



City of Stevenson

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Stevenson, Washington 98648

June 2023 Planning Commission Meeting

Monday, June 12, 2023

6:00 PM

A. Preliminary Matters

1. Public Comment Expectations:

In Person: Attendees at City Hall should follow current CDC and State guidance regarding use of masks, social distancing, and attendance.

Webinar: <https://us02web.zoom.us/j/85637388112> Conference Call: +1 253 215 8782 or +1 346 248 7799 ID #: 856 3738 8112

Commenters must raise their hand and be acknowledged by the Chair. Individual comments may be cut off after 3 mins. Disruptive individuals may be required to leave the meeting. Persistent disruptions may result in the meeting being recessed and continued at a later date.

Tools: *6 to mute/unmute & *9 to raise hand

2. Public Comment Period: (For items not located elsewhere on the agenda)

3. Minutes: May 8, 2023 Planning Commission Meeting Minutes

B. New Business

C. Old Business

4. Shoreline Public Access: Review Draft Plan

5. Subcommittee Reports: Updates from Subcommittee leads and discussions on Downtown Parking and Annexation Policy

D. Discussion

June 12, 2023

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6. **Thought of the Month:** Earthquake Aftermath
- <https://www.reuters.com/graphics/TURKEY-QUAKE/TOXINS/znvnbmyrzvl/>

Who are streets for? https://www.strongtowns.org/journal/2023/5/22/silly-rabbit-streets-are-for-kids?apcid=0060f5c4aeb5b5bba4857800&utm_source=safestreets

7. **Staff & Commission Reports:** Broadband, Iman Cemetery Road Sewer, First Street Overlook

E. Adjournment

DRAFT Minutes
Stevenson Planning Commission Meeting
Monday, April 10, 2023
6:00 PM

Planning Commission Vice-Chair Zettler called the meeting to order at 6:12 p.m.

MEMBERS PRESENT	Commissioners Auguste Zettler, Anne Keesee. Commissioner Davy Ray arrived at 6:30 p.m.
STAFF PRESENT	Community Development Director Ben Shumaker, Planning & Public Works Assistant Tiffany Anderson
GUESTS PRESENT	Alex Capron, DCG/The Watershed Company
PUBLIC PRESENT	Mary Repar, Bernard Versari, Tracy Gratto, other unidentified

A. Preliminary Matters

- 1. Public Comment Expectations** Tools to use for remote participants: *6 to mute/unmute & *9 to raise hand. Commenters must raise their hand and be acknowledged by the Chair. Individual comments may be limited to 3 minutes. Disruptive individuals may be required to leave the meeting. Persistent disruptions may result in the meeting being recessed and continued at a later date.
- 2. Public Comment Period** (For items not located elsewhere on the agenda)
>Repar commented on the need for transparency and accountability related to annexation and comprehensive plan procedures. She continued to discuss state and regional efforts related to climate change.
- 3. April 10th, 2023 Minutes** [Lack of quorum at the beginning shifted discussion of this item until after item #4]. **MOTION:** to approve the April 10th, 2023 minutes by Keesee, seconded by Ray.
Voting aye: Ray, Zettler, Keesee

B. New Business

No new business was presented.

Old Business

- 4. Shoreline Public Access: Presentation from The Watershed Company/Alex Capron**
Capron provided a report highlighting the results related to nine projects presented at the April 19th charette. The intent on the 19th was to provide for public viewing and comments and set priorities. Public attendees selected their top five projects using several methods. Capron summarized the work and timeline regarding the integrated shoreline access & trails options. The results from this work will be presented at the June Stevenson City Council meeting.

Over the next month the City staff and the project consultants will work to finalize the plan and develop more specific designs, cost estimates, and funding possibilities for the top five projects. Shumaker noted the city's goal of providing continuous public access to sites along the shorefront.

Ray provided comments regarding the Washington Trail's Association willingness to help with the projects. He also suggested several roads that had been affected by a past landslide were in need of repair.

> **Repar** commented on parking needs and the potential for increased emergency services if more public usage results from additional shoreline/water access.

5. Subcommittee Reports **Downtown Parking**

Keesee reported on Downtown Parking. Seven people are serving on the committee. A further parking study will take place in July 2023 to gather additional data on street usage in order to prioritize parking improvement projects.

> **Repar** commented on parking on Russell Street.

Discussion

6. Staff & Commission Reports **Shumaker** presented brief updates on the following items:

Broadband Project is ongoing, involving 2 separate projects evaluating needs and estimating costs for projects. Skamania County, Mid-Columbia Economic Development District and Washington State University are serving as partners.

East Loop Road Water Project Completed.

Spruce Up Stevenson Good turn out. Good weather.

City Council Strategic Plan The Council reviewed the city's strategic plan. No major change in directive was determined.

7. Thought of the Month (In)Complete Streets- <https://smartgrowthamerica.org/complete-streets-are-being-co-opted-to-build-unsafe-streets-who-is-at-fault/>

Shumaker shared information on designing streets that encompass and accommodate all users.

