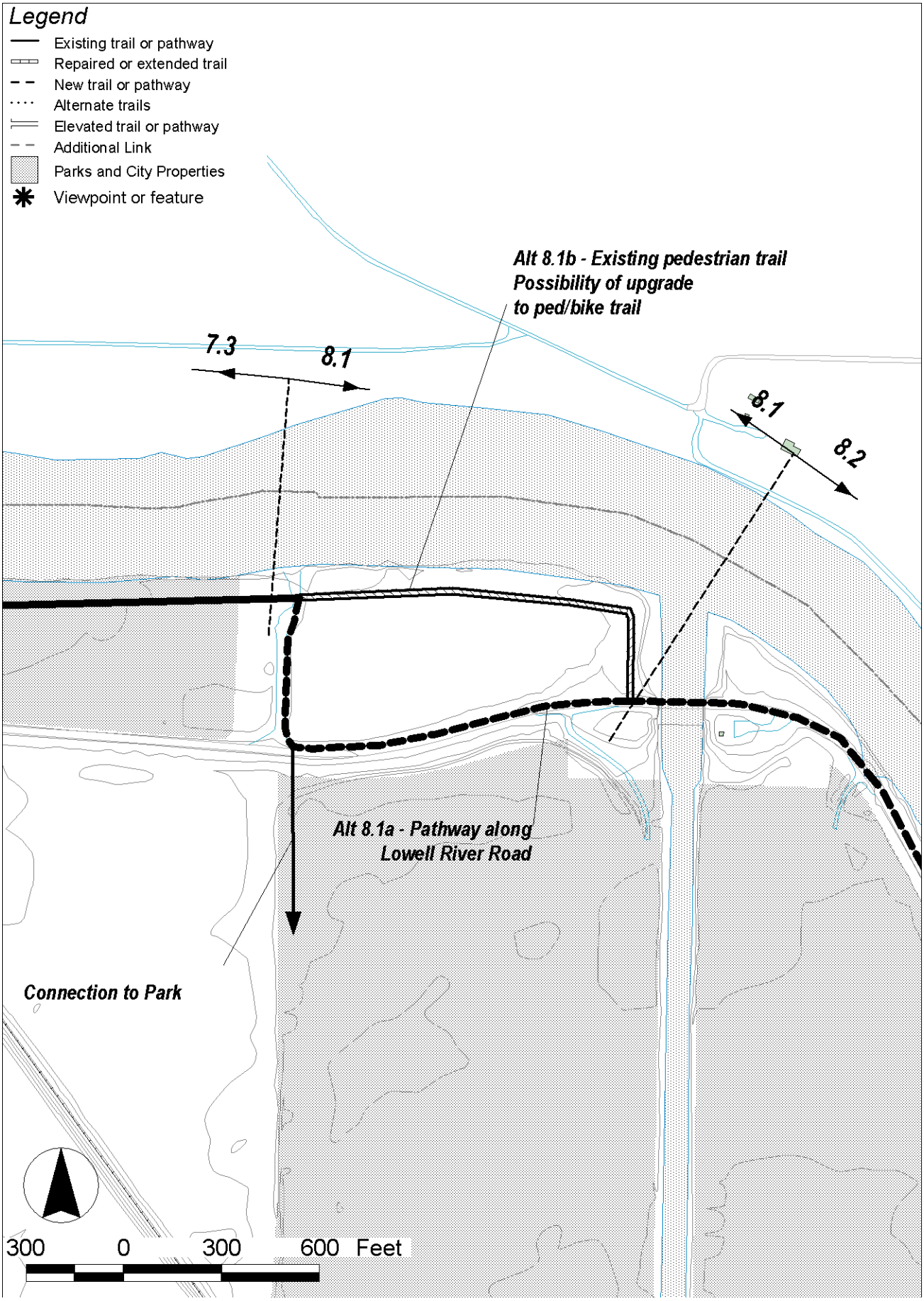
8.3 Larimer Road

The City's Non-Motorized Trail Plan includes a conceptual trail on Larimer Road. This could provide a connection to the city recreation area. Additional study is needed to see if this trail and connections to the neighborhoods to the west are feasible. Future City plans for the recreation area should address this potential link.

Implementation

As noted above, providing 5-foot-wide bicycle lanes on Lowell River Road is an important first step because this section will provide a continuous bicycle route from Snohomish to Rotary Park and the Lowell Riverfront Trail.

Coordination with the County and Everett Parks Department regarding a new trail separated from the road and safe access into parks is the most important second step.


Legend
Existing trail or pathway
Repaired or extended trail
New trail or pathway
Alternate trails
Elevated trail or pathway
Additional Link
Parks and City Properties
Viewpoint or feature
Alt 8.1b - Existing pedestrian trail
Possibility of upgrade
to ped/bike trail
7.3
8.1
8.1
8.2
Alt 8.1a - Pathway along
Lowell River Road
Connection to Park
300
0
300
600 Feet

Section 9:
Other Projects in the Snohomish Estuary

Smith and Spencer Islands

Langus Riverfront Park is currently the primary public access area in this section. Existing facilities include rowing facilities, picnic areas, a boat launch, piers, and a trail that extends along the river around the Water Pollution Control Facility and up along Union Slough. The trail connects to a bridge crossing Union Slough to the County/WDFW Spencer Island trail system.

The Port of Everett recently constructed the Union Slough Saltmarsh and Habitat Restoration Public Access and Viewing area on Spencer Island. Access is obtained at the Biringer Farm exit from SR 529. The project includes a small parking area, trails and interpretive signs.

