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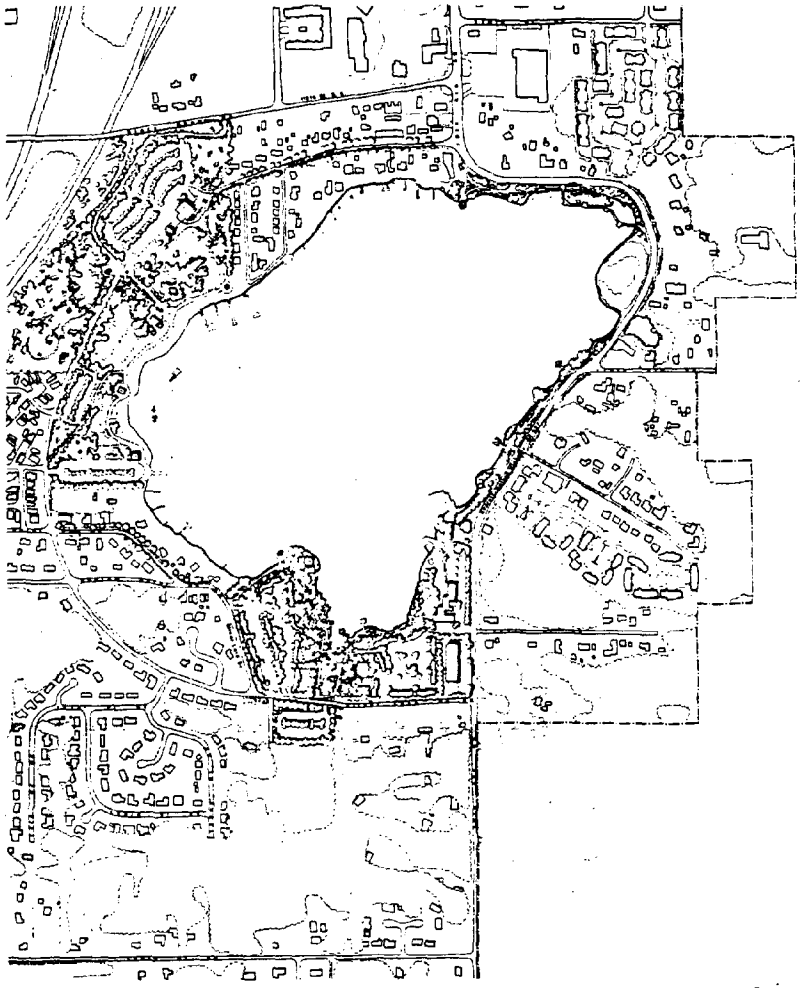

Silver Lake
Shoreline Management and Access Plan

Prepared for the City of Everett Planning Department by

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Introduction

Silver Lake serves the Everett community in many ways. It is the area's most popular warm water lake for swimming, boating and fishing. It receives local storm water run off. Numerous species of wildlife find a home in its waters and forested uplands. It is the focus of local neighborhoods. Silver Lake Park provides a setting for variety of recreational activities. The lake lies near the corridors of several regional and local traffic corridors, and finally, it is the locale's most identifiable landmark.

Understanding the importance of Silver Lake as a public resource, the City of Everett is undertaking a series of steps to insure that the lake is put to optimum public benefit. As a part of the City's effort, this plan's primary purpose is to serve as a basis for requirements to be added to the City of Everett Shoreline Management Master Program as authorized by the Washington State Shoreline Management Act of 1971. Everett's Master Program sets requirements for development within 200 feet of the shoreline. The requirements are intended to enhance opportunities for water-dependent activities and the ability of the general public to enjoy the shoreline. Specifically, at Silver Lake, the master program amendments will provide better public access to the shoreline and increase water-oriented recreational opportunities.

One purpose of this plan is to coordinate individual public and private development actions into an organized scheme that maximizes benefit to the public, to private property owners and to the quality of the lake itself. But Silver Lake's potential goes beyond what can be accomplished strictly by regulatory measures. Because of Silver Lake's multi-faceted role, any plan to guide the future must include public improvements, park master planning and infrastructure construction and should consider a broad range of planning objectives dealing with the following elements:

1. Recreation and public access
2. Traffic, circulation and parking
3. Water quality
4. Management of shoreline development
5. Environmental enhancement
6. Community development
7. Visual identity

Thus, this plan is comprehensive in nature, with special emphasis on coordinating various elements and other public land use, transportation and environmental management efforts into a unified scheme.

The document itself is structured to first discuss the existing conditions, objectives and recommendations related to each element and then to describe how the various elements are coordinated to support one another into a comprehensive vision for Silver Lake's improvement. Finally, an implementation program is presented which outlines the actions to be initiated by the many public and private participants who will be involved with the lake's future.

Contents

Page

I. Historical Background

II. Existing Conditions

a. Land Use
b. Transportation
c. Environmental Conditions

III. Goals and Objectives

IV. Plan Components

a. Pedestrian Access and Circulation
b. Water Quality Management
c. Recreational Activities
d. Visual Design, Landscaping and Natural Systems Enhancement

V. Comprehensive Planning Vision

XI. Implementation

History

Looking at Silver Lake's park and residential setting, it is hard to imagine that the area has had a dynamic history, or that the lake itself has been the site of a wide variety of commercial, recreational and even military activities. The sequence of development that has occurred over the past century has resulted from the lake's natural attractions and its location along principal transportation routes.

The local Native Americans recognized the value of Silver Lake's amenities, and long before the first white pioneers arrived in Puget Sound, Silver Lake was the site of a Snohomish Indian community. Even though the lake was far from the early settlements of Everett and Seattle, its location along the military road brought development to the area relatively early. The first Silver Lake real estate plat was filed in 1883. In 1910 the Seattle-Everett Interurban railway opened, and due to convenient access, Silver Lake blossomed into a popular recreation spot. By the 1920's, resorts, amusement parks and fairgrounds ringed its shoreline. The depression era brought a decline to Silver Lake's role as a bustling recreational center. The Snohomish County fairgrounds moved to Monroe and in 1939 the Interurban Railroad terminated service. With these changes, permanent lake front homes began to replace resort activities. In the 1950's the south end of the lake was used as a log holding pond for Casper's Shingle Mill. Construction of the Silver Lake Shopping Center and Interstate 5 in the 1960's brought a new wave of development to the locale. In 1968 the northwest quadrant of the lake's shoreline was annexed by the City of Everett.

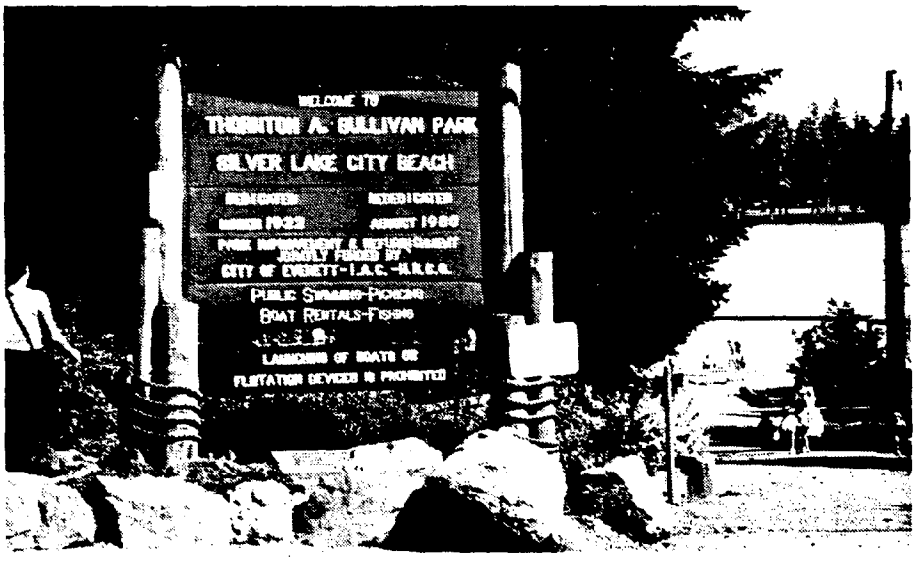
During the past decade, the south Snohomish County region has undergone extensive development associated with the Everett Mall, the I-5 high technology corridor and residential growth between Bothell and Everett. As a result, traffic has increased dramatically on SR 527 along the lake's eastern shoreline and there is substantial pressure to develop the area immediately around the lake. In 1984 the City of Everett annexed the remainder of Silver Lake and its immediate vicinity. At that time, tracts of land were rezoned to allow office and multi-family residential development and a local improvement district formed to install sewer lines. A major impetus for the annexation of the entire shoreline was that placing the area in a single jurisdiction allows better coordination of land use planning, shoreline management regulations and public improvement programs.

Today the challenge is to accommodate the developmental pressure resulting from Silver Lake's strategic location in the region and at, the same time, to enhance its environmental and recreational assets for greater public benefit.

Existing Conditions

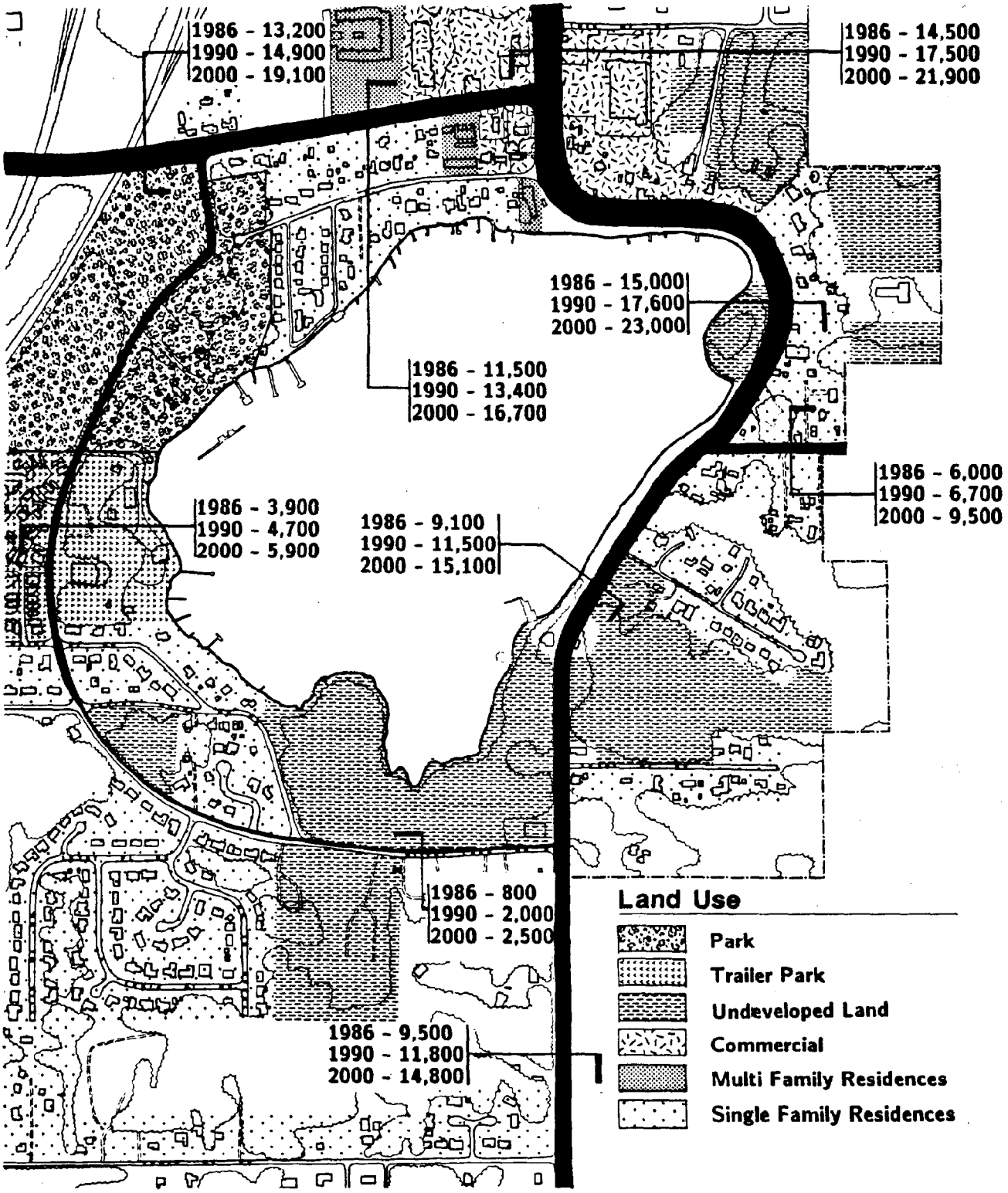
Land Use

With regard to planning for Silver Lake's future, two land use characteristics stand out. The first is the wide variety of land uses that currently surround the lake. Unlike most other small lakes in the region, Silver Lake's shoreline is a finely grained mixture of commercial business, single-family and multi-family residences, active and passive park lands and heavily vegetated, undeveloped land. This presents some planning issues because the long term objectives of neighboring land uses are not always compatible. For example, single family residences along the shoreline discourages the establishment of continuous public path at the water's edge. On the other hand, the mix of activities adds a variety and balance that, if properly organized, can enrich the lake's visual character and its role as a recreational and community focal point.



Silver Lake Park is a regional recreation resource and a significant land use activity.

The second important land use characteristic is the number of large development projects planned near the south and east shorelines. Because of their size, these projects may result in a significant impacts on transportation systems, storm water run-off, recreational needs and visual character. However, large project development of open land has some public advantages. For example, continuous public access at the shoreline and will be required of commercial, office and multi-family projects. This requirement would be more difficult to achieve with numerous single family or small ownership land development.



SOURCE: Traffic volume information from Silver Lake Traffic Study, March 87.

Existing Conditions
Land Use & Traffice Volumes
Silver Lake Shoreline Management & Access Plan

The key to dealing with land use issues will be to maximize the compatibility of the different activities and to utilize the positive opportunities associated with new development while mitigating its negative impacts. The fact that all fo the shoreline and associated uplands are within teh City of Everett jurisdiction is an important advantage. If the jurisdiction was split between the city and the county coordination of land use and shoreline management regulations would complicate effective planning and implementing improvement programs would be much more difficult.

North end of Silver Lake showing mix of residential and commercial uses.

Transportation

Situated between Interstate 5 and State Route 527, Silver Lake is very accessible by automobile. Less desirable is the fact that SR 527, also known as the Everett-Bothell Highway, is a busy, regional north-south corridor carrying approximately 16,000 vehicles per day along the eastern shoreline. The high speed, high volume traffic detracts from the lake's environmental quality and makes pedestrian access difficult. Traffic along Silver Lake Road to the west and south of the lake amounts to about 5,000 vehicles per day and is much less damaging to the lake's recreational activities because of its lower speeds and greater distance from the lake shore.

Several traffic circulation improvements are currently planned or in process. State Route 527 will be widened from two to three lanes as projects are developed, and a signal will be installed at 116th street during 1988. These improvements will allow easier turning off and onto the highway and safer pedestrian crossing at 116th. The highway is programmed for eventual expansion to 5 lanes in the 1990's, however certain sections may be expanded to 5 lanes

SR 527 at the south-east portion of the lake.

before then. Current engineering studies show all widening occurring to the east of the current alignment so away from the lake shore.

In addition, 112th Street S.E. (Stock Show Rd.) is being widened with new sidewalks. New freeway exit and entrance ramps to the south of 112th St. S.E. are being considered. If implemented, the proposed ramps will impact the intersection of 112th and Silver Road increasing the need to relocate this intersection further to the east.

Environmental Conditions

For a small, low elevation lake in an urban setting, Silver Lake enjoys remarkably good water quality. This is partly because the lake is comparatively deep and some of the streams feeding the lake still flow over undeveloped land where pollutants are filtered out by the wetland vegetation and natural sedimentation. A report by the University of Washington Engineering Department describes current water quality conditions in the lake and recommends steps to take for its maintenance.

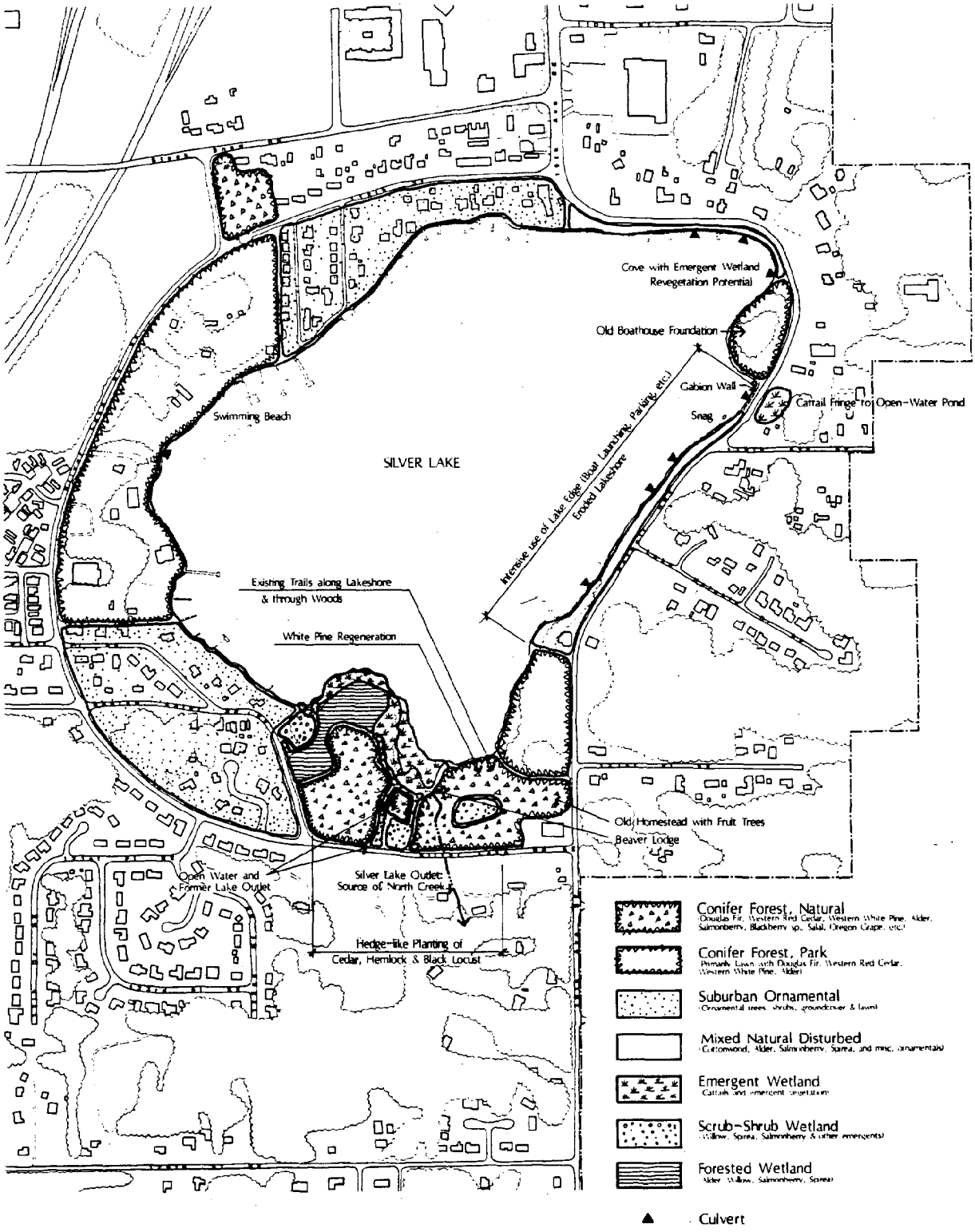
The most obvious of Silver Lake's environmental assets is the wide variety of vegetation zones and visual qualities. While portions of the lake have a residential character with lawns and gardens extending to the water, Silver Lake Park and the trailer court at the west shoreline posses large stands of tall evergreen trees in a naturalistic park setting. The park lands west of the Silver Lake Drive include a densely vegetated area which provides habitat for small mammals and a nature trail.