Upzoning: <https://www.strongtowns.org/journal/2023/4/26/upzoning-might-not-lower-housing-costs-do-it-anyway?>

Shumaker explained upzoning is a term regarding zoning to allow increased density.

8. Adjournment **MOTION** to adjourn at 7:18 p.m. was made by **Ray**, seconded by **Keesee**. No objections.

Minutes recorded by Johanna Roe.

City of Stevenson **Integrated Shoreline Public Access and Trail Plan** **2023**



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Pacific Crest Trail sign in Washington state by Olivier M.

Chapter 1. Goals and Objectives

INTRODUCTION TO THE PLANNING PROCESS

The City's Shoreline Master Program, as well as the State of Washington, call for an in-depth understanding of public access in and around Rock Cove, Rock Creek and the Columbia River, (shorelines of the state), its surrounding landscape and context, and the community of Stevenson. This understanding is necessary to develop an appropriate integrated shoreline access and trail plan that both meets the needs of residents and fits the character of the City of Stevenson. The purpose of this plan is to establish and vet public access alignments and projects ahead of private development with the possibility of implementation via grant funding. Further, the call for shoreline public access

planning is found under Public Access Policy 4.6.2(6) of the City's SMP:

(6) The City's should develop a comprehensive and integrated public access and trail plan (consistent with WAC 173-26-221(4)) that identifies specific public access needs and opportunities to replace these site-by-site requirements. Such plan should identify a preference for pervious over impervious surfaces, where feasible.

To achieve this, the planning process was broken down into three phases, Inventory and Site Assessment, Public Involvement, and Schematic Design and Implementation. These phases are discussed in greater detail in Chapter 3.

As supported by the City's Comprehensive Plan

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Chapter 3 – the following goals were considered in this plan’s development:

Goal 7 Transportation & Circulation: 7.4 - Develop a plan for safe and convenient alternative forms of transportation, such as bikeways, walkways, and pathways; 7.8 Facilitate and support safety at railroad crossings; 7.13 Provide wayfinding signage to aid traveler navigation and guide visitors to Stevenson attractions and amenities, especially east- and west-bound travelers on I-84.

Further, The City’s Shoreline Master Program includes the following Shoreline Public Access Goals and Policies provided under SMP 4.6, including the provision that the City work towards continuous public access along shoreline areas (SMP 4.6.2).

With these existing City-wide goals in-mind, the following goals and objectives are to be considered within this plan.

GOALS

1. Provide accessible parks and trails drawing the community toward shoreline resources and amenities.
2. Enhance shoreline environmental resources in-tandem with public access.
3. Ensure continuous visual and physical shoreline public access is achieved, where possible, in consideration of both public and private property.

OBJECTIVES

- 1a. Strive to provide access to existing trails, physical and visual amenities through expanded pedestrian routes.
- 1b. Ensure safe and visually appealing pedestrian routes that emphasize pedestrians and cyclists over cars.

- 2a. Restore natural areas in current and potential parkland areas.
- 2b. Enhance opportunities to view and experience nature.
- 3a. Preserve views by view corridor establishment, where appropriate.
- 3b. Establish resources to inform the community where public parks are located.
- 3c. Connect residents to the existing Mill Pond Trail and Waterfront.

REGIONAL CONTEXT AND CONNECTIVITY

According to the 2018-2022 Washington State Comprehensive Outdoor Recreation Plan, or SCORP, walking and nature activities continue to be among the most popular recreation activities statewide. Stevenson is surrounded by large swaths of public forestry land, as well, including the Pacific Crest Trail, a multi-state recreational network drawing tourists from around the world. Further, kiteboarders and windsurfers flock to this area as an ideal location for this form of recreation.

Recognizing both these recreational draws, Stevenson has the opportunity to utilize this interest in the City’s recreational amenities. The proximity to a multi-state trail network could be a jumping point to integrate this plan with more regional county and state-wide trails planning within the City’s urban growth area. New amenities could create connections outside City limits, as well as draw regional tourism in toward the community long-term.



Chapter 2. Background

The shoreline management act establishes public access as a focused priority use in the shoreline environments, per WAC 173-26-176(3)(a):

“Alterations of the natural condition of the shorelines of the state, in those limited instances when authorized, shall be given priority for... shoreline recreational uses including but not limited to parks, marinas, piers, and other improvements facilitating public access to shorelines of the state... the shorelines of the state and other development that will provide an opportunity for substantial numbers of the people to enjoy the shorelines of the state.”



Local residents walk along the Mill Pond Trail year-round.

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HISTORY OF THE SHORELINE – PUBLIC ACCESS

The shorelines of the Columbia river have been important for settlements, trading and fishing for thousands of years. European settlers began to change that landscape in the 1800's. Over the next 200 years the shoreline of Stevenson became dominated with mills, flumes and skid roads for timber, followed by the construction of the railroad, highway, and finally the Bonneville Dam. Today, the shorelines of Stevenson have continued to change, with a focus now on recreation and restoration. Stevenson is internationally renowned for wind sports, including such popular spots as Bob's Beach along the Columbia River waterfront. The Port of Skamania has restored large sections of riverfront with new trails as well as native vegetation. Further, Stevenson is also known regionally for summertime events including the Fair and Timber Carnival, and Gorge Blues and Brews festival at the Skamania County Fairgrounds.

