Old Everett-Snohomish Bicycle Path through cedar

A PEDESTRIAN AND BICYCLE ACCESS PLAN FOR EVERETT'S SNOHOMISH RIVERFRONT

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A Pedestrian and Bicycle Access Plan For Everett's Snohomish Riverfront

Prepared for the City of Everett
Planning Department

Dennis Derickson: Director
David Koenig: Project Manager

By: MAKERS Architecture and
Urban Design

June 1986

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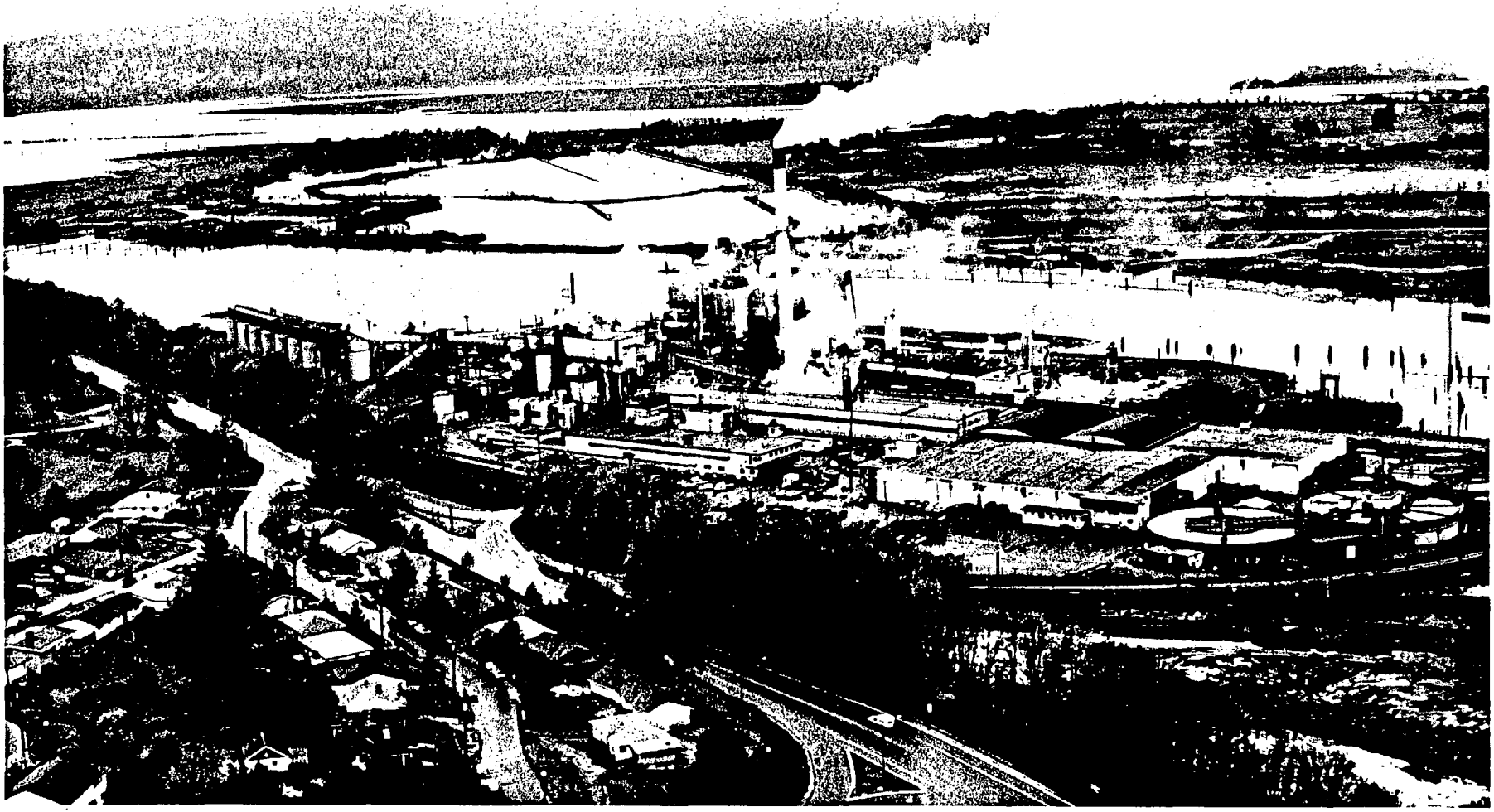


Introduction

Walking along Everett's Riverfront, it is hard to imagine that the Snohomish River was once Everett's central harbor and that the city's commerce focused along its banks. Photos of the Snohomish River from the late nineteenth century are reminiscent of Mark Twain's Mississippi with paddle wheel riverboats docked at animated commercial piers framed by a jumble of wooden buildings in the background. Gradually, Everett's commercial center slid westward up Hewitt Avenue and the Port Gardner harborfront replaced the riverfront as the city's chief center for diversified maritime industry. The Snohomish Riverfront underwent dramatic changes also. Giant paper and wood product mills sprung up decorating the Snohomish River with smokestacks, massive industrial plants and expansive log storage yards. Railroad lines and switching yards, encircling the entire peninsula further isolating the river from Everett's uplands. Thus, although Everett's Snohomish Riverfront, like the Port Gardner Harborfront had become a critical artery supporting the city's industrial muscle, Everett's most important natural feature, the beautiful ring of water encircling the city had been cut off from its citizens.

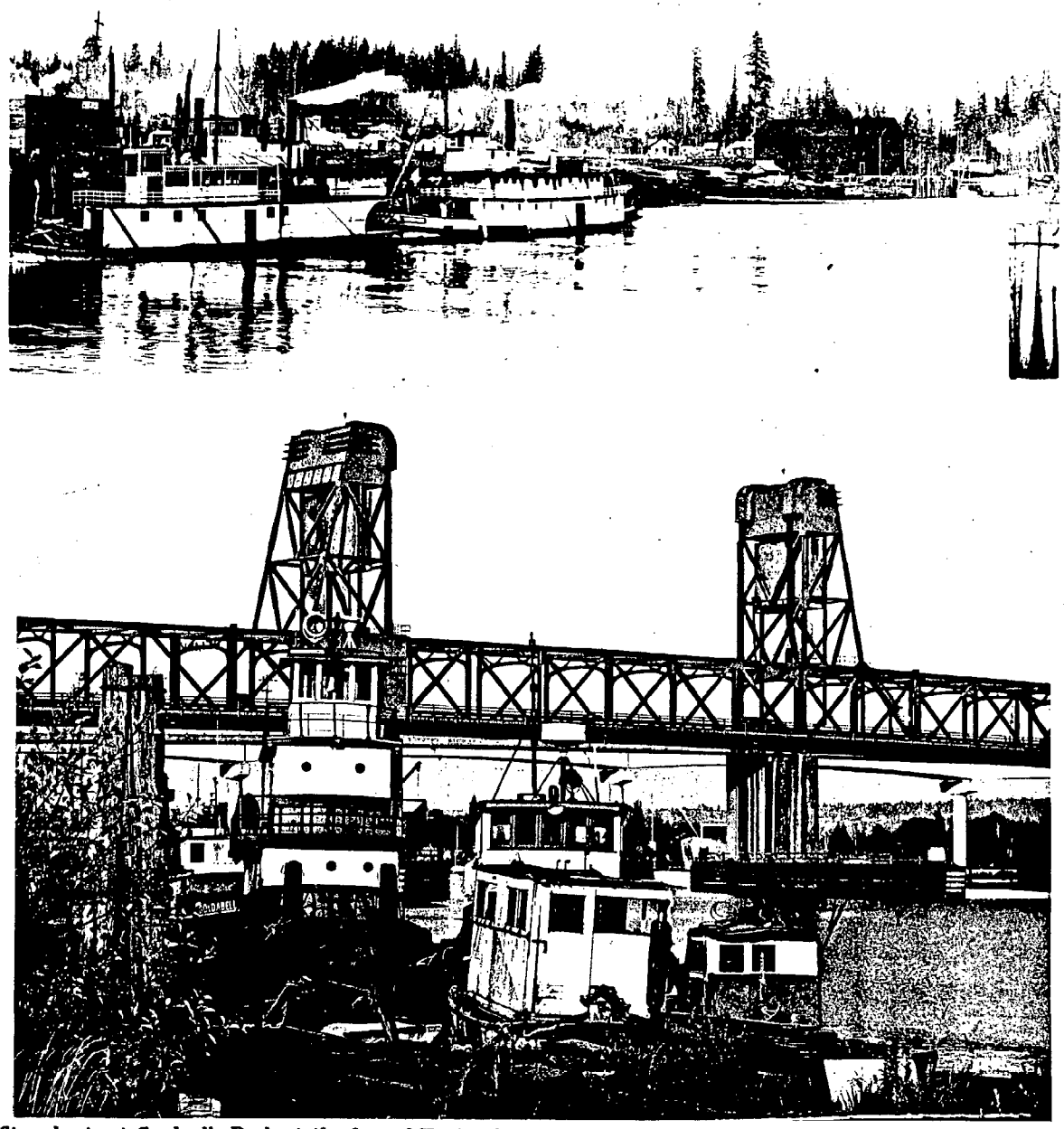
Today the Riverfront is undergoing another transition. Some of the mills are reducing production and others have closed. As heavy industrial activities diminish, the river is slowly returning to its former pastoral character with abandoned mill sites, marshes, and large open fields and stretches of alder, willow, and poplar thickets, but with the projected growth of Everett and western Snohomish County will come new pressures and opportunities for redevelopment. Everett's Riverfront from the northern tip of the peninsula to the southern city limits near Lowell, must be considered as one of the city's most vital development resources. Properly planned, the riverfront could support a vibrant string of commercial, residential, water-oriented industrial, recreational, and wild life management uses adding a new dimension to the city's life.

A most critical component of this vision, however, is that the Riverfront be reunited to the city itself. The Snohomish must be accessible not only to the private companies and individual residents who work and live there but to the general public as well. Optimal utilization of the Riverfront must also recognize the area's outstanding natural and recreational assets. Finally, the necklace of new activities and land uses embellishing the Riverfront should be organized to complement one another and to integrate with the rest of the city. Thus, the primary goals of this study are to plan for short and long

term bicycle and pedestrian and vehicular access routes along the Snohomish Riverfront to identify recreational opportunities in the area and to provide a conceptual framework for future development planning.

It may seem overly ambitious to utilize a pedestrian/bicycle access plan as a vehicle for addressing comprehensive planning issues. However, as a linear, city-wide connecting element, a pedestrian/bicycle path can dramatically affect how activities relate to one another, the character along the water's edge and people's attitudes and impressions of the area. At the very least, the plan presents on opportunity to illustrate current thinking on such projects as the transit park and ride lot, play fields, street construction and community plans. Moreover, recent experience with other projects such as Percival's Landing in Olympia, Port Angeles Civic Pier, Ruston Way in Tacoma, and Lake Union has shown that public access can be an effective catalyst for multi-use redevelopment.

This plan examines access opportunities in both the short (next 5 years) and long term (to the end of the century). Some of the recommendations are for specific improvements which can be quickly implemented. Other recommendations are for policy directions and capital improvement strategies that will take several years to accomplish. These elements are more conceptual in nature and may require modification as conditions change over time. Among the plan's, components are:



Steamboats at Swalwells Dock at the foot of Hewitt Avenue, 1892, and the same area in 1985. This site was once the center of Everett's commerce and has the potential for a unique, multifaceted riverfront redevelopment.

1. Recommendations for improvements, primarily on existing street right-of-way (ROW) to provide a bicycle route parallel to the river from Legion Memorial Park/Alverson Bridge at the north to the city limits near Lowell at the south.

2. Longer term recommendations for bicycle/pedestrian, links adjacent to the river which will incorporate privately sponsored access improvements required as part of an integrated system of access and recreational improvements.

3. Identification for parks and recreational sites for pleasure boating, canoeing, kayaking, competitive rowing, as well as other active and passive park activities.

4. Identification of rich natural habitats such as wetlands and forested lands which should be preserved.
5. Recommendations for viewpoints and improvements to upgrade the Riverfront's visual character.

6. Incorporation of other city plans and improvement programs related to community revitalization, city center development, traffic planning and transit.

7. Investigation of land ownership patterns and major redevelopment opportunities.

Implementation Strategy

Because this plan is directed toward both short and long term programs for access improvements, its implementation is organized into a two-phase strategy. The first phase is directed toward developing a bicycle/pedestrian system from Alverson Boulevard to Lowell within the next 3 to 5 years. Because the first phase is intended for immediate implementation with limited funds, the route is primarily along dedicated city right-of-ways. This means that although the plan calls for bike lanes adjacent to automobile lanes, the pathway will be for cyclists comfortable riding with automobile traffic, and the route itself will be separated from the river by rail lines and large land parcels for much of its length. The benefits of the Phase I project are therefore:

1. It establishes a continuous pedestrian/bicycle system to which other segments along the river can be incrementally added.

2. It provides a dedicated bike route connecting the Port Gardner Harborfront to the principal parks and attractions in eastern Everett.

3. It reinforces the City of Everett's commitment to providing for bicycle and foot transportation and furthers the ultimate goal of increased public access and diversified development in the Snohomish Riverfront.

The Phase II program of improvements looks beyond current conditions toward the time when major land parcels along the river will be redeveloping and assumes a continuous and aggressive public improvement effort by the City. Although there are significant publicly funded accessways and recreational improvements, large segments of the path will be accomplished by requiring developers to construct an accessway along the water as part of shoreline permit process. The Shoreline Master Program requirements will be written so that access provisions benefit the developer as well as the public. The phasing strategy is to be able to add riverfront links to the pathway that connect back to the central Phase I bikeway route. In this way, each segment will significantly add to the bike routes attractiveness as soon as it is completed.

The ultimate objective of the Phase II improvements is a pedestrian/bikeway trail largely fronting directly on the shoreline and linking commercial centers, recreational facilities and water-dependent industrial sites within the riverfront district. The accessway will also fit within Everett's and Snohomish County's bikeway plans and integrate with traffic and transit systems.

Existing Conditions

The physical setting in the Riverfront area varies from intensely industrial sites with railroad yards to large vacant tracts, marshes, wooded slopes and quiet residential communities. In general, the largest industrial tracts are located adjacent to the river in the valley and steep, densely vegetated slopes separate these industrial sites from land uses at the top of the slope.

The northeastern boundary of the Riverfront Bikeway Plan is the Alverson Bridge which is the connection to the proposed Port Gardner Harborfront Bikeway. The southern boundary of the Riverfront Bikeway Plan is the proposed Lowell Launch Park on River Road, a site recently annexed by the City of Everett. This site will be a starting point for the Riverfront Bikeway that travels west then north, and a proposed Snohomish County Bikeway that travels east along River Road.

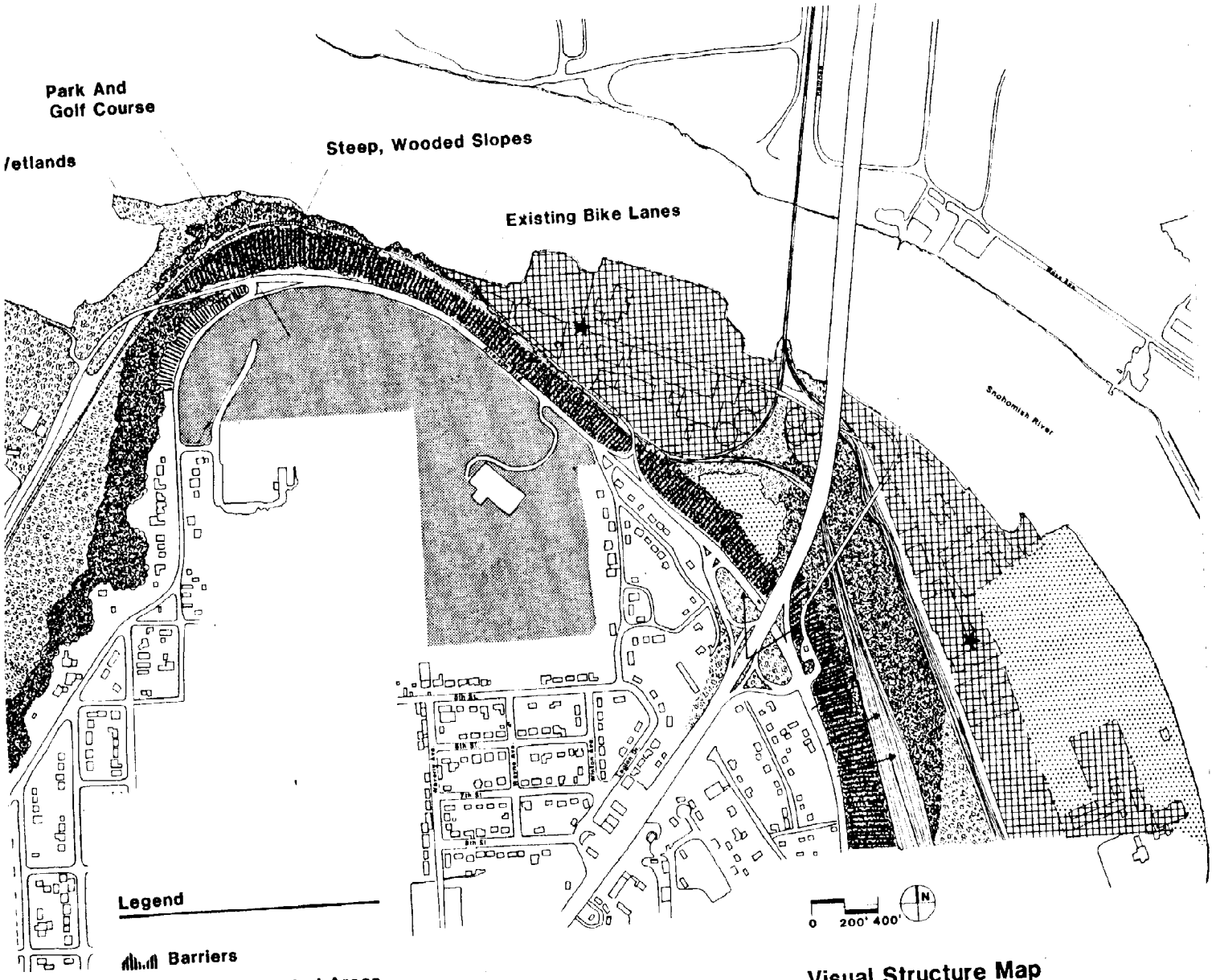
The Riverfront Bikeway begins on River Road in a rural setting with views of natural vegetation and the Snohomish River. There is no easy physical access to the river at this time. The bikeway continues along 2nd and 3rd Street going north through the quiet, older residential community of Lowell. There is an existing bike lane in this area as part of the Lowell Neighborhood Plan.

Lowell-Snohomish River Road south of Lowell, Looking east

On the west side of the river, steep, densely vegetated slopes and railroad tracks create a physical barrier for Lowell as does the existence of Interstate 5 further west. There are, however, very nice intermittent views of open marshland and the Snohomish River Valley.

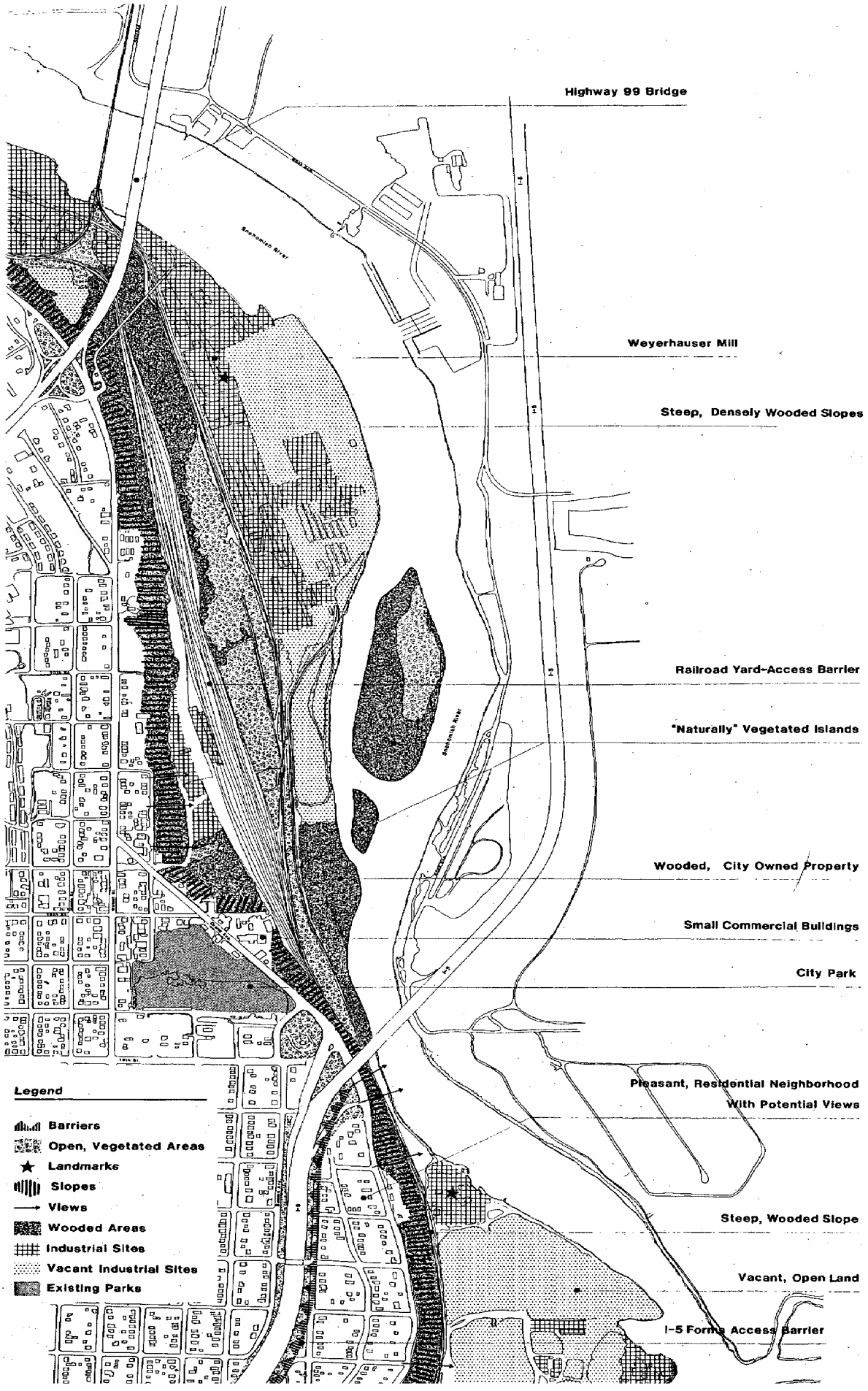
At Lowell Park, the existing bike lane ends. The small town residential character remains for a few more blocks then gradually changes to a more mixed, light industrial character near the interchange around 41st Street.