Description of Projects and Details

9.1 Ross Avenue Trail Improvements

Planned trail improvements include a trail connecting Langus Park to SR 529 along Ross Avenue. The trail improvements have not been designed but are expected to be within a 60-foot Ross Avenue right-of-way. The proposed improvements include bike lanes, which may be separate or located between the travel lanes, and sidewalks. Final road and trail improvements will probably not be constructed until water and sewer utilities are installed on the island to allow more intense use of the properties. Interim improvements to Ross Avenue should be constructed within the next few years. The interim improvements will be constructed/funded in association with several shoreline developments in the area and will include a 32-foot pavement cross-section within a 60-foot right-of-way. This will accommodate two 12-foot-wide vehicle travel lanes and 4-foot wide paved shoulders for use by bicycles and pedestrians.

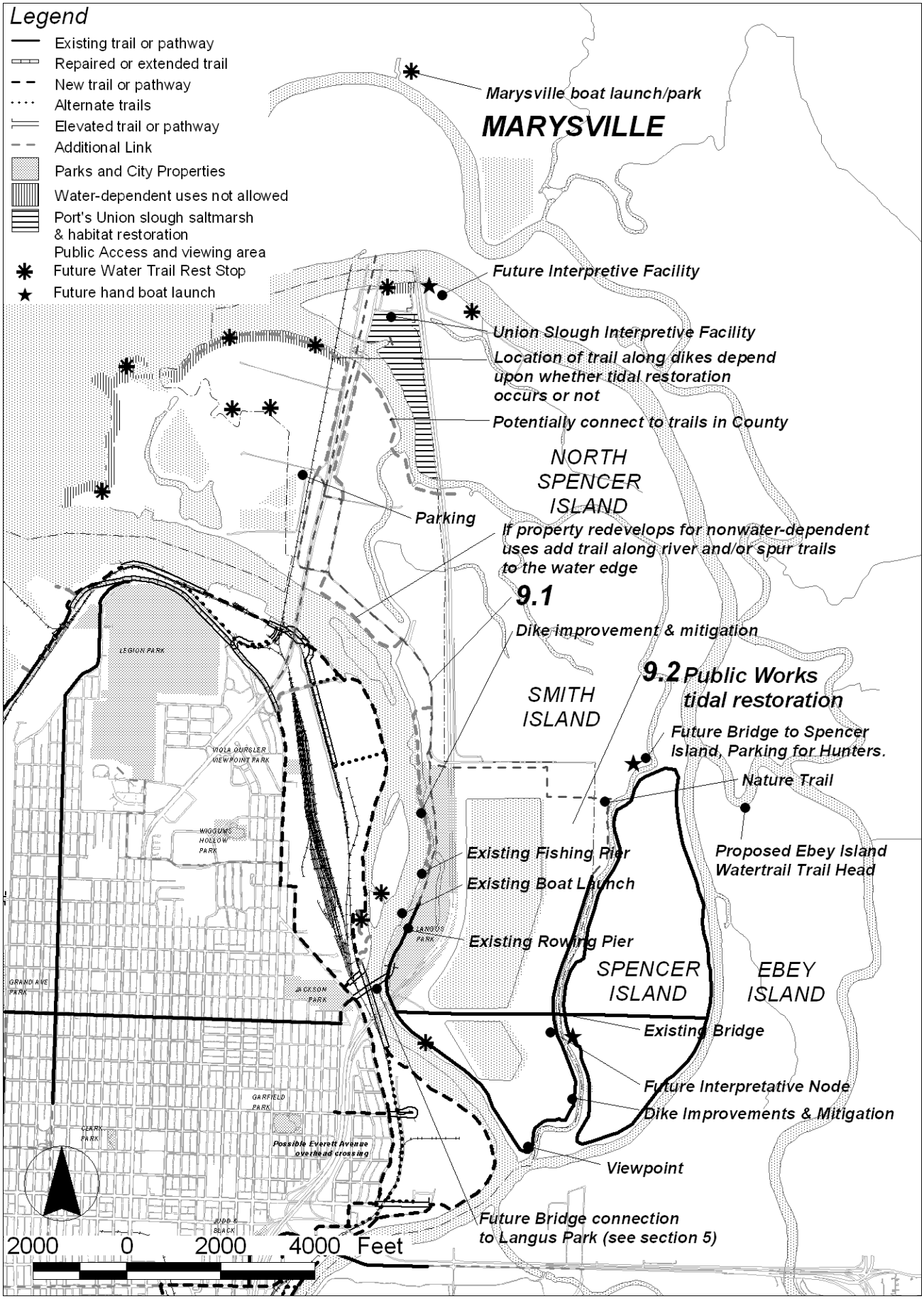
As SR 529 is expanded or reconstructed in the future by WSDOT, improvements to the roadway and bridges should include widened and improved bicycle/pedestrian lanes on both the northbound and southbound lanes. (See Segment 4.10.)

9.2 Public Works Tidal Restoration Project

The City of Everett Public Works Department is proposing to construct a dike breach tidal restoration on the east side of the Water Pollution Control facility ponds on Smith Island. A portion of the project is mitigation for impacts to wetlands from dike improvements around the Water Pollution Control Facility. The proposal includes construction of a trail connecting the existing dead-end trail on Union Slough to 12th Street NE. The trail will run along the dikes, on bridge structures over the dike breaches, and on an existing road north of the ponds. This will provide an important loop connection of the trail system.