The southern portion of the lake is an expansive wetland with emergent zone (water plants growing up through open water) scrub-brush zone (shrubs and small trees), and an upland forested zone with a substantial stand of white pine, an unusual plant type for this area. This wetland, with its mix of vegetation types, provides an excellent wildlife habitat and there are beaver huts to attest to this fact.

Beaver family residential unit

The western and north-eastern shorelines are in a badly eroded condition due to heavy use and their proximity to SR 527 with its runoff and off-the-shoulder parking. Cottonwood trees and some small shrubs manage to survive, but this portion of the shoreline requires significant regrading and revegetation. To the east of SR 527 is a small, shallow pond connected to the lake which makes a very attractive setting for the surrounding properties and a protected habitat for birds.

Upland conifer forest at south end of lake showing stand of White Pine.



Existing Conditions
Vegetation and Natural Systems
Silver Lake Shoreline Management & Access Plan

Planning Objectives

Silver Lake is multifaceted public resource used for a variety of purposes. It is Everett and southern Snohomish County's most popular recreational lake, attracting thousands of swimmers, boaters, and fishermen each year. It is the focus for a growing residential community. Many species of wildlife also find a home in its variety of shoreline habitats. Several regional circulation corridors traverse nearby and the area's storm drainage uses flow in its waters. Because of its multitude of functions, successful planning of Silver Lake's future must necessarily address a broad range of goals. The planning objectives that guide this plan were developed in workshops with staff members from Everett Department of Planning, Parks and Recreation, Public Works and Engineering. Representatives from Snohomish County Parks and Recreation Division were also consulted to coordinate bicycle route planning. Early in the planning process, an open house was held in the Silver Lake community and a questionnaire circulated to elicit community input regarding the project's objectives. The objectives listed below compile the ideas from these efforts, and serve as a basis for the concepts and recommendations developed in the planning process.

A. PUBLIC ACCESS

1. Provide a continuous public foot path around the lake (at the shoreline where possible).

2. Provide access points for bicycle traffic that connect to regional bicycle trails. (However, do not allow bicycle traffic to interfere with pedestrian traffic on foot path.)

3. Provide automobile access and parking areas for recreational visitors.

B. LAND USE AND SHORELINE MANAGEMENT

1. Mitigate potentially adverse impacts and optimize positive opportunities associated with new development.

2. Enhance the compatibility of the diverse land uses surrounding the lake.

3. Structure future growth in the surrounding community and enhance cohesiveness of residential neighborhoods.

4. Further the goals for the State Shoreline Management Act; namely to conserve the resources for water dependent uses and to provide the opportunity for the public to enjoy the shoreline.

C. TRAFFIC AND TRANSPORTATION

1. Insure that planning of Silver Lake is done in conjunction with efforts to improve vehicular transportation.

2. Mitigate, where possible, adverse traffic impacts.

3. Provide sufficient automobile access and parking to the lake.

D. ENVIRONMENTAL QUALITY

1. Maintain and enhance water quality.

2. Restore eroded and degraded shoreline edges.

3. Maintain a variety of shoreline wildlife habitats as long as they do not reduce water quality.

4. Coordinate with the City of Everett storm water management program.

E. RECREATION

1. Provide for increased active, water-oriented recreation including swimming, boating (in hand-launched, non-motorized craft), and fishing.

2. Provide for passive and family oriented recreational activities including picnicking, children's play, and nature study.

3. Insure that the recreational opportunities for all population groups including children, elderly and handicapped citizens are maximized.

4. Plan for future indoor recreational activities that may be advantageously located in the vicinity due to its central location in the community and parking access.

5. Provide safe, convenient parking supporting recreational activities.

F. VISUAL CHARACTER AND LANDSCAPING

1. Develop a unified visual identity for the lake and its surroundings through enhancement of its naturalistic landscape character.

2. Upgrade shoreline vegetation.

3. Create a variety of pedestrian oriented settings along the circumferential foot path.

4. Maximize attractive views of, and from, the lake.

Plan Components

Because of the broad spectrum of objectives stated above, the plan has been organized into a set of elements each addressing a different group of planning issues. The concept components are:

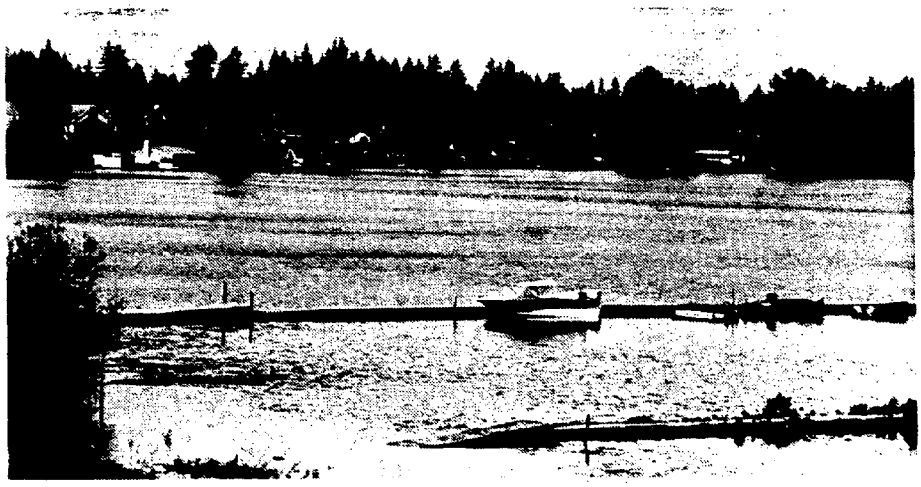
A. **Pedestrian Access and Circulation** - Developing a system of foot and bicycle pathways connecting recreational activities and shoreline amenities within the framework of vehicular transportation.

B. **Water Quality** - Coordination with Department of Public Works efforts to upgrade the lake's water quality through storm water management.

C. **Recreation** - Programming and organized set of improvements to accommodate increased demand for water-oriented, family and passive recreation along with necessary access and parking facilities.

D. **Urban Design, Landscaping and Natural Systems Enhancement** - Recommending a coordinated set of improvements to restore portions of the shoreline, provide wildlife habitats and enhance the lake's visual identity.

These components are described on the following pages and then combined into a comprehensive planning vision which organizes the separate elements into a unified whole.



Planning Silver Lake's future involves the consideration of pedestrian access, water quality, recreation, visual character and natural systems.

Pedestrian Access and Circulation

FOOTPATH

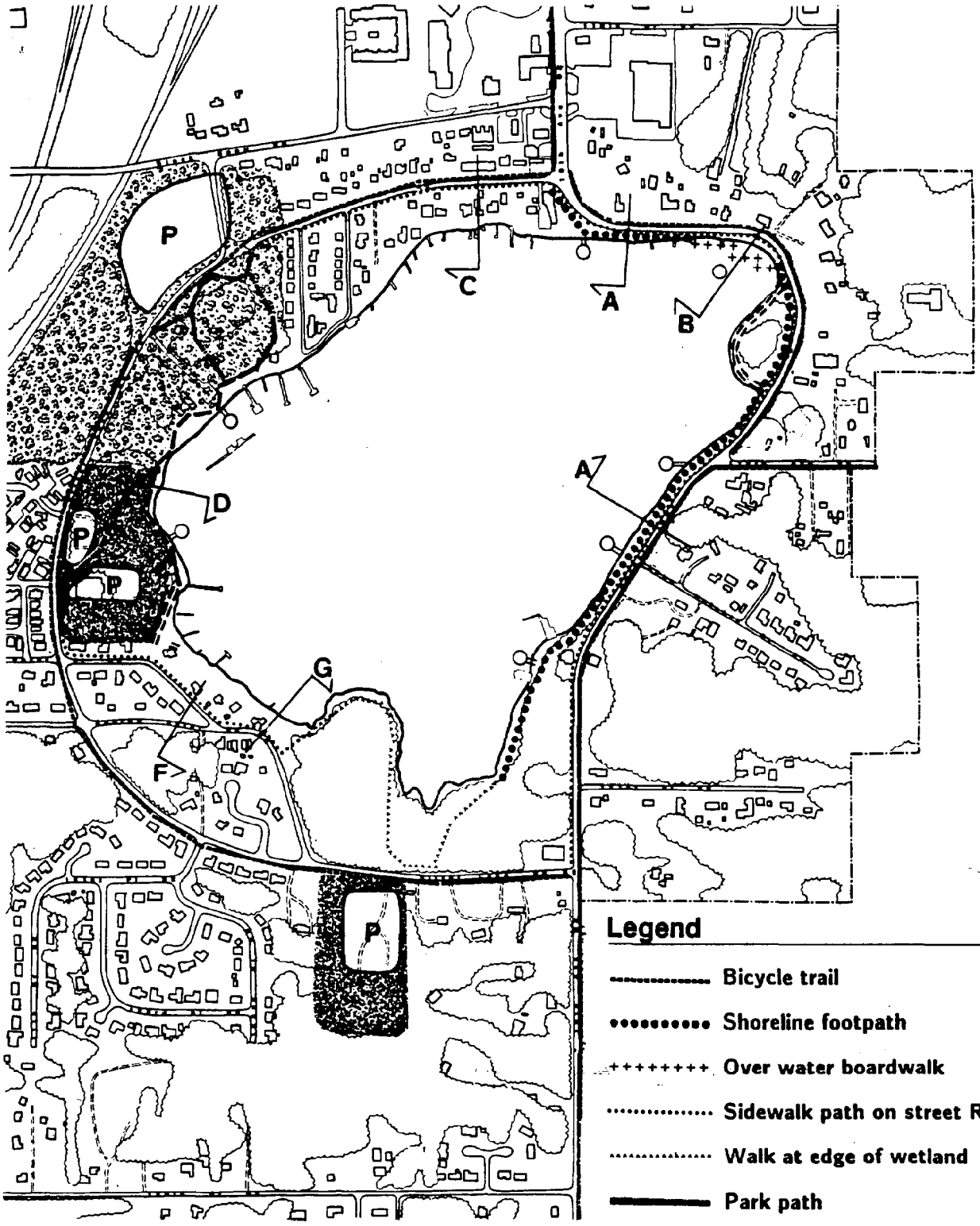
The primary impetus of this element is the construction of a footpath that will allow pedestrians to comfortably walk around the lake and connect various recreational activities and points of interest. Because single family residences are not required to provide public access at the water's edge, the path will not follow the shoreline through single family neighborhoods. In these areas the trail will be directed to sidewalks along public streets. The Everett Shoreline Master Program, as authorized by the Washington State Shoreline Management Act, does require public access be provided along the shoreline for all new commercial and multi-family residential development. As vacant properties are developed around the lake, this requirement will be used, along with publicly funded improvements to develop a footpath with pedestrian amenities and landscaping. In addition, the City of Everett has acquired several properties along the shoreline that provide vital links in the pathway route shown in the plan.

The pathway's width, paving and landscaping will vary from section to section to provide a diversity of settings including natural woodlands, park beachfront, residential and commercial.

Cross sections of various pathway segments are illustrated below and on the following pages. The circulation plan indicates where each of the sections are located. It is important to note that along with the construction of the path will be landscaping to improve the quality of shoreline areas and residential streets along the footpath route. The landscaping design concepts for these areas are described in the section on visual design and landscaping.

There is a natural desire for people to walk directly to the water's edge for fishing, sitting, launching rafts, swimming and viewing. To provide for this tendency and prevent destruction of delicate shoreline vegetation, fishing pads, seating areas, small beaches and walkway spurs should be provided at frequent intervals along the trail.

The path segments on the east and north side of the lake are illustrated in Cross-section A showing the relation of the path to the street and shoreline. The recommended path configuration here is 8' wide, allowing two couples to pass each other comfortably. Asphalt, gravel or concrete would be appropriate paving materials. Segments of gravel pavement will discourage roller-skaters and cyclists, and concrete might be appropriate for ramps or special features. Asphalt will provide an easily maintainable, cost-effective and versatile surface. The primary pathway design issue in this segment is shielding the pedestrian from the noise and distraction of high speed traffic along 527. To mitigate this irritant, the path's route is located away from the street. In



Legend

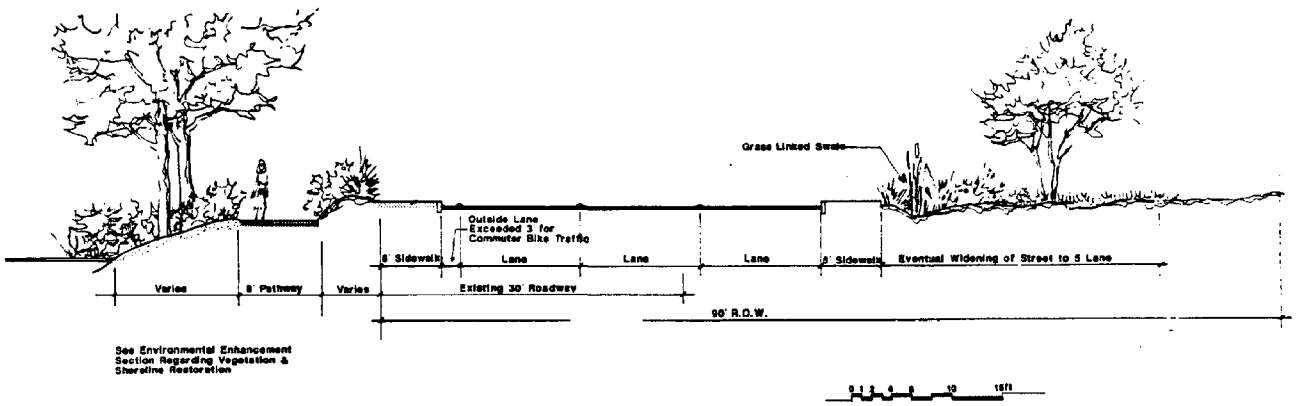
- Bicycle trail
- Shoreline footpath
- Over water boardwalk
- Sidewalk path on street R.O.W.
- Walk at edge of wetland
- Park path
- Beachfront boardwalk
- P — Public parking w/access to trail
- Future connection when Property is developed

- Park
- Proposed Park Addition
- Pedestrian feature shelter, viewpoint, etc.

Pedestrian & Bicycle Pathways

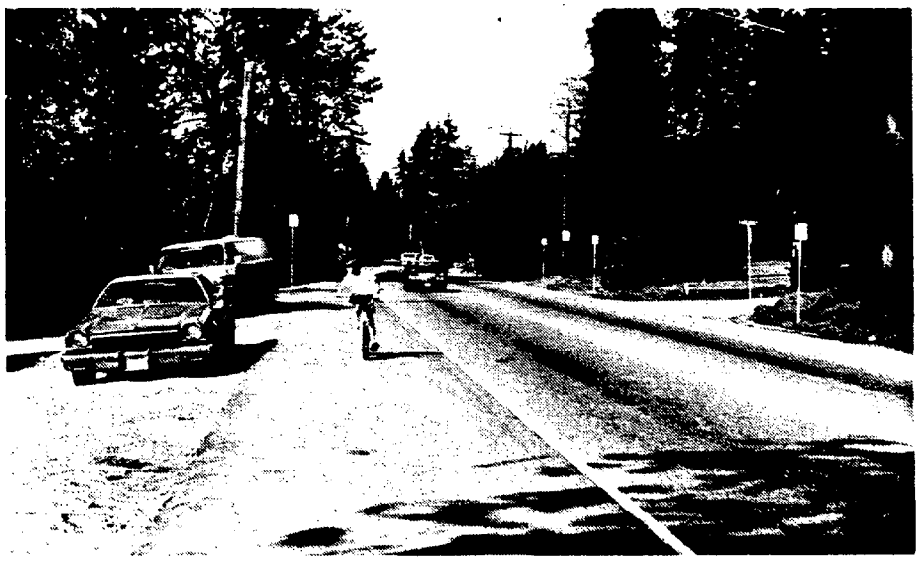
Silver Lake Shoreline Management & Access Plan

N



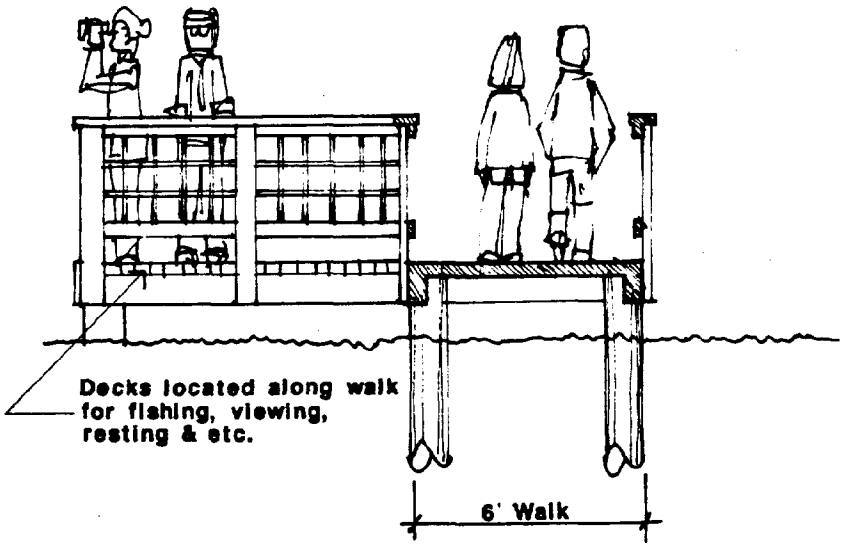
Section A: Path Along SR 527

certain portions, some filling along the shoreline will be necessary to locate the trail further away from the highway and to restore shoreline vegetation. A 6' sidewalk along the edge of the highway is also recommended for pedestrian passage to the street edge and for bus stops. This sidewalk will also provide a continuous route around the lake until other segments are constructed as part of the shoreline permit process. Another critical aspect of the SR-527 improvements is the inclusion of a grass swale at the east side of the street to filter storm water run-off. The importance of grass swales is discussed in the Water Quality section.