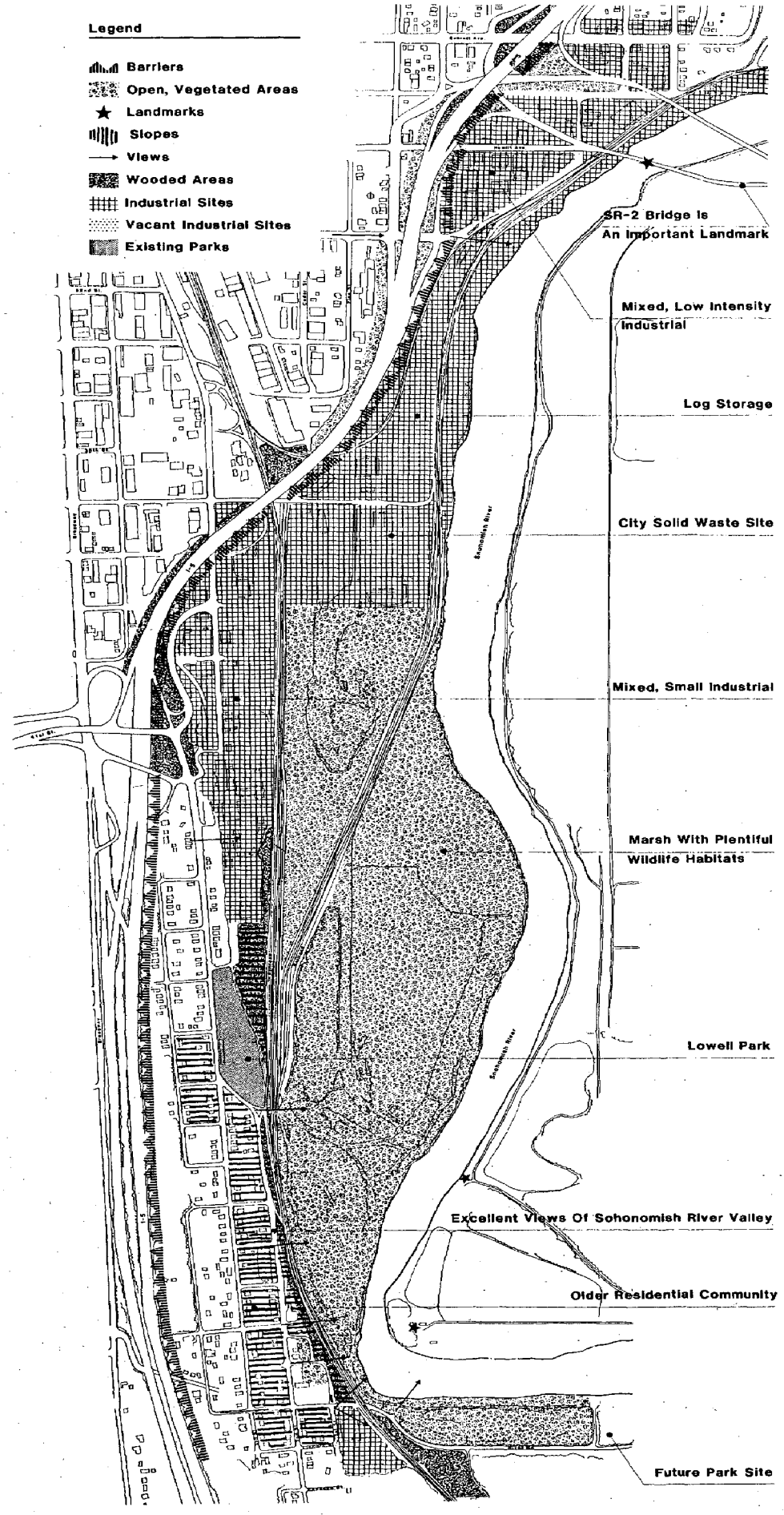
As the character of the Bikeway changes near this interchange, due to heavier traffic and more industrial land uses, the range of views to the river is eliminated as the slope is reduced. There are views of log storage, vacant land and industrial buildings. The freeway continues to have a strong presence. Around



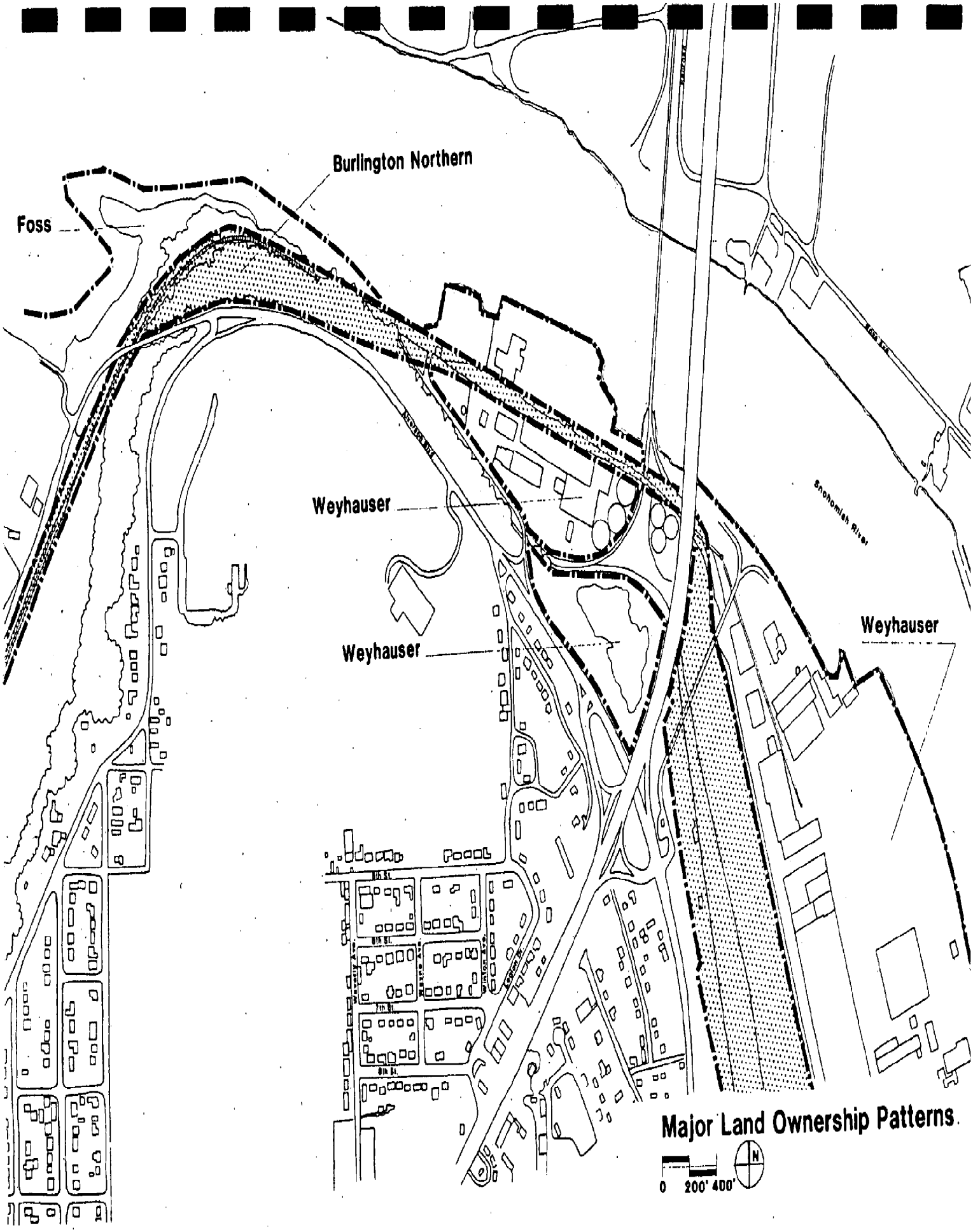
Visual Structure Map

North Section

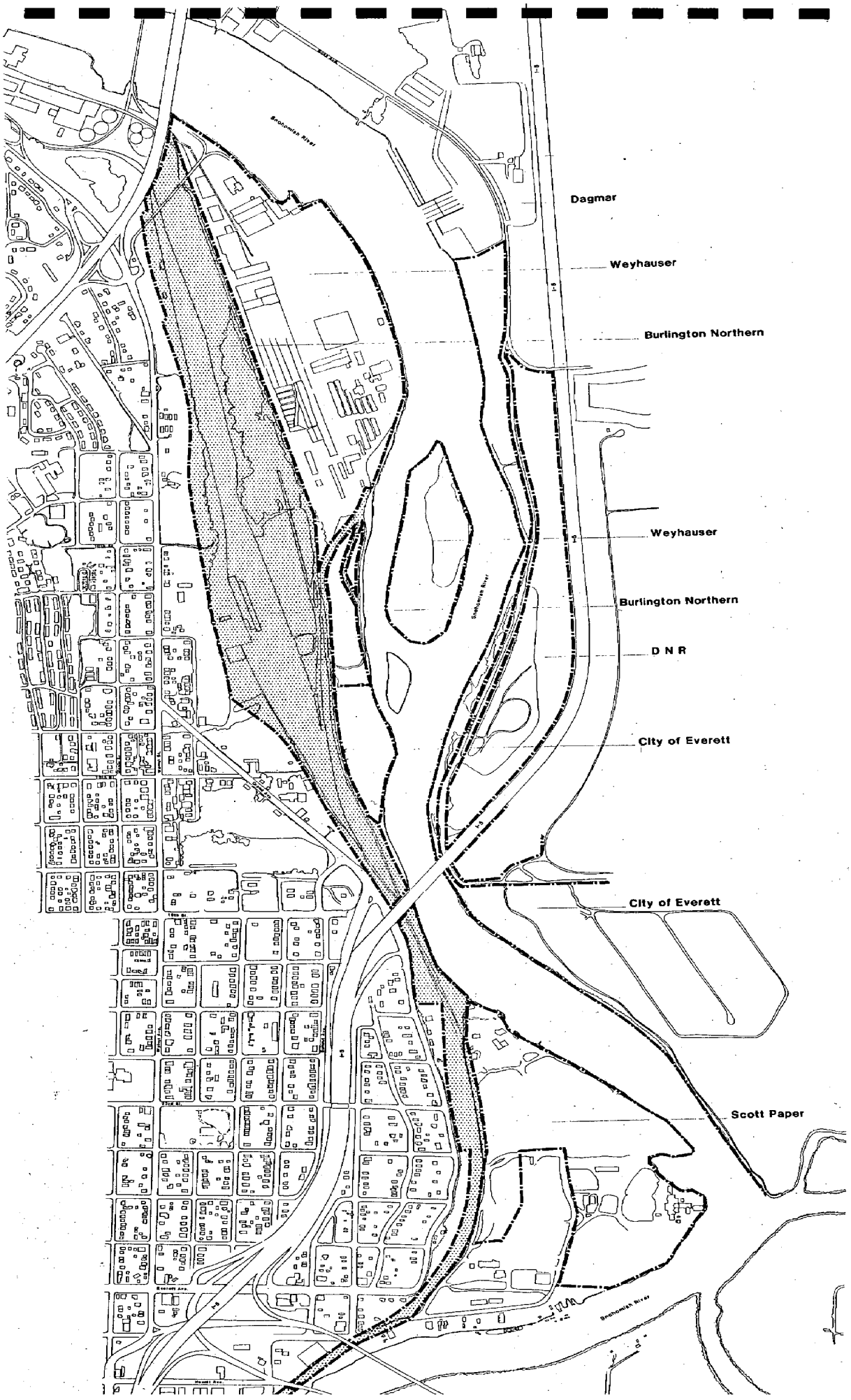

Highway 99 Bridge
Weyerhauser Mill
Steep, Densely Wooded Slopes
Railroad Yard-Access Barrier
"Naturally" Vegetated Islands
Wooded, City Owned Property
Small Commercial Buildings
City Park
Pleasant, Residential Neighborhood
With Potential Views
Steep, Wooded Slope
Vacant, Open Land
I-5 Forms Access Barrier
Legend
Barriers
Open, Vegetated Areas
Landmarks
Slopes
Views
Wooded Areas
Industrial Sites
Vacant Industrial Sites
Existing Parks

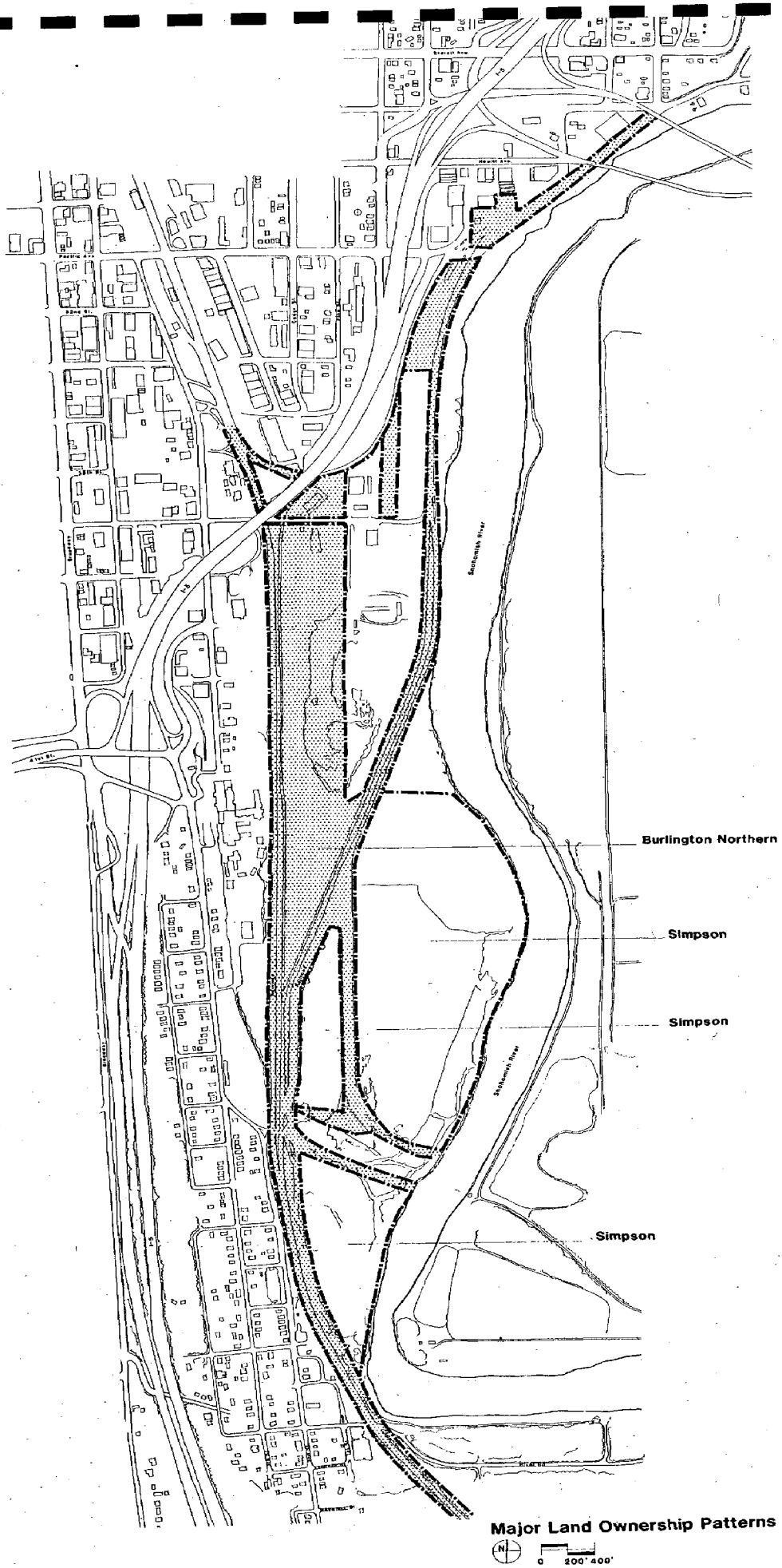


Visual Structure Map



Major Land Ownership Patterns

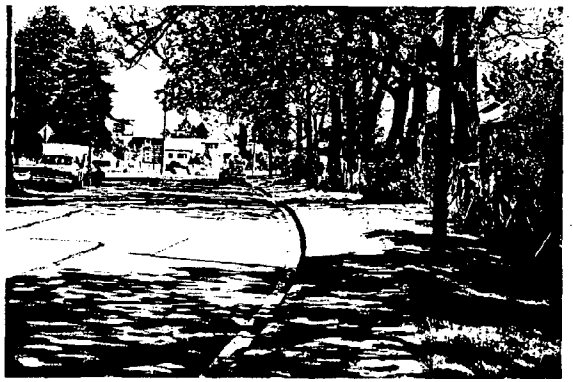

Dagmar
Weyhauser
Burlington Northern
Weyhauser
Burlington Northern
D N R
City of Everett
City of Everett
Scott Paper
Snohomish River


Burlington Northern
Simpson
Simpson
Simpson
Major Land Ownership Patterns
0 200' 400'

Second Avenue South of Lowell Park

Hewitt Avenue there are several under-utilized industrial buildings. Once under Highway 2, vehicular traffic is reduced and the character of the area becomes more residential. The Bikeway follows E. Grand Avenue, a quiet and attractive residential area. The steep, densely vegetated slopes begin again and there are expansive views of large industrial tracts of land, log storage areas, and railroad tracks. With selective pruning there is a potential for more views from E. Grand Avenue. Interstate-5 crosses the river as the Bikeway turns northwest and the freeway is no longer an access barrier from the river. The strictly residential character changes with a mix of small commercial buildings. On Walnut Street, the vehicular traffic becomes heavier and views to the east are between buildings and through vegetation. The views are of the wooded islands in the river and further north, of heavy industry.

As the Bikeway approaches the Highway 99 interchange, the vehicular traffic intensifies and the residential character decreases. After crossing under the Highway, the existing bike lane begins. The long distance views begin to change from river views to Puget Sound Views. There is a continuation of the steep, densely vegetated slopes on the northeast side with railroad tracks and industry at the base of the slope. On the northwest side of Alverson Boulevard is Legion Memorial Park. At the top of the hill before going down the steep Alverson Bridge, the view of Puget Sound is dramatic.



Grand Avenue E. at Everett Avenue; An attractive residential setting.

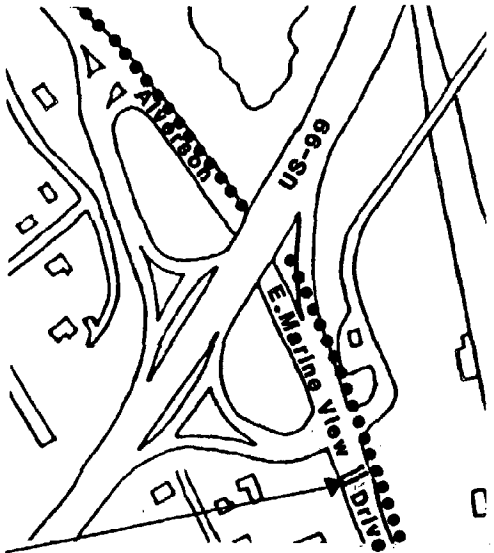
The Bikeway, until the second phase, generally will be physically separated from the river by topography, vegetation, and land uses. Currently, there is no easy public access to the water along the entire route. There are

Walnut Street (E. Marine View Drive) South of US-99

spectacular views, though, throughout the route of industry, natural vegetation, wetlands and the Snohomish River Valley. More could be made of these views with some selective removal of vegetation at the top of the bluffs. Certainly more could be made of public access to the water.