9.3 Smith Island Enhancements

In association with recent shoreline permits, agreements have been signed that require project proponents (Glacier Northwest and Wilder Construction Company) to contribute over $60,000 towards off-site public access improvements on or adjacent to Smith Island. The money must be spent on capital projects within five years, or it must be refunded to the applicants. This plan recommends that the funds be spent on the trail link running directly north from Langus Riverfront Park. In addition, the City of Marysville will contribute 1 percent of the project costs of a sewer line through Everett to enhance public access opportunities for Smith Island. Potential uses for these funds might be improvements to the Spencer Island Trail approach and parking, viewing areas/platforms near wetland habitats, or similar enhancements to the proposed dike trail.


Legend
Existing trail or pathway
Repaired or extended trail
New trail or pathway
Alternate trails
Elevated trail or pathway
Additional Link
Parks and City Properties
Water-dependent uses not allowed
Port's Union slough saltmarsh & habitat restoration
Public Access and viewing area
Future Water Trail Rest Stop
Future hand boat launch
Marysville boat launch/park
MARYSVILLE
Future Interpretive Facility
Union Slough Interpretive Facility
Location of trail along dikes depend upon whether tidal restoration occurs or not
Potentially connect to trails in County
NORTH SPENCER ISLAND
Parking
If property redevelops for nonwater-dependent uses add trail along river and/or spur trails to the water edge
9.1
Dike improvement & mitigation
9.2 Public Works tidal restoration
SMITH ISLAND
Future Bridge to Spencer Island, Parking for Hunters.
Nature Trail
Proposed Ebey Island Watertrail Trail Head
Existing Fishing Pier
Existing Boat Launch
Existing Rowing Pier
SPENCER ISLAND
EBEY ISLAND
Existing Bridge
Future Interpretative Node
Dike Improvements & Mitigation
Viewpoint
Future Bridge connection to Langus Park (see section 5)
LEGION PARK
VIOLA OURSLER VIEWPOINT PARK
WIGGINS HOLLOW PARK
LANGUS PARK
GRAND AVE PARK
JACKSON PARK
GARFIELD PARK
CLARK PARK
Possible Everett Avenue overhead crossing
2000 0 2000 4000 Feet

Over time, it is anticipated that land use changes on the islands will bring opportunities for additional public access. The City's Shoreline Master Program prohibits water-dependent uses along shoreline edges with high quality marsh and riparian vegetation (see map). And nonwater-dependent uses are required to provide significant public access. Potential also exists for tidal restoration of some properties. As these properties develop or are restored, public access to the shoreline should be provided along dikes and/or overlooks. Minor public access piers or kayak rest areas could be provided where they would not impact marsh or riparian vegetation. Other potential public access improvements would be dependent upon the proposed use of the site, but could include picnic areas, interpretive facilities, etc.

Other properties are expected to develop with water-dependent uses. In some cases, these properties could provide public access to the shoreline edge through access points on the edge of the property. On properties that have been more disturbed, more intense public access facilities, such as car-top boat launches, piers and docks, could be provided. Where on-site public access is not feasible due to conflicts with the water-dependent use, the developments may contribute to off-site improvements.

All public access projects should be connected to the trail system and/or provide separate parking facilities, such as those provided at the Port's Union Slough access area.

Projects located on the interior of the islands adjacent to identified trails should be required to construct the portion of the trail adjacent to their site. Other projects should contribute to public access facilities in the area.

Snohomish River Estuary Water Trail

Snohomish County Parks is developing a water trail in the estuary. It consists of a series of access points and other facilities specifically developed for people in paddle-powered watercraft (canoes and kayaks). Once fully developed, it will offer canoe/kayak-only launch facilities, staging areas, parking, interpretive kiosks, distance and points of interest markers and restrooms. The first stages of the water trail are under development at South Ebey (a launch site and parking area) and at Spencer Island (a launch site near the bridge).

As public access improvements are constructed in Everett, signage should be coordinated with the water trail signage. Even when public access improvements do not include access to the water, signs should be placed so that they can be viewed from those in watercraft on the sloughs and river.

Additional canoe and kayak facilities should be developed in Everett. They should be sited to avoid high quality marsh and riparian vegetation.

Marysville

The City of Marysville is also proposing a park along Ebey Slough that will include a boat launch facility.

