

TECHNICAL MEMORANDUM

DATE: October 27, 2008
TO: Erika Conkling and Renton Staff
FROM: David Sherrard, Parametrix
SUBJECT: Renton Shoreline Master Program
Public Access Options

This Technical Memorandum addresses issues relating to public access.

This is one of four Technical Memoranda that address the framework of decisions needed to be made to implement the 2003 Shoreline Guidelines WAC 173-26. Other Technical Memoranda prepared to address other issues include:

- Opportunities and constraints for maintaining and enhancing ecological functions
- Regulatory options
- Market Opportunities for Water Dependent Uses

Issues addressed in this memorandum include:

- Existing shoreline Master Program provisions for Public Access
- Shoreline Guidelines for public Access in WAC 173-26
- Options specific to Renton
- Recommendations

Existing Code

Policies and regulations for public access in the Renton Shoreline Master program (SMP) are found in:

1. Shoreline Master Program Policy 3.02 addresses public access as one of the use preferences in the program in the following provision:

Each shoreline has its own unique qualities which makes it valuable, particularly Shorelines of Statewide Significance, which in Renton include Lake Washington and the Green River. Preference is, therefore, given to the following uses in descending order of priority (as established by Chapter 90.58.020 RCW) for Shorelines of Statewide Significance:

1. Recognize and protect the state-wide interest over local interest for shorelines of state-wide significance.
2. Preserve the natural character of the shorelines.
3. Result in long-term over short-term benefits.

4. Protect the resources and ecology of the shorelines.
 5. Increase public access to publicly owned areas of the shorelines.
 6. Increase recreational opportunities for the public in the shoreline.
2. Policy 4.01.02(2) contains the following
- Preference should be given to those uses or activities which enhance the natural amenities of the shorelines and which depend on a shorelines location or provide public access to the shorelines.
3. Policy 4.02.02(4) contains the following
- Unique natural areas should be designated and maintained as open space for passive forms of recreation. Access and use should be restricted, if necessary, for the conservation of these areas.
4. Policy 4.02.03(A) contains the following
- Economic uses and activities which are not water-oriented should be discouraged. In those instances where such uses or activities are permitted, public access to and along the water's edge should be provided.
5. Section 4.04 contains the Public Access Element and is reproduced in its entirety below:

4.04.01 Goal:

Increase public accessibility to shorelines, and preserve and improve the natural amenities.

4.04.02 Policies:

- A. Public access should recognize and be consistent with legal property rights of the owner.
- B. Just compensation shall be provided to property owners for land acquired for public use.
- C. Public access to and along the water's edge should be consistent with public safety and preservation/conservation of the natural amenities.
- D. Public access to and along the water's edge should be available throughout publicly owned shoreline areas.
- E. Public access from public streets shall be made available over public property or by easement.
- F. Future multi-family, planned unit developments, subdivisions, commercial and industrial developments shall be encouraged to provide public access along the water's edge.
- G. Private access to the publicly owned shoreline corridor shall not be denied to owners of property contiguous to said corridor.
- H. When making extensive modifications or extensions to existing structures, multi-family, planned unit development, subdivision, commercial and industrial developers should be encouraged to provide for public access to and along the water's edge if physically feasible.
- I. High-rise structures in the shoreline jurisdiction generally should not be

permitted, but could be permitted in the shoreline jurisdiction if:

1. Views of the shoreline would not be substantially obstructed due to topographic conditions, and
2. Some overriding considerations of the public interest would be served.

Shoreline low-rise development should provide substantial grade level views of the water from public shoreline roads running generally parallel to the water's edge.

- J. Both passive and active public areas shall be designed and provided.
- K. In order to encourage public use of the shoreline corridor, public parking shall be provided at frequent locations.
- L. Preservation or improvement of the natural amenities shall be a basic consideration in the design of shoreline areas to which public access is provided, including the trail system.
- M. In planning for public access, emphasis should be placed on foot and bicycle paths rather than roads, except in areas where public boat launching would be desirable.

6. The Recreation Element in Section 4.05 also has policies relevant to public access, reproduced in their entirety below.

4.05.01 Goal:

Water-oriented recreational activities available to the public are to be encouraged.