Phase I Improvements

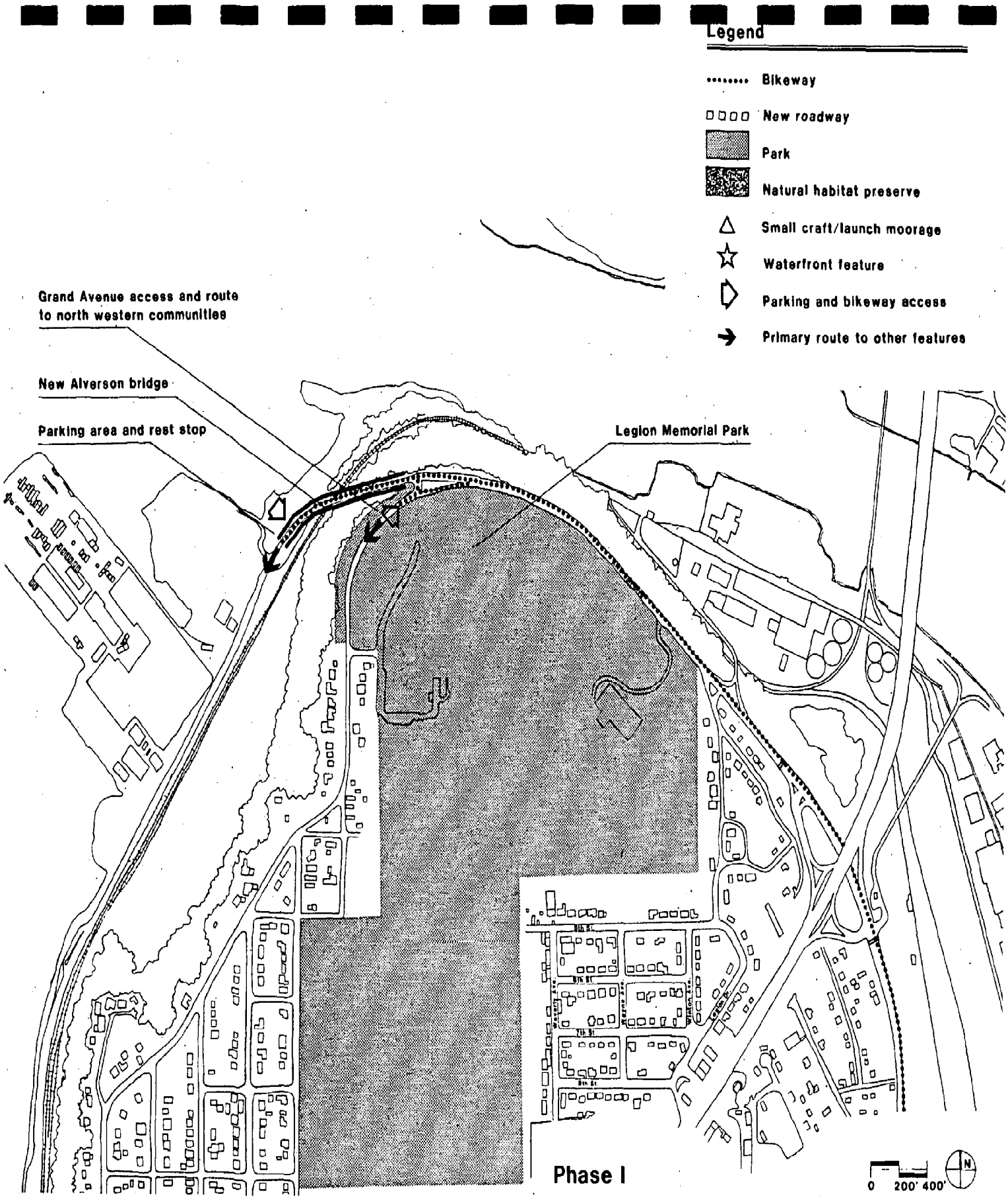
The north-eastern most terminus of this project is the Alverson Bridge at which point the bikeway connects to the proposed Harborfront Esplanade running north and south along Marine View Drive. The present bridge presents a real obstacle to bicycle and pedestrian travel because of its steep grade and narrow sidewalks. The new bridge, proposed for construction by the Port of Seattle, will reduce the grade and feature separate lanes for bicycle and pedestrian traffic. The existing bike lanes along Alverson Boulevard can be used along the northern end of the peninsula and the connection to Grand Avenue provides a public viewpoint and parking area. Grand Avenue could itself become a bicycle oriented street and access point from the northwestern residential neighborhoods because of relatively light traffic, level surface and scenic qualities. Just west of US-99 bridge it is recommended that the bicycle lanes be combined into a



Begin 2 way – 8' separated bikelane

2-way, 8' wide bicycle path grade separated from the street surface. There is sufficient street right-of-way to accommodate this configuration, although some filling and new construction will be required, especially in the vicinity of the Weyerhaeuser access road. The grade separated bikeway will provide safer conditions along this busy arterial and there are few residences along the east side of Walnut Street to conflict with the bicycle lanes. The proposed route runs eastward along 11th Street and then down a residential alley between Walnut and Chestnut Streets to Grand Avenue. The alley should be paved and signage and striping added to indicate the route and prevent blockage by parked vehicles.

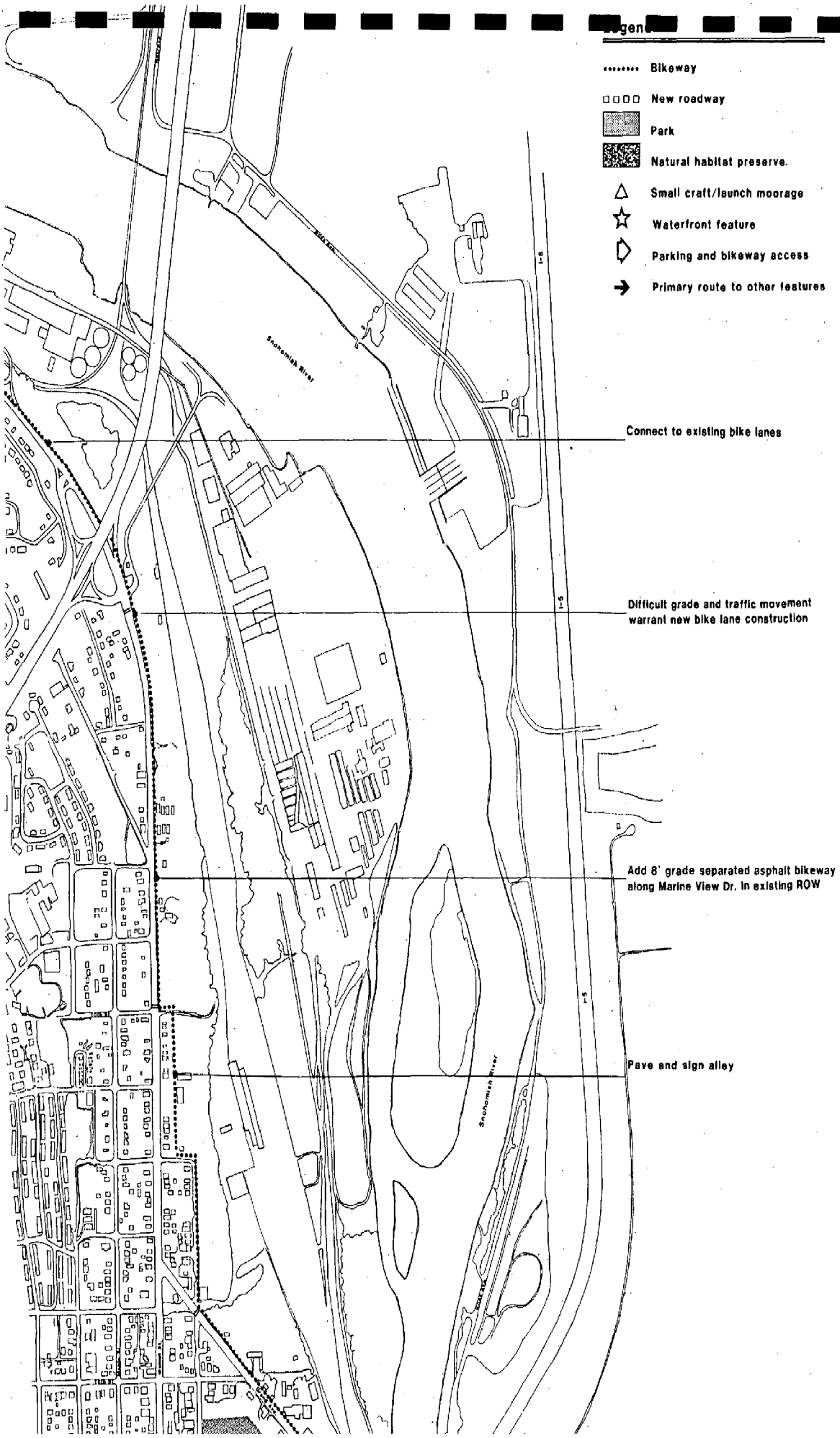
Two bicycle lanes on either side of the existing street surface are recommended along Grand Avenue from Walnut Street to Everett Avenue. Safe crosswalk access is important at Riverdale

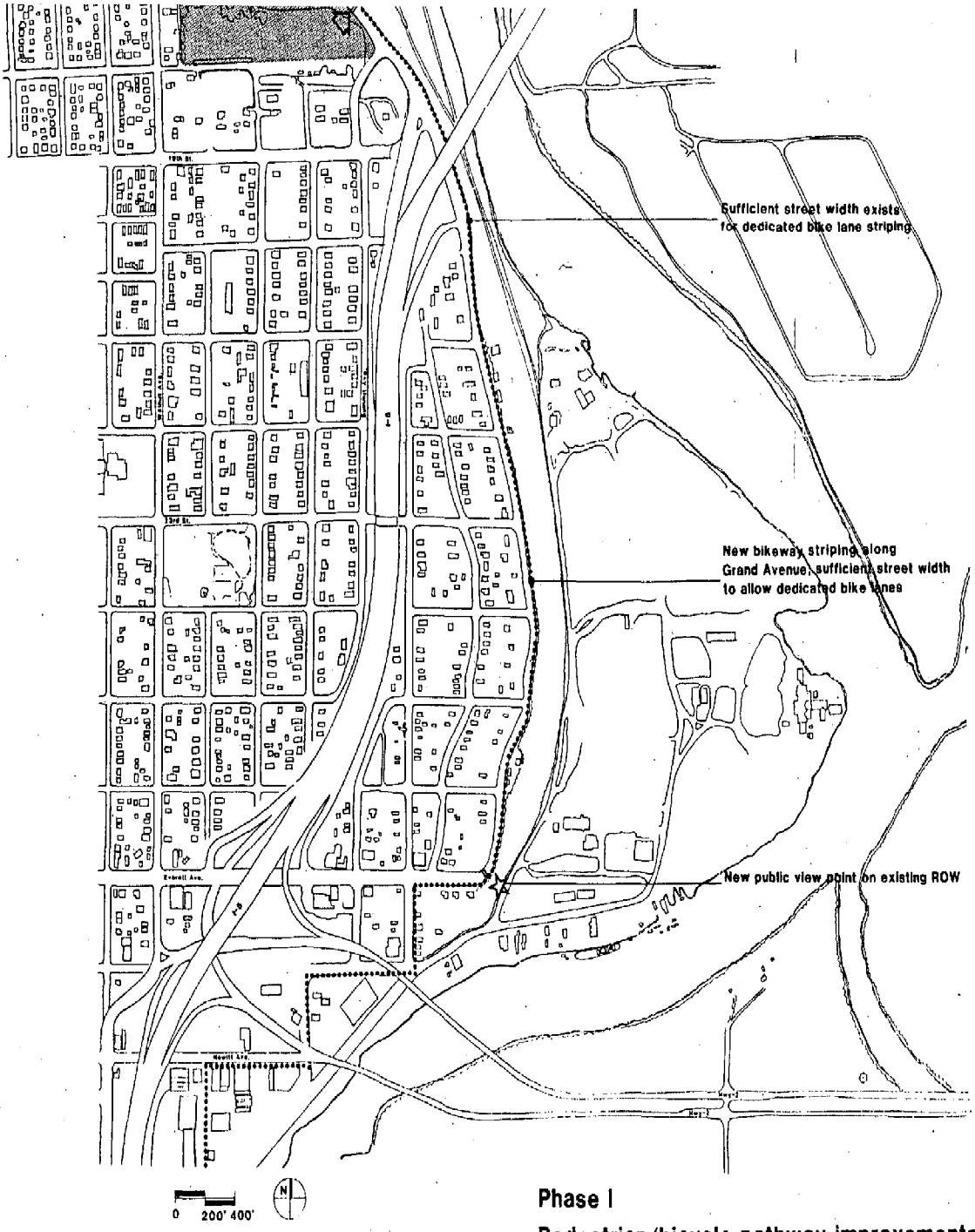


Phase I

Pedestrian/bicycle pathway improvements

From harborfront to US-99

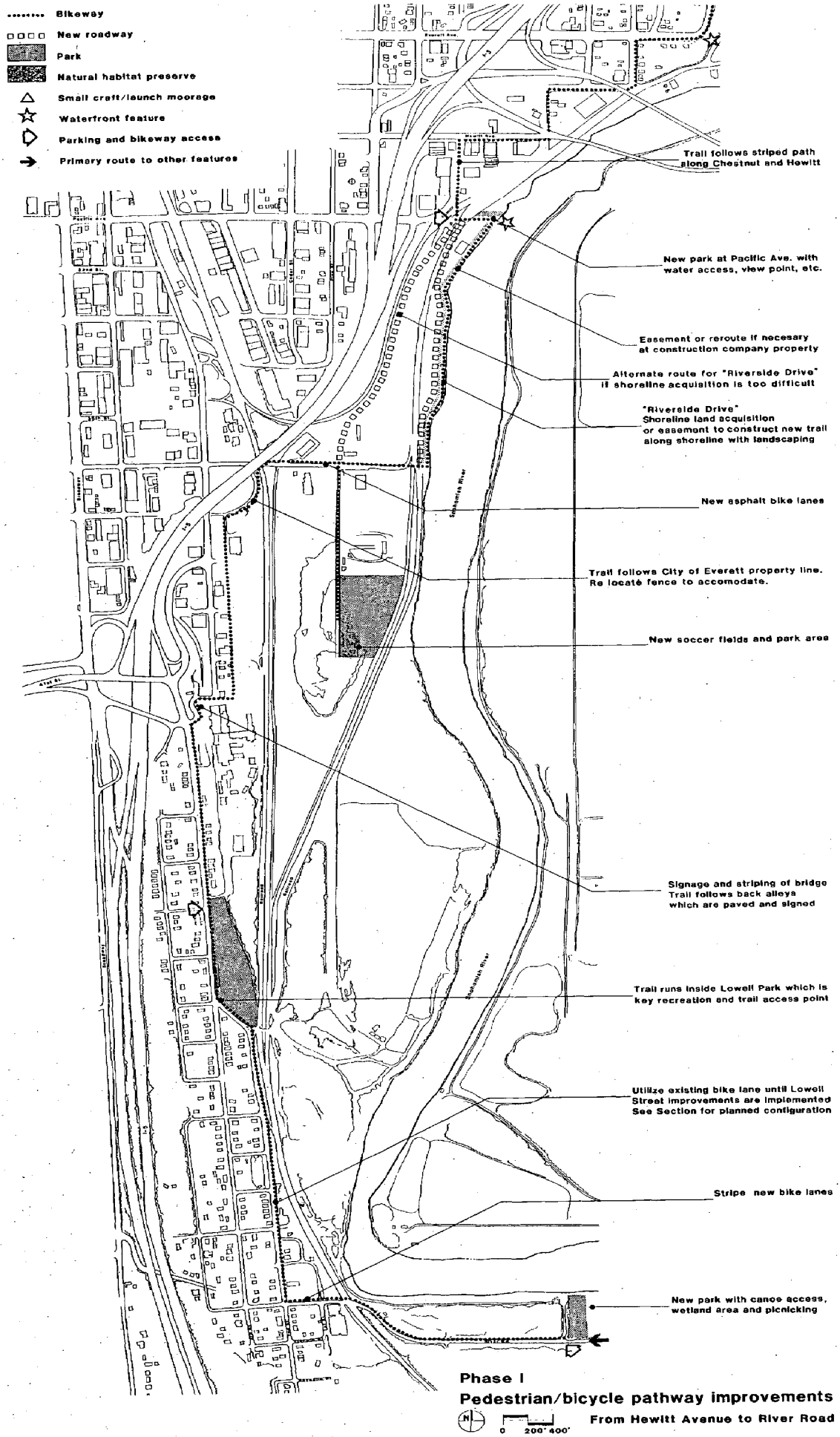

Legend
Bikeway
New roadway
Park
Natural habitat preserve.
Small craft/launch moorage
Waterfront feature
Parking and bikeway access
Primary route to other features
Connect to existing bike lanes
Difficult grade and traffic movement warrant new bike lane construction
Add 8' grade separated asphalt bikeway along Marine View Dr. in existing ROW
Pave and sign alley
Snohomish River
I-5

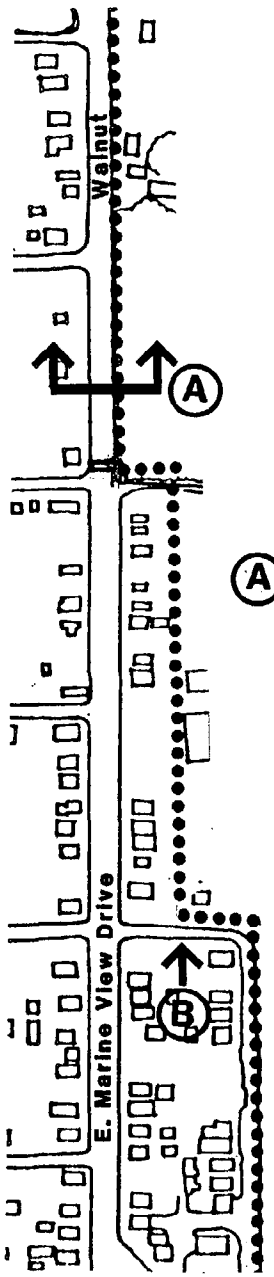


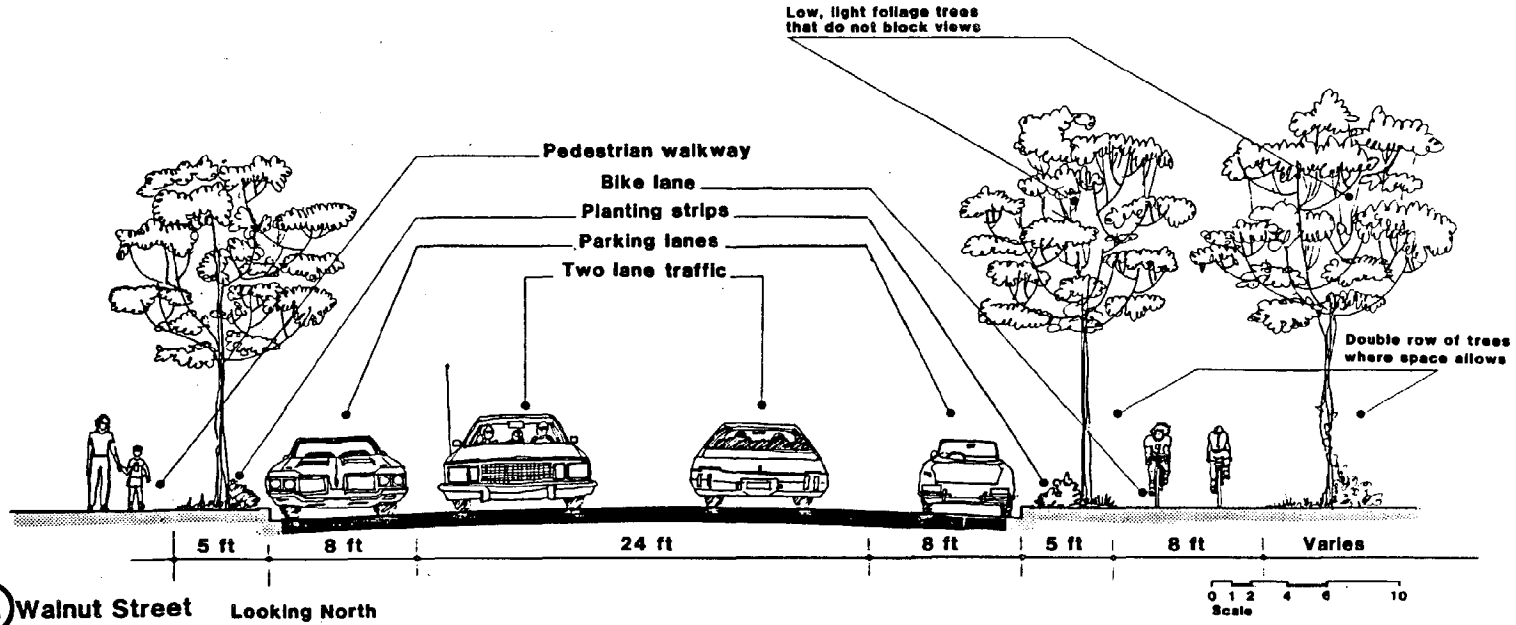
Phase I

Pedestrian/bicycle pathway improvements

From US-99 to Hewitt Avenue

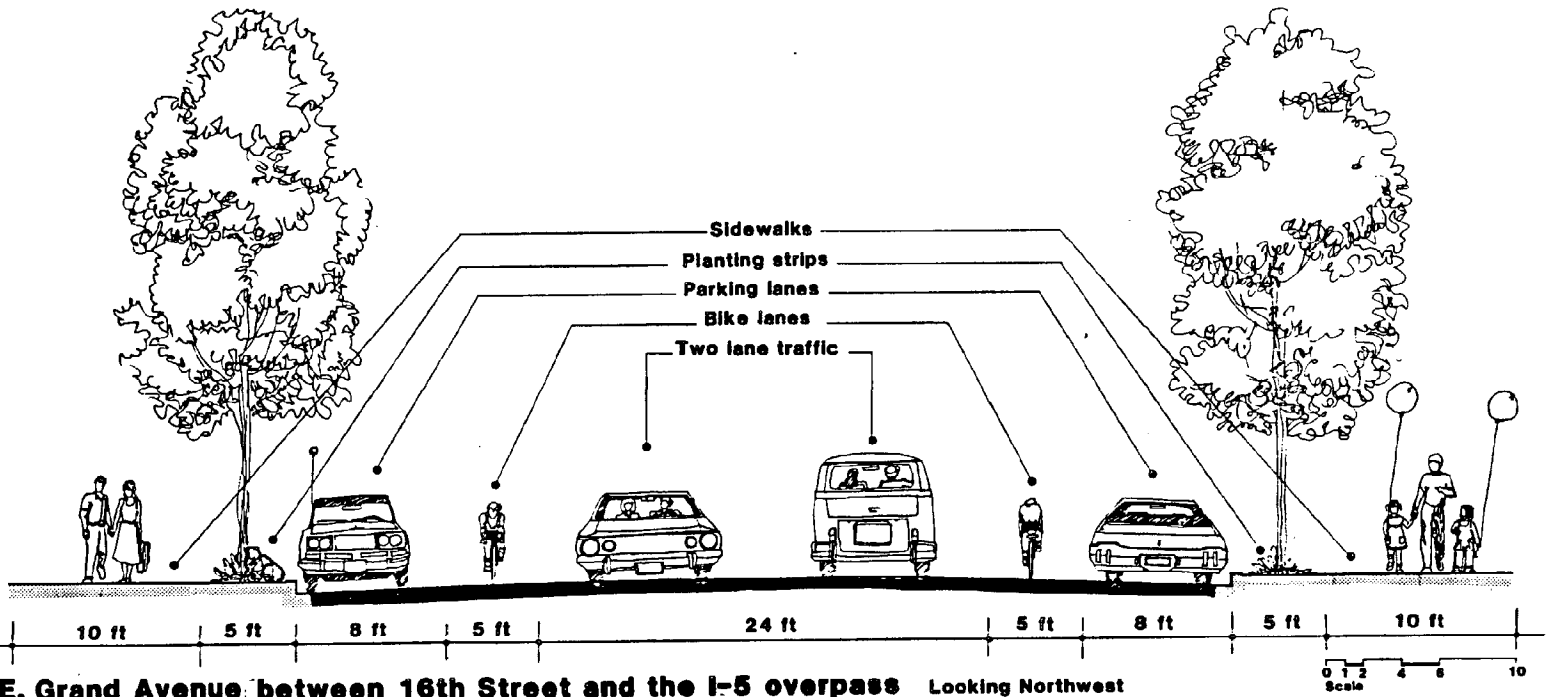

Legend
Bikeway
New roadway
Park
Natural habitat preserve
Small craft/launch moorage
Waterfront feature
Parking and bikeway access
Primary route to other features
Trail follows striped path along Chestnut and Hewitt
New park at Pacific Ave. with water access, view point, etc.
Easement or reroute if necesary at construction company property
Alternate route for "Riverside Drive" if shoreline acquisition is too difficult
"Riverside Drive" Shoreline land acquisition or easement to construct new trail along shoreline with landscaping
New asphalt bike lanes
Trail follows City of Everett property line. Re locate fence to accomodate.
New soccer fields and park area
Signage and striping of bridge Trail follows back alleys which are paved and signed
Trail runs inside Lowell Park which is key recreation and trail access point
Utilize existing bike lane until Lowell Street improvements are implemented See Section for planned configuration
Stripe new bike lanes
New park with canoe access, wetland area and picnicking
Phase I
Pedestrian/bicycle pathway improvements
From Hewitt Avenue to River Road
0 200' 400'