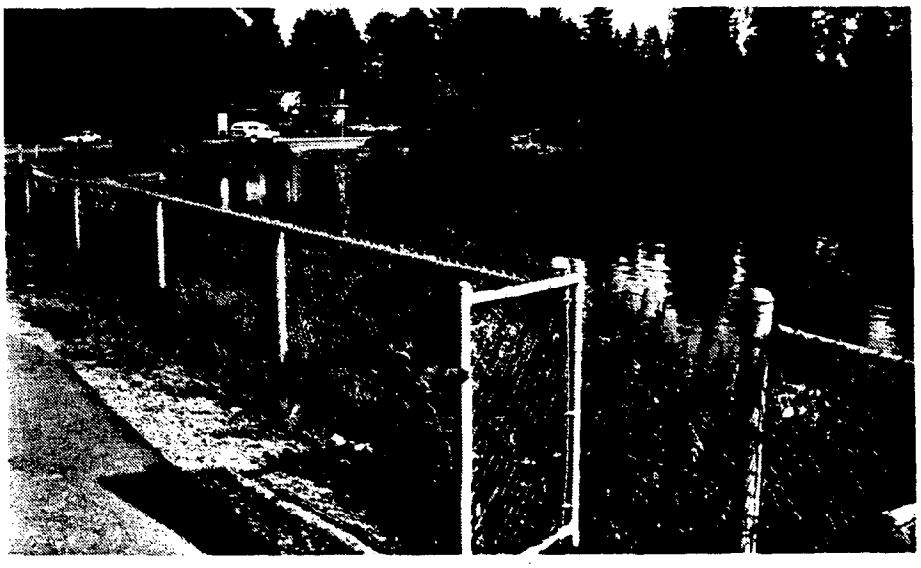


SR 527 looking north. The proposed sidewalk will extend approximately from the pavement edge to the cyclist.

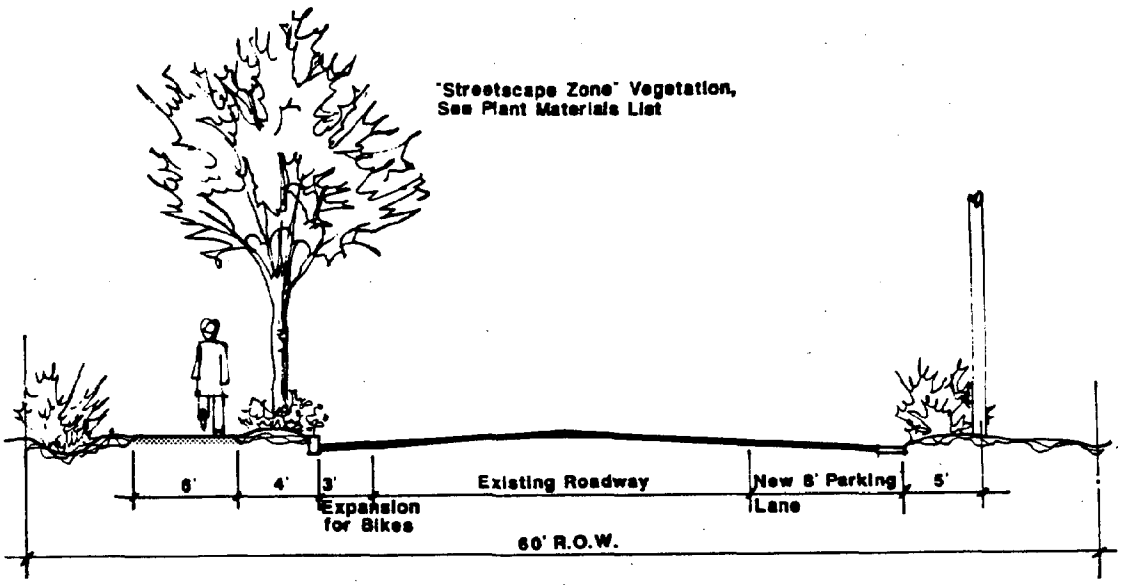
An over-water boardwalk is recommended at the north-east cove in order to further separate pedestrians from traffic, provide a variety of pedestrian experiences and to allow more intimate viewing of the small wetland area. A 6' wide walkway has proven to be sufficient in similar trails and narrowing the width will reduce the cost and make a more intimately scaled structure. Several decks should be provided along the boardwalk for fishing, nature watching, and sitting. The boardwalk construction must adhere to all Environmental Protection Agency standards for treated wood construction and painting.



Section B: Northwest Board Walk



The northeast cove looking east. The boardwalk will extend from the far bank to the near shore.



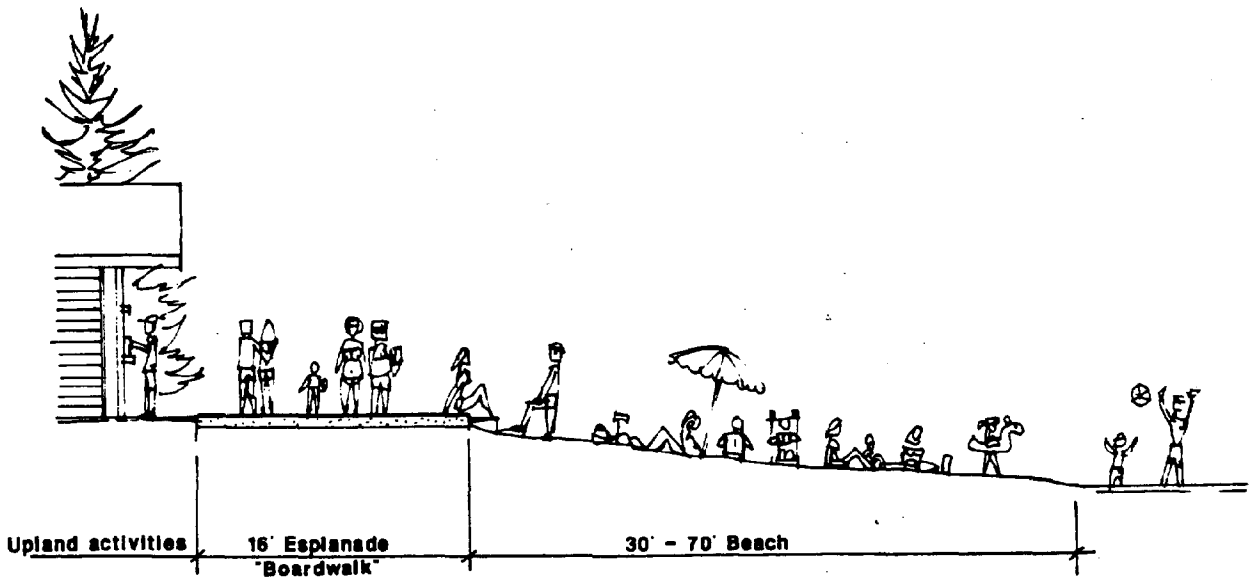
Section C: Silver Lake Road (Northern Section) Looking West

Cross Section C illustrates the path configuration at the northern single-family residential area. An 8' wide concrete sidewalk with landscaping to buffer residential properties and to upgrade the streetscape is recommended. Adding 3' to the traffic lanes width and signing the street as a bike route will provide for bicycle traffic. Where desired by property owners, a new parking lane can be added on the north side of the street. The landscape and pavement design of residential path segments should be coordinated with local property owners so that the improvements upgrade the quality of the local neighborhoods as well as providing access.

Silver Lake Road (northern section) looking east.

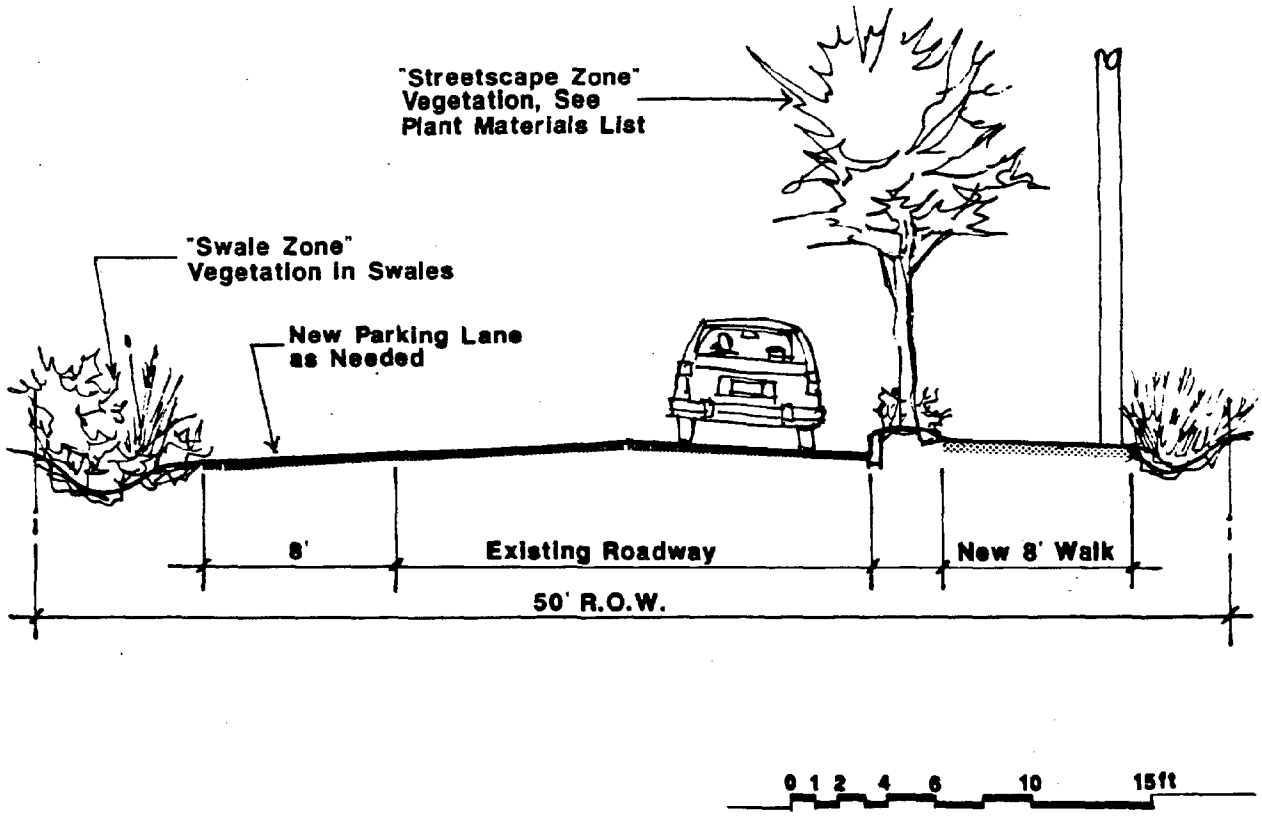
At Silver Lake Park, the trail route branches to an upper walk through the wooded parklands and a beach front esplanade at the back side of the swimming beach. This broad walkway (approximately 16' wide) will allow ample space for strolling, people watching and informal gathering. Beach facilities such as restrooms, showers, lifeguard quarters, picnic shelters and concession snack stands will be located along the esplanade making it an activity spine. The walk will be raised slightly above the beach area with steps that can be used for informal seating.

The character of the esplanade will be reminiscent of the early 20th century beach-front boardwalks. Concrete is the most durable pavement for the use and can be scored in transverse panels to suggest a wood plank boardwalk.

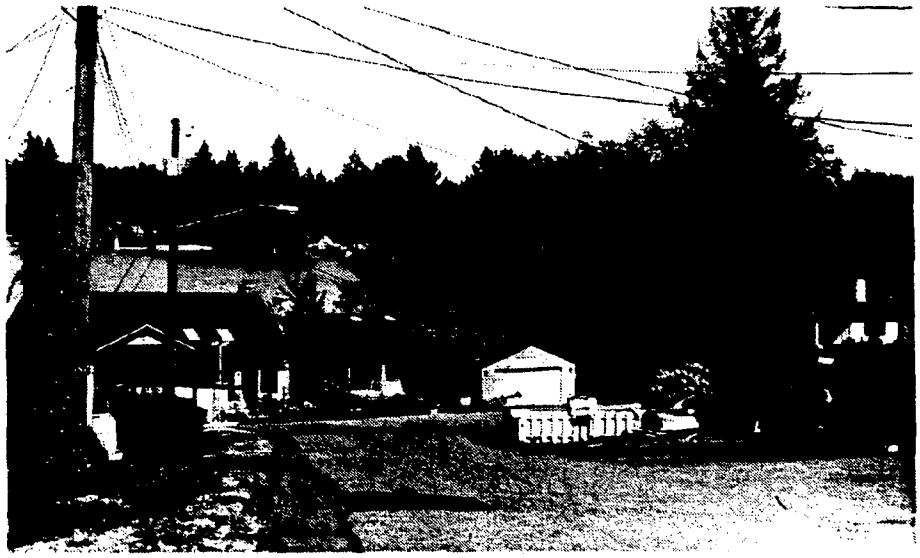


Section D: Beachfront Esplanade

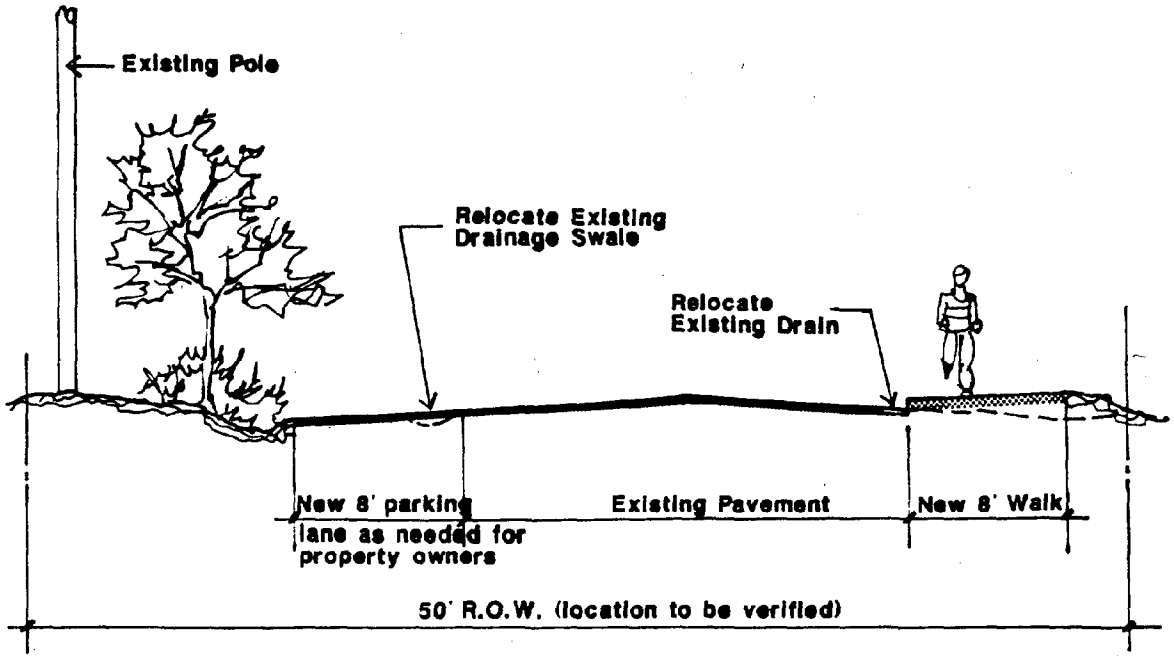
The footpath will leave the park at Silver Lake road, at the south-west corner of the present trailer court property and travel along a new sidewalk at the north side of Silver Lake Drive. A parking lane will be developed where desired by adjacent property owners and appropriate landscaping installed. Sections E, F, and G show the street configurations at the indicated segments along the route. The only area where adding a sidewalk will be difficult is at the elbow at Section G. where the roadway is so narrow that a sidewalk extension with retaining wall and guardrail should be constructed.