4.05.02 Policies:

- A. Water-oriented recreational activities should be encouraged.
 1. Accessibility to the water's edge should be improved.
 2. Shoreline park areas should be increased in size and number.
 3. Areas for specialized recreation should be developed.
 4. Both passive and active recreational areas shall be provided.
- B. Recreational fishing should be supported, maintained and increased.
- C. Public agencies should be encouraged to buy shoreland, as it becomes available for sale, based upon an established plan declaring public intent.
- D. Local jurisdictions should join in a cooperative effort to expand recreational opportunities through programs of acquisition, development, and maintenance of waterfront areas.
- E. Subject to state and federal regulations, the water's depth may be changed to foster recreational aspects.

7. The Circulation Element in Section 4.06 contains the following policies relevant to public access:

4.06.01 Goal:

Minimize motor vehicular traffic and encourage pedestrian traffic within the shorelines.

4.06.02 Policies:

- A. Shoreline roadways should be scenic boulevards where possible.
- B. Public transportation should be encouraged to facilitate access to shoreline recreation areas.
- C. Pedestrian and bicycle pathways, including provisions for maintenance, operation and security, should be developed.
 - 1. Access points to and along the shoreline should be linked by pedestrian and bicycle pathways.
 - 2. Separate pedestrian and bicycle pathways should be included in new or expanded bridges or scenic boulevards within the shorelines.
 - 3. Separate pedestrian and bicycle pathways should be included in publicly financed transportation systems or rights-of-way, consistent with public interest and safety.

8. The Residential Element in Section 4.07 has the following provisions relevant to public access:

4.07.01 Goal:

Existing residential uses are to be recognized, but future residential development should optimize regulated public access to and along the shorelines consistent with legal property rights of the owner.

4.07.02 Policies:

- D. Future shoreline subdivision and planned unit developments (P.U.D.) should provide regulated public access to and/or along the water's edge.
- E. New residential developments should optimize utilization of open space areas.

9. The provisions for Designation of the Natural Environment in Section 5.02.01 has the following provisions (added in 2005 Ordinance 5126 not yet approved by Ecology):

5.02.01.(A) Acceptable Activities and Uses:

- 3. Public Access: Installation of public trails.
 - i. Hard surface trails when located on existing rights of way;
 - ii. Soft surface trails;
 - iii. Public viewing platforms or areas.

10. The provisions for Designation of the Urban Environment in Section 5.04.01 has the following provisions

- A. Objective: The objective of the Urban environment is to ensure optimum utilization of shorelines within urbanized areas by providing for public use, especially access to and along the water's edge and by managing development so that it enhances and maintains shorelines for a multiplicity of viable and necessary urban uses.
- D. Public Access: In this Master Program, priority is also given to planning for public visual and physical access to water in the Urban environment. Identifying needs and planning for the acquisition of urban land for permanent public access to the water in the Urban environment shall be

accomplished through the Master Program. To enhance waterfront and ensure maximum public use, industrial and commercial facilities shall be designed to permit pedestrian waterfront activities where practicable, and the various access points ought to be linked to non-motorized transportation routes such as bicycles and hiking paths.

11. Section 6, General Use Regulations contains the following provisions:

6.04 PUBLIC ACCESS

- 6.04.01 Where possible, space and right-of-way shall be left available on the immediate shoreline so that trails, non-motorized bike paths, and/or other means of public use may be developed providing greater shoreline utilization.
- 6.04.02 Any trail system shall be designed to avoid conflict with private residential property rights.
- 6.04.03 No property shall be acquired for public use without just compensation to the owner.

12. Regulations for Commercial Development in Section 7.05.01 contain the following:

- B. New commercial developments on Lake Washington which are neither water dependent, nor water related, nor water enjoyment, nor which do not provide significant public access to and along the water's edge will not be permitted upon the shoreline.
- C. Commercial developments should incorporate recreational opportunities along the shoreline for the general public.