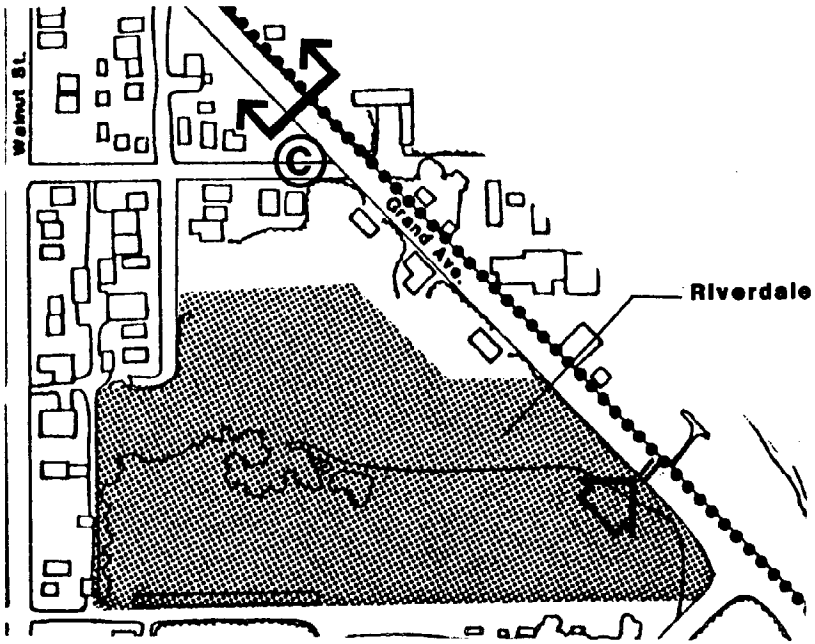


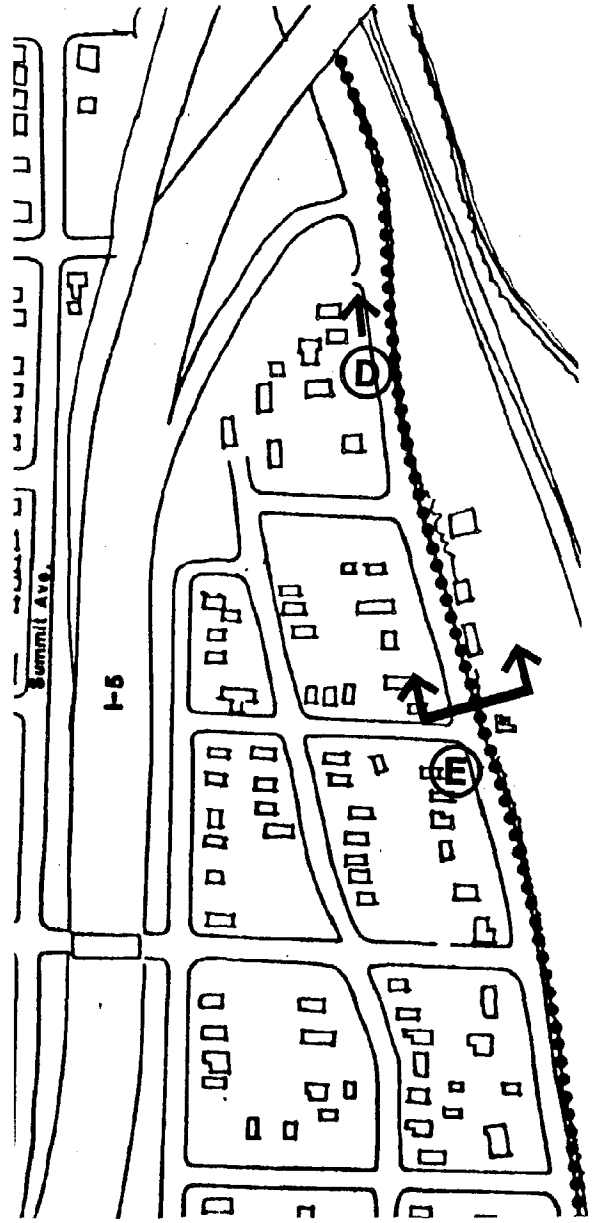
(A) Walnut Street (E. Marine View Drive) Looking North

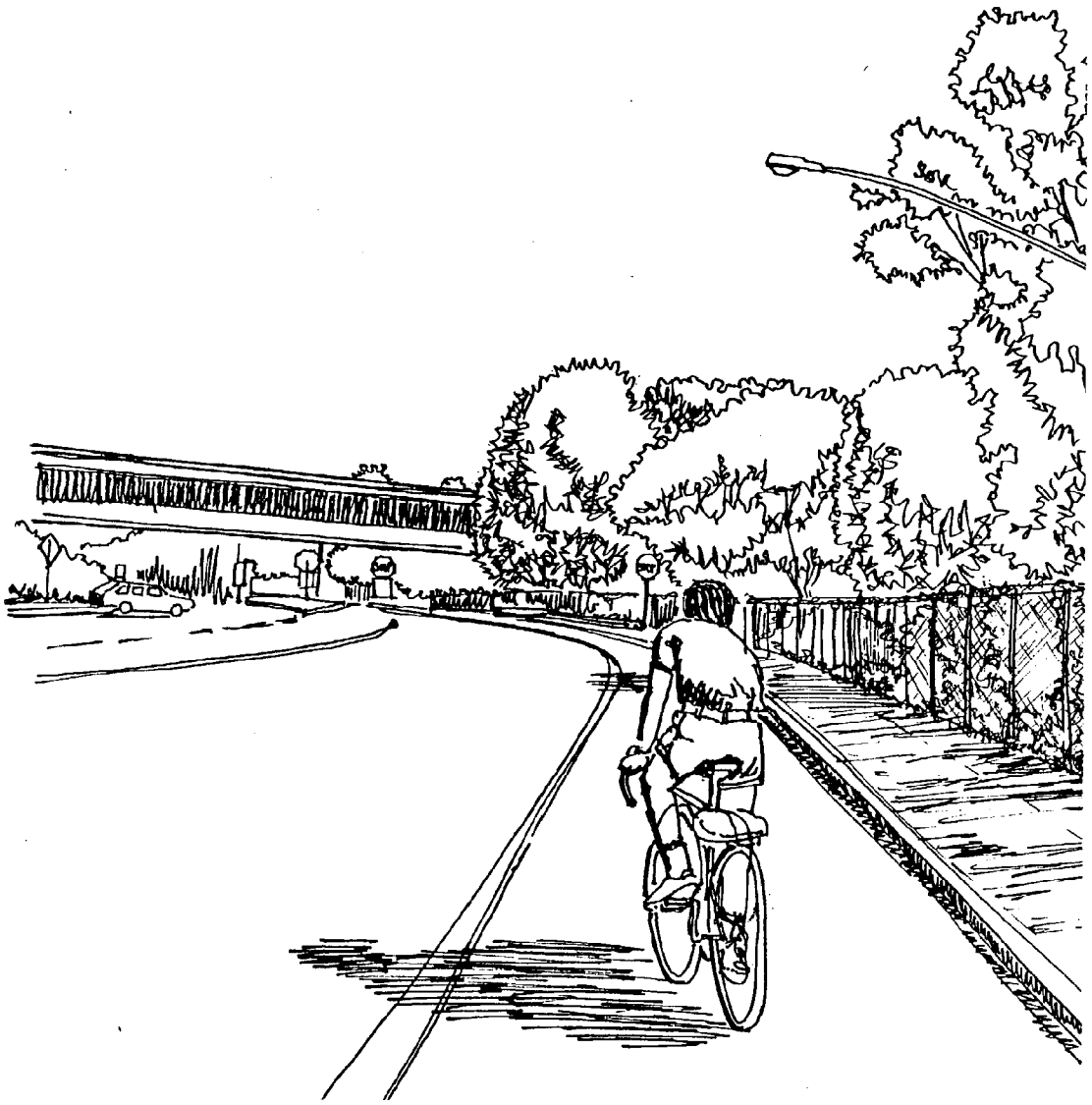
(B) Alley between Walnut (East Marine View Drive) and Chestnut Street which could be paved and signed to provide a safe bicycle trail and a more attractive residential alley.



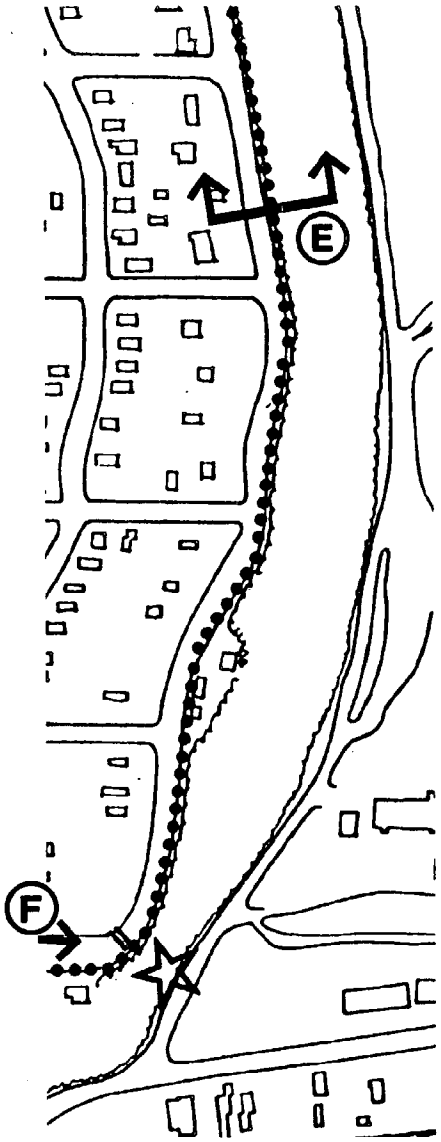
© **E. Grand Avenue between 16th Street and the I-5 overpass** Looking Northwest

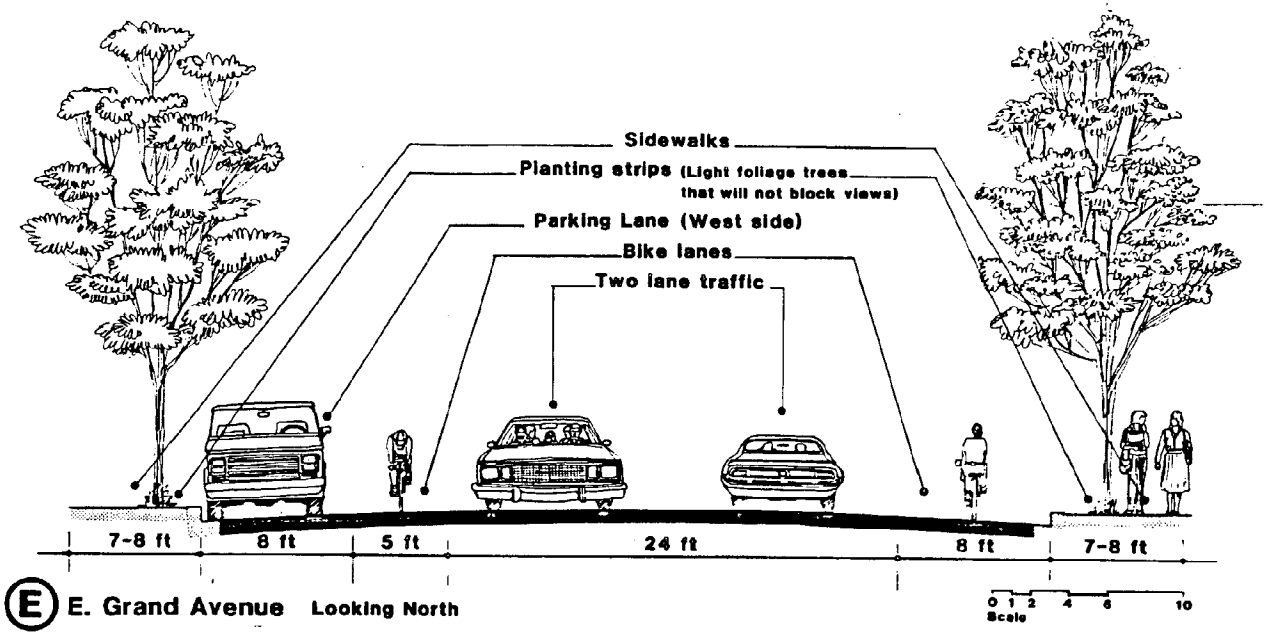






(D) Grand Avenue South of the I-5 overpass

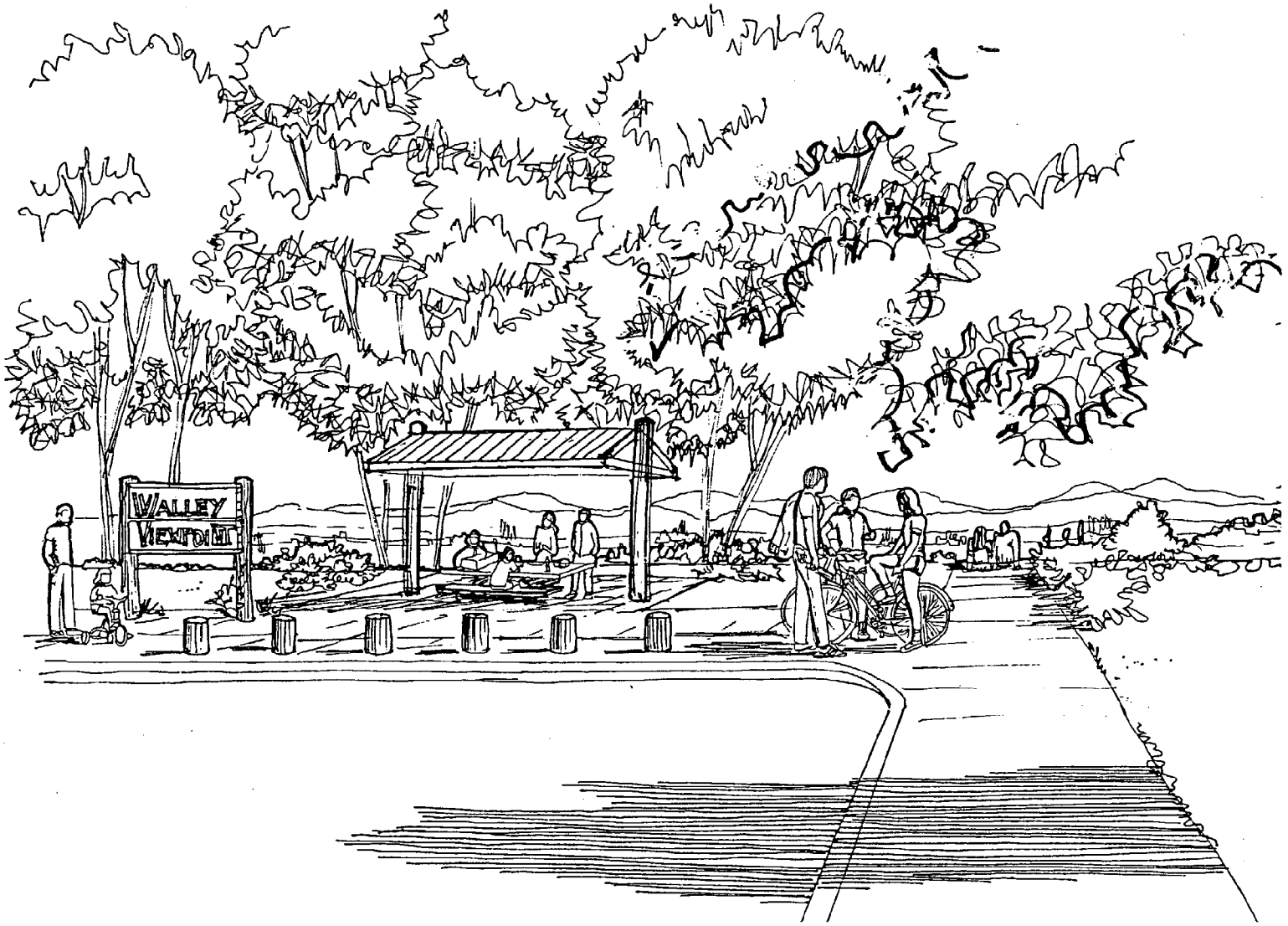




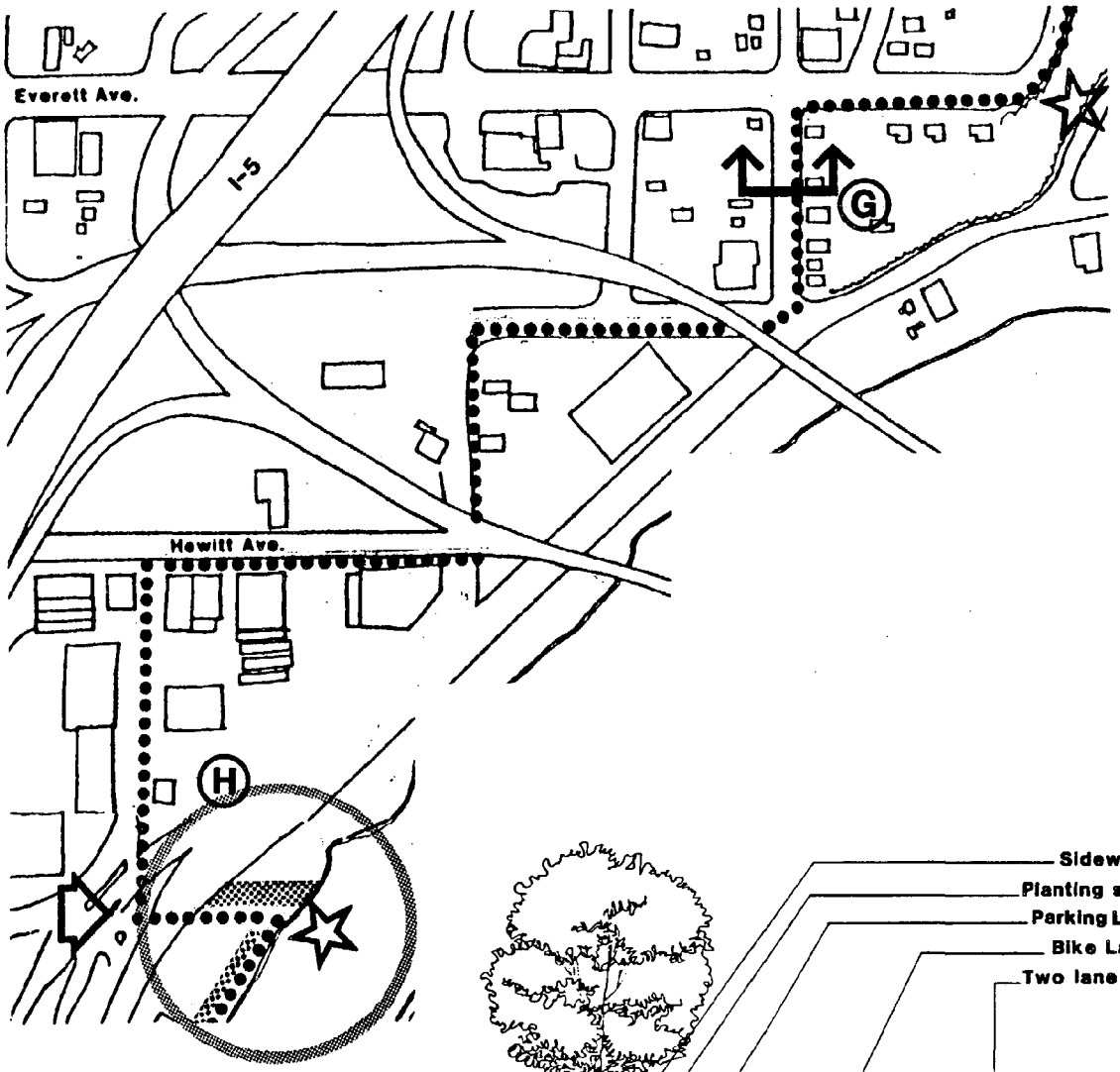
E E. Grand Avenue Looking North

Park. Parking should not be allowed on the east side of Grand from the Interstate-5 overpass to 25th Street. This will allow for wider bike and traffic lanes and parking demand is light in this vicinity. A sidewalk on the east side of Grand Avenue and plantings of low trees (to prevent blockage of views from local residences) would further enhance this attractive street.

A viewpoint park at the intersection of Grand and Everett Avenues could be established on existing public right-of-ways. Trimming trees would open up dramatic views to the east and adding picnic tables, a drinking fountain, and other amenities could turn this area into an attractive mini-park/viewpoint which would serve the local neighborhood besides providing an excellent resting spot along the bikeway.