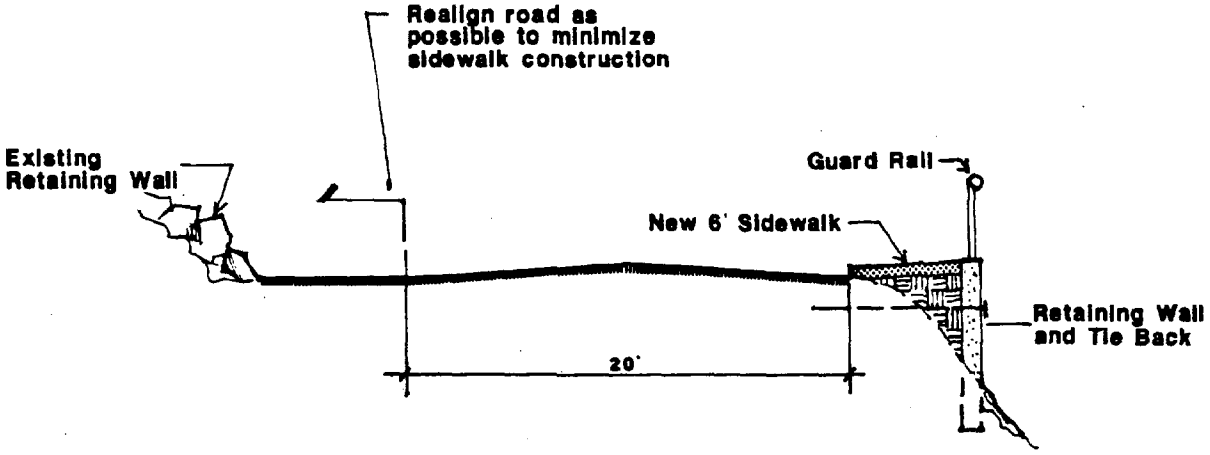
Section E: Silver Lake Drive (Southwest Section) Looking West



Silver Lake Drive at the south-west corner of the lake, looking east.



Section F: Silver Lake Drive, Looking Northwest



Section G: Silver Lake Drive, Elbow at South, Looking Northwest

Any development at the vacant south-end property will be required to provide a 10' wide access easement along the shoreline and a 20' wide landscape zone. Buildings will be set back from the shoreline and wetlands a minimum of fifty feet. These requirements will help maintain the natural character of the wetlands and low wooded areas. An 8' wide pathway with gravel or asphalt paving should be located sufficiently back from the shoreline so that it does not disturb sensitive habitats or cause shoreline degradation. Where possible, native vegetation including trees should be maintained to provide a buffer between the residential units and the path.

BICYCLE ACCESS

The footpath will be inappropriate for bicycle traffic and so a separate bicycle route is recommended that will connect the major recreation features to planned regional bicycle routes as shown in the circulation component plan. Because much of the bicycle path will be on street R.O.W. and because the connecting regional bicycle trails will be along heavily trafficked streets, the bicycle trail is not intended as a route for children and casual riders but will serve commuters and experienced cyclists.

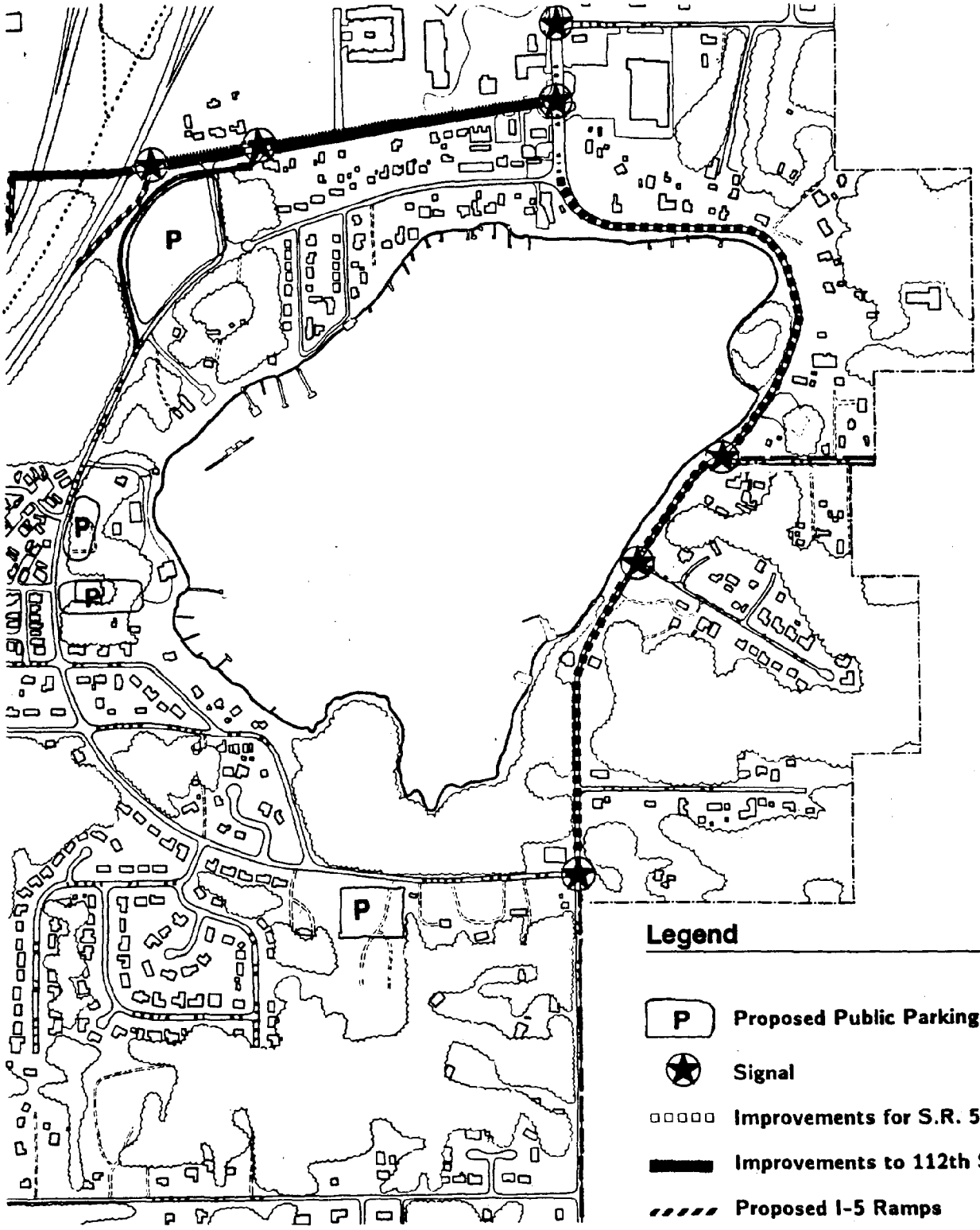
PARKING AND ACCESS POINTS

Because the lake is bordered by SR 527 and single-family residences along much of its perimeter, parking and easy pedestrian access to the footpath is restricted in many sections. To alleviate this problem and accommodate increased use, the plan recommends the development of an additional 400 parking spaces within the park, and an additional 100-200 space lot at the south end of the lake. The south-lake parking lot will require public acquisition of property immediately south of Silver Lake Road as shown on the access plan. This will augment the existing 395 stalls parking lot at the park. Because of the proposed widening, there will be no on-street parking along highway 527. Pedestrian access will be improved by a traffic signal at 116th Avenue S.E. Other crosswalks on the highway are located to provide the maximum sight distance in both directions.

VEHICULAR TRAFFIC

As noted in the description of existing conditions, there are several major traffic improvements, especially the widening of SR 527, that will significantly impact the Silver Lake area. Fortunately, the engineering plans show the highway widening to occur to the east of existing pavement so that the new roadway surface will not encroach into the lake shore. However, any additional widening above the three lanes should be evaluated carefully to determine whether or not the widening to 5 lanes would genuinely add to traffic safety and fulfill a regional need.

A more positive improvement from the standpoint of lake's recreational uses is the relocation of Silver Lake Road SE around the present parking lot so that park visitors will be able to walk from their cars to the beach without crossing a street. If the proposed freeway ramps are developed the parking lot and road realignment will be moved slightly to the east but the parking lot should still be able to accommodate 450 to 500 spaces with better organization and some expansion to the north-east.



Legend

- P — Proposed Public Parking
- Signal
- Improvements for S.R. 527
- Improvements to 112th St. S.E.
- Proposed I-5 Ramps
- Reconstruct Overpass
- Silver Lake Road Relocation
- Proposed Light Rail
- Bike Trail from Snohomish County

Proposed Circulation Improvements

Silver Lake Shoreline Management & Access Plan

Water Quality

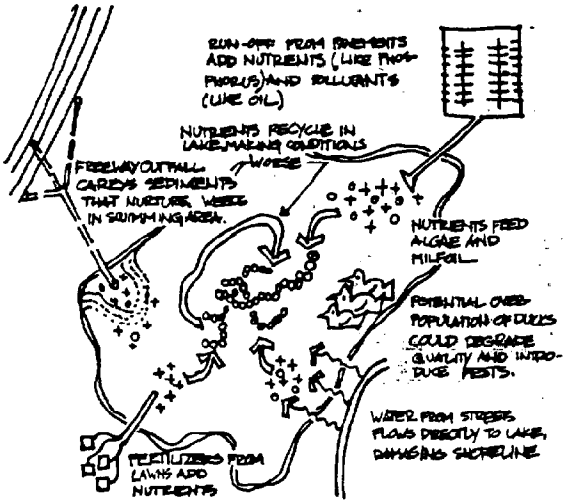
Maintaining high water quality for swimmers and boaters is a primary public goal. To serve that purpose the recommendations presented here are intended to support the findings of the Silver Lake Water Quality Nutrient Loading and Management Report prepared by the University of Washington Civil Engineering Department for the Everett Department of Public Works. The UW/ Public Works Study identifies vegetation nutrients such as phosphorous carried in storm water run-off as the primary threat to Silver Lake's water quality. Too many nutrients in the water can promote undesirable levels of algae and other microscopic life. Additionally, heavy metal and petroleum pollutants from street pavements are a significant problem.

Although the lake's water quality is presently quite good, additional development will increase the amount of nutrients and pollutants in the run-off from paved surfaces and developed sites. Recent research has shown that the most effective way to reduce these pollutants in a fresh water lake is to route the water run-off through wetlands, detention ponds, sedimentation areas and grass lined swales before it reaches the lake itself. Grasses and aquatic plants absorb the nutrients and heavy metal pollutants, and much of the sediment settles to the bottom of the ponds.

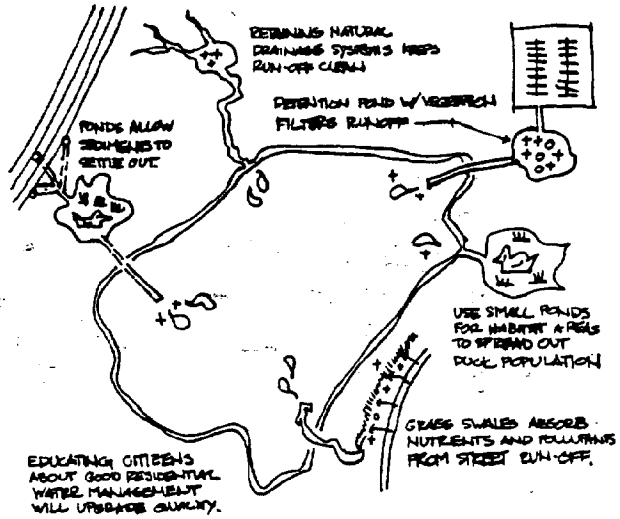
Wetlands such as this one are very effective in biologically purifying storm water run-off, especially when they are located a distance upstream from the lake.

Such wetlands also provide excellent habitats for wildlife and young fish. Enhancement of wildlife habitat and the natural character at Silver Lake was also identified by the community as a high priority objective. Unfortunately, larger wetland areas directly along the lake's perimeter can reduce water quality for swimmers because decayed plant material releases nutrients that

feed algae. Also, large populations of water fowl can degrade water quality, especially if fed by people. Therefore, the addition of large wetlands on the lake's edge are not recommended, although the retention of the existing natural wetland at the south end of the lake and the establishment of a small wetland area in the lake's north-eastern cove will not significantly reduce water quality. This is because the water at the southern wetland is drained directly into the lake's out-fall, and the proposed wetland area at the north will be smaller and its expansion limited by deep water.

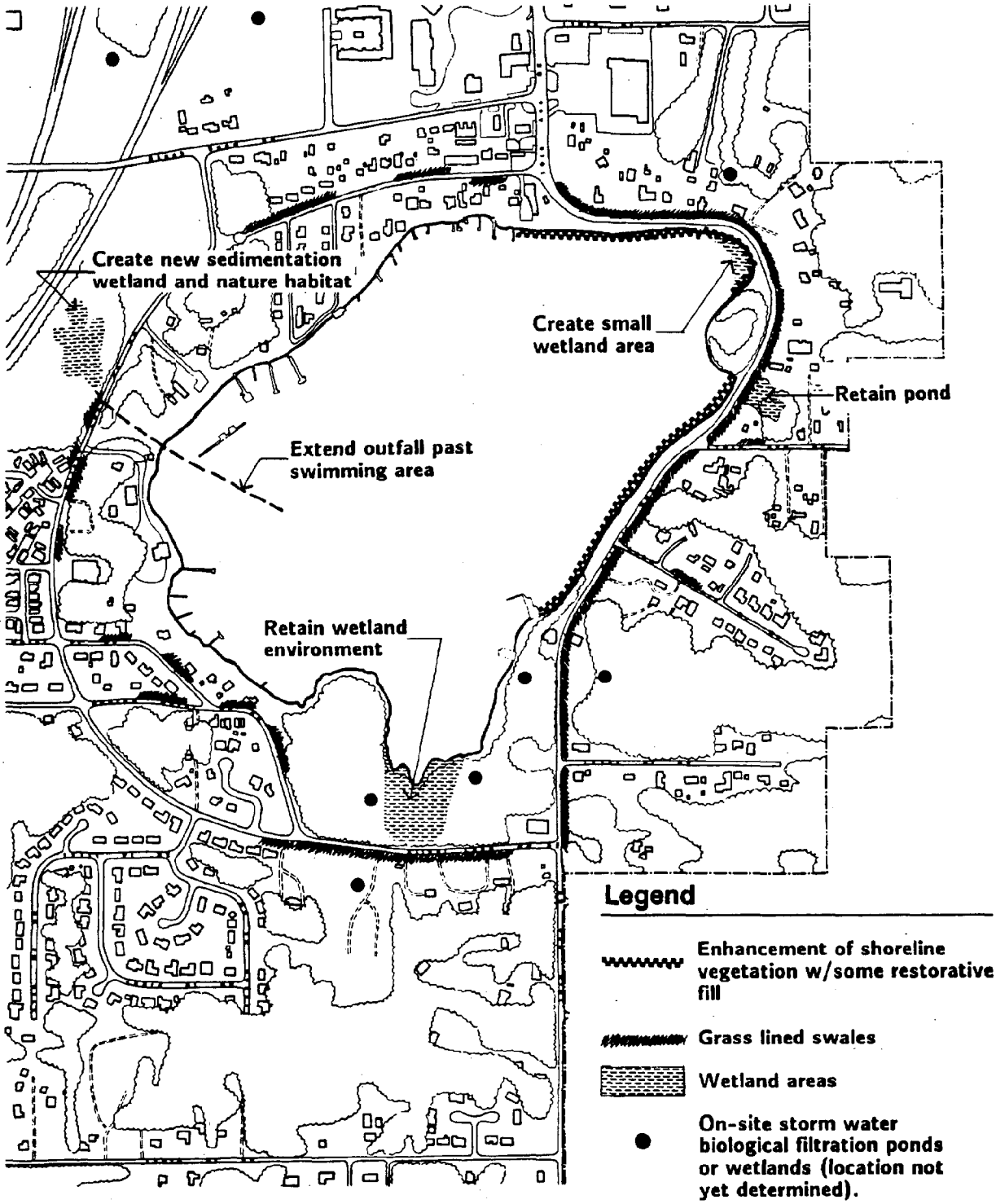


Once pollutants, nutrients and sediments reach the lake it is very difficult to remove them and clean the water.



Silver Lake should be treated as part of a water management system with run-off treated before it enters the lake.

To successfully improve Silver Lake's water quality, storm water run-off must be intercepted and biologically filtered before it enters the lake. Several of the plan's elements will serve as positive water quality improvements. The creation of the wetland/nature walk in Silver Lake Park will help to purify the run-off from the freeway which currently flows directly into the swimming area. The pipe carrying this water should be extended away from the beach further and deeper into the lake. The grass lined swales which are recommended as part of this plan's landscaping and street improvement components are also a proven pollutant filtering technique. Vegetation restoration along the shoreline will help to prevent erosion that introduces sediment and runoff pollutants into the lake. The Everett Shoreline Master Program will require on-site treatment of runoff through sedimentation ponds or wetland/grass swale systems. In addition, the UW/Everett Public Works study recommends a regional water management plan and public education program. Together, these actions will help to keep Silver Lake one of the region's premier "swimming holes".



Environmental Enhancement Measures
Silver Lake Shoreline Management & Access Plan

Silver Lake Park

Silver Lake Park, also known as Thorton Sullivan Park, is the gemstone in Silver Lake's ring of recreational resources. The park's swimming beaches are crowded with over 3500 visitors a day during the warm summer months. At other times of the year, the park makes a wooded setting for a quiet stroll. The challenge for masterplanning Silver Lake Park is to accommodate an increasing number of swimmers and boaters, to allow for other recreational activities and to coordinate with changing land use and circulation patterns. These challenges are matched by the opportunity to expand park grounds through the acquisition of the trailer court property to the south.

Even on a cool spring day, early season swimmers come to test the waters.

While in-depth masterplanning of Silver Lake Park is beyond the scope of this plan, there are several comprehensive issues which point to directions for park masterplanning. Namely:

1. Use of the trailer court site for additional beach areas and a "car-top" boat launch.

2. The need for additional parking and road revisions to provide better vehicular access.

3. Incorporation of park lands into the pedestrian loop trail.

4. Water quality and environmental enhancement actions.

5. Provision for other recreational activities.

The schematic plan presented here illustrates one way these issues can be arranged. It is drawn in greater detail than is customary for a schematic plan in order to present an understandable picture of how the park could function. Below are described some of the conceptual ideas for the park's proposed improvements.