13. Regulations for Industrial Developments in Section 7.07.01(A) provides that development is permitted only when: contain the following are to be permitted only when:

- A. They are water-dependent, water related or they provide reasonable public access to and along the water's edge. New industrial developments on Lake Washington which are neither water-dependent, nor water-related shall provide significant public access; and,

14. Regulations for Public Recreation in Section 7.13.02 provides:

Public recreation uses shall be permitted within the shoreline only when the following criteria are considered:

- A. Accessibility to the water's edge is provided consistent with public safety needs and in consideration of natural features; and
- B. Recreational development shall be of such variety as to satisfy the diversity of demands of the local community; and
- C. Just compensation is provided to the owner for property acquired for the public use; and
- D. It is designed to avoid conflicts with owner's legal property rights and create minimum detrimental impact on the adjoining property; and

- E. It provides parking spaces to handle the designed public use, and it will be designed to have a minimum impact on the environment.
15. Regulations for Residential Development in Section 7.14.01 provides that residential developments shall be allowed only when:
- B. New residential developments shall be encouraged to provide public access. Unless deemed inappropriate due to health, safety or environmental concerns, new multi-family, condominium, planned unit developments, and subdivisions except short plats, shall provide public access along the water's edge; in the case of Lake Washington, significant public access shall be provided.
16. Regulations for Trails in Section 1.17.02 provide that
- Trail uses shall be permitted within the shoreline, when the following standards are met:
- A. Provisions for maintenance operation and emergency access have been provided.
 - B. They link water access points along the shoreline, or they link water access points along the shoreline with upland community facilities.
 - C. They are designed to avoid conflict with private property rights and to create the minimum objectionable impact on abutting property owners.
 - D. Just compensation is provided to the owner for property to be acquired by the public.
 - E. They insure the rights and privacy of the abutting property owners.
 - F. Over-water structures required by the trails are determined to be in the public interest.
 - G. They are designed with a surface material which will carry the actual user loads and will have a minimum impact on the environment.
17. Regulations for Major Utilities in Section 7.18.03 provide:
- D. Public Access: All utility companies shall be asked to provide pedestrian public access to utility owned shorelines when such areas are not potentially hazardous to the public. Where utility rights-of-way are located near recreational or public use areas, utility companies shall be encouraged to provide said rights-of-way as parking or other public use areas for the abutting public use area.

Application to recent projects: includes the following:

- A. The Southport Development between Gene Coulon Park and Boeing provides public access adjacent to the water along the entire water frontage. Permits also have been issued to provide a public trail over the former Steam Plant outfall structure that extends perpendicular to the shoreline. This project is residential and non-water related and therefore requires “ public access along the water's edge; in the case of Lake Washington, significant public access shall be provided,” in accordance with Section 7.14.01
- B. The Barbee Mill subdivision near SE 44th Street provides public access to and along both sides of May Creek within a minimum 50-foot wide buffer on either side of May Creek.

Soft surface trails are located within the outer half of the trail, and lead to two public overlooks located on either side of, and at the mouth of May Creek, where it enters Lake Washington. In addition to the physical access provided to Lake Washington, incremental visual access is provided from Williams Avenue North via view corridors between residential structures. Visual access to Lake Washington from North 41st Place is also available via a view corridor through an open space/stormwater tract.

Publicly owned aquatic lands are present along about half of the Lake Washington shoreline frontage. Direct physical access along the length of the Lake Washington shoreline was not considered to be prudent for the Barbee Mill subdivision in order to maintain a minimum buffer of 50 feet from the ordinary high water mark, and to encourage lake access via the public overlook, and the community recreation facility, located at the water's edge. Codes in effect at the time required only a 25-foot buffer from Lake Washington; however, Renton, through environmental (SEPA) review, required a 50-foot buffer. This buffer included a minimum of 35 feet of riparian vegetation, and 15 feet of managed ornamental landscaping.

If deemed insufficient, this project review process may indicate a need for more specific guidance for public access in the Shoreline Master Program C.

- C. The Virginia Mason Athletic Center (VMAC)/Seattle Seahawks Training Center near NE 44th Street provides public access on a trail that parallels the north property line and extends along the shoreline for about 275 feet to a viewing area. Site development is concentrated to the north portion of the property, allowing substantial visual access over the top of the practice fields from Seahawks Way/Ripley Lane for about half the breadth of the site.

SMA Guidelines

The 2003 Shoreline Guidelines have multiple provisions for public access.

The most important include:

WAC 173-26-221(4) Public access.