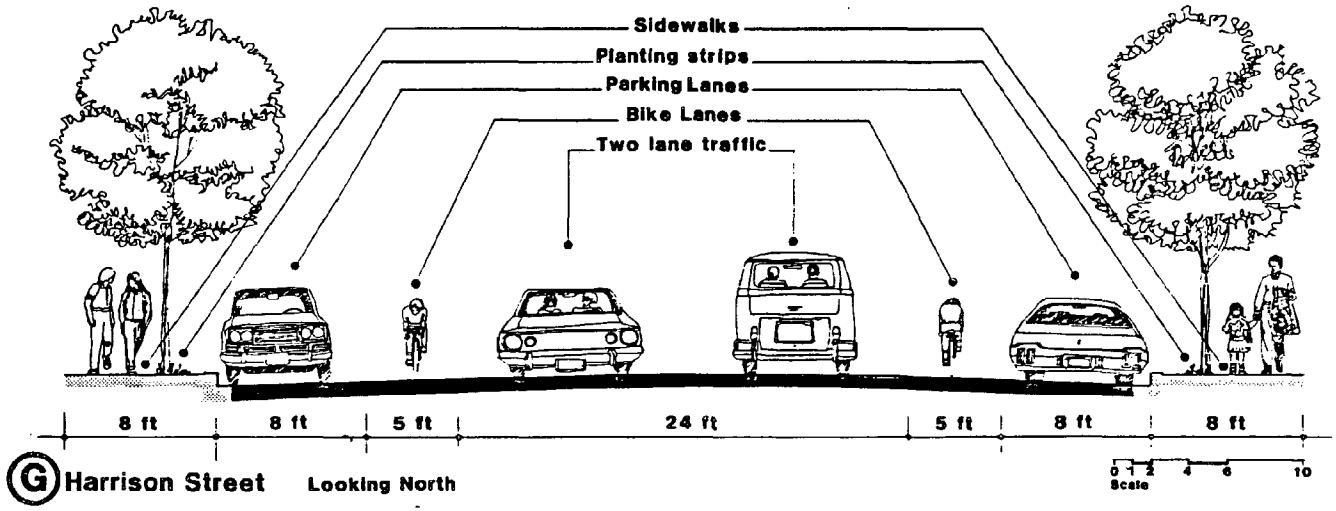


Ⓕ **Viewpoint/Mini Park at Grand Ave.E and Everett Avenue**

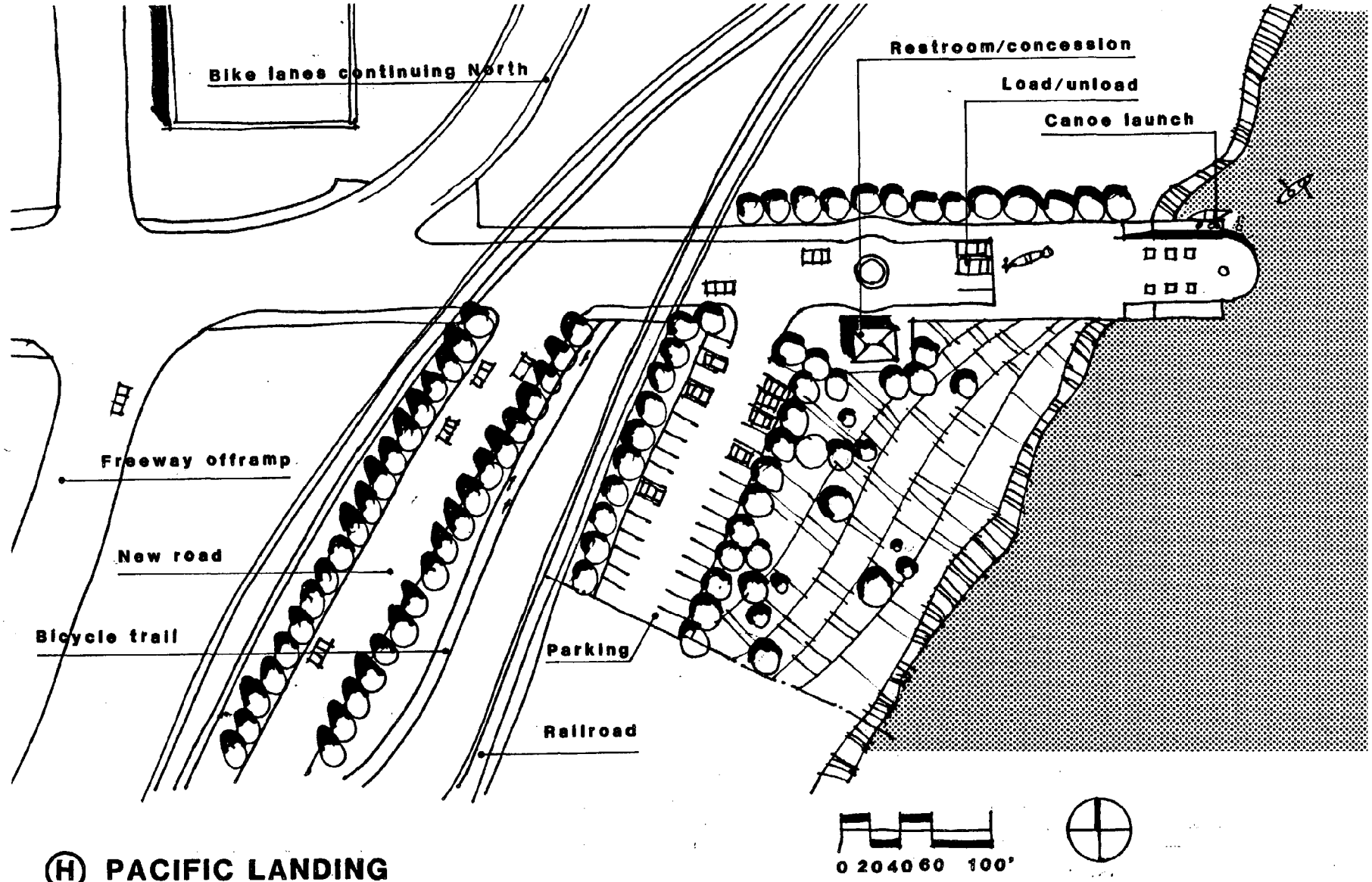


The proposed route follows Everett Avenue west for a block and then south along Harrison Avenue to Hewitt Avenue. Bike lanes along each side of Hewitt Avenue and Chestnut Street are recommended to connect to Pacific Avenue. Because this section lies in an industrial area with truck traffic and load zones, special attention should be paid to visibility and safety requirements.

The extension of Pacific Avenue from Chestnut Street to the shoreline represents an optimal location for a Phase I water access point as it is the trail's closest connection to downtown and lies roughly mid-way along the route. A small viewpoint, provisions for picnicking, a canoe/row boat "put-in" ramp and a modest amount of parking are the suggested improvements for this "seed park" which is to be expanded in Phase II as part of the "Riverbend Development".



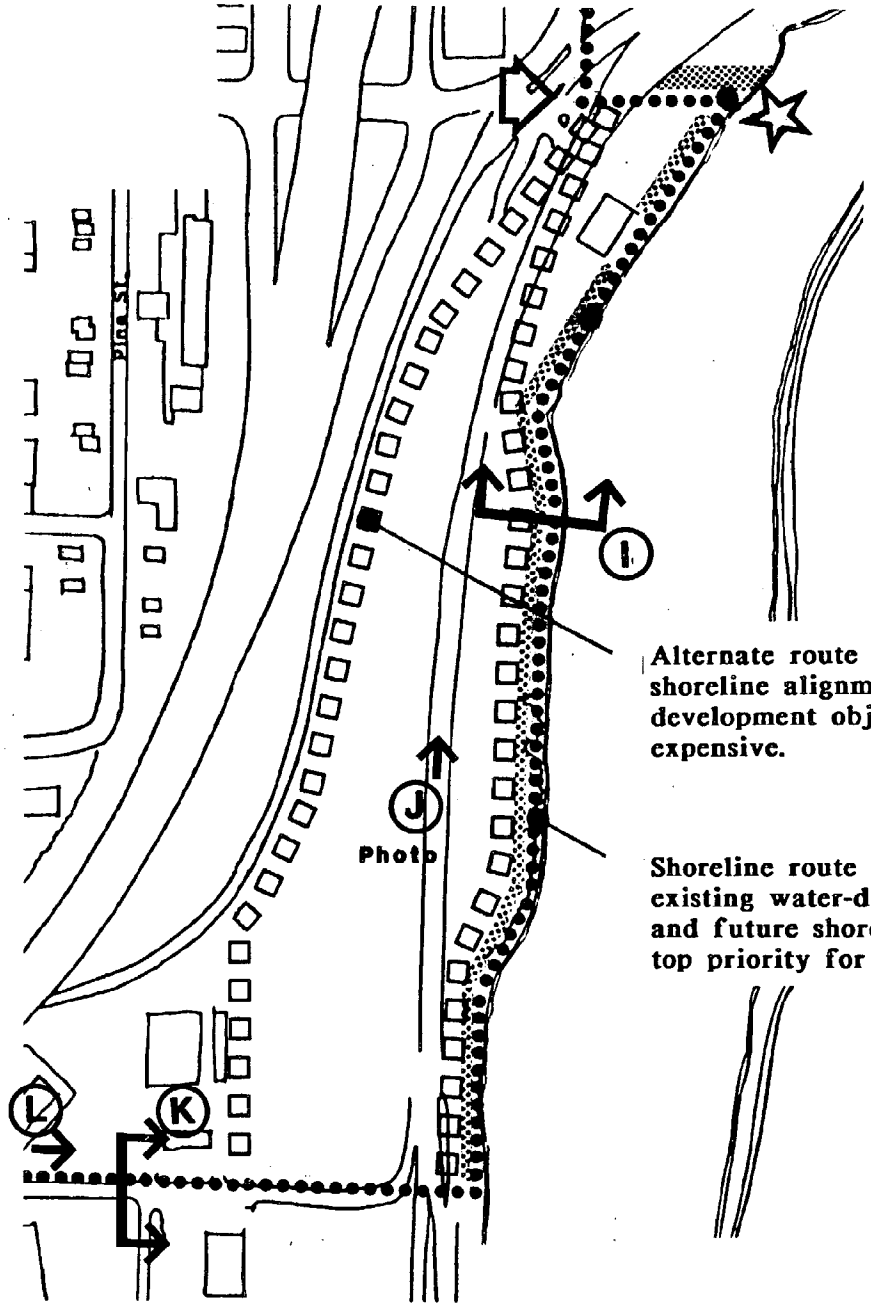
G Harrison Street Looking North



(H) PACIFIC LANDING

At present, there is not public street or city owned right-of-way east of the freeway between Pacific Avenue and 36th Street. Eclipse Mill Road is unpaved and not on city property. To correct this disadvantageous situation, it is recommended that the city purchase sufficient ROW between Pacific Avenue and 36th Street, and build a public street (suggested name; "Riverside Drive") with adjacent pedestrian/ bicycle path in this section. The bikeway should be separated from the roadway to provide a safer, more pleasant experience and allow dramatic street plantings along the street. This section of roadway involves the greatest capital expenditure, but it will provide for both auto and bicycle traffic and is a crucial link in the whole system that cannot be accommodated in another way.

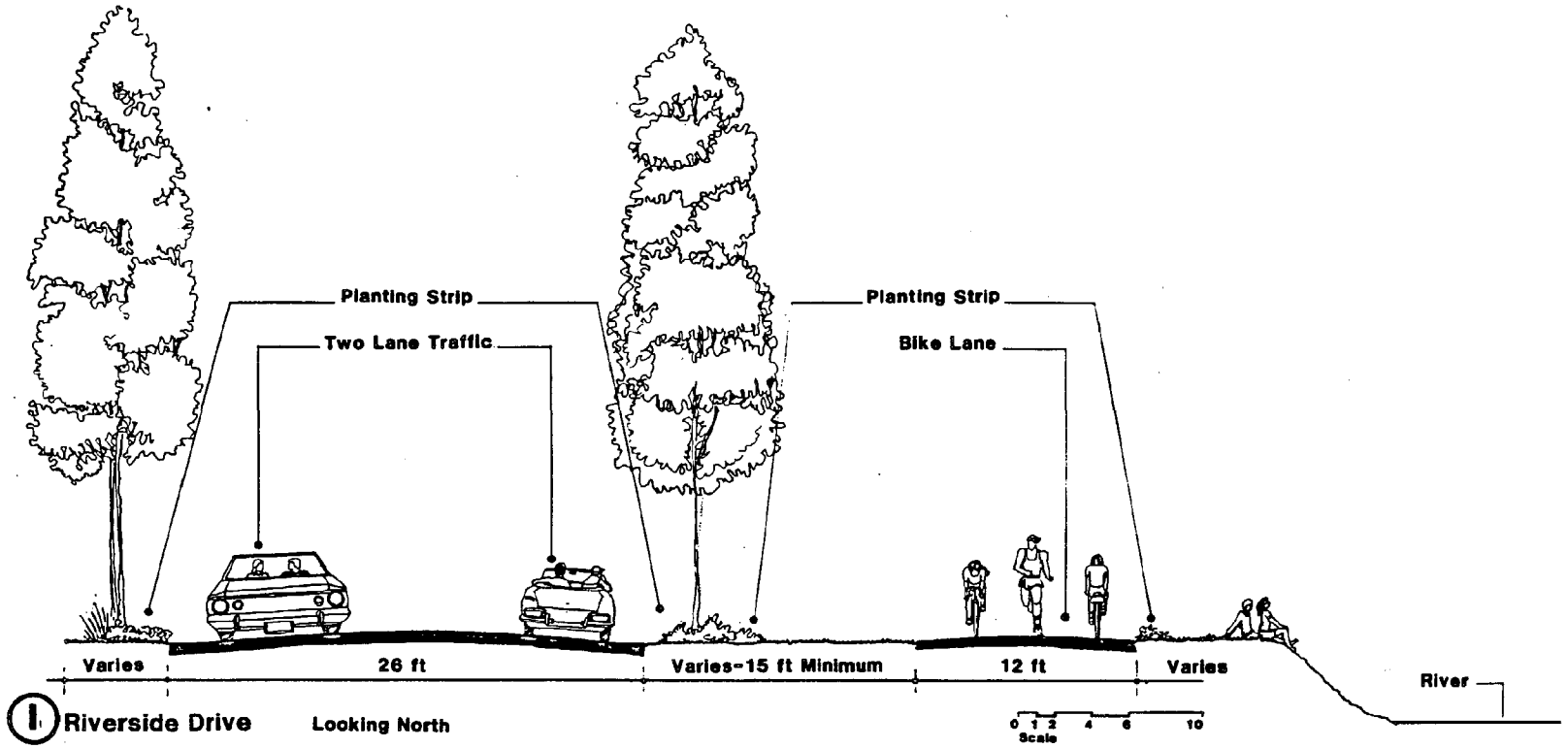
The new road's alignment adjacent to the rail line is recommended here to avoid conflict with existing rafting and storage activities that are water-dependent and to provide greater waterfront development potential in the future. (A road adjacent to the shoreline would prevent most water-dependent uses and separate any future housing or commercial uses from direct access to the water.)



Alternate route is recommended if shoreline alignment conflicts with development objectives or is too expensive.

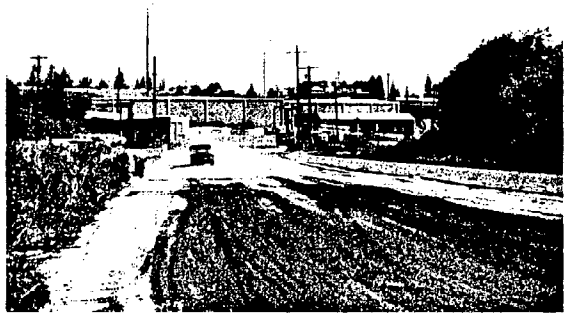
Shoreline route should be pursued if existing water-dependent industries and future shoreline uses are not a top priority for this area.

Alternate Riverside Drive alignments



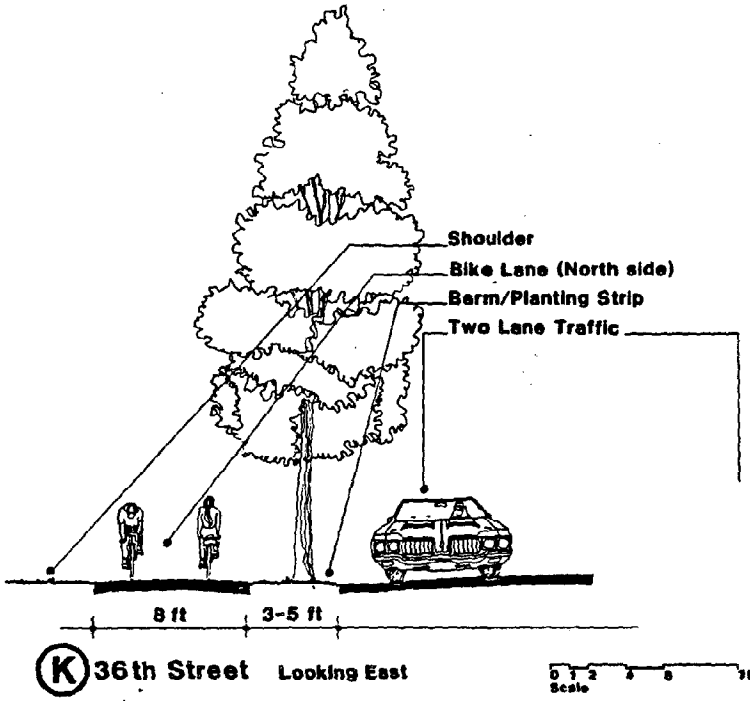
(I) Riverside Drive Looking North

However, new roadway approximately 50' to 100' back from the shoreline is an attractive alternative from the standpoint of providing Phase I access to the river for both pedestrians and motorists and it would be one of the few sections where a shoreline road is constructed. Therefore, if the disruption to current log rafting and future waterfront development opportunities become less of an issue and if the purchase price of the ROW strip along the water is not prohibitive, then an alignment parallel to the shoreline should be considered.



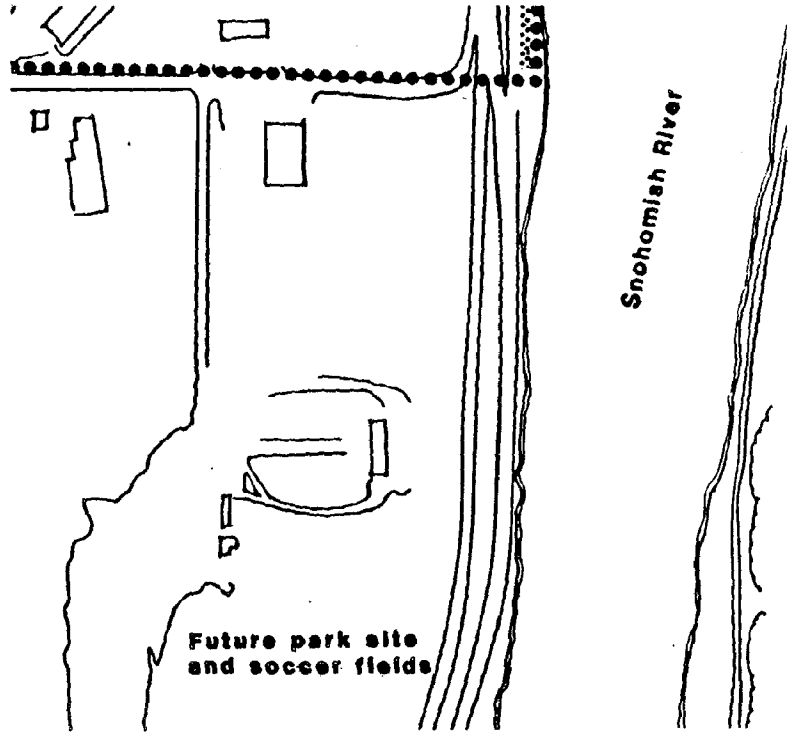
(J) Eclipse Mill Road: This is not City owned R.O.W. and serves logging activities.