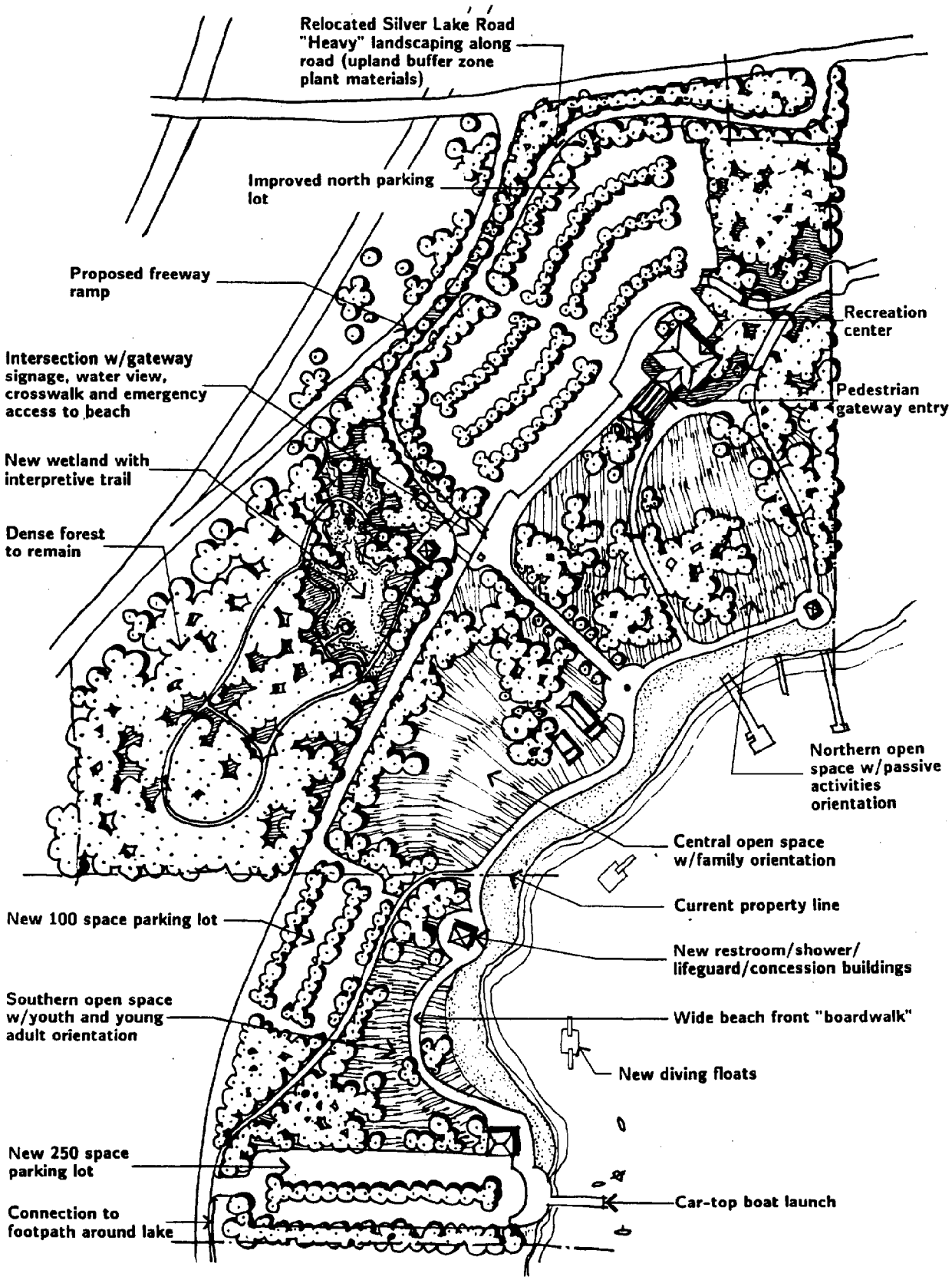
Swimming Beach Expansion - The acquisition of the trailer court property will allow an approximately 66% increase in swimming beach area and the addition of a "car top" boat launch.

Esplanade/Footpath - Silver Lake Park will be a principal focal point on the loop trail around the lake. The trail will pass through wooded glens and open spaces and connect to the parking lots, but the principal attraction will be a wide "boardwalk" along the swimming beach. This boardwalk esplanade will be slightly elevated above the beach to provide better viewing and informal seating. The boardwalk is envisioned as a high-activity spine, and bathhouses, lifeguard facilities, and (if desired) concession stands will be located along it. It will also serve an organizational purpose, providing a back edge to the bathing area and convenient route for lifeguards, emergency vehicles and park management staff. Specially scored and textured concrete may prove to be the most appropriate paving for the "boardwalk".

Parking - To accommodate additional visitors at peak times on summer weekends the parking will be expanded from the current 395 spaces to approximately 800 spaces. Two new lots are proposed in the south and central portions of the park. The south lot, with about 250 spaces will serve boaters and will be oriented in an east-west direction to minimize impact on the lake. The central lot will accommodate about 100 cars and its location should be determined by the topography and relation to nearby picnic areas. The northern lot will occupy approximately the same location as the present lot but be reconfigured to hold about 450 cars.

Road Realignments - The proposed road realignment of Silver Lake Road to the west of the main parking lot will allow park visitors access to the beach without having to cross a street and will provide better traffic circulation as well. Everett's Public Works Department and State Department of Transportation are is also studying the addition of a north bound exit ramp off of I-5. This possibility will require the reconfiguration of the north parking lot and the relocation of the intersection at 112th Street towards the east. While these actions are not necessary to the park's circulation, it appears that they can be accommodated into the plan and the illustration shows the ramp and intersection modifications as they are proposed.

Open Space - The land forms and existing vegetation patterns divide the park site (including the trailer park property) into three open spaces. It is recommended that these open



Suggested Park Improvements

areas be designed to provide a range of landscape character and activity centers. The southern most open space would make an appropriate area for teenagers and young adults because of its topography and proximity to boating and parking facilities. Frisbee tossing, listening to music, congregating and sun bathing could occur here. The central open space, because of flatter topography and enclosed configuration would be appropriate for picnicking and family activities. The northern area, which is more heavily wooded, can be a more passive setting, although there will be a lot of foot traffic from the parking lot to the beach. Convenient pathways must be provided here to direct pedestrians away from the secluded sitting areas.

Central open space suggested for a pickicking/family activities orientation. One of three open areas proposed in concept plan.

Recreation Center - Because of its central location in southeast Everett, convenient access and parking that is underutilized for much of the year, Silver Lake Park would make a good location for a community recreation center. The center could provide a variety of facilities and activities such as a small gym/dance hall, meeting spaces, senior services, arts studies, holiday festivities and nature center as well as park offices and ranger quarters. Although the recreation center is currently unprogrammed, the masterplan should identify a suitable location for it. The illustration shows a 6,000 to 8,000 SF center conveniently located near the north parking lot.

Wetland Nature Trail - As noted in the Environmental Enhancement Section, the creation of a sedimentation wetland area to filter pollutants for the freeway run-off will upgrade water quality in the lake. This wetland area will also make an ideal waterfowl habitat and an interpretive nature trail explaining the ecological benefits of wetlands to the community.

Visual Design and Landscape Enhancement

The visual design/landscape enhancement component plays an important role in accomplishing several objectives.

1. Vegetation enhancement along the lake front will help to restore the shoreline.

2. Wetland vegetation will upgrade water quality and habitat areas.

3. Landscape improvements and urban design elements will provide an attractive setting for the variety of activities and land uses surrounding at the lake.

4. Landscape improvements will create a naturalistic visual image or design through planting that visually unifies the lake's perimeter and surrounding uplands.

5. Landscaping will help to buffer adjacent land uses and to integrate new development with the existing context.

CONCEPT

The use of plant materials and landscape design is the most important visual element of this plan. The existing and planned buildings in the vicinity vary widely in use, scale and architectural character. It would be nearly impossible to develop a unified visual character using architectural guidelines or man-made design elements, although some of the small scale commercial building resorts structures and residential cottages do add interest locally. Landscape plantings, however, with a characteristic set of plant species can create a visual identity that unifies the lake front's variety of conditions, land uses and activities. This visual design concept also has the advantage of furthering the water quality, wildlife habitat enhancement and shoreline restoration objectives at the same time. Also, an identifiable landscape character can extend into the upland areas and be incorporated into new development so that the lake's visual image is integrated into the community. For example, the plant materials on the recommended plant list for grass lined swales should be installed in new drainage improvements, and the streetscape zone plant species should be incorporated on all new street improvements. In addition, the Shoreline Master Program will call for the submission of a landscape plan to the city for approval as part of the shoreline permit review. The Master Program sets standards for the landscape plans that implement the landscape concept outlined here.

"SIGNATURE PALETTE" OF PLANT MATERIALS

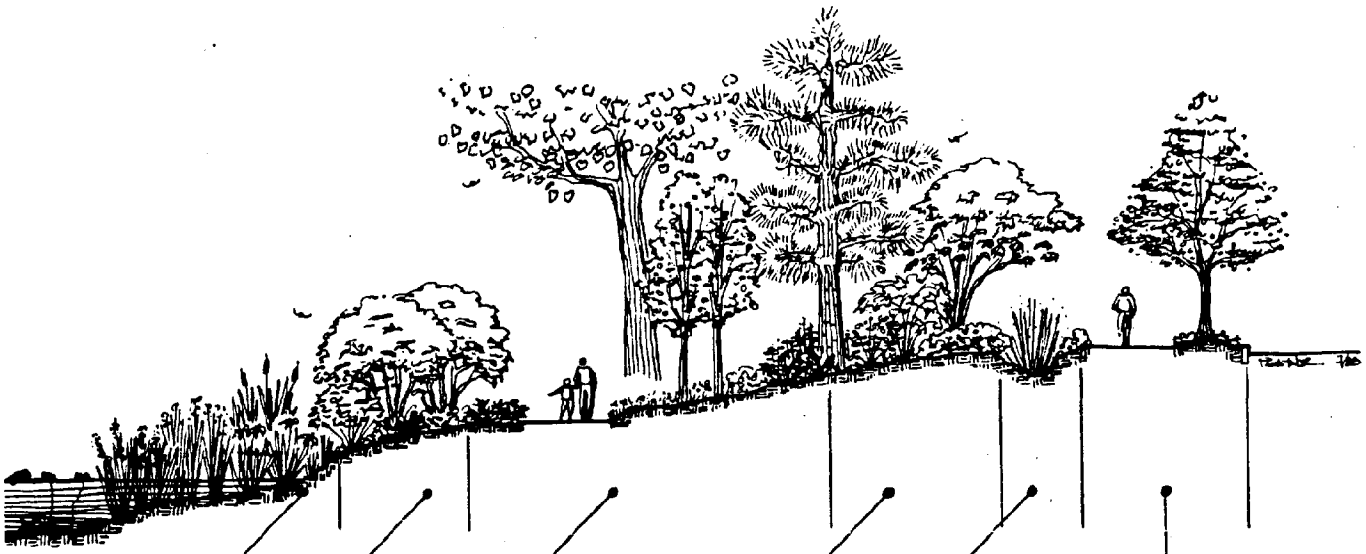
The key to establishing a distinctive landscape character around Silver Lake is the predominant use of a specific set of plant

species that create a landscape "signature" for the area. Using characteristic plant species to create an identity is not a new idea. The elms and maples lining the streets of New England towns is an image we all recognize, and the composer Respeghi celebrated the pleasures of another urban plant species in his famous tone poem "The Pines of Rome".

The signature palette for Silver Lake builds on the most desirable of the existing plant varieties found around the lake. For example, white pine is included on the plant list because of the unusual strands of white pine near the southern wetland area. Native Plants found in Puget Sound wetlands and lowlands are emphasized, as are those that will be useful in enhancing the water quality and wildlife habitats. An example of this is the native service berry tree which can survive damp areas, has an attractive flower and provides fruit for song birds. With its naturalistic appearance, small size, spring flowers and colorful fall foliage, it is desirable along the footpath, near the park's new wetland habitat or in a residential garden.

Because the lake front includes a variety of conditions ranging from emergent wetlands to swales, park open spaces and street rights-of-way, a plant list has been developed for each "vegetation zone". Generally speaking, the character of the recommended plant materials are soft, informal and naturalistic, and they will blend in effectively with existing vegetation in the park, natural areas and residential gardens. The results of the landscape concept will be a subtle but effective backdrop unifying the lake's variety of development features and communicating the message that Silver Lake is a place where human activity and natural systems co-exist.

Communities of plant species are organized into different "zones" which correspond to the environmental conditions. This photo shows the emergent zone (water plants), shoreline zone and upland transition zone in the background.



Streetscape Zone

Small ornamental and/or flowering deciduous trees for streetside plantings at pedestrian scale. Low groundcover or lawn underneath.

Swale Zone

Vegetation tolerant of wet-to-dry conditions; attractive all-year-round. For biofiltering of storm water and surface water run-off.

Upland Buffer Zone

Predominantly native vegetation with good ornamental value, massed along shoreline in dry situations and areas, including berm created between street and lake along eastern shore. For screening and sound attenuation. Plants tolerant of drought or sharp drainage, poor or compacted soils, as well as some seasonal flooding or saturation.

Upland Transition Zone

Predominantly deciduous native trees in groves on shoreline "peninsulas" and along broad shoreline edges. Evergreen tree groves may also be appropriate and effective where views to lake will not be obstructed for existing neighbors. For providing "cozy", open woodland setting, while allowing for views with low groundcover or wildflower meadow understory.

Shoreline Zone

Native plants, predominantly shrubs, tolerant of alternating (wet and dry) soil moisture conditions for bank stabilization, erosion control and wildlife cover.

Emergent Zone

Native water-dependent plants for color, wildlife cover, and marsh/wetland enhancement.

Silverlake Signature Palette

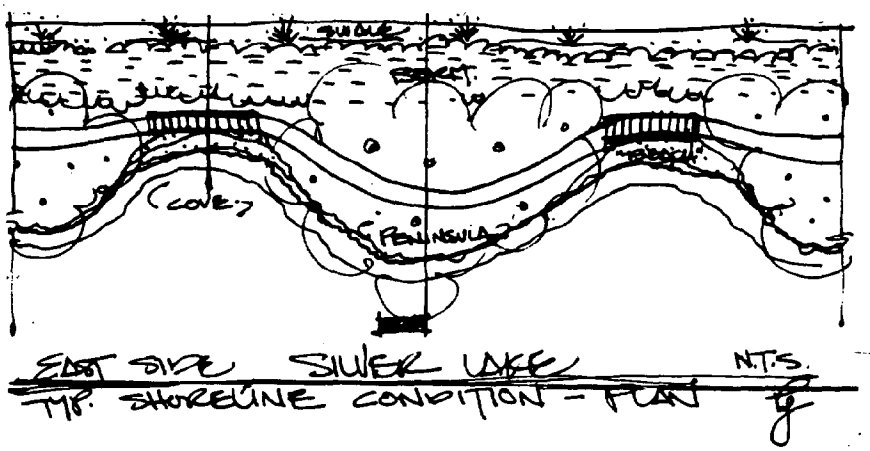
List of Plant Materials

Plant Species	Vegetation Zone: Emergent Zone	Shoreline Zone	Upland Transition Zone	Upland Buffer Zone	Swale Zone	Streetscape Zone
Cattail (Typha latifolia)	●					
Hardstem bulrush (Scirpus acutus)	●				●	
Burreed (Sparganium species)	●				●	
Yellow iris (Iris pseudacorus)	●					
Sedge species (Carex species)	●					
Water lily (Nuphar polysepalum)	●					
Watershield (Brasenia species)	●					
Twinberry (Lonicera involucrata)		●				
Redtwig dogwood (Cornus stolonifera)		●			●	
Ninebark (Physocarpus capitatus)		●				
Willow (Salix) - native species		●		●		
Hardhack (Spiraea douglasii)		●				
Snowberry (Symphoricarpos albus)		●		●		
Salal (Gaultheria shallon)		●	●	●		●
Sword fern (Polystichum munitum)		●	●	●		
Deer fern (Blechnum spicant)		●				
Canada mayflower (Majanthemum dilitatum)		●				
Long-leaved Oregon grape (Mahonia nervosa)		●	●	●		
Salmonberry (Rubus spectabilis)		●				
Red huckleberry (Vaccinium parvifolium)		●				
Red elderberry (Sambucus racemosus)		●				
Black cottonwood (Populus trichocarpa)			●			
Paper birch (Betula papyritera)			●			
Oregon ash (Fraxinus latifolia)			●			
Quaking aspen (Populus tremuloides)			●			
Western white pine (Pinus monticola)			●	●		
Western red cedar (Thuja plicata)			●	●		
Sitka spruce (Picea sitchensis)			●			
Bigleaf maple (Acer macrophyllum)			●	●		
Wildflowers/meadow grasses			●	●		
Douglas fir (Pseudotsuga menziesii)				●		
Western hemlock (Tsuga heterophylla)				●		
Vine maple (Acer circinatum)				●		
Western serviceberry (Amelanchier alnifolia)				●		
Oregon grape (Mahonia aquifolium)				●		
Oceanspray (Holodiscus discolor)				●		
Nootka rose; rugose rose (Rosa nutkana; Rosa rugosa)				●		
Evergreen huckleberry (Vaccinium ovatum)				●		
Ornamental grass (Panicum virgatum, Miscanthus sinensis, Agrostis species) (moist)					●	
Sedge (Carex pendula, Carex obnupta) - (wet)					●	
Serviceberry cultivars (Amelanchier 'Cumulus' or 'Robin Hill')						●
Flowering crab (Malus sp.)						●
Flowering cherry (Prunus sp.)						●
Small, ornamental maple (Acer sp.)						●
Ornamental pear cultivars (Pyrus callervana'						●
St. Johnswort (Hypericum calycinum)						●
Periwinkle (Vinca minor)						●
Taiwan creeping blackberry (Rubus calycinoides)						●
Genista (Genista pilosa)						●

LANDSCAPE DESIGN CROSS SECTIONS

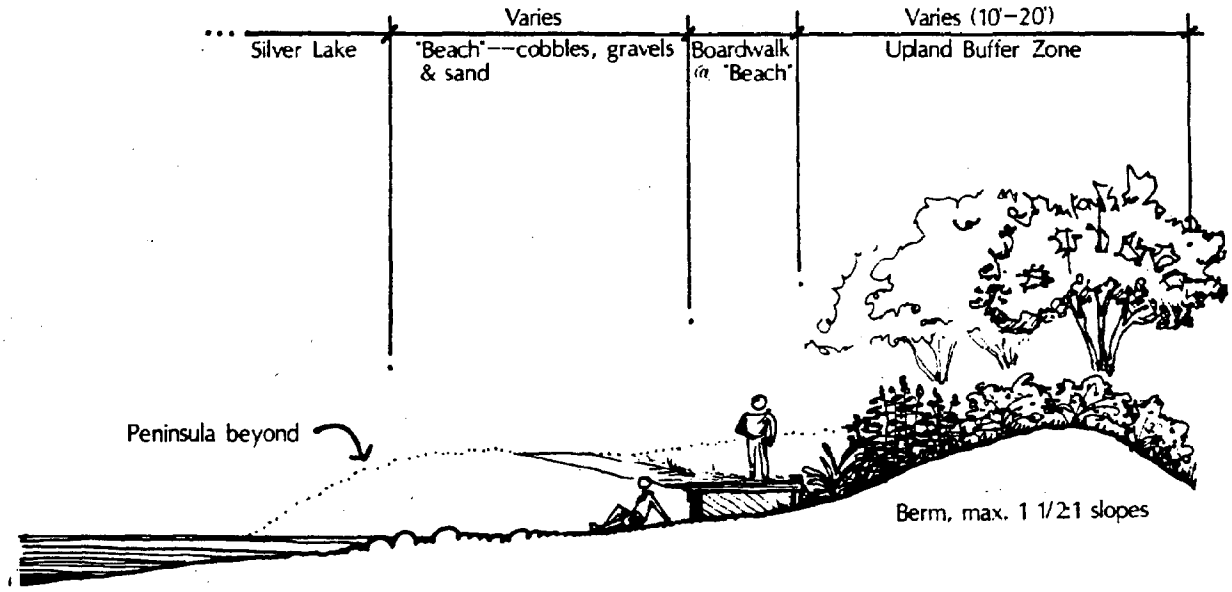
The cross sections presented below and keyed to the Visual Design and Landscape Plan illustrate how the vegetation zones listed in the signature plant list are incorporated into various stretches of the footpath.