- (a) **Applicability.** Public access includes the ability of the general public to reach, touch, and enjoy the water's edge, to travel on the waters of the state, and to view the water and the shoreline from adjacent locations. Public access provisions below apply to all shorelines of the state unless stated otherwise.
- (b) **Principles.** Local master programs shall:
 - (i) Promote and enhance the public interest with regard to rights to access waters held in public trust by the state while protecting private property rights and public safety.
 - (ii) Protect the rights of navigation and space necessary for water-dependent uses.
 - (iii) To the greatest extent feasible consistent with the overall best interest of the state and the people generally, protect the public's opportunity to enjoy the physical and aesthetic qualities of shorelines of the state, including views of the water.
 - (iv) Regulate the design, construction, and operation of permitted uses in the shorelines of the state to minimize, insofar as practical, interference with the public's use of the water.
- (c) **Planning process to address public access.** Local governments should plan for an integrated shoreline area public access system that identifies specific public needs and opportunities to provide public access. Such a system can often be more effective and economical than applying uniform public access requirements to all development. This planning should be

integrated with other relevant comprehensive plan elements, especially transportation and recreation.

The planning process shall also comply with all relevant constitutional and other legal limitations that protect private property rights.

Where a port district or other public entity has incorporated public access planning into its master plan through an open public process, that plan may serve as a portion of the local government's public access planning, provided it meets the provisions of this chapter. The planning may also justify more flexible off-site or special area public access provisions in the master program. Public participation requirements in WAC 173-26-201 (3)(b)(i) apply to public access planning.

At a minimum, the public access planning should result in public access requirements for shoreline permits, recommended projects, port master plans, and/or actions to be taken to develop public shoreline access to shorelines on public property. The planning should identify a variety of shoreline access opportunities and circulation for pedestrians (including disabled persons), bicycles, and vehicles between shoreline access points, consistent with other comprehensive plan elements.

(d) Standards. Shoreline master programs should implement the following standards:

- (i) Based on the public access planning described in (c) of this subsection, establish policies and regulations that protect and enhance both physical and visual public access. The master program shall address public access on public lands. The master program should seek to increase the amount and diversity of public access to the state's shorelines consistent with the natural shoreline character, property rights, public rights under the Public Trust Doctrine, and public safety.
- (ii) Require that shoreline development by public entities, including local governments, port districts, state agencies, and public utility districts, include public access measures as part of each development project, unless such access is shown to be incompatible due to reasons of safety, security, or impact to the shoreline environment. Where public access planning as described in WAC 173-26-221 (4)(c) demonstrates that a more effective public access system can be achieved through alternate means, such as focusing public access at the most desirable locations, local governments may institute master program provisions for public access based on that approach in lieu of uniform site-by-site public access requirements.
- (iii) Provide standards for the dedication and improvement of public access in developments for water-enjoyment, water-related, and nonwater-dependent uses and for the subdivision of land into more than four parcels. In these cases, public access should be required except:
 - (A) Where the local government provides more effective public access through a public access planning process described in WAC 173-26-221 (4)(c).
 - (B) Where it is demonstrated to be infeasible due to reasons of incompatible uses, safety, security, or impact to the shoreline environment or due to constitutional or other legal limitations that may be applicable.

In determining the infeasibility, undesirability, or incompatibility of public access in a given situation, local governments shall consider alternate methods of providing public access, such as off-site improvements, viewing platforms, separation of uses through site planning and design, and restricting hours of public access.

- (C) For individual single-family residences not part of a development planned for more than four parcels.
- (iv) Adopt provisions, such as maximum height limits, setbacks, and view corridors, to minimize the impacts to existing views from public property or substantial numbers of residences. Where there is an irreconcilable conflict between water-dependent shoreline uses or physical public access and maintenance of views from adjacent properties, the water-dependent uses and physical public access shall have priority, unless there is a compelling reason to the contrary.
- (v) Assure that public access improvements do not result in a net loss of shoreline ecological functions.

WAC 173-26-211(5)(d) "High-intensity" environment. (ii) Management policies.

- (A) In regulating uses in the "high-intensity" environment, first priority should be given to water-dependent uses. Second priority should be given to water-related and water-enjoyment uses. Nonwater-oriented uses should not be allowed except as part of mixed use developments. Nonwater-oriented uses may also be allowed in limited situations where they do not conflict with or limit opportunities for water-oriented uses or on sites where there is no direct access to the shoreline. Such specific situations should be identified in shoreline use analysis or special area planning, as described in WAC 173-26-200 (3)(d).

If an analysis of water-dependent use needs as described in WAC 173-26-201 (3)(d)(ii) demonstrates the needs of existing and envisioned water-dependent uses for the planning period are met, then provisions allowing for a mix of water-dependent and nonwater-dependent uses may be established. If those shoreline areas also provide ecological functions, apply standards to assure no net loss of those functions.