The recommended route follows 36th Street westward to the city vehicle maintenance/refueling facility. Constructing a two-way, 8' bicycle lane on the north side of 36th Street would avoid most of the driveways and parking areas which are concentrated on the street's south side. The Everett Park Department is planning to build a facility with three soccer fields and a picnic area to the former

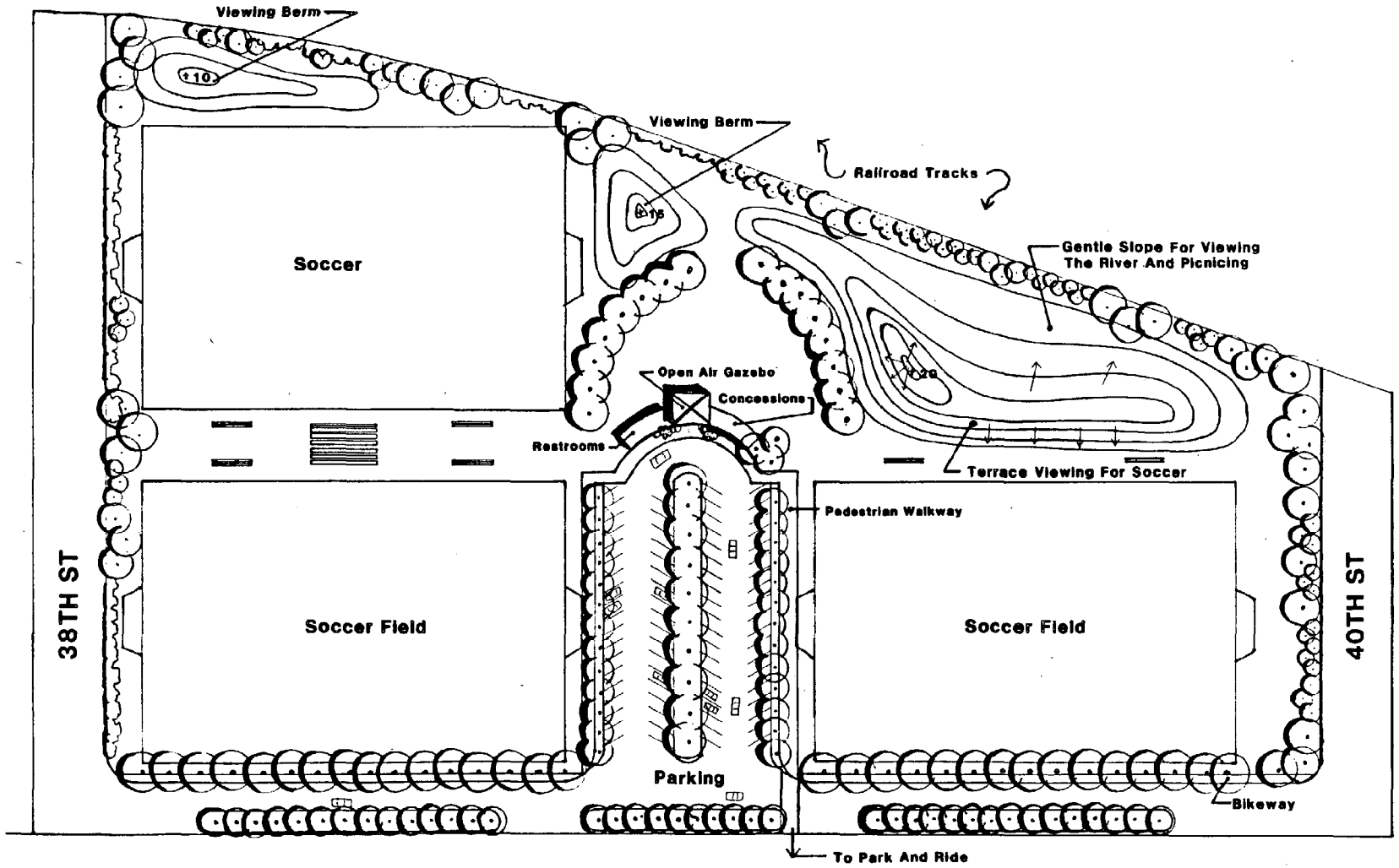


(K) 36th Street Looking East

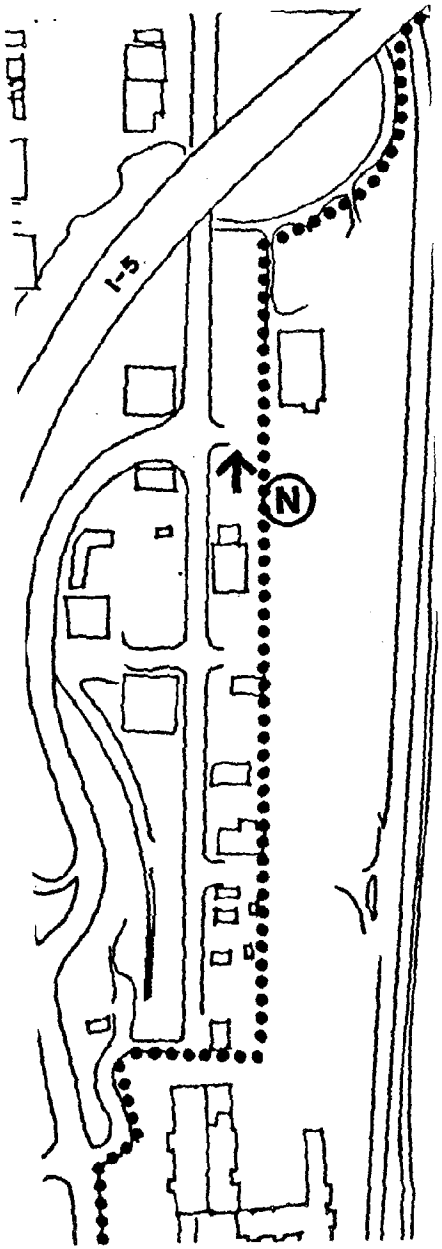
(L) 36th Street looking east

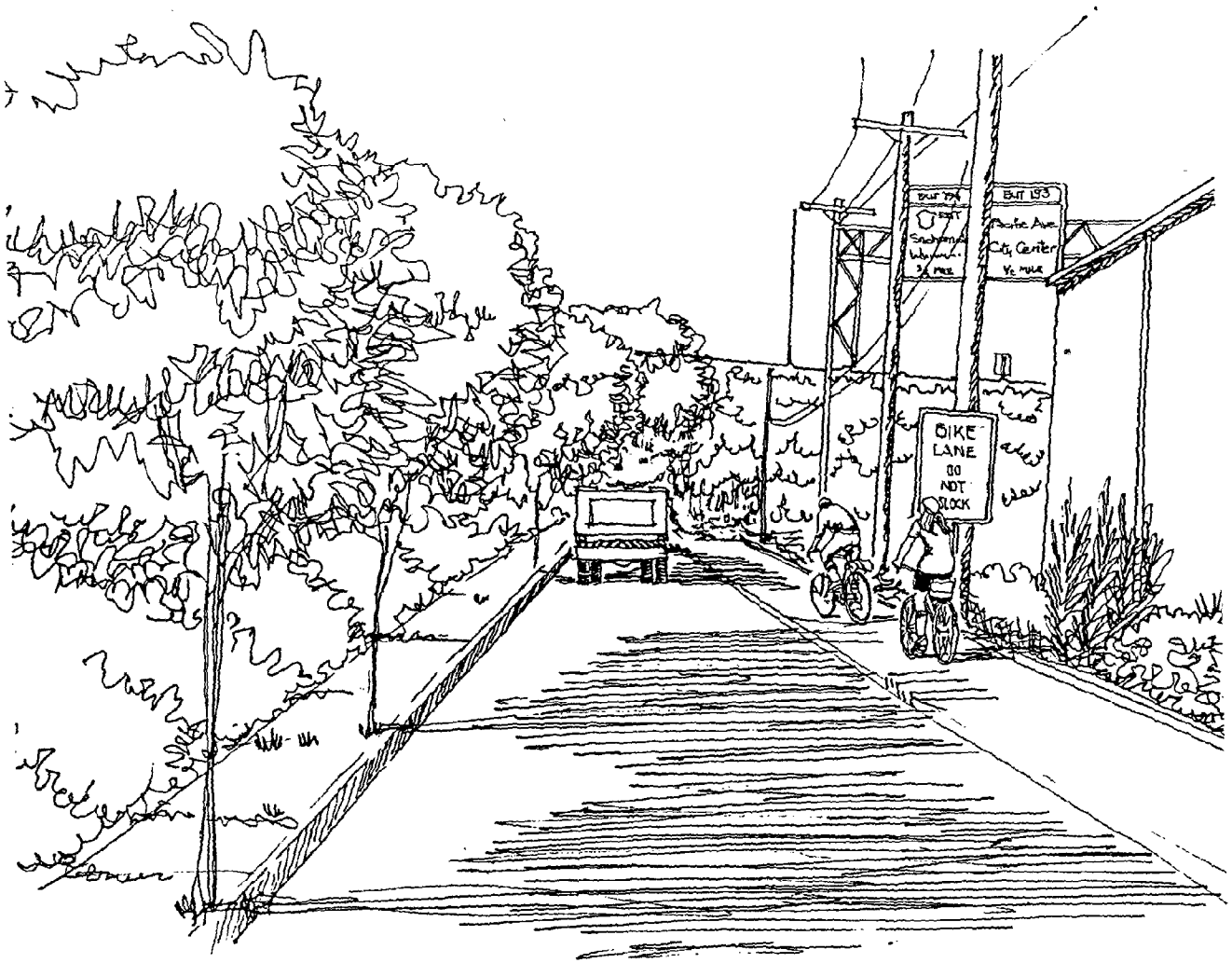


(M)



Ⓜ Riverside Park And Soccer Fields





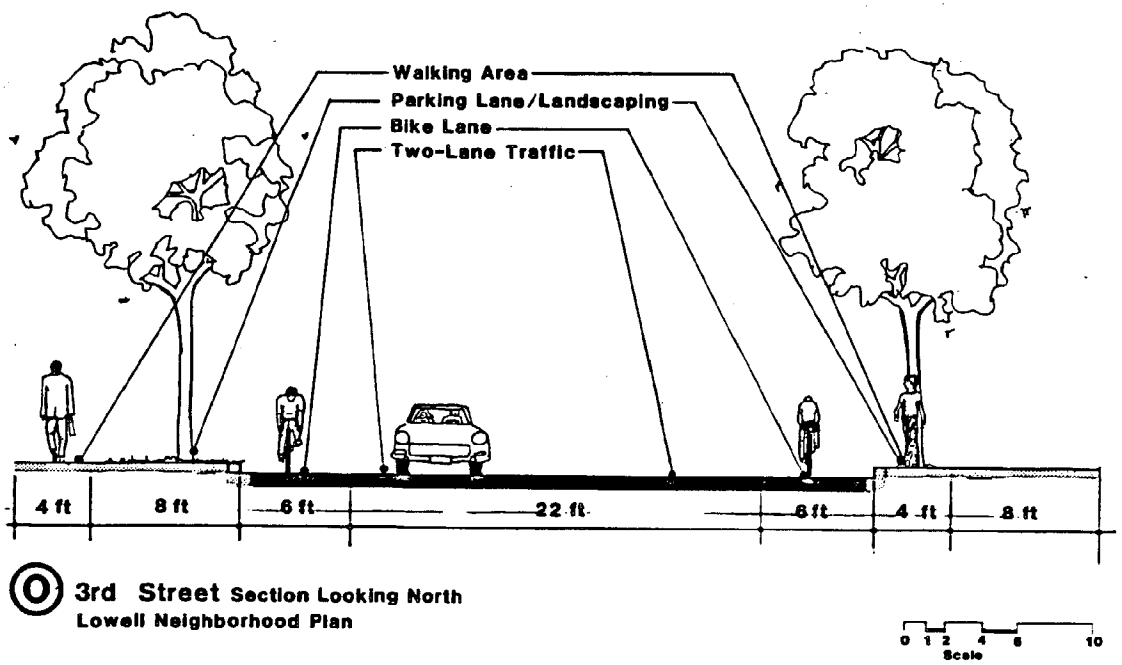
(N) **Recommended alley improvements**

solid waste disposal site. A bicycle/pedestrian link should be built to connect the park to the 36th Street bikeway route when the park is developed. After skirting the refueling station site, the route follows an alley just east of Smith Street. This alley, if paved with asphalt and properly signed and striped, could provide safe bicycle and pedestrian access; avoiding Smith Street which carries heavy truck traffic. Access south is provided over the narrow bridge at Cascade View Drive to 3rd Avenue. This bridge should be signed and striped to denote the bikeway. Third Avenue provides the most direct route south to Lowell Park. The Lowell Community Plan calls for the street to be widened to include 6 foot wide bike lanes on both sides of the street. Signage, striping and paving of the shoulders to provide necessary road width should be programmed if the full street improvement project is delayed more than a few years.

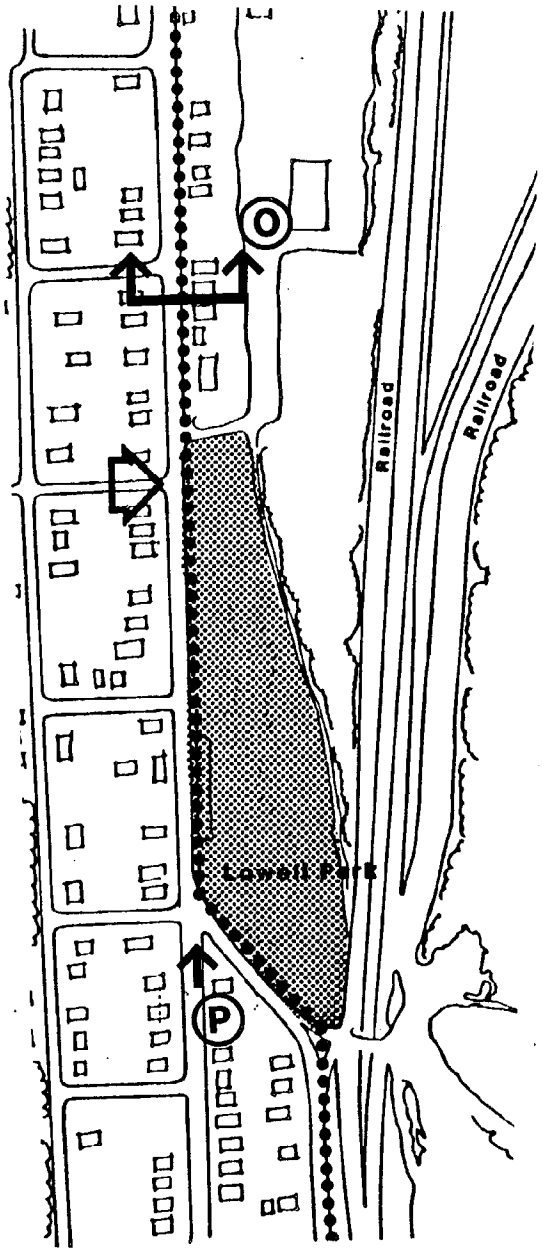
(N) Alley west of Smith Street

Lowell Park is currently the primary recreational resource for that community and features a landscaped playing area, climbing structure, picnic area and restrooms. Because of its location and parking availability, it will make an excellent starting point or rest stop for trail users. To avoid traffic pulling into the parking lot, the trail should be located on the inside of the park, just east of the fence and parking lot. It may be necessary to require that cyclists dismount at the point where they conflict with pedestrian crossing into the park that could cause accidents.

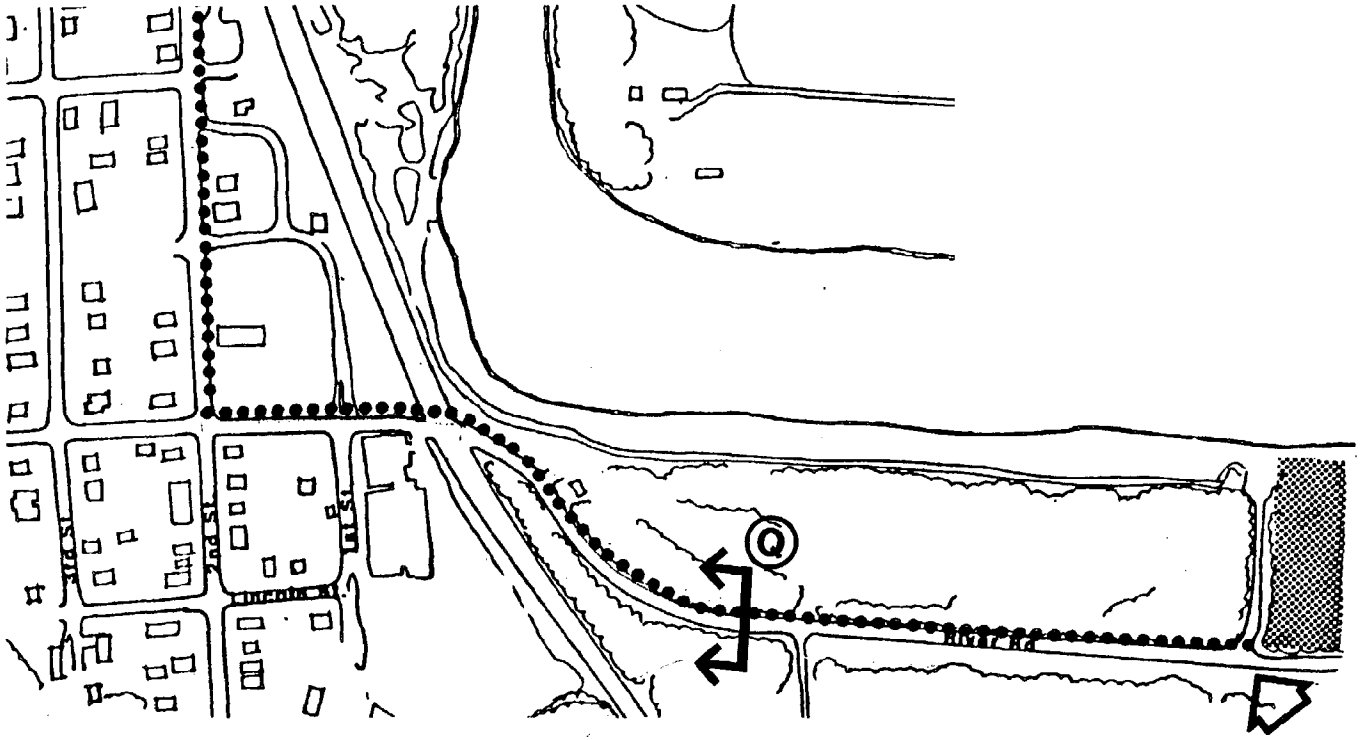
Second Avenue south of Lowell Park has been striped for bicycle lanes and the Lowell Neighborhood Plan calls for a major street widening effort with parking and bicycle lanes providing the final leg of the Phase I bikeway route. Striping and signage are recommended west of the rail line and some shoulder paving for a wider riding surface is recommended east of the railroad tracks to the proposed park and connection with the Snohomish County bicycle trail.



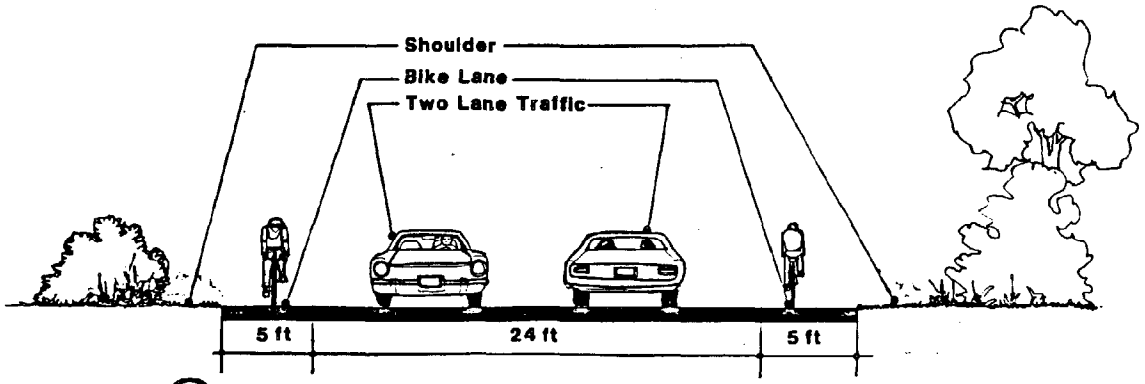
(O) 3rd Street Section Looking North
Lowell Neighborhood Plan



Ⓟ **South entry to Lowell Park**



A small park is recommended at this location as a place to launch small craft and as a bicycle trail starting point or rest stop. The park site includes approximately 2 acres and current plans call for a canoe/kayak/ rowboat launch, small picnic area to be developed and the preservation of a wetland area. The park will include parking for approximately 8 to 10 cars with additional backup parking developed in Phase II if necessary.



Q River Road Looking West

Phase II Improvements

As noted in the section on implementation strategy, Phase II improvements include a series of riverside trail segments connecting back to the Phase I spine. Some sections will be built with public funds and others are to be constructed as public access features required for a substantial shoreline development permit. It is intended that the trail system not only result in a substantial public benefit but also be a stimulus for private development by providing an amenity for residential communities and an attraction supporting commercial uses. Where permitted by the city zoning ordinance, water-dependent industries should also be encouraged along the riverfront and the recommendations below are intended to allow alternate methods for public access in locations where a riverside trail is incompatible with industrial activities that functionally rely on a waterfront location. Before describing the Phase II plan elements, recommendations regarding requirements for shoreline permits on the Snohomish Riverfront are outlined below:

The Snohomish River north of Lowell

Public Access and Design Requirements for Development of the Snohomish Riverfront

PUBLIC ACCESS EASEMENT

All nonwater-dependent development shall provide a 25' wide minimum public access easement measured from the ordinary high water mark. No habitable structures shall be built in this easement except as noted below. The easement shall be landscaped and include a 12' wide (minimum) paved pedestrian/bicycle pathway (accessway) designed according to the standards below and as approved by the city. Both ends of the bicycle/ pedestrian trail must connect with another public accessway or the public Riverside Bicycle Trail as shown in this document. Exceptions:

a. The accessway is not required to be waterside of water-dependent industrial uses. Where public access is incompatible with water-dependent industry, the permit applicant, upon approval of the building department may provide a 25' easement and a 12' wide accessway on the upland side of the property in lieu of the shoreline accessway providing:

   1. The accessway is separated from traffic and all road crossings are grade separated or are designed according to directions provided by the City Department of Public Works.

   2. The trail provides a continuous link to other existing or potential trail segments along the river and to the Riverside Bikeway.

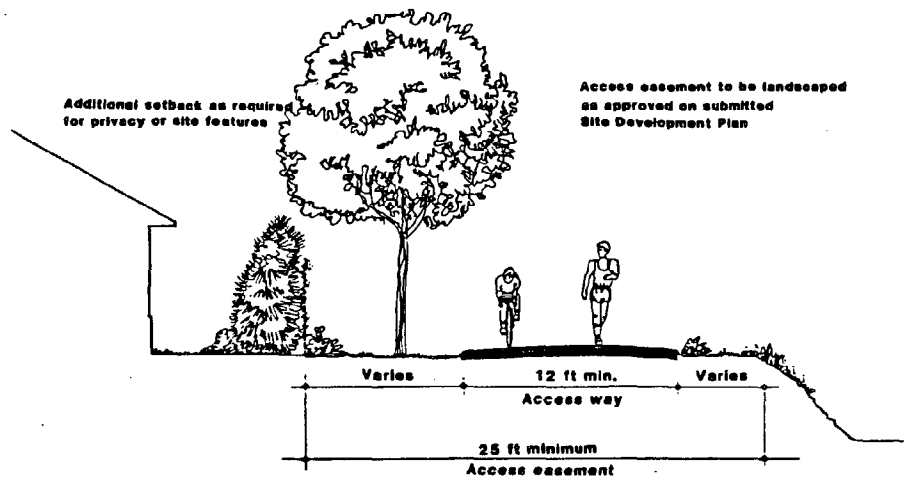
   3. The accessway segment meets accessway design and landscaping standards.

   4. The accessway includes a public viewpoint, view tower, and/or interpretive signage explaining the operations of the facility or other points of civic interest (commercial advertising signs will not be allowed).

b. Activities which allow "substantial numbers of people the opportunity to enjoy the shoreline" may be built along the riverbank and the easement and accessway built upland of the activity on approval of the Building Department providing:

   1. The easement and accessway is routed immediately around the facility and no parking areas other than service and load or unload zones are placed between the water and the accessway.