The first two cross sections illustrate the shoreline restoration configuration recommended for most of the north and east portions of the lake.. Because this area receives the most wave action, it is natural for the shoreline to form in a cove/peninsula formation with the peninsulas able to extend out into the water because they are protected by either rocks or plants. The coves form in between the peninsulas where the wave action displaces the sediment along the shoreline. It is typical for natural sand or gravel beaches to form in the coves as the peninsulas slow the wave action and the waters deposit their sediment. Even though the eastern shoreline is badly eroded, the natural cove/peninsula formation is still apparent.

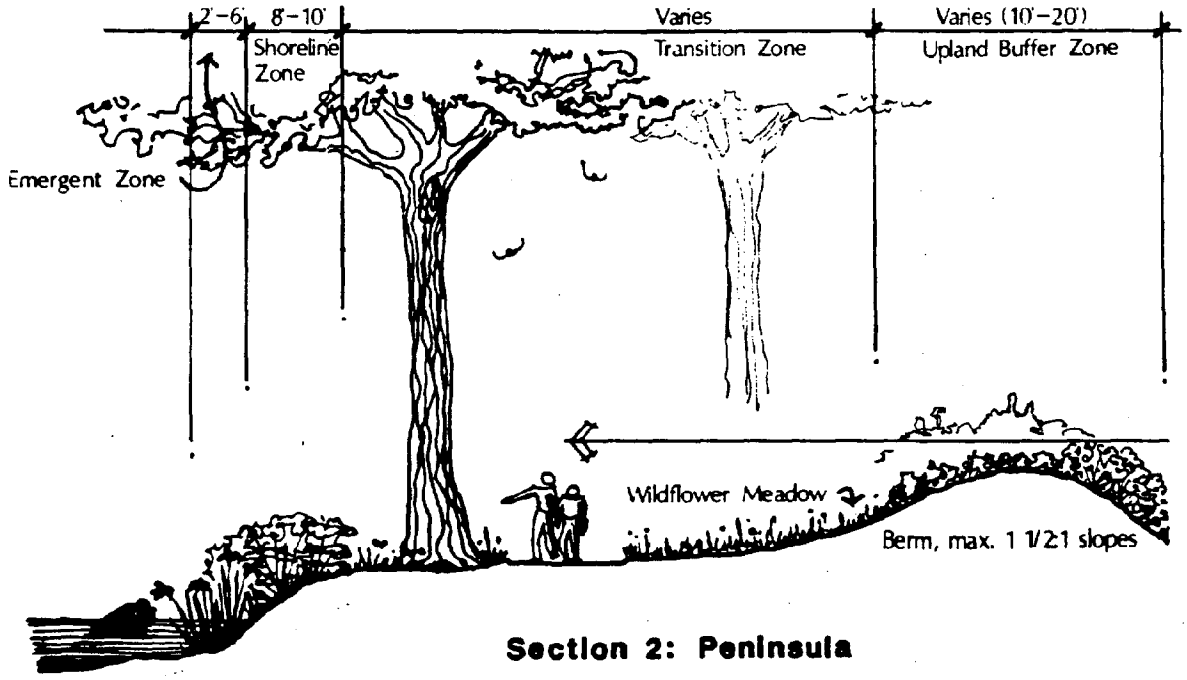


Even though badly abused, the lake's eastern shoreline illustrates the natural formation of coves and peninsulas.

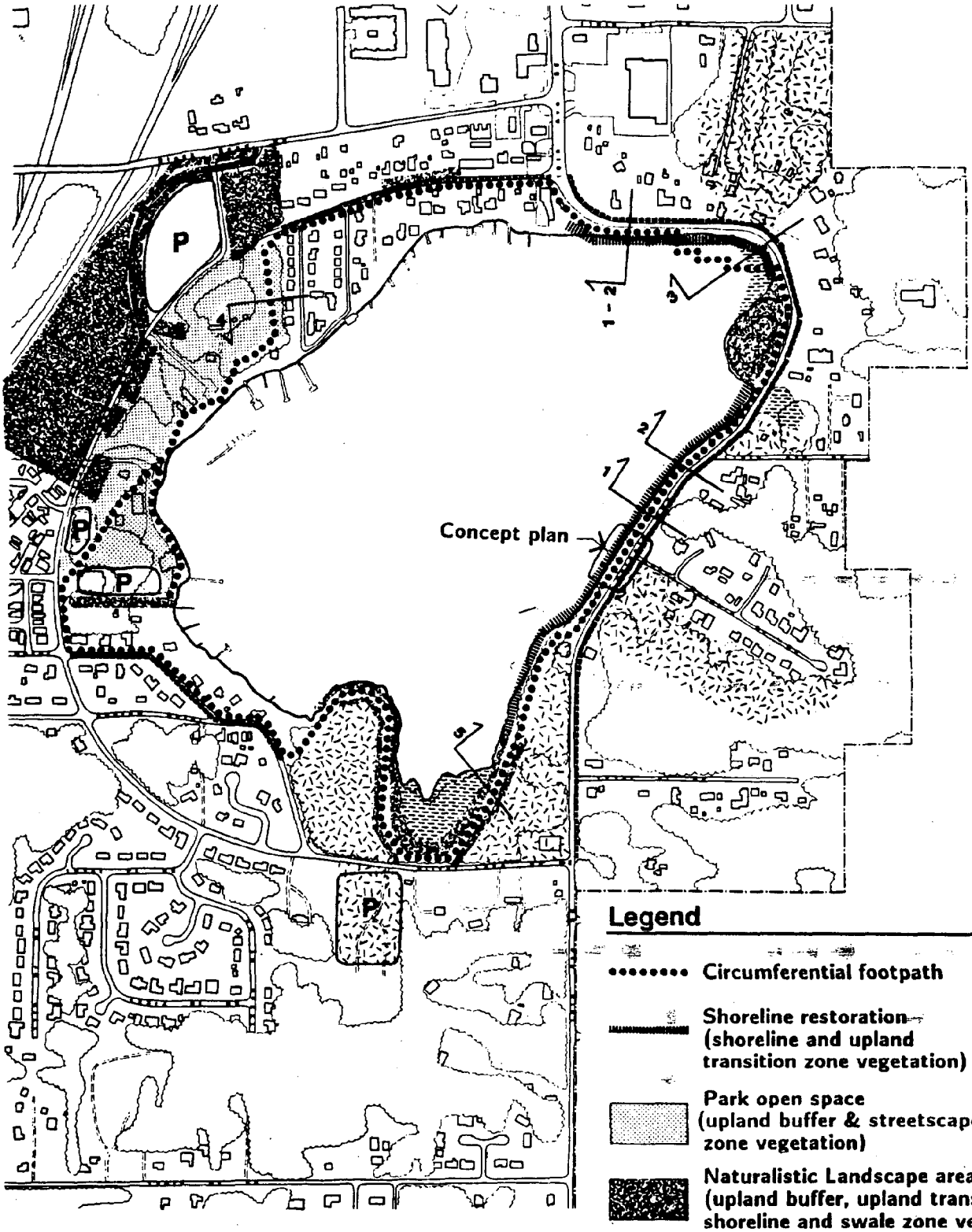
The shoreline restoration plan for these areas uses the natural tendency by establishing peninsulas of land with fill material and anchoring the peninsulas with plant material or rocks. The resulting coves are then ideal locations for small wading beaches or areas for more delicate vegetation.



Section 1: Cove or Beach Along Eastern Shore



Section 2: Peninsula



Legend

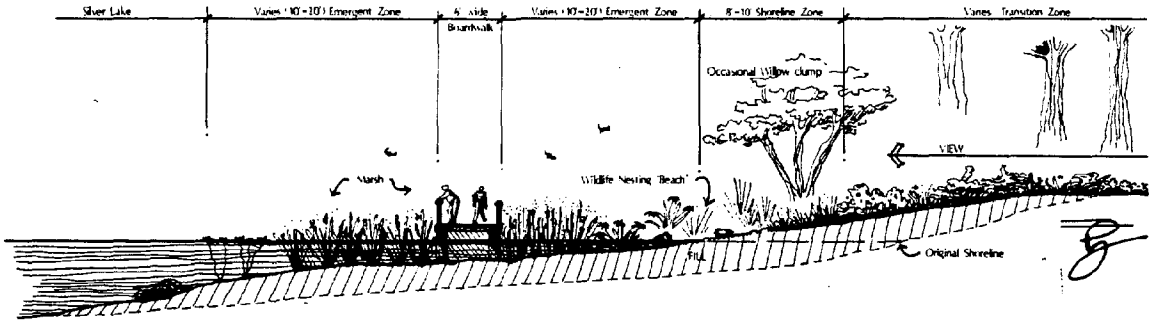
- Circumferential footpath
- Shoreline restoration (shoreline and upland transition zone vegetation)
- Park open space (upland buffer & streetscape zone vegetation)
- Naturalistic Landscape areas (upland buffer, upland transition, shoreline and swale zone vegetation
- Wetland areas (emergent and shoreline zone vegetation)
- P — Public parking areas (streetscape, upland buffer and swale zone vegetation)
- Restorative landscaping in proposed developments (emphasis on recommended plant species).
- Streetscape improvements (steetscape and swale zone vegetation)

Visual Design and Landscape Plan

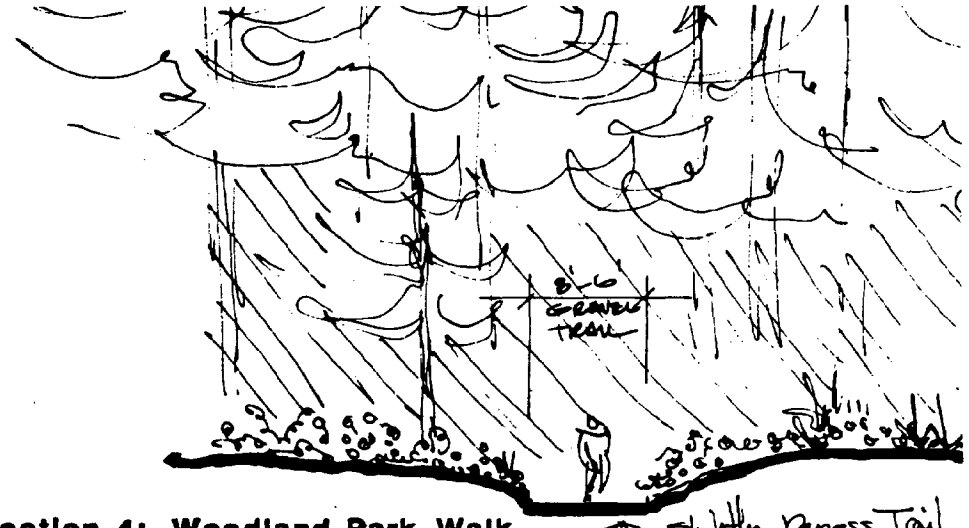
Silver Lake Shoreline Management & Access Plan

N

The limited wetlands proposed in the north-eastern corner of the lake are designed to allow open views from the highway and upland properties, protect the shoreline and provide an attractive setting for the over-water boardwalk. The boardwalk itself will be a safe pedestrian route away from the street traffic and its configuration will encourage people to cross SR 527 at crosswalks rather than at the dangerous curve.



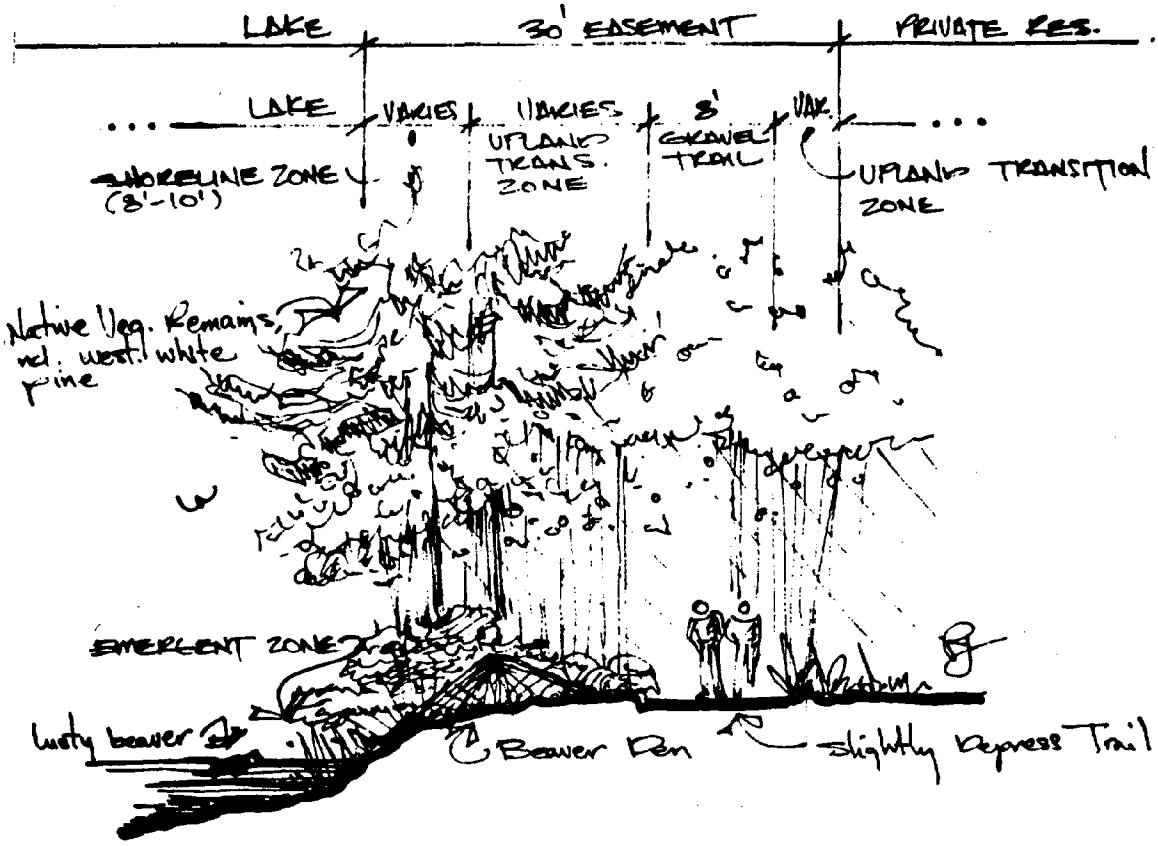
Section 3: Northeast Cove Wetlands



Section 4: Woodland Park Walk

The route for both bicycle and foot traffic passes through wooded glens at the north section of the park. The existing woodland vegetation will be enhanced and path lighting is recommended for security.

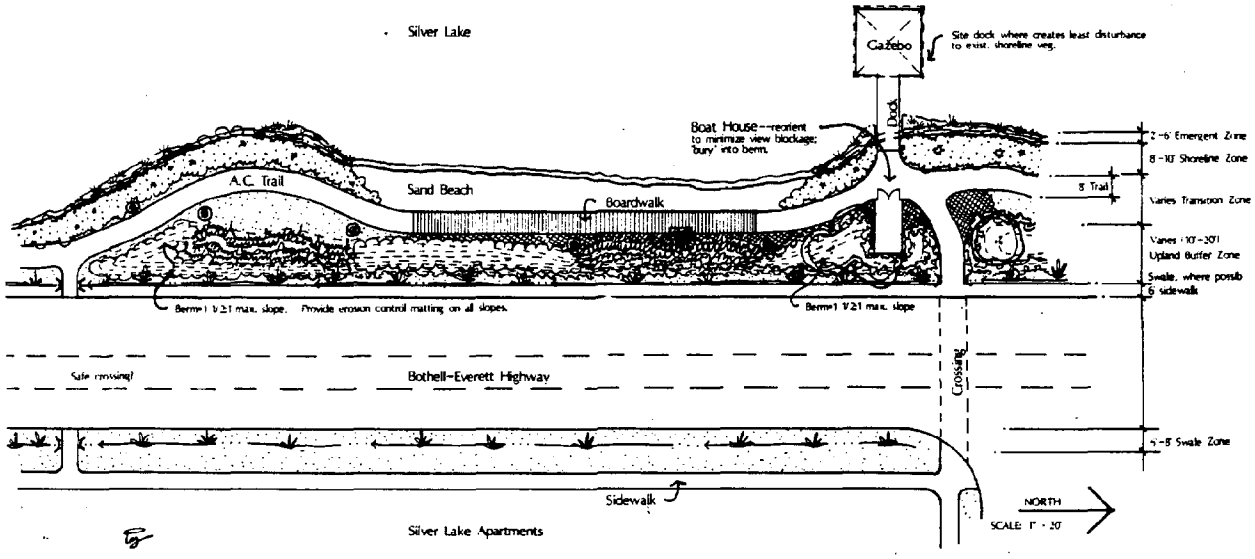
In the southern wetland areas it is recommended that the trail be routed back from the water's edge so that the natural functions such as wildlife feeding and bird nesting not be hampered. The 30 foot access and landscaping easement will, in most cases, accommodate this concept. Existing native vegetation should be retained where possible and landscaping for any new development should emphasize the recommended plant list and enhance the natural character of the site.