Section 10:
Silver Lake Public Access Improvements

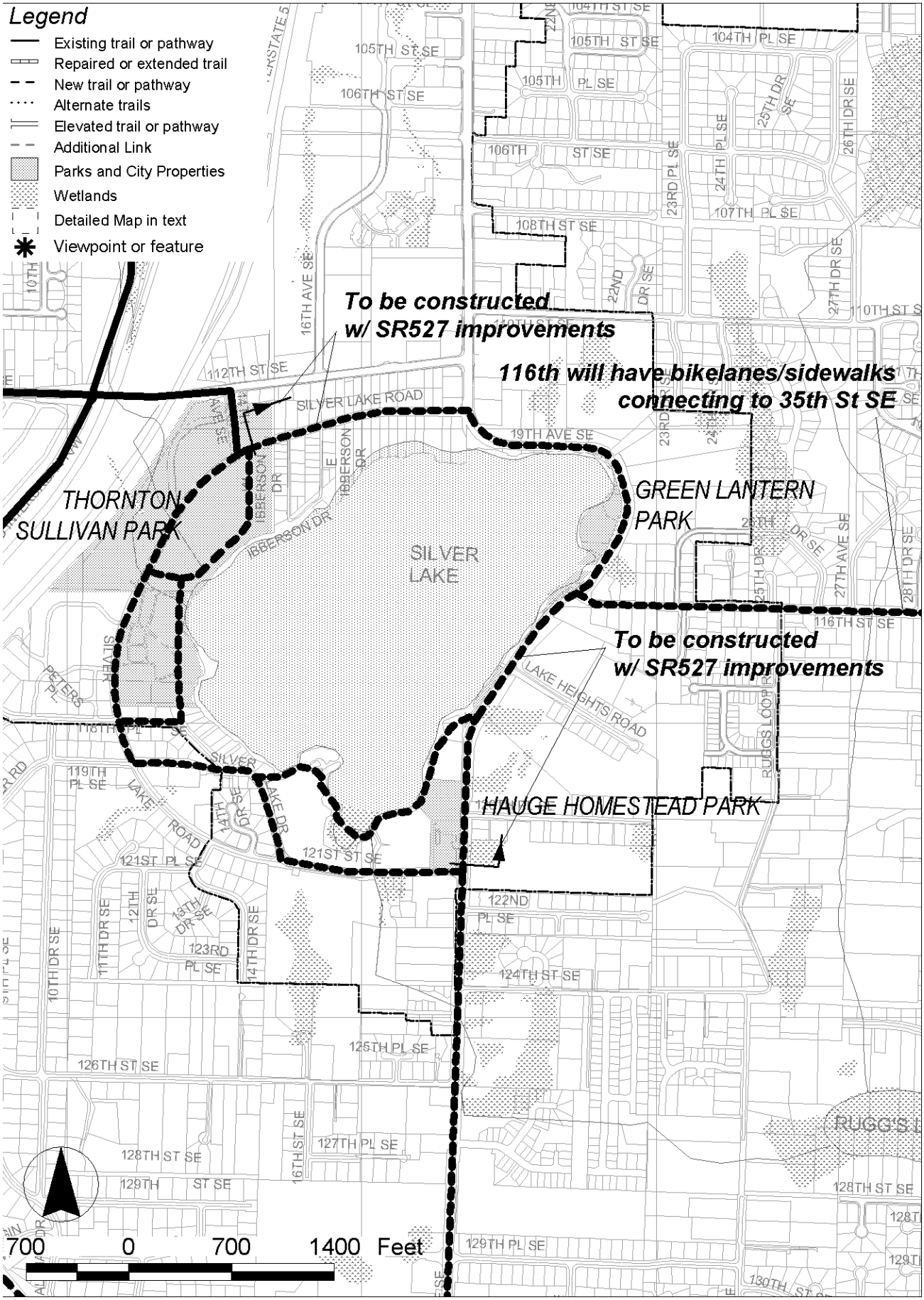
Three public parks are located on Silver Lake: Thornton A. Sullivan Park on the west side of the lake, Hauge Homestead Park at the southeast corner of the lake, and Green Lantern park at the northeast side of the lake. In 2000, the City acquired property south of Thornton A. Sullivan park, increasing the park area by 8 acres. A master planning process for the existing park and acquisition area is in progress. On-site public access improvements will be determined in that planning process. Extending the existing park trail to the south is recommended.

The City and the Washington State Department of Transportation plan to widen SR 527, subject to obtaining funding. The planned improvements include pedestrian paths, bike lanes, docks, and shoreline enhancements. Five feet wide bike paths will be provided on both sides of SR 527 on the street side of the curb. The narrow strip of land between SR 527 and Silver Lake has been highly impacted by uncontrolled pedestrian access and roadside parking, as well as wind and wave erosion. The planned improvements associated with SR 527 will stabilize the shoreline and prevent further erosion by concentrating public access in hardened pedestrian corridors, anchoring logs and/or downed trees at the shoreline edge parallel to the shoreline, and planting the beach, wetlands, and remaining areas between the trail and the lake with native plantings. The lakeside pedestrian path will run along the edge of curb, except from approximately Emory's restaurant to Hauge Homestead Park, where the sidewalk will veer away from the roadway toward the lake. The City has acquired much of the property between SR 527 and Silver Lake.

A new pedestrian signalized crossing will be provided mid-block at the north side of the lake (near Athenian Pizza). Pedestrian activated signals will also be provided at 116th and Lake Heights Drive.

Two new docks will be provided – one near the 116th Street intersection and one on the north side of the lake. Improved access points to the lake, native landscaping, picnic tables, and waste cans are also included in the project.

Silver Lake Road, at the north end of the lake, will also be improved as part of the SR 527 project. A 6 foot wide pedestrian path will be provided on the south side of the road. The road will be a bike route (no separate lane). The cul-de-sac will be taken out and a one-way exit to 14th Ave. SE through Thornton A. Sullivan Park will be provided.


Legend
Existing trail or pathway
Repaired or extended trail
New trail or pathway
Alternate trails
Elevated trail or pathway
Additional Link
Parks and City Properties
Wetlands
Detailed Map in text
Viewpoint or feature
To be constructed w/ SR527 improvements
116th will have bikelanes/sidewalks connecting to 35th St SE
THORNTON SULLIVAN PARK
GREEN LANTERN PARK
SILVER LAKE
HAUGE HOMESTEAD PARK
To be constructed w/ SR527 improvements
SILVER LAKE ROAD
112TH ST SE
116TH ST SE
19TH AVE SE
16TH AVE SE
IBBERSON DR
LAKE HEIGHTS ROAD
RUGGS LOOP
105TH ST SE
106TH ST SE
108TH ST SE
104TH PL SE
105TH PL SE
107TH PL SE
23RD PL SE
24TH PL SE
25TH DR SE
26TH DR SE
27TH DR SE
28TH DR SE
27TH AVE SE
PETERS PL
119TH PL SE
121ST PL SE
121ST ST SE
122ND PL SE
123RD PL SE
124TH ST SE
125TH PL SE
126TH ST SE
127TH PL SE
128TH ST SE
129TH ST SE
129TH PL SE
130TH ST SE
10TH DR SE
11TH DR SE
14TH DR SE
16TH ST SE
700 0 700 1400 Feet

Bicycle lanes are planned for 112th Street SE to the west of 14th Ave. SE. Portions of the bike lanes, including the I-5 crossing, are funded (Sound Transit, etc.). The 112th Street bicycle lanes will connect the Silver Lake area to the Interurban Trail. The City's 6-year Transportation Improvement Plan (TIP) includes pedestrian and bicycle improvements along Silver Lake Road on the west side of the lake connecting to 121st St. SE and SR 527. However, these improvements are currently unfunded.