   2. The accessway is integrated into the facility's site plan including circulation and landscape design considerations.



Access easement and accessway requirements for riverside shoreline development

3. Public, non-commercial open space equal in area (at a minimum) to the building footprint is provided adjacent to the accessway and the shoreline within the limits of the property being developed or a substantial public amenity such as a plaza, shelter, lookout, public temporary moorage, boat ramp, etc., is provided; preferably integrated with both the accessway and the commercial facility.

c. The 25' easement may be reduced to the 12' required for the accessway along some portions of the shoreline provided that the easement is widened a corresponding amount in other portions of the property so that the area of the total easement is equal to at least 25' times the length of the shoreline within the property.

DESIGN STANDARDS

All shoreline access easements shall be landscaped in accordance with the site development plan submitted by the applicant and approved by the building department.

Accessway pavements shall be asphalt, concrete or unit paving suitable for foot and bicycle traffic. Property owners and developers are encouraged to integrate accessway paving and design elements into their site improvements.

PROCEDURES

a. Site Development Plan

The shoreline permit applicant must present as part of the preliminary application a "Site Development Plan" showing access easement and accessway layout, location and size of all structures and facilities, utilities, vehicular and pedestrian circulation, parking, landscaping, site elements and other site improvements. This plan must be approved as part of the project review process before construction may begin.

b. Easement Terms and Operational Requirements

The easement granted to the city shall allow the public unobstructed use of the pathway from 6 a.m. to 8 p.m. or until sunset, whichever is later. The city shall have the right to build improvements on the easement that are supportive of public access but not commercial ventures or concessions unless agreed to by the property owner.

The property owner shall provide maintenance to the easement and accessway in accordance with the terms stipulated in the permit review documents.

PHASE II PLAN ELEMENTS

Phase II elements are focused along the Snohomish River itself and will open up long stretches of shoreline for public enjoyment and productive land use. Even more than the Phase I trail, the second phase pathway will connect and unify a series of ambitious public attractions and private projects. Whereas Phase I will enhance safety and access on Everett's eastern communities, link existing facilities, and provide a framework for the future, Phase II elements will result in a regional attraction with a wide variety of recreational activities, diverse environmental resources, and unique developmental opportunities.

Starting at the north-eastern terminus of the project at the point where the trail connects with the Harborfront Esplanade, the ultimate route should follow the shoreline below Alverson Boulevard, north of the railroad tracks. Sufficient width exists for the standard 12' pathway and little landscaping will be needed because the natural vegetation and wetlands should be retained. A fence will be required to separate the railroad lines. Because substantial development is unlikely without reconfiguring the shoreline and providing vehicular access, the city will most likely need to develop this section with an easement from Foss Tug and/or Burlington Northern. This easement should be developed when the Weyerhaeuser property trail section is built to complete the northern loop from the US-99 Bridge (or the southern limit of the Weyerhaeuser property).

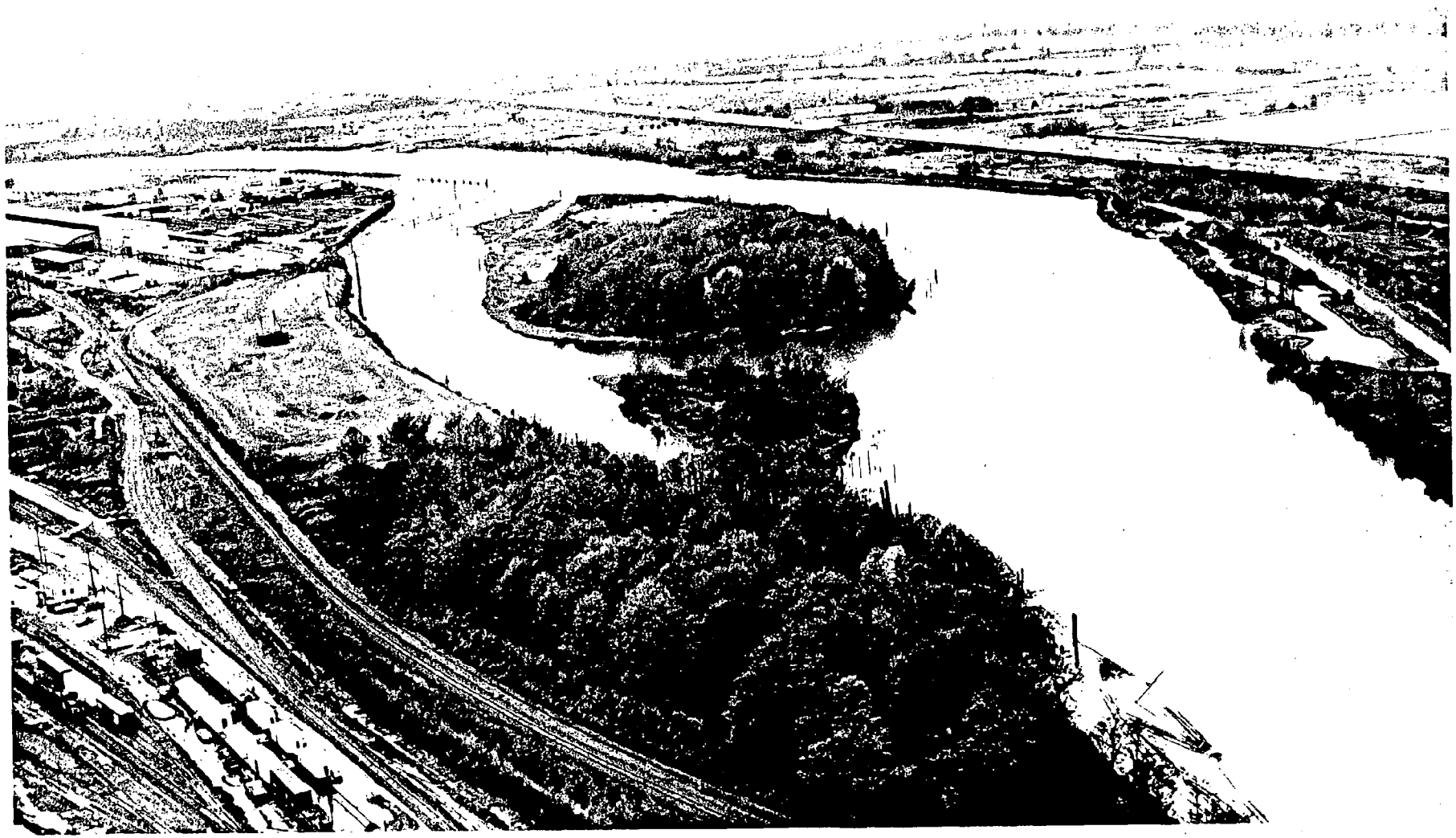
The Weyerhaeuser mill is still in operation and redevelopment of this land into industrial or other use may be several years away. However, if Weyerhaeuser does implement a major reconfiguring of its activities and site organization, the access easement and accessway should be required. Also, bike/pedestrian lanes should be provided from Alverson Boulevard.

The City of Everett owns a wooded piece of shoreline property between the Weyerhaeuser Mill site and the Interstate 5 bridge. Because of its isolation, this property may prove useful for a variety of utilitarian functions such as an energy cogeneration plant. However, whatever activity is developed on the site, special care should be taken to maintain the shoreline's natural condition and, to whatever extent possible, the wooded character of the site. The trail should also be extended through the site and there may be an opportunity for a small water access point such as a canoe launch. A family launching their canoe or kayak at this point would have very convenient access to the two islands and an easy paddle to the proposed boating facility on the eastern side of the river. Development of this city site will require construction of an access road running eastward along 16th Street. The new street may have to be routed slightly to the south to avoid the railroad switching yards. Of course, a bicycle/ pedestrian link should be established from the site to the Phase I trail on Grand Avenue.

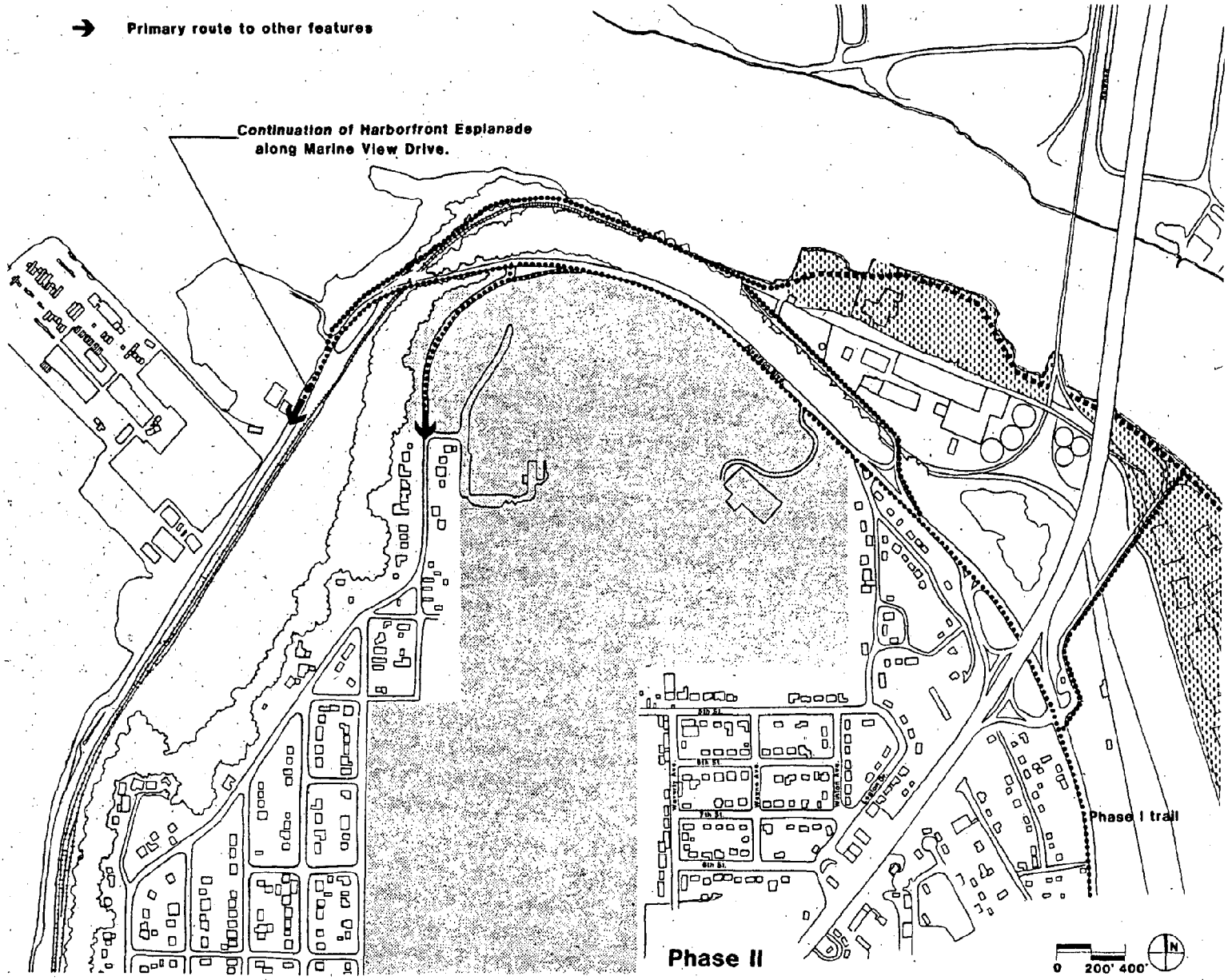
The City should also construct a short trail link adjacent to the railroad line between this site and the Scott property when the Scott property trail section is built. Sufficient right-of-way (ROW) should be purchased or leased from the railroad.

One of the most ambitious but potentially exciting elements of the trail system is a bicycle/ pedestrian bridge crossing the river just south of the I-5 bridge. It may be possible for the bridge to be suspended from the existing structure. The bridge will connect Everett with trails on Smith Island and to a planned recreational boating facility. This major attraction is currently in the concept development stage and could evolve into an important regional boating center for canoes, kayaks, small pleasure boats, and competitive rowing. Proposed features for the complex include boat launch and support services, boat house, rowing facilities, open park lands and a recreational vehicle park. This site is central to a number of attractive boat trip destinations including the nearby islands, several sloughs, the projected Riverbend Development, Lowell Landing, Jetty Island, and the Port Gardner area. Furthermore, this stretch of the Snohomish river is reported to provided excellent conditions for competitive rowing.

The two small islands east of the proposed boating center should be



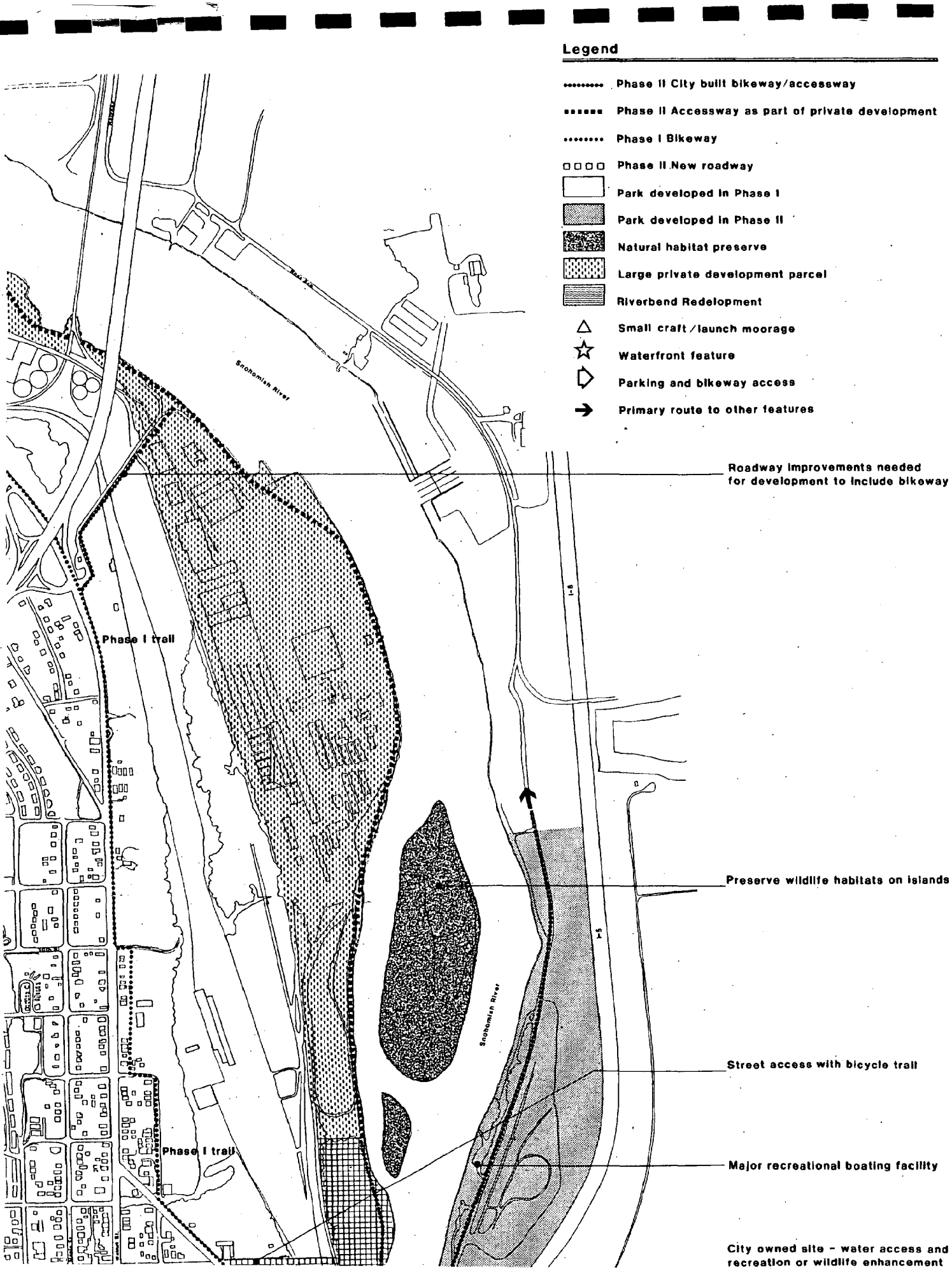
Area north of the I-5 bridge. Future boat center site is on the extreme right and City owned property is in the center foreground.

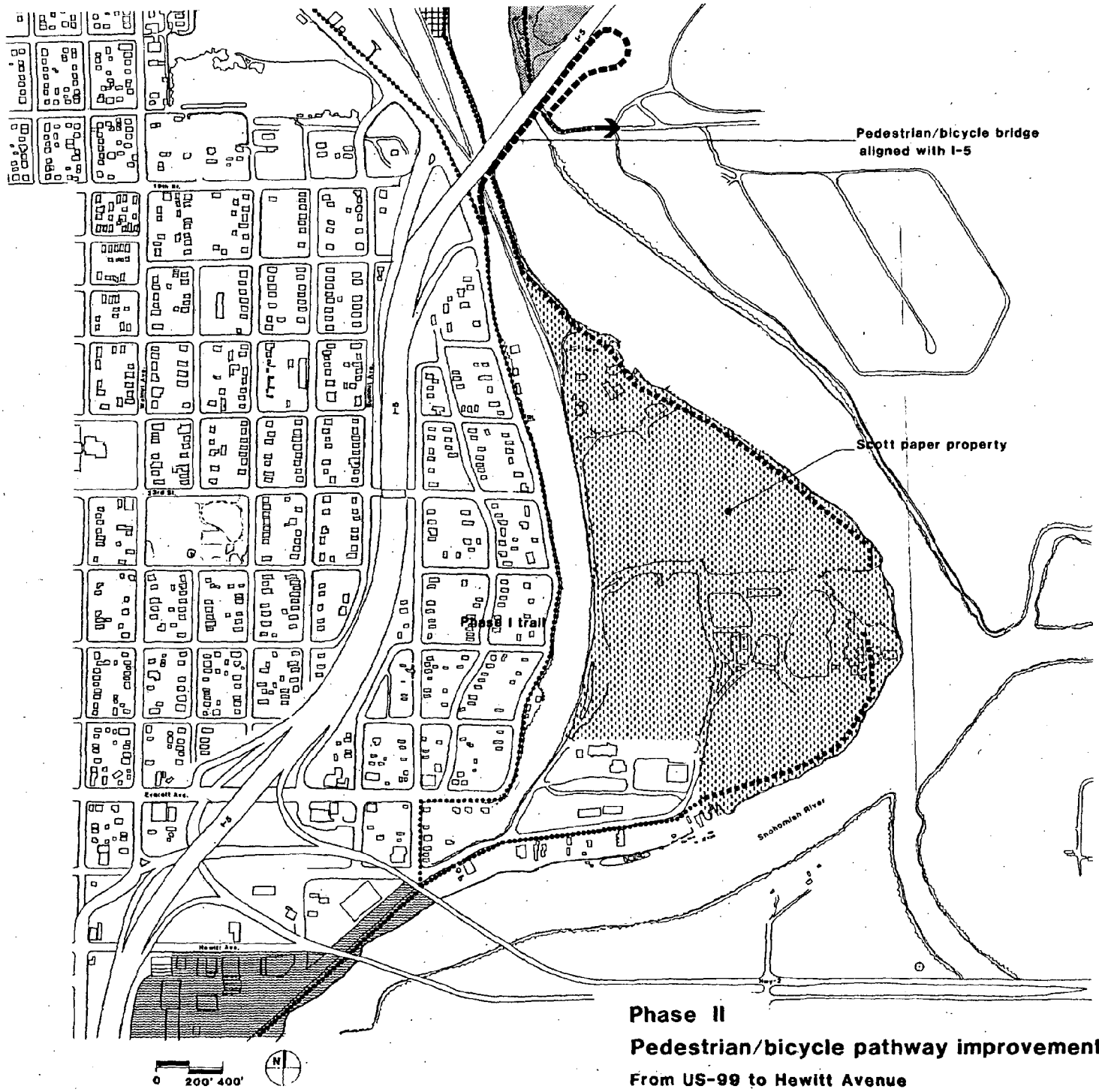


Phase II

Pedestrian/bicycle pathway improvements

From harborfront to US-99


Legend
Phase II City built bikeway/accessway
Phase II Accessway as part of private development
Phase I Bikeway
Phase II New roadway
Park developed in Phase I
Park developed in Phase II
Natural habitat preserve
Large private development parcel
Riverbend Redelopment
Small craft/launch moorage
Waterfront feature
Parking and bikeway access
Primary route to other features
Roadway improvements needed for development to include bikeway
Phase I trail
Preserve wildlife habitats on islands
Street access with bicycle trail
Phase I trail
Major recreational boating facility
City owned site - water access and recreation or wildlife enhancement
Snohomish River
I-5