Section 5: "Wilderness Walk"

Where possible, new development and activity centers should be located away from the most sensitive stream banks and wetlands.

A further illustration of the landscape concept is the proposed improvements for a section of the lake's south-west east shoreline (see Visual Design and Landscape Plan). The plan incorporates a public gazebo or platform, a private boathouse and a small public beach. The beach and landscape areas incorporate the cove-peninsula configuration to protect the beach from eroding, to provide variety along the shoreline, and to permit a more secluded setting for sunbathers.



LEGEND

Emergent Zone: cattail, hardstem bulrush, burreed, yellow iris, sedge species. (roots @ 1' o.c.; approx. $1/SF)

Shoreline Zone: redtwig dogwood, hardhack, native willow, salmonberry, red huckleberry, ninebark, twinberry, snowberry, deer fern, sword fern, salal, long-leaved oregon grape, canada mayflower. (liners @ 2'-4' o.c.; approx. $1/SF). All existing native shoreline veg. shall remain.

Transition Zone: wildflower meadow—english daisy, dutch white clover, lupine, blue-eyed grass, daisies, other wildflowers suitable to West. Wash. (hydroseed mix, mulch & fert.; approx. $200/SF).

Upland Buffer Zone: sword fern, evergreen huckleberry. (2 gal. @ 2' o.c.; approx. $4/SF)

Upland Buffer Zone: salal, long-leaved oregon grape. (1 gal. @ 2' o.c.; approx. 2.50/SF)

Upland Buffer Zone: rugose rose, nootka rose, snowberry. (liners @ 4' o.c.; approx. .50/SF)

Upland Buffer Zone: oregon grape, western serviceberry, oceanspray. (2 gal. or liners @ 5' o.c.; approx. $1/SF)

Upland Buffer Zone: vine maple, paper birch, quaking aspen, oregon ash. (bb, 6'-7' ht.; approx. $50/EA)

Swale Zone: redtwig dogwood, common rush, ornamental grass, sedge sp., hardstem bulrush, burreed, cattail. (liners or roots @ 1'-4' o.c.; approx $1/SF)

Existing Cottonwood: Existing cottonwoods remain. Groves of trees may also include quaking aspen, paper birch, oregon ash, western white pine, western red cedar.

Comprehensive Planning Vision

Taken separately, each of the individual elements presented in the previous section will be a significant improvement. But combined into a unified plan, they will have a dramatic positive impact on the lake and its surrounding community. If properly coordinated, the effect of these elements will be much greater than if they were accomplished separately because many of the recommendations physically support one another's objectives.

Most urban planning efforts focus on resolving conflicts between various objectives and neighborhood groups. In these normal planning projects, "trade-offs" are identified and compromise solutions are sought that equitably balance the benefits to those who will be affected by the action. In this plan for Silver Lake, however, the emphasis is on integrating the various objectives and planning components to maximize their benefit. Wherever possible priority actions pursue more than one major objective, and conversely, each category of objectives is advanced by several interrelated planning components. The chart on the following page illustrates how the various improvement actions relate to each of the major objectives.

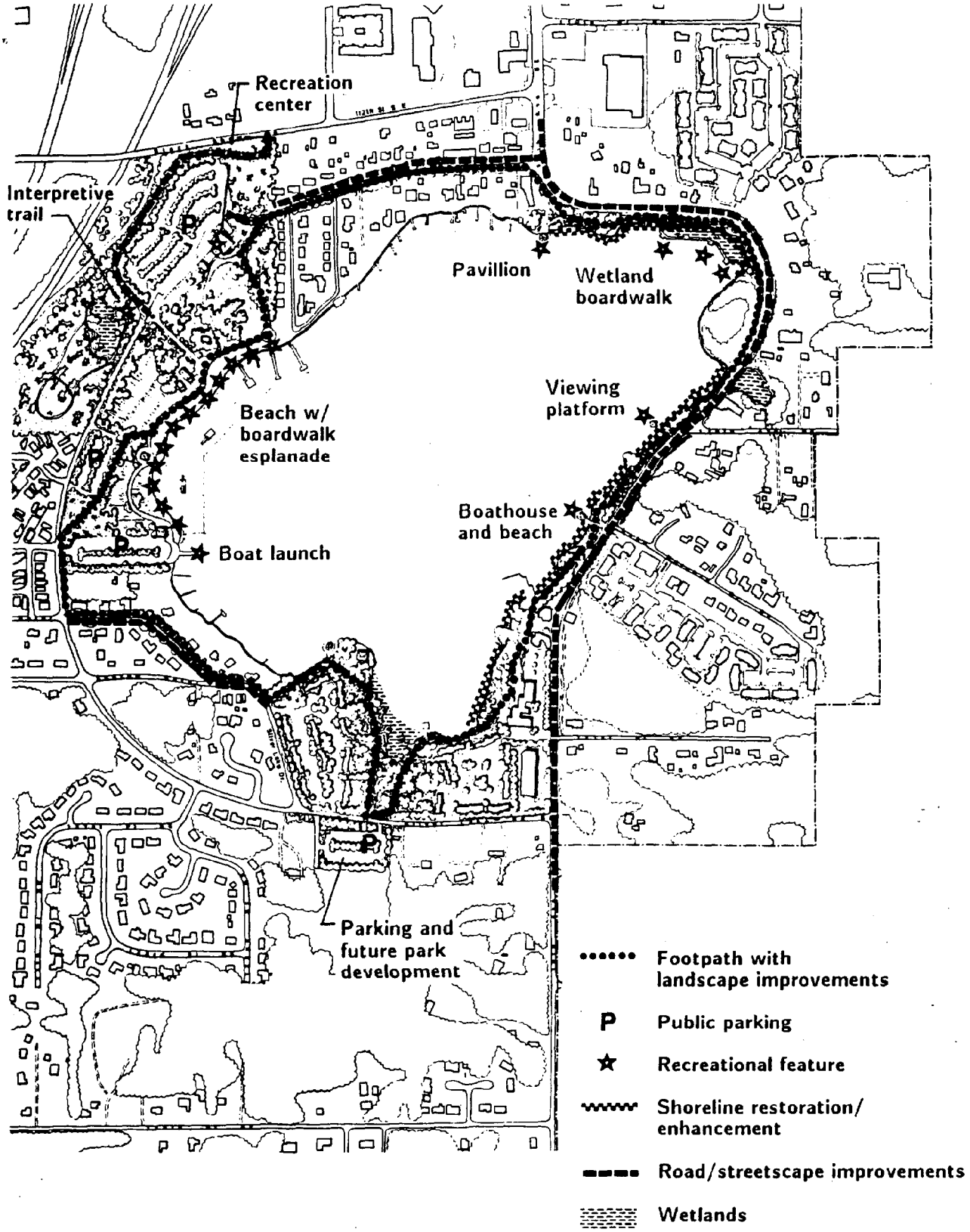
This "integrationist" approach is made possible because Silver Lake is a multi-dimensional resource and the planning objectives stated by the community, developers, the various city departments and public agencies are not mutually exclusive. To be sure, there are several areas of controversy, and rapid change such as occurring in this area often causes apprehension for the affected parties. Generally speaking, however, the improvement of environmental conditions, traffic and infrastructure systems, and public amenities at Silver Lake is in the interest of developers and the local community as well as the general public. For example, the establishment of public access around the lake and the upgrading of its visual qualities will make new residential developments more desirable and marketable as well as providing a public attraction.

The two plan drawings on the following pages illustrate the way the different elements fit together. The first plan schematically identifies the various improvements while the second illustration is an aerial plan view indicating the physical qualities envisioned in the plan. But the aerial renderings present only a portion of the vision for Silver Lake's future. It is also necessary to describe Silver Lake's qualities with words to explain its role in its community, the City of Everett and the south Snohomish County region.

As envisioned here Silver Lake, in many respects, will be a much more active, urbane area five to ten years from now. Increased activity will come from regional development pressures. Many new housing units will be built in the surrounding area, and these developments will contribute to amenities that make the new

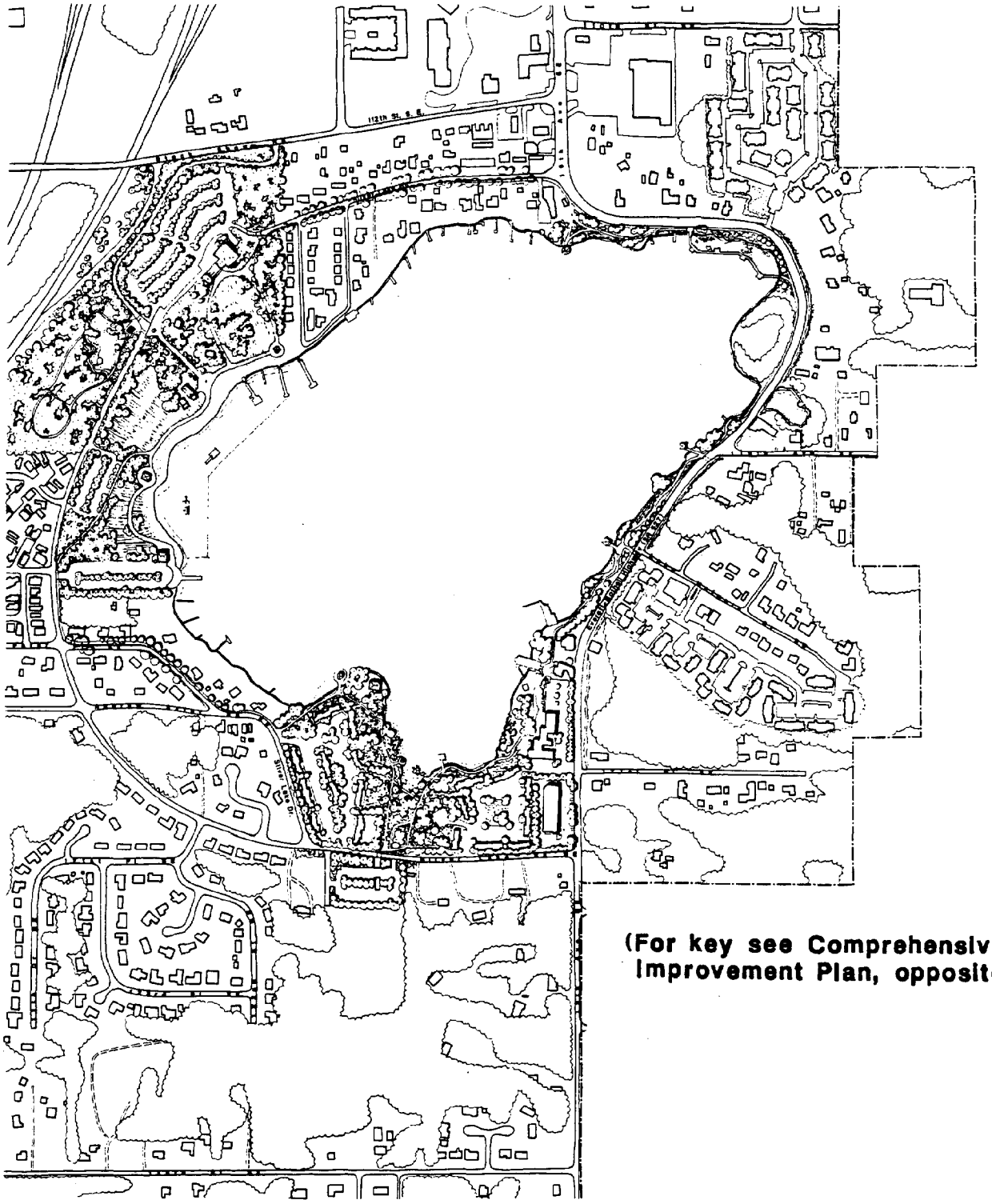
● Indicate that the action pursues the objective

ACTION	OBJECTIVE: Provide public access to shoreline	Provide access points for bikes & autos	Increase water oriented recreation	Provide for variety of recreation activities	Mitigate developmental impacts	Increase compatibility of land uses	Provide structure for organized growth	Assist community cohesion	Mitigate and coordinate traffic improvements	Develop unified visual identity	Upgrade shoreline	Create a variety of settings	Maximize views of and from water	Enhance water quality	Provide wildlife habitats
Develop circumferential footpath with shoreline vegetation	●	●	●	●	●		●	●	●	●	●	●	●		●
Complete master program amendments	●			●	●	●	●	●	●	●	●				●
Acquire trailer park property	●	●	●	●		●	●	●		●	●				
Upgrade 527 to 3 lanes plus signals, sidewalks and scale	●	●			●				●				●	●	
Masterplan park	●	●	●	●			●	●	●	●	●	●	●	●	●
Improve park parking lot and reroute Silver Lake Road	●	●	●				●		●	●			●		
Park Improvements: construct boat launch and upland improvements, extend beach, add parking lots	●	●	●	●			●	●	●	●		●	●		
Develop park wetland/nature trail	●			●	●				●		●	●		●	●
Construct pedestrian features along shoreline	●		●	●	●				●	●	●	●	●		
Undertake water quality management program			●		●				●	●	●	●		●	●
Develop south lake parking lot	●	●					●			●					
Construct recreation center				●			●	●							
Review shoreline permits for development	●		●		●	●	●	●	●	●	●		●		
Widen SR 527 to 5 lanes							●		●						



Comprehensive Improvement Plan

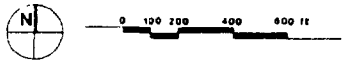
Silver Lake Shoreline Management & Access Plan

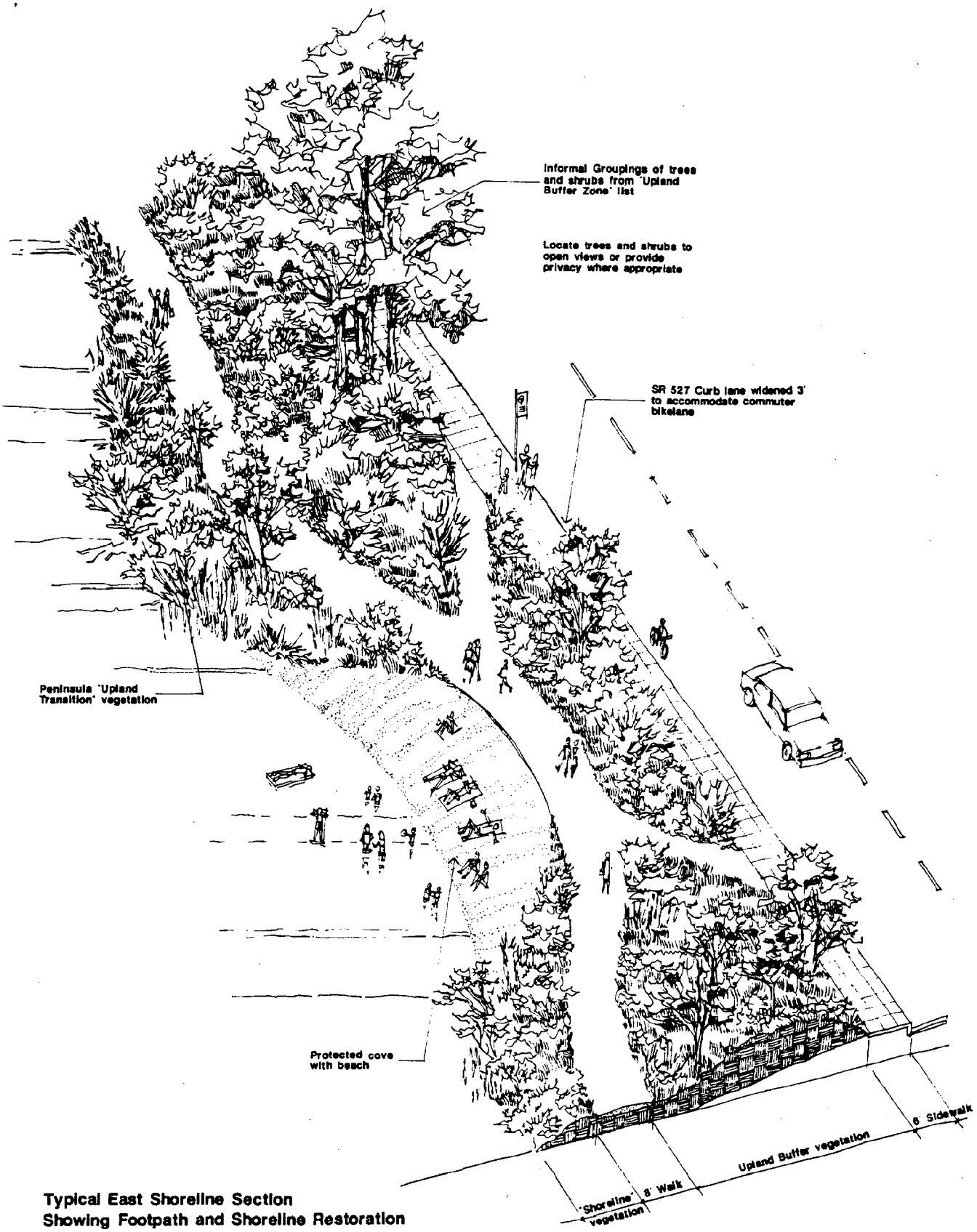


(For key see Comprehensive Improvement Plan, opposite)