As other projects are constructed in shoreline jurisdiction, public access improvements will be required. Future improvements could include interpretive signs along the lake, additional dock or pier structures for fishing or general access, additional viewing areas, picnic tables, and trash receptacles.

Chapter III. Implementation

Introduction

As noted in the Introduction, implementation of this plan will take concerted action over a number of years. Given the limited funding currently available and the difficulties inherent in connecting trail systems, it is advisable to begin with a few short-term projects. The planning and environmental analysis for more ambitious projects should continue at the same time. Undoubtedly, special opportunities and funding sources will arise. This plan makes it easier to take advantage of those opportunities by signaling the City's interest to secure shoreline access during redevelopment and demonstrating the City's commitment to potential funding agencies. The City will continue to engage affected parties, especially the Port of Everett and BNSF Railroad, in furthering public access objectives as identified in this plan. Future projects to eliminate grade crossings or otherwise facilitate the operations of BNSF should be used as an opportunity to broadly address situations where railroad operations affect public access to the shoreline.

Implementing comprehensive trail systems is especially difficult because one or more missing links can greatly diminish a trail network's usage. Experience has shown, however, that as a system is expanded and connected, usage increases and momentum grows for completing the critical links and enhancing the connected parks. The citizens of Everett have demonstrated their desire for such a trail system, and this plan describes a program to achieve the citizens' goals. Now it is up to the City and its partners to provide the sustained commitment that will make this ambitious vision possible.

As the trail system is developed, trailheads, parking, landscaping, benches, signage, and other amenities should be addressed in detailed designs. Protection and restoration of shoreline resources will be a high priority. The City should also provide and encourage private opportunities for public enjoyment of the shorelines by boat and kayak tours, educational facilities and tours, and festivals incorporating shoreline themes. Connections to adjacent neighborhoods should be sought whenever possible Provision of areas for fishing from the shore or piers should be pursued. Potential locations include the Mukilteo tank farm site and the areas north of Harborview and Howarth Parks.

The chart on the following pages lists the various segments and projects and summarizes their status, participants, special issues, relative costs, and timing. The chart includes the major links and features but does not specifically name the numerous amenities and other elements that may be added over time.

Implementation Strategy

				Issues to Resolve					Phasing				
	Segment	Status	Participants	Environment	Right-of-Way	Railroad	Design	Cost	1	2	3	D	Notes
1.0	Mukilteo to Pigeon Creek #1	-	C, R, O	X	X	X	X	$ $ $ $			X		*Could be phased. S. Terminal to Howarth first.*
2.1	Pigeon Creek Over-/Underpass	-	C, P, R		X	X	X	$ $	X				
2.2	Pigeon Creek #1 to Terminal	F	P, C					$ $	X				
2.3	Terminal to Overcrossing	F/C	P, C					$ $	X				
2.4	Bond Street Connection	F	P, C					$	X				
3.1	Harbor Trail	E							X				
3.2	Bayside Park Connection	F	P				X	$ $		X			*Park improvements-2003. Ramp not funded.*
3.3	North Marina	F	P, Pr						X	X		X	*Phased: 2003-2008.*
3.4	Grand Avenue Overpass	-	P, Pr, O, R		X	X	X	$ $ $			X		
3.5	Marine View Drive Trail	E							X				
4.1	Utility Building	-	C, O					$	X				
4.2	Wooded Area	-			X						X		
4.3	Jeld-Wen to Railroad Service Road	E	C					$	X				*Repair.*
4.4	Baywood Spur	-	P, O, C					$ $				X	
4.5	Sidewalk Trail	-	C		X		X	$		X			
4.6	North Point	-	C, R	X	X	X	X	$ $ $			X	X	
4.7	Weyerhaeuser Site	-	C, P, R, P	X	X	X	X	$ $ $		X		X	
4.8	Delta Crossing	-	C, R			X	X	$ $ $			X		
4.9	Bridge Entry	-	C, R, O			X	X	$ $				X	
4.10	SR 529 Crossing	-	C, O		X		X	$ $ $ $			X		
5.1	Port Riverside	-	C, P, O		X			$ $		X			
5.2	Port Access Bridge	-	C, P, R					$	X				*Determine right of access.*
5.3	West Channel	-	C, P, O		X			$ $	X				
5.4	Trail Around Wetland	-	C, R	X		X		$	X				
5.5	Pinch Point	-	C, R	X		X	X	$ $ $	X				
5.6	Bridge to Langus Park	-	C, O				X	$ $ $ $			X		

	Segment	Status	Participants	Issues to Resolve: Environment	Right-of-Way	Railroad	Design	Cost	Phasing: 1	2	3	D	Notes
6.1	Kimberly-Clark Lobe	-	C, O		X			$ $				X	
6.2	23rd Street Connection	-	C, O				X	$ $ $			X		
6.3	Everett Avenue Connection	-	C, O				X	$ $ $			X		
6.4	Street-End Viewpoint	-	C					$			X		
6.5	Lobe to Bridge	F	C					$	X				
6.6	Highway 2 to Station	C	C					$	X				
7.1	Trail Near Eclipse Mill	-	C, Pr		X			$ $				X	
7.2	36th Street Connection	-	C, R				X	$ $					
7.3	Lowell Riverfront Trail	E	C						X				
7.4	Connection to Interurban Trail	-	C, O				X	$ $ $			X		*Tied to 41st St. reconstruction.*
7.5	Overcrossing	-	C, O				X	$ $			X		*Only if bypass is constructed.*
8.1	Rotary Park Exit	-	C					$		X			
8.2	Lowell River Road	-	C, O		X		X	$/$ $	X		X		*Short term: big detours along street.* *Long term: Separated trail.*