- (D) Where feasible, visual and physical public access should be required as provided for in WAC 173-26-221 (4)(d).

WAC 173-26-211(5)(d) "Shoreline residential" environment. (ii) Management policies.

- (B) Multifamily and multilot residential and recreational developments should provide public access and joint use for community recreational facilities.

WAC 173-26-241(3)(d) Commercial development.

Master programs should require that public access and ecological restoration be considered as potential mitigation of impacts to shoreline resources and values for all water-related or water-dependent commercial development unless such improvements are demonstrated to be infeasible or inappropriate. Where commercial use is proposed for location on land in public ownership, public access should be required. Refer to WAC 173-26-221(4) for public access provisions.

Master programs should prohibit nonwater-oriented commercial uses on the shoreline unless they meet the following criteria:

- (i) The use is part of a mixed-use project that includes water-dependent uses and provides a significant public benefit with respect to the Shoreline Management Act's objectives such as providing public access and ecological restoration; or
- (ii) Navigability is severely limited at the proposed site; and the commercial use provides a significant public benefit with respect to the Shoreline Management Act's objectives such as providing public access and ecological restoration.

WAC 173-26-241(3)(j) Residential development.

New multiunit residential development, including the subdivision of land for more than four parcels, should provide community and/or public access in conformance to the local government's public access planning and this chapter.

Options

Two options are proposed for consideration:

- a) Retain the existing approach that basically looks to establishing public access as part of review of new development. This approach is probably not consistent with the new Shoreline Guidelines. The single "urban" designation also does not recognize the distinction between areas provided in Renton's zoning.

If this approach is pursued, clarification of Section 7.14.01.B is desirable to specify what is meant by "public access along the water's edge: and "in the case of Lake Washington, significant public access shall be provided." The code should be clear on when physical access is required and when visual access is sufficient.

- b) Provide an integrated plan for a shoreline area public access system that identifies specific public needs and opportunities to provide public access as provided as an option in WAC 176-23-221(4)(c). This approach is discussed in more detail below.
1. Establish public access as part of review of new development. This approach also would rely on this approach as the major focus of the SMP.

Advantages include:

- a) It is familiar and relatively easy to administer.
- b) Relatively slight changes would be needed in the existing SMP to address new requirements in the guidelines

Disadvantages include:

- a) It would have relatively little application and result in little new public access:
 - i) Most of the residential shoreline of Renton is already developed. There will be few new subdivisions and relatively little opportunity to add public access in existing residential areas, except perhaps through purchase of existing lots.
 - ii) There is little land that is likely to be subject to redevelopment in the next 20 years in Renton. Potential includes:
 - (1) The next phase of the Southport Development between the first phase and Boeing
 - (2) The Quendall Terminals property between the Seahawks Training Center and Barbee Mill Subdivision, which is currently a superfund cleanup site. Cleanup may take 5 to 10 years.
 - (3) The former Stoneway Concrete batch plant on the Cedar River east of I-405;
 - (4) Portions of the Cedar River frontage between Logan Streets and I-405
 - (5) The mobile home park just west of the existing city limits
 - (6) Some of the existing multi-family sites east of the city limits

Other potential sites include:

- (7) The Boeing Renton Plant may be a long-term possibility, but not in the next 10 years if the 737 continues to sell well;
 - (8) The Municipal Airport, but only if the Boeing Plant closes;
 - (9) The Seahawks Training Center may be a candidate for more intensive mixed use development in the 20 year or longer timeframe.
- b) For each development the general public access criteria would need to be interpreted and applied, likely leading to uncertainty and inconsistent application.
2. The advantages of an integrated plan for a shoreline area public access system that identifies specific public needs and opportunities is that it would integrate potential opportunities including:
- Public access that may be developed as part of private projects
 - Existing public land and parks
 - Currently planned projects
 - Existing public streets
 - Existing and planned trail systems
 - Strategic acquisitions to fill gaps in the system, or enhance existing facilities

Potential features of such a system are outlined below:

The context of public access in Renton should acknowledge that the city already has a very high level of public access and public ownership of shorelines. This makes Renton a particularly strong candidate for an integrated public access plan.

The following provides examples are illustrative of the approaches that might be taken in such an integrated plan. This is **not** a proposal.