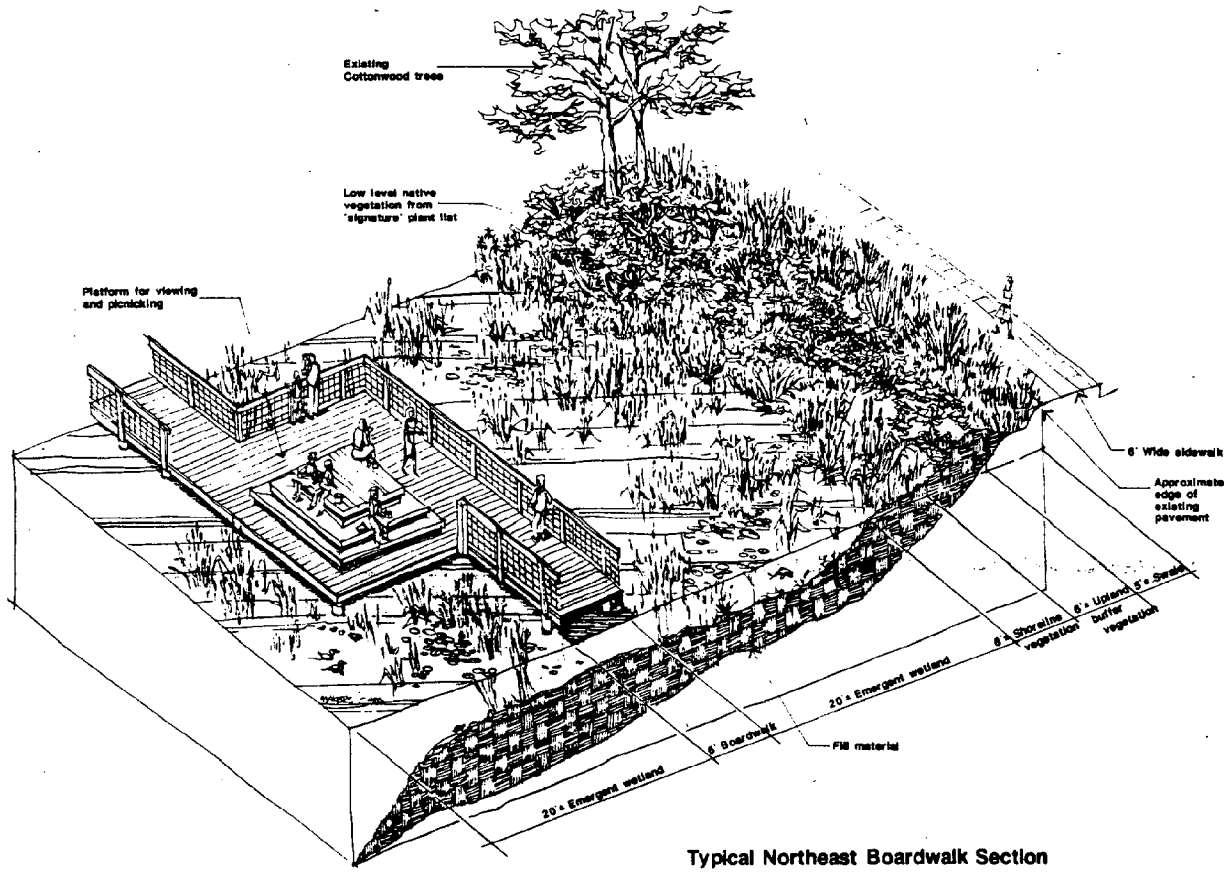
Aerial View of Proposed Improvements

Silver Lake Shoreline Management & Access Plan

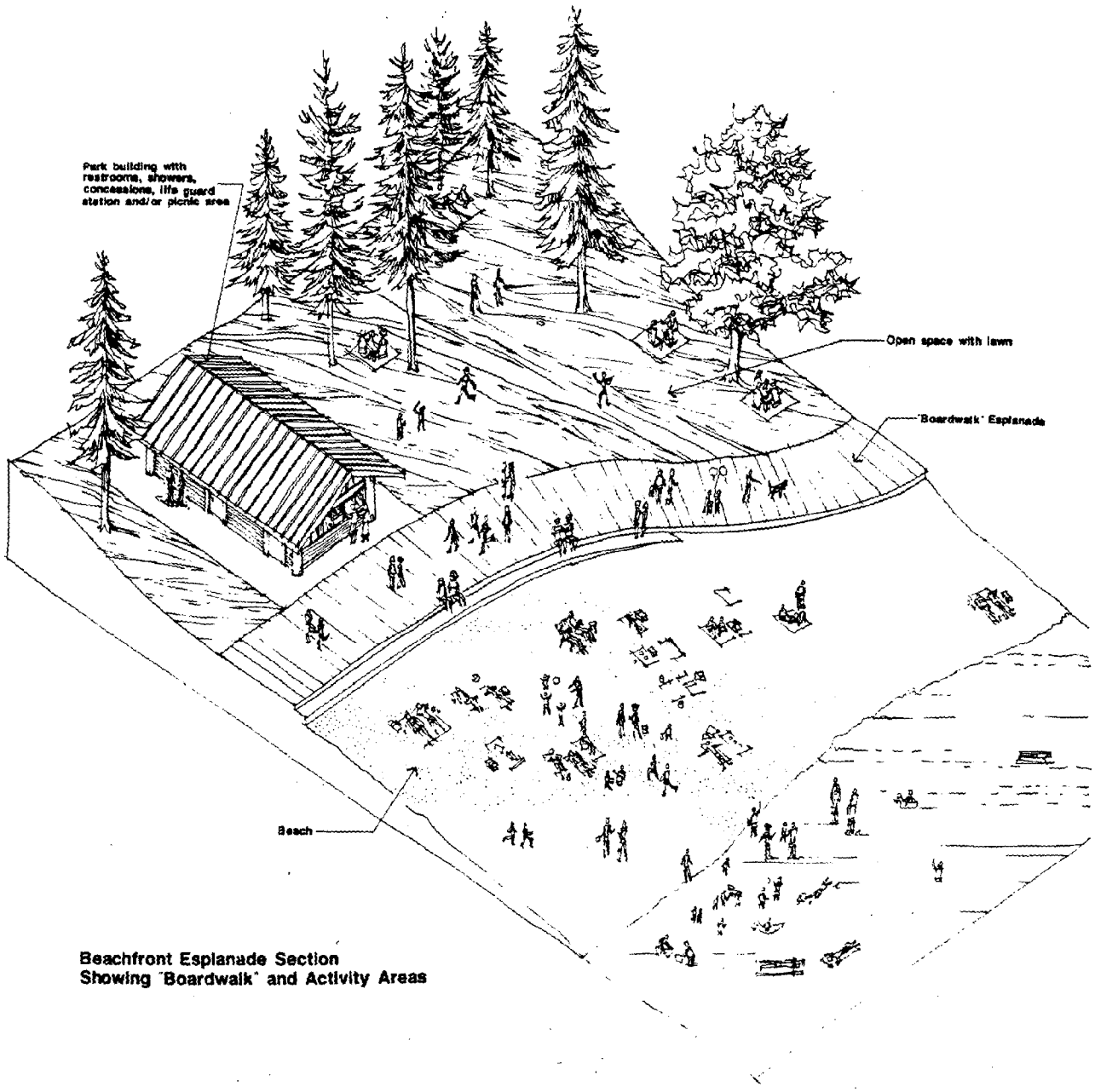




Typical East Shoreline Section
Showing Footpath and Shoreline Restoration



Typical Northeast Boardwalk Section



Beachfront Esplanade Section
Showing "Boardwalk" and Activity Areas

residences and the community more desirable. The park will accommodate the growing demand for water recreation. Traffic will unavoidably intensity on regional transportation corridors, but impacts will be reduced by efficient and attractive street improvements.

Silver Lake will continue to be the center of a diverse and viable community. Clustered areas of single family houses will remain comfortably buffered by landscaping and open space. Parking improvements and walkways will ease the pressure of recreational traffic. The proposed recreation center will provide the opportunity for numerous community, educational and recreational activities. Silver Lake will be urbane in its variety. Visitors, and local residents will be able to enjoy a leisurely stroll around the lake that will take them past scenic viewpoints, cafes, restaurants and community services, small businesses, gardens, tree lined streets, dense forests and, most probably, by their friends and neighbors also out for a walk.

But the vision for Silver Lake also demands that the lake retain its natural qualities. Much of the native vegetation will be maintained and large portions of the shoreline will be restored. Wetland habitat areas will be created for wildlife. The lake's natural landscape character will be enhanced around the new footpath and extended to street right-of-ways and portions of new developments, creating a green oasis for south-east Everett. The same landscaping and wetland improvements will help to maintain Silver Lake"s water quality by filtering out undesirable nutrients and pollutants. There will still be opportunities to find solitude and quiet nearby.

The vision for a lakefront that possesses both an urbane variety of activities and a naturalistic, heavily landscaped setting is possible only with a coordinated effort by governmental agencies, developers and the local community. Each group must understand that the developmental requirements, public improvements and policy actions are necessary to effect a better outcome for all. Fortunately, there are currently many of resources that make the plan possible. The Everett Department of Parks and Recreation is supporting major park improvements through bond funds. The viability of residential development makes access and traffic improvement requirements feasible. Primarily, however, it is the natural amenity of the lake itself with its good water quality and recreational opportunities that is the cornerstone on which the plan's recommendations are based.

Silver Lake, if this vision is implemented, can be a multi-faceted civic treasure. It will be an ideal an place in the city to take a swim on a hot summer day, meet a friend, attend a Sunday afternoon concert, take an after dinner walk, munch on a pizza, hold a community meeting, paddle a canoe or raise a family. It will also provide elements of the natural environment for quieter pursuits such as nature study, picnicking, fishing, or watching a sunset.

Implementation

Implementation of the comprehensive planning vision will resemble putting together a puzzle because there are many interrelated actions that must be assembled into a unit. Complicating this puzzle is the fact that several groups of participants will be involved in initiating and coordinating each action. The key participants and their roles in this effort include:

- Everett Department of Planning - Regulation of land use and shoreline development. Coordination of public improvements and private access easements required by the Shoreline Master Program. Comprehensive Planning.
- Everett Department of Parks and Recreation - Parks improvements and construction of access and parking lots on Park Department properties.
- Everett Department of Public Works - Construction of road and utility improvements and water quality management. Acquisition of Land.
- State Department of Ecology - Review and approval authority of Shoreline Master Program amendments and shoreline development permits. Review of wetland construction and environmental conditions.
- State Department of Transportation - Responsibility for state highway design approval.

Other public agencies will coordinate with these efforts. For example, the Snohomish County Parks Department should be involved where bicycle trail improvements connect to designated County routes, and the U.S. Army Corps of Engineers may have some involvement in management of the vicinity's wetland. In addition, the local community, including private developers should be involved in any issue that affects the land use, circulation, recreational resources, or visual and environmental qualities of their neighborhoods. The chart on the following page lists the most important implementation actions, key government participants and the relative time frames. Although many of the actions can be pursued independently so long as they do not conflict with one another's objectives, there are three principal efforts upon which most of the other projects depend.

First, the development of the public footpath completely around the lake is necessary to link the many improvements and features that are proposed. This will be accomplished by city sponsored construction on parcels owned by the Parks Department. Private developers who apply for a shoreline permit to develop a shoreline site will be required to construct sections of the footpath on their property. Where there are temporary gaps in the loop trail because no shoreline permit has been exercised, the completed

Implementation Actions

ACTION	PARTICIPANT: Everett Planning Dept.	Everett Parks Dept.	Everett Public Works Dept.	State Dept. of Ecology	State Dept. of Transportation	TIME FRAME/COMMENTS
Develop circumferential footpath with shoreline vegetation	●	●	○	○	○	Present-1990 Combination of public and required private access improvements.
Complete master program amendments	●			●		1988
Acquire trailer park property	○	●	○			Present-1989 - Park bond funds
Upgrade 527 to 3 lanes plus signals and sidewalks	○		●		●	As part of private development projects
Masterplan park	○	●				1988-89
Improve park parking lot and reroute Silver Lake Road	○	●	●			1989-1991 - Park bond funds
Park Improvements: construct boat launch and upland improvements, extend beach, add parking lots	○	●				1990-92 - Park bond funds
Develop park wetland/nature trail	○	●	○	○		1990-94 - Seek state assistance
Construct pedestrian features along shoreline	●	○				1988-94 - Funded partly by shoreline permits requirements
Undertake water quality management program	○	○	●	○	○	1988 - Based on U.W. study recommendations
Develop south lake parking lot	○	●	○			Accomplish when demand warrants
Construct recreation center	○	●				1992-96 - As demand warrants
Review shoreline development permits and monitor water quality ılity are met	●		○	●		Ongoing - Insure requirements for new access, setback, landscaping and
Widen SR 527 to 5 lanes	○		●	○	●	1995-2000 - Do only if necessary for traffic safety

● Primary responsibility or initiation

○ Secondary or coordination role

portions will connect back to a public sidewalk until adjacent segments are developed.

Second, the acquisition of additional park property and the development/improvement of public parking to serve recreational activities is required if additional swimmers and boaters are to be accommodated. This action is already underway and will be funded from the 1987 bond levy. Third, the first phase of street improvements must be accomplished in order to ease congestion and provide greater pedestrian safety. These street improvements include the construction of sidewalks, a turning lane and signals on SR 527. The signal is programmed for 1988 and the turning lane and sidewalk construction will be required as part of private development projects along the highway.

Sources

City of Everett Parks and Recreation Plan - 1986-1991
Everett Department of Parks and Recreation, 1986

Shoreline Management Master Program for the City of Everett
Everett Planning Department, January, 1976

Silver Lake Traffic Study
CH2M Hill for Everett Department of Public Works, March 1987

Silver Lake Water Quality Nutrient Loading and Management Report
University of Washington Department of Engineering for Everett Department of Public Works

DRAFT

Urban Environment - Silver Lake

DEFINITION

The Urban Environment Silver Lake is a sub classification of the Urban Development and Redeveloping (DR) classification. It encompasses the shorelines around Silver Lake excepting the City Beach area owned by the Everett Department of Parks and Recreation. The area includes a variety of land uses including single family and multi-family residential, retail, commercial, indoor entertainment and several vacant parcels that have the potential for redevelopment.

Silver Lake is the primary shoreline resource in south eastern Everett in terms of public recreation, visual quality and environmental management Silver Lake Park (also known as Thorton A. Sullivan Park) located on the west side of the lake, and provides a variety of recreational opportunities including swimming, boating, picknicking, informal play and nature study. At the south end of the lake is an ecologically complex wetland habitat with emergent, scrub-brush and forested vegetation zones. State route 527 rings the eastern and northern portions of the shoreline, making the lake itself very visible and accessible to the population in south western Snohomish County.

PURPOSE

1. To provide public access and the opportunity for the public to enjoy the shoreline by developing a continuous public pathway around the lake which connects park, beaches, piers, habitat areas and other points of interest. The pathway will occur at or near the shoreline edge except at single family residential shoreline lots and will be achieved through a combination of public right-of-way improvements, private easement dedication and site development.

2. To enhance public recreational activities by providing public facilities such as picnic areas, habitat settings, fishing and boating docks, etc. that supplement park activities at Silver Lake Park.

3. To enhance the environmental quality of Silver Lake and the surrounding area by:
    a. Setting site development requirements and mandating improvements that upgrade the Lake's water quality.
    b. Setting site development standards that mitigate adverse impacts to the visual, developmental, traffic related and other aspects of the environment.
    c. Mandating improvements that enhance the quality of natural vegetation and habitat areas in Silver Lake.

4. To enhance the visual character of Silver lake and the surrounding area by:
    a. Encouraging the re-vegetation of shoreline areas with plant materials that are complementary to the area's naturalistic visual character.
    b. Visually integrating new and existing development into the naturalistic visual character through standards for landscaping, site improvements and shoreline setbacks.

5. To provide an advantageous setting for new development by:
    1. Implementating site development standards that will mitigate impacts to

The above exceptions do not remove the requirements for dedicated public access as described above.

2. Environmental Enhancement

The following shall be required conditions of a Shoreline Development permit in the urban-Silver Lake classification.

a. All construction except for public access, environmental enhancement of the shoreline, and water dependent activities as approved by the City shall be set back a minimum of fifty feet from the shoreline. In addition, all structures except for approved public access paths and environmental enhancement measures shall be set back a minimum of fifty feet from all environmentally sensitive zones identified in the Silver Lake Access Plan.

b. A condition for shoreline permits for projects with a value greater than $200,000 as indicated on building permit applications shall be the enhancement of the shoreline through revegetation, filling regrading and/or shoreline reconstruction in a manner indicated in the Silver Lake Shoreline Access Plan. This requirement shall apply for those properties and areas indicated on the Silver Lake Access Plan and the extent of shoreline enhancement shall be determined at the time of the shoreline permit review.

3. Storm Water Management
(Check with Public Works policy prior to writing this section.

4. Landscaping

a. All shoreline permits in the urban-Silver Lake classification shall be conditioned on the implementation of a landscape improvement plan submitted by the owner and approved by the City. This requirement shall apply to public streets and properties as well as private properties. The landscape improvement plan shall:
   1. Include screening of all parking areas visible from the water or from the public pedestrian pathway with a berm, hedge or landscaped screen at least four feet tall.
   2. Include landscaping of the area within the public access easement.
   3. Include landscaping of all drainage swales and storm drainage improvements
   4. Include landscaping of planting strips, street R.O.W. areas not paved as a street or sidewalk surface on all street improvement projects.
   5. Make predominant usage of plant materials described in the preferred plant list of the Silver Lake Access Plan. Other plant species may be substituted or added subject to City approval.
   6. Adhere to the landscape design guidelines in the Silver Lake Access Plan.

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