LEGEND:

Status
- P *Planning and design completed*
- Pr *In capital improvement plan*
- F *Funded*
- C *Under construction*
- E *Completed*
- \- *Action not initiated*

Participants
- C *City*
- P *Port*
- R *Railroad*
- Pr *Private party*
- O *Other*

Issues
- Environmental *Substantial environmental mitigation*
- Right-of-Way *Property or easement acquisition necessary*
- Railroad *Adjacent or over railroad ROW*
- Design *Substantial design issues (e.g. structured path, steep grade)*

Cost
- $ $0-$250,000
- $ $ $250,000-$500,000
- $ $ $ $500,000-$1 million
- $ $ $ $ $1 million +

Estimated Phasing
- 1 *0-3 years*
- 2 *3-6 years*
- 3 *6+ years*
- D *Depends on site development*

Appendix A

Unit Costs

System	Unit of Measure	Unit Cost
Asphalt trail, 8 feet wide	LF	$40
Asphalt trail, 12 feet wide	LF	$60
Sidewalk, 8 feet wide	LF	$65
Sidewalk, 12 feet wide	LF	$100
Ground-supported elevated walk, low-level	LF	$500
Ground-supported elevated walk, 8 feet wide, high-level	LF	$700
Over-water elevated structure, 8 feet wide	LF	$700
Shoreline restoration, 20-foot wide strip	LF	$150
Landscaping, 12-foot wide strip*	LF	$75
Terraced path with beach restoration	LF	$400

** Includes irrigation*

Appendix B

Future Site-Specific Environmental Analysis

Individual State Environmental Policy Act (SEPA) reviews will be required for the projects identified in the plan before they can be implemented. All projects must comply with the regulations in effect at the time they are proposed. Significant site-specific environmental analysis will be required for many of the trail segments, especially those that occur near or over water.

Project data collection, analysis of impacts, and mitigation must be consistent with the city's Shoreline Master Program, as well as state and federal regulations. Examples of Shoreline Master Program requirements include the following:

- Best available science shall be used in identifying, evaluating and mitigating impacts of development proposals. The City shall require sufficient geological, hydrological and biological studies to determine the impacts of the proposal.
- Public access improvements shall be designed to minimize impacts to environmentally sensitive areas, ecological functions, or ecosystem-wide processes. A biological assessment and potentially a habitat management plan shall be required for each project in shoreline jurisdiction. The City may require that buffers be increased based upon the results of that assessment. Mitigation of impacts shall be required as appropriate.
- Projects that would cause significant ecological impacts to water quality, quantity, or flows, including impacts to aesthetic qualities or recreational opportunities, shall be prohibited.

The construction of some specific trail segments may or may not be feasible, depending upon future property uses and the analysis of site-specific environmental impacts.

Issues Associated with Specific Segments

Significant additional environmental review will be required to determine if the 3 trail segments with in-water work are feasible to construct. These reviews will require significant site-specific inventory and analysis that will be completed at the time the trail segment is proposed. Documentation of

impacts, analysis of alternatives, and appropriate mitigation consistent with Everett's Shoreline Master Program, and state and federal regulations will be required.

The following provides more detail on potential impacts/issues that will need to be resolved in order to determine if these trail segments are feasible:

- **Segment 1.0 – Mukilteo to Pigeon Creek No. 1**

  In Segment 1.0, between Mukilteo and the Pigeon Creek No. 1 delta, the plan calls for placement of sand and/or gravel waterward of the railroad embankment to smooth the transition from the degraded lower beach to the upland represented by the railroad tracks. Material placement would need to be of sufficient volume to provide a minimum 8-foot-wide pathway above ordinary high water (OHW). This reach clearly will have the most significant permitting issues of any proposed. These issues include the following:

  - Loss of intertidal habitat and waters of the state and waters of the United States. If a 10-foot-wide strip of shoreline (plan view area currently lower than OHW) is filled to be above OHW along the approximately 2.5 miles of shoreline, this would amount to a loss of about 3 acres of waters of the state. Additional fill would be required to create dry beach and change the slope of adjacent tidelands. Replacement of lost tidal habitat would be required, unless it could be demonstrated that placement of finer materials results in a desirable increase in shoreline habitat functions; for example, if the newly created shoreline was seen to support spawning by forage fish.

    The Shoreline Master Program (SMP) requires that mitigation for inwater fills be consistent with the SEWIP Salmon Overly regulations unless "an alternative that provides equal or greater compensation is approved by state and federal resource agencies." Areas where replacement of lost habitat on the required scale (3 or more acres) could occur are limited to the diked tidal areas of the lower estuary; however, the SEWIP Salmon Overlay policies do not allow habitat losses in the Segment 1 area (Ecological Management Unit (EMU) 7) to be replaced in the lower estuary (EMU 2 or 3). Since replacement for inwater fill in this area is not feasible, the City will have to demonstrate to state and federal agencies that equal or greater compensation can be provided.

  - The fill material placed would be expected to erode over time and be carried downslope, where it could impact existing eelgrass beds.

  - Erosion losses would require replacement to preserve the trail/enhanced beach; thus incurring future disturbance during renourishment.