- A. Lake Washington** has extensive public access to the shoreline from public parks, has visual access from trail systems, and has the potential for enhanced public access from trails that would fill the gap between existing trails and enhancement of viewing opportunities from public streets and pedestrian facilities. Public access opportunities from new development are limited, but could include additional facilities. The major direction for public access on Lake Washington is likely to be public actions to fill gaps in the pedestrian and bicycle trail system and improve visual access from existing streets and proposed trails, possibly with the addition of public viewpoint areas
- **Lake Washington Reaches A and B** are single-family residential with one multi-family development and lie between the Bellevue city limits and the Seahawks Training Center. There is currently no public access in these reaches. There is a public trail along Interstate 405, but it doesn't have views of the water. It is unlikely that new development will occur in this area. Opportunities for future public access are likely only from public action. Visual access may be available from trail development along the railroad right of way inland of the residential lots, however that may be limited by topography and vegetation.
- **Lake Washington Reach C:** includes the recently constructed Seattle Seahawks headquarters and training facility to the north and the Barbee Mill subdivision to the south. The parcel between is a superfund site contaminated with coal tar and creosote. There is public access at the Seahawks site and to public aquatic lands at the Barbee Mill

subdivision. After cleanup of the site between, there may be multi-use development that includes shoreline access. Continuous shoreline access in this area likely will not be possible because the limited public access in previous approval. A future trail along the railroad likely will not provide public visual access because of distance and because views are or will be blocked by intervening buildings. Future public access is likely to be related to future development.

- **Lake Washington Reaches D, and E** are primarily single family. There is one public access facility, the City of Renton Kenndale Beach Park. Public visual access is provided from Lake Washington Boulevard, that contains a bicycle/pedestrian path. It is unlikely that new development will occur in this area. Opportunities for future public access are likely only from public action on the shoreline. The most likely potential is for enhanced public views from Lake Washington Blvd. Potential views from a future trail along the railroad likely will be limited by the elevation and blockage in most areas by intervening buildings.
 - **Lake Washington Reaches F and G** include Gene Coulon Park. There is a variety of public access at the park from trails, lawn areas, beach areas boardwalks and docks. There also may be opportunities for visual access from a future trail along the railroad and from Lake Washington Blvd which is elevated above the park in some areas.
 - **Lake Washington Reach H:** contains the Southport, mixed-use development with shoreline access along the entire shoreline. There may be additional opportunities for public access or water oriented uses in future development phases.
 - **Lake Washington Reach I** contains the Renton Boeing Plant. Public access in this area includes the Cedar River Boathouse located on pilings in Lake Washington and accessed from the west from the Cedar River Trail. The boathouse includes a public fishing and provides canoe and kayak rentals, classes and guided trips. In the distant future there may be opportunities for public access if the Boeing site is redeveloped. In the short term, there are opportunities for additional public access on public aquatic lands adjacent to about half of the shoreline of the Boeing plant. These public aquatic lands however are currently classified for industrial use, although they are generally undeveloped. The city has adopted a plan for the Sam Chastain Waterfront Trail which would connect the public access at the Southport development to the Cedar River Trail.
 - **Lake Washington Reach J** includes the Renton Airport. Public visual access to the shoreline is provided from a lawn area adjacent to the seaplane dock with the Will Rogers/Wiley Post monument.
 - **Lake Washington Reach K** is primarily single family with some multi-family and extends from the current city limits to the Seattle city limits. There is not public access in this area. Future shoreline access from private development may be possible from future redevelopment of a small mobile home park in the easterly portion of this reach and from re-development of existing multi-family uses. Public visual access is provided from Lake Washington Boulevard. Potential for enhanced public views from Lake Washington Blvd. is likely only from public action that might include enhanced pedestrian facilities and perhaps acquisition of the several undeveloped parcels.
- B. The Cedar River** has extensive public access to the shoreline from a trail system that extends from the mouth of the river to the city limits and links a number of public parks. Much of the riverfront is owned by the public as part of the Commercial Waterway District that created an artificial channel for the river. There is limited potential for

redevelopment of private land that would incorporate public access. Most opportunities for enhancement of public access is likely to be enhancement of existing public trails and parks.