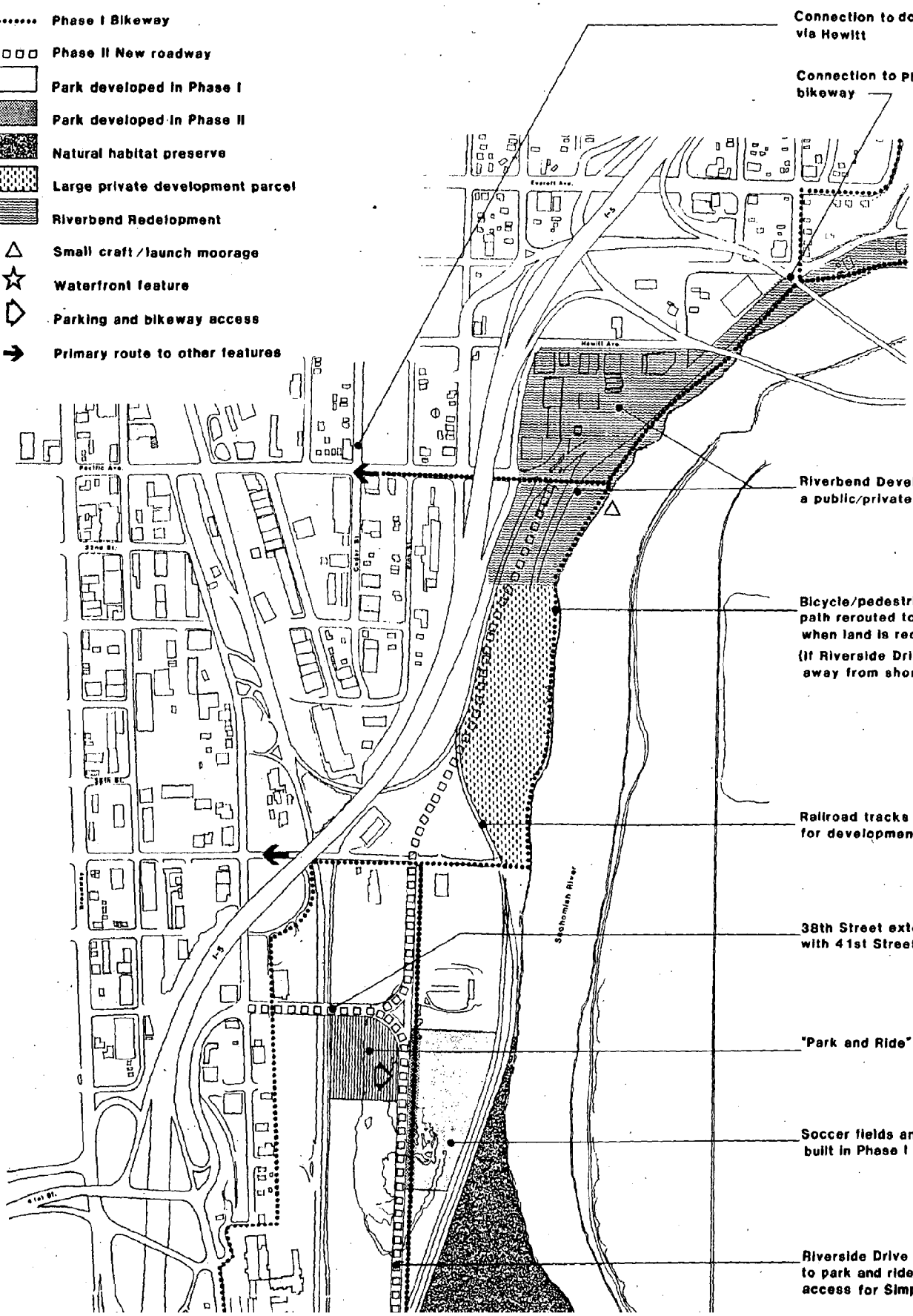
Phase II

Pedestrian/bicycle pathway improvements

From US-99 to Hewitt Avenue

Legend

- Phase II City built bikeway/accessway
- Phase II Accessway as part of private development
- Phase I Bikeway
- Phase II New roadway
- Park developed in Phase I
- Park developed in Phase II
- Natural habitat preserve
- Large private development parcel
- Riverbend Redelopment
- Small craft/launch moorage
- Waterfront feature
- Parking and bikeway access
- Primary route to other features



Connection to downtown via Hewitt

Connection to Phase I bikeway

Riverbend Development, a public/private effort

Bicycle/pedestrian path rerouted to shoreline when land is redeveloped

(If Riverside Drive is developed away from shoreline)

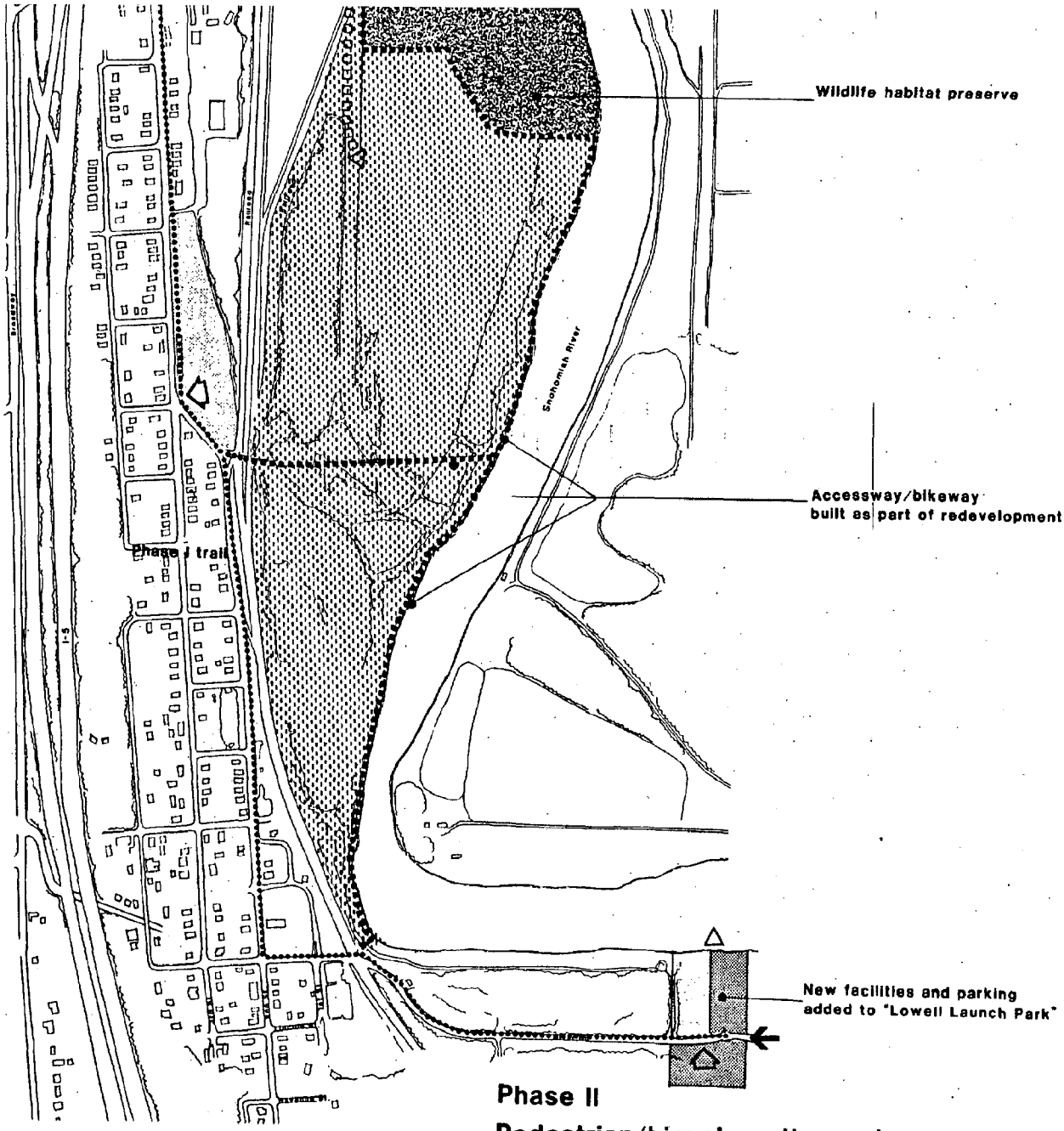
Railroad tracks rerouted for development opportunity

38th Street extended to connect with 41st Street interchange

"Park and Ride" lot for 600 cars

Soccer fields and picnic area built in Phase I

Riverside Drive extended South to park and ride lot and to provide access for Simpson Property



Phase II

Pedestrian/bicycle pathway improvements

From Hewitt Avenue to River Road

considered for purchase by the City. With a few improvements they could become very attractive destinations for boaters and perhaps include camping facilities.

To the south of the I-5 bridge lies the Scott Paper Company property which is partially used to store and chip logs for pulp manufacture. If this property remains in water-dependent use, the Phase II bicycle trail should follow a route parallel to the railroad tracks to avoid conflict with industrial operations. If the property is redeveloped into a nonwater-dependent use the trail should follow the shoreline.

The Riverbend Development is an important civic redevelopment project proposed in the Everett City Center Development Plan. It is intended as a joint private and public effort which will result in an eastern focus for the city center and the beginning of an exciting new direction in the riverfront's development. Public improvements necessary to provide a favorable development setting are the completion of the "frontage road" access system from the freeway, a water-oriented public park and perhaps other recreation facilities such as a field house or multi-purpose center. Private developments will most likely be those which benefit from the good freeway and highway access, excellent visibility, and the amenity of the riverfront, such as a motel and visitor's services, diversified retail, light industry (located away from the river unless water-dependent), professional offices, a movie theater complex (located away from the river), and multi-family housing.

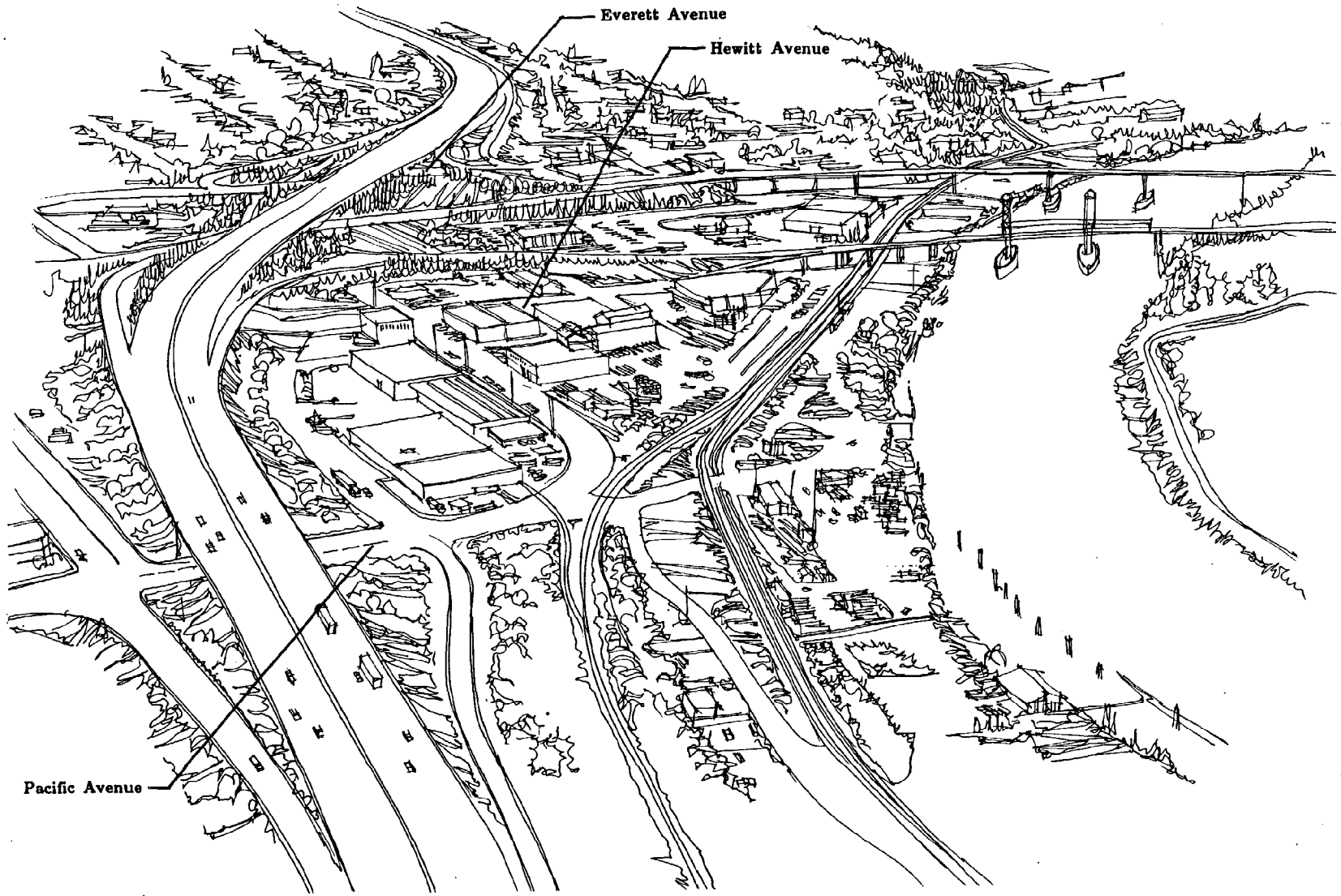
The area between Pacific Avenue and 36th Street will also be available for redevelopment. If housing office or retail commercial uses are established, then the bicycle/pedestrian trail should be relocated to the water's edge. The railroad line will also require realignment to make this area most useable. If water-dependent industries are established, they must be sited and designed in a manner compatible with other types of residential and commercial development.

The new "Riverside Drive" north-south corridor constructed in Phase I should be extended to the south and connected to the programmed 38th Street extension which will provide vehicle access from the 41st Street interchange and a new 600 car park-and-ride lot and transit area across from the Park Department soccer fields. The park-and-ride lot and soccer field complex will make an ideal point for bicyclists to start their ride and provisions should be made in the design of these facilities for safe bicycle/ pedestrian crossing points and staging areas.

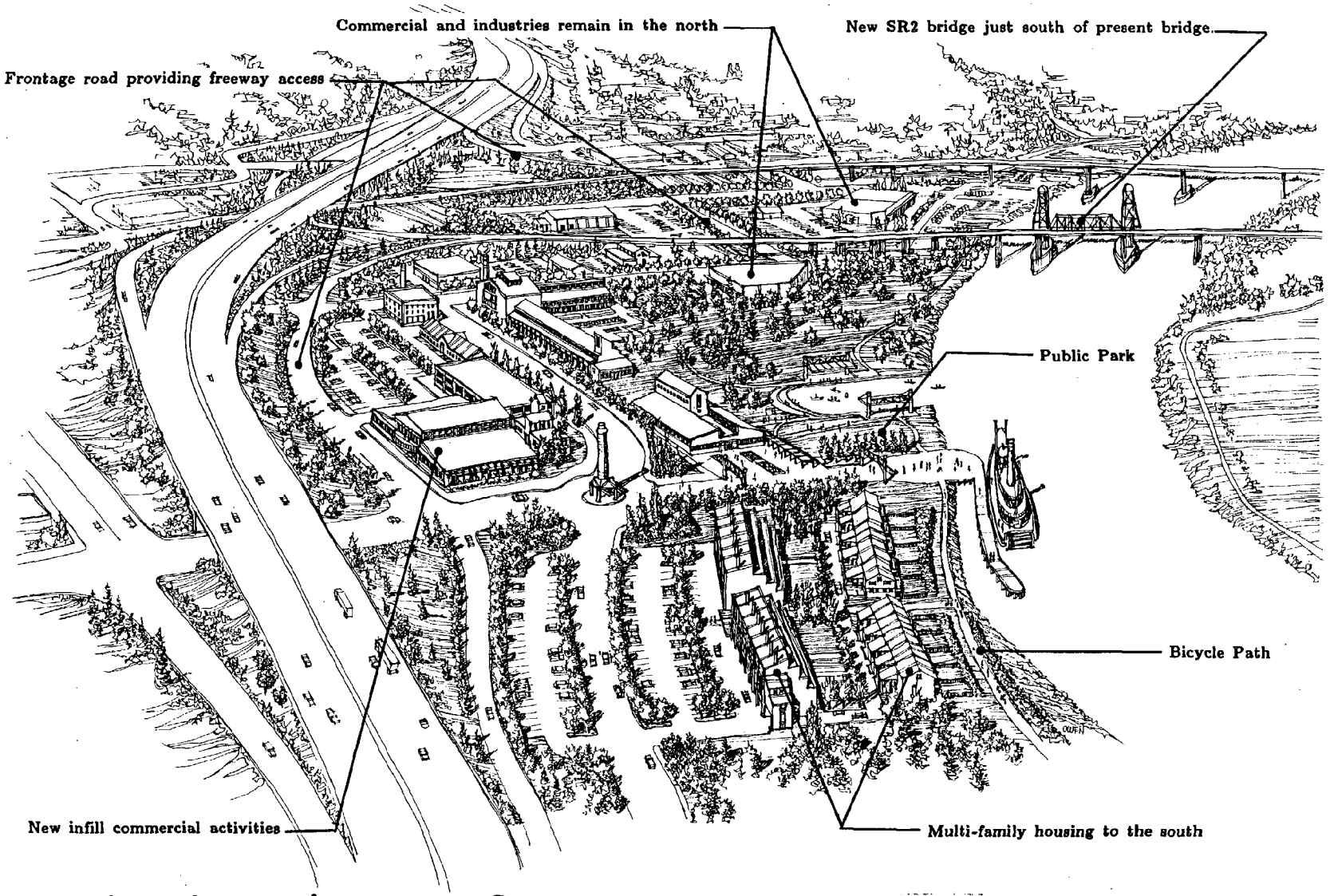
"Riverside Drive" can also be extended further south as a convenient vehicular and bicycle access to the Simpson property and the wildlife habitat preserve. The bicycle lane should skirt the preserve but walking trails can be developed within the wooded and marshy areas for nature study and passive recreational uses.

Bicycle access should be required along the shoreline when the Simpson property is redeveloped. Access should also be required from the shoreline to Lowell Park as indicated in the Lowell Neighborhood Plan.

Because the launch site at the trail's southern terminus will be an important connection point to the Snohomish County trail system, it is recommended that the proposed Lowell Launch Park proposed for Phase I be expanded to provide additional parking and passive recreational facilities.



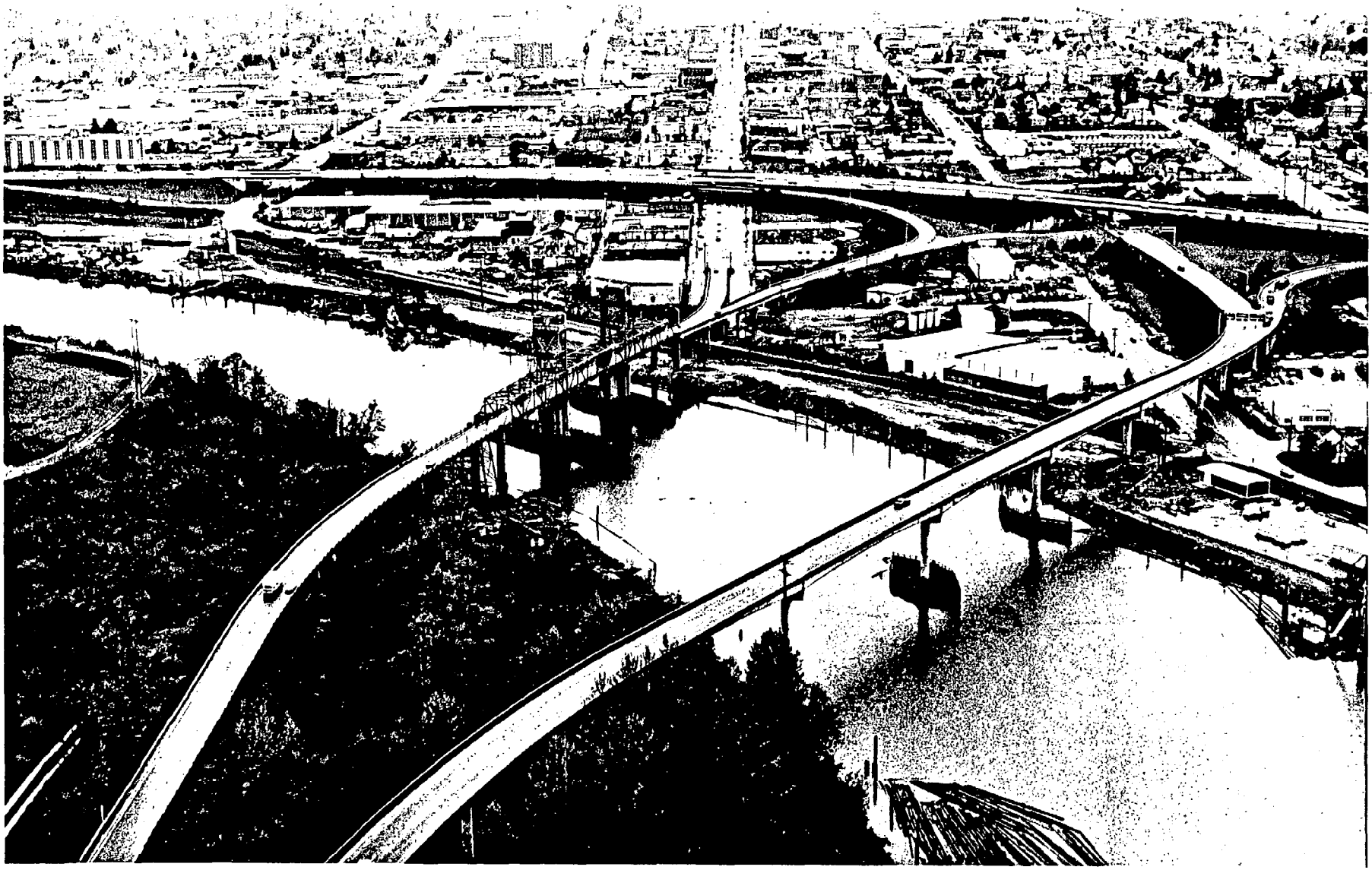
The Riverbend Area
Present Conditions



Riverbend Development Concept

Illustrative Sketch showing a combination of public and private development.

Note: This illustration shows possible development configuration if railroad tracks are abandoned. If tracks are maintained, then the complex shifts to the south but the basic elements remain the same.



Conclusion

This plan for a pedestrian and bicycle trail system is intentionally ambitious. Without aggressive and committed effort the twin goals of convenient public access and revitalization of the Snohomish Riverfront cannot be achieved. But the actualization of the elements presented here will require more than government planning and day-to-day public works improvements. It will take a concerted effort on the part of groups with an interest in the river's future to work for a greater allocation of funds, public/private cooperation, and the development of innovative ideas.

Such an effort should bring together a wide variety of interests:

- Cyclists, walkers and joggers whose benefit from the trail is obvious.
- Those interested in nature study and passive recreation who wish natural habitats preserved.
- Boaters and water sports enthusiasts who will enjoy a host of recreation opportunities.
- Community groups whose neighborhoods will be enhanced.
- Developers and property owners and businesses who will find a variety of opportunities in long neglected areas.
- Civic leaders who will see a whole new dimension added to Everett's livability and city image.

It is hoped that one outcome of this study is an active constituency of individuals and interest groups that will carry forth the goals of a more vital, accessible riverfront until that vision is achieved.

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