  - The area of proposed fill is a critical migration path for Chinook salmon and bull trout, both of which are listed as threatened under the Endangered Species Act. Significant analysis of impacts to these species would be required.

  - Biological assessments and habitat management plans will also be required to address other priority habitats and species, including, but not limited to, surf smelt and sand lance spawning areas, Dungeness crab, eelgrass beds, bald eagles and clams.

  - The bluffs above the railroad occasionally fail and landslide onto the tracks. BNSF generally disposes of the landslide debris by pushing it off the railroad bulkhead into Port Gardner Bay, thus providing beach feeder material. The site-specific project review would have to address how the trail design, including a fence between the rail

line and trail, would affect the rail line and trail during landslides and subsequently affect disposal of landslide debris.

- The site-specific project review would also have to address how the proposed fence between the rail line and the trail would affect wildlife movement.
- Analysis of water quality impacts from the trail use, including control and impact of pet wastes would be required.
- Detailed analysis of existing and proposed grades, and resulting impacts on existing recreational activities, such as beach walking, clam digging, fishing and boating would be required.

As a result of the issues discussed above (and others that could result from alternatives, such as a trail on piers), permitting of this reach will be difficult, and will require significant site-specific inventory data, analysis of alternatives, and a long period of discussion/negotiation with resource agencies. Because of data gaps related to dredge material placement on beaches, additional research could be required - such as experimental applications of sand and gravel to a small segment of the reach with associated data collection and analysis. The results of the Lincoln Park beach renourishment study and any future such investigation, may be used to determine if the creation of a finer-grained, lower-sloped beach in front of the railroad bulkhead would jeopardize the continued existence of listed species.

Construction of this segment would require approvals from BNSF, since the trail would be attached to BNSFs riprap bulkhead. Easements or property acquisitions would also be required for private tidelands.

■ Segment 4.6 North Point

Segment 4.6 is located around the bend at Preston Point, where the railroad line is close to the existing shoreline. Here, existing decaying creosote-treated pilings would be removed from the upper mudflat and the proposed trail would be placed on new steel or concrete piles. Primary permitting issues in this reach will include the following:

- Some disturbance to existing biota would occur during construction, including loss of some riparian vegetation where the trail transitions from upland to overwater.
- Shading of riparian and upper mudflat areas would occur; approximately 18,000 sf of over-water pier would be required for a 10 foot wide pier. Shading can result in reduced primary production of benthos. Recent studies have demonstrated that salmon have high affinity for shallow edge habitat, and that overwater structures and shading affect their behavior and may give an advantage to predators. This could interfere with rearing and downstream migration of juvenile salmonids.

Mitigation for this reach of the trail is envisioned to include a mix of shoreline enhancements such as saltmarsh creation/expansion and riparian enhancement. The impacts of this trail will be further evaluated in the Maulsby Mudflats Subarea Plan to be prepared per the City's Shoreline Master Program.

Easements or property acquisitions would be required.

■ Segment 5.5 "Pinch Point"

Siting and construction of the trail through this reach will require a balancing of trail orientation and width to accommodate the constraints of adjacent slopes, the Snohomish River, and rail and road rights-of-way. It is expected that some portions of the trail may need to be immediately adjacent to or over the OHW line at this location and that trail presence will impact existing or potential riparian vegetation. Thus, environmental/permitting issues will be similar to those for Segment 4.6:

- Disturbance to existing biota would occur during construction, including loss of some riparian vegetation where the trail transitions from upland to overwater.
- Shading of riparian and upper bank areas would occur. Shading can result in reduced primary production of benthos and interfere with rearing and downstream migration of juvenile salmonids.

Mitigation for this reach of the trail is envisioned to include a mix of shoreline enhancements such as brackish marsh creation/expansion and riparian enhancement.

Easements or property acquisitions would be required.

Appendix C

Ordinance No. 2692-03

Ordinance No. 2692-03 is reproduced in its entirety below.

ORDINANCE NO. 2692-03

AN ORDINANCE ADOPTING THE SHORELINE PUBLIC ACCESS PLAN AND AMENDING THE EVERETT COMPREHENSIVE PLAN, AMENDING ORDINANCE NO. 2021-94

WHEREAS, Everett includes over 20 miles of marine, river and lakefront shoreline, yet visual and physical public access to the water has been largely shut off by historic industrial development, railroad lines, and roads; and

WHEREAS, during the public process the City of Everett conducted from 1998 to 2002 to update the City's Shoreline Master Program, citizens made it clear that public access to the shorelines was among their highest priorities; and

WHEREAS, the adopted Shoreline Master Program includes a Public Access Element with goals, objectives, policies and regulations that require development subject to shoreline permits to include public access to the extent allowed by law, and requires the public access to be generally consistent with adopted public access plans; and

WHEREAS, the Mayor and City Council formed a Shoreline Citizens Advisory Committee in January 2002 to make recommendations on a city-wide shoreline public access plan, and hired MAKERS to work with staff to develop the plan; and

WHEREAS, after holding public workshops and taking public comment, Committee members decided to focus on a long-term comprehensive strategy to establish a continuous system of trails,

parks and attractions around the entire peninsula, with connections inward to city neighborhoods and outward to regional trails; and

WHEREAS, the Committee approved the plan in November, 2002; and

WHEREAS, the Board of Park Commissioners recommended approval of the plan on April 15, 2003; and

WHEREAS, the Planning Commission held a public hearing and recommended approval of the Shoreline Public Access Plan with minor revisions on April 15; and

WHEREAS, the Growth Management Act, RCW 36.70A, authorizes the City to amend the Comprehensive Plan on an annual basis; and