- **Cedar River Reach A** from the mouth to Logan Ave contains the Cedar River Trail Park on the east bank with a trail along the entire reach. There is no public access from the Municipal Airport to the east. The potential for redevelopment along this reach is very limited, unless the Boeing Plant should be redeveloped, which might lead to a change in the use of the Municipal Airport.
 - **Cedar River Reach B** extends from Logan Ave. to I-405. There is a continuous trail system along the north side of the river. The Renton Senior Center and several parks are in this reach. Jones Park is 1.2-acres in size and includes a playground, picnic tables, benches and restrooms. Liberty Park is a 12-acre active recreation park that includes sports fields, picnic areas, playgrounds, and a skatepark. The Renton Library that spans the river east of Bronson Way provides visual access to the river from walkways. Future redevelopment of private land may provide enhanced public access and shoreline oriented uses. The city park maintenance facility along the river may be redeveloped to provide additional recreation opportunities.
 - **Cedar River Reach C** is located between I-405 and SR 169 and contains the Cedar River Trail on the former Milwaukee Road Railroad right of way. Riverview Park: is located on the north side of the river and provides a non-motorized boat launch and public shoreline access as well as a picnic shelter, interpretive salmon life cycle displays, wildlife viewing, and open meadows along the Cedar River Trail. Maplewood Park is an active 1-acre park that functions as a gateway to the Cedar River Trail and provides access to the water. The Cedar River Greenway System is a 237-acre undeveloped greenway is located along the southern bank. Private development of the former Stoneway Cement plant east of Riverview Park may provide opportunities for enhanced public access as well as shoreline ecological enhancement and possibly water-oriented development. There is some single-family development in the area that provides little opportunity for enhanced public access.
 - **Cedar River Reach D** between SR 169 and the city limits contains the Maplewood Golf Course and Ron Regis Park. There is no public access along the river adjacent to the golf course, Ron Regis Park provides a soft-surface walkway to the Cedar River that was damaged by flows diverted by landslides in the 2001 earthquake, but remains accessible. Public shoreline access in this area should be balanced with ecological values. There are several spawning channels that have been developed along this reach to enhance fish habitat. The Cedar River Trail in this area is alongside SR 169 but provides access to the Cedar River further upstream and downstream. There is limited private land in this reach and little potential for redevelopment that might include public access.
- C. **May Creek** system has a public access trail from near the mouth to Lake Washington Blvd. and from near I-405 to the east. The private property between Lake Washington Blvd. and I-405 may be required to provide public access at the time it develops, although public access through the culverts under I-405 are likely to be very problematic. Access across the freeway may be diverted to 44th Street, or a separate pedestrian overpass could be considered. Much of the stream corridor east of I-405 is publicly owned. Public access improvements are most likely to take the form of interpretive trails and will require careful location and design to avoid degradation of ecological functions.

- D.** The **Black River/Springbrook Creek** system has a public access trail from Oakesdale Ave. to the city limits and a separate trail system within the Black River Riparian Forest and Lagoon. The major links that could be provided are to the Green River trail and open space system and along Spring brook Creek north of I-495. (City of Renton Parks and Recreation website, 2008; King County Natural Resources and Parks, 2008b).
- **Reach A** extends from the Green River to I-405 and is largely in public ownership including the Black River Riparian Forest and Wetland and the Metro Wastewater Treatment Facility. In addition to the Riparian Forest and Wetland, Metro maintains the Waterworks Garden Park. There is no public access to the river between the Riparian Forest and Wetland and I-405, although there is a pedestrian sidewalk on Oakesdale Avenue which is immediately east of the creek.
 - **Reaches B through D** extend to the city limits and are bounded by industrial, office and commercial uses. There is a trail system along Springbrook Creek through the entire corridor. The trail is located above the channel which has been straightened. The channel is maintained King County Drainage District #1, which owns the Springbrook Creek right-of-way. The trail is maintained by the City of Renton. There is an extensive wetland mitigation bank in the drainage with some interpretive access.
- D.** **Green River** shorelines in the City of Tukwila are physically separated from the river by the BNSF railroad. There is no potential for enhanced public access in this portion of the shoreline.

Recommendation

Develop an integrated plan for a shoreline area public access system that identifies specific public needs and opportunities to provide public access as provided as an option in WAC 176-23-221(4)(c). This approach would identify both public actions and would also specify the type of public access expected of private development and address public access in a particular area should be visual access, a continuous corridor along the waterfront, and the extent to which shoreline ecological enhancement should be incorporated. This will provide a coordinated plan for public agencies, including for public aquatic lands administered by the DNR and other agencies and provide predictability for private development.