WHEREAS, the City of Everett initiated its 2002 annual comprehensive plan amendment process in July, 2002, which included the proposed Shoreline Public Access Plan; and

WHEREAS, attached hereto as Exhibit A is the City of Everett's Shoreline Public Access Plan; and

WHEREAS, the City has conducted an environmental review under SEPA and the City Council has conducted a public hearing to review the recommendations of the Planning Commission and to take additional public testimony; and

WHEREAS, the City Council finds that

1. The Comprehensive Plan Land Use Policy 1.11.10 sets forth special study area plans, including public access plans and the Shoreline Master Program, and states that these and future special study area plans should be used as the basis for approving or applying conditions to permits when reviewing land use proposals for properties located within the study area and to implement public improvements such as parks or transportation facilities; and

2. The City of Everett Shoreline Master Program, which became effective May 3, 2002, portions of which were adopted as an amendment to the Comprehensive Plan, includes a Public Access Element with objectives, including development of (a) citywide public access plan(s) that identifies(y) potential shoreline public access projects, and that such plan(s) should be adopted as an element of the Comprehensive Plan; and

3. The City of Everett Shoreline Master Program, portions of which were codified as EMC 19.33.D., requires that public access be required to the extent allowed by law in the review of shoreline substantial development and conditional use permits, and that when a project is located within an area covered by an adopted public access plan, public access improvements shall be generally consistent with the adopted plan; and

4. The Shoreline Public Access Plan set forth in Exhibit A considers new information, including, portions of previous plans that have been implemented, requirements placed on developments during the shoreline permit process, new opportunities for shoreline access resulting from the closing of waterfront industries and the potential for redevelopment of other industrial sites, the strong public demand for access to shorelines demonstrated during the Shoreline Master Program update process; and

5. The Shoreline Public Access Plan set forth in Exhibit A provides more detailed planning than the Comprehensive Plan and other public access plans to address issues such as potential access over and adjacent to railroad lines in shoreline areas; and

6. The Shoreline Public Access Plan set forth in Exhibit A acknowledges that additional environmental studies will be required to determine if some of the proposed trail features are feasible; and

7. Implementation of the Shoreline Public Access Plan would provide public access to shorelines of the state, provide recreational resources for Everett's increasing population, connect Everett's neighborhoods, improve the city's non-motorized transportation network, catalyze new physical and economic development, incorporate environmental restoration, activate existing and future parks, and link the city to regional trails and Everett's rural surroundings; and.

8. The Shoreline Public Access Plan set forth in Exhibit A is consistent with and implements the City of Everett Comprehensive Plan, including, but not limited to, the Public Access Element of the Shoreline Master Program; Economic Development Objectives 5.1.3, 5.4.2, 5.5, 5.5.1, 5.5.5, 5.5.6 and Policies 5.1.12, 5.2.6, 5.4.1. 5.4.2, 5.4.3, 5.4.4, 5.4.5; Land Use Policies 1.1.5, 1.11.9.a.5, 1.11.10; Transportation Element Objective 6 and its policies; Urban Design Objectives 6.4.3, 6.5.7, 6.7.1, 6.7.2, 6.7.3, 6.7.7 and Policies 6.5.4, 6.5.5, 6.7.1, 6.7.2, 6.7.3, 6.7.4, 6.7.8; and Parks and Recreation Element Goal 1.1.0 and Objectives 1.2, 1.3; and

9. Public access to Everett's shorelines is essential to the public health of the citizens of Everett and the State, as well as to the vitality of the City; and

10. The provision of public access to the shorelines is a high priority of the City;

NOW, THEREFORE, THE CITY OF EVERETT DOES ORDAIN:

SECTION 1: That the City Council hereby adopts the Shoreline Public Access Plan as set forth in Exhibit A, which is attached hereto and incorporated herein by reference.

SECTION 2: That the City Council hereby amends Ordinance No. 2021-94, as amended, to add the following section:

> That the City Council incorporates the Shoreline Public Access Plan adopted in Ordinance No. 2692-03, as a functional plan/sub-element of the Everett Comprehensive Plan.

SECTION 3: That where there is a conflict between this Shoreline Public Access Plan and any previously adopted related plan, such as the Non-Motorized Transportation Plan and the Harborfront Public Access Plan, the Shoreline Public Access Plan shall take precedence.

SECTION 4: **Severability.** That should any section, subsection, paragraph, sentence, clause or phrase set forth in this ordinance or in Exhibit A or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or Exhibit A or its application to any other person or situation. The City Council of the City of Everett hereby declares that it would have adopted this ordinance and Exhibit A and each section, subsection, sentence, clause, phrase, or portion thereof irrespective

of the fact that any one or more sections, subsections, sentences, clauses, phrases or portions be declared invalid or unconstitutional.

SECTION 5: That it is expressly the purpose of this ordinance to provide for and promote the health safety and welfare of the general public and not to create or otherwise establish or designate any particular class or group of persons who will or should be especially protected or benefited by the terms of this ordinance.

It is the specific intent of this ordinance that no provisions nor any term used in this ordinance is intended to impose any duty whatsoever upon the City or any of its officers or employees.

Nothing contained in this ordinance is intended nor shall be construed to create or form the basis of any liability on the part of the City, or its officers, employees or agents, for any injury or damage resulting from any action or inaction on the part of the City, its officers, employees or agents.

SECTION 6: Corrections. The City Clerk is authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

FRANK E. ANDERSON, Mayor

ATTEST:

CITY CLERK – Deputy

Passed: 5-21-03
Valid: 5-23-03
Published: 5-28-03
Effective Date: 6-8-03