NATURAL RESOURCES

The Columbia river waterfront and Rock Cove are modified shorelines, highly impacted by the construction of the Bonneville dam, dredging for industry, and regular use by recreational watercraft. The shorelines are often armored or devoid of natural vegetation. Rock Creek on the other hand has limited human disturbance along its banks, and has retained significant native vegetation. Impacts to the middle and lower portion of the creek were caused by a landslide. The lower creek portion entering Rock Cove becomes more modified with armoring due to bridge crossings, and vegetation is more highly modified to retain views. Opportunities exist to improve shoreline vegetation along targeted shoreline areas, and should be prioritized with any public access project.

CULTURAL AND HISTORICAL RESOURCES

Historically, several native tribes—including the Cowlitz, Yakama Nation and Confederated Tribes of Warm Springs—inhabited the Stevenson area and relied upon its fish, animal, and plant resources, particularly along the region's waterways. Post European settlement, these tribes were resettled onto what is now the Yakama Reservation and Confederated Tribes of Warm Springs Reservation. This Plan acknowledges the traditional rights First Nations have to this area from a cultural resources and traditional perspective. Any project action considered under this plan will first consult with First Nations before ground disturbing activities. Further, city officials performed First Nation consultation with all tribes listed here.



Stone petroglyph relocated from Hamilton Island.

SCENIC AND AESTHETIC RESOURCES

Views are paramount within Stevenson. The downtown waterfront and Mill Pond Trail views of the Columbia River Gorge highlight this amenity. Further, Rock Creek Falls provides a breathtaking experience that is only readily accessible at certain times of year via the publicly-accessible riverbed during summertime. This plan intends to draw the community to these resources in an appropriate manner while respecting private property rights.



Chapter 3. Design Alternatives Evaluation

PHASE 1. INVENTORY AND SITE ASSESSMENT, DEVELOPMENT OF A DESIGN PROGRAM

The objective of Phase 1 was to establish a basis of information to support the master plan design and frame the design vetting process. A categorization of inventory layers became the first step, grouping compiled data into three themes, 1) physical 2) existing network/public or quasi-public lands and 3) shoreline experience. The physical theme identifies barriers and obstacles to public access, including buildings, steep slopes and geohazards, wetlands, and FEMA floodways and floodplain. The existing network theme identifies linear facilities in multi-use trails, more rural trails, sidewalks, bikeways, scenic byways, parks, public rights-

of-way, greenspaces, and water paddling trails. Finally, the shoreline experience theme builds off community input generated within the first public open house to identify qualities connecting citizens and visitors to the shoreline, including attractions and destinations; nodes and facilities (boat ramps, kiosks, trailheads); recreational, tourism, visual and economic opportunities, and waterfront access. (See Appendix D).

GIS METHODOLOGY

Specific to the GIS methodology derived from the project's thematic maps, we assigned scores of favorability to different physical, network, and land use/ownership areas from a presence/absence standpoint. For example, Lidar-based digital elevation models (DEMs) were used to

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derive level of steep slope (and resulting trail suitability) where the following scores were assigned:

- 0 to 10 degree slope: score of 4 (most favorable)
- 10 to 25 degree slope: 3
- 25 to 50 degree slope: 1
- 50+ degree slope (cliff): 0 (least favorable)

In looking at ownership, City-owned parcels are assigned the highest score (12) versus other public or quasi-public property (County or Columbia Gorge Interpretive Center Museum-owned property, respectively), containing a score of 4. As a result, areas with the highest scores are most suitable for a trail, whereas lowest scores have the most constraints and difficulties constructing trail or public access facilities.

Network analysis looked at the County and City walkability layer from two perspectives, both looking at good and poor walkability area within and adjacent to shoreline jurisdiction. Here, candidate projects look at enhancements to existing pedestrian amenities, as well as candidates for improving gaps in walkable areas approaching and within shoreline jurisdiction, with these network connection types and possibilities scoring higher.



Map section displaying the existing shoreline experience.

PHASE 2. PUBLIC INVOLVEMENT SUMMARY

Following the Public Engagement Plan, in-person public involvement begins with an open house to bring the public into the conversation about where public access where be most beneficial for the community. The public was notified of this Open House via its Facebook page, a notification article published within the Skamania County Pioneer, a project webpage (<https://www.ci.stevenson.wa.us/planning/project/shoreline-public-access-trail-plan>) and posting at all low income housing multi-family complexes within City limits.

OPEN HOUSE

The February 22nd 2023 Open House (held at the Stevenson Community Library) was well attended, with about 30 total attendees present and 133 comments received on an array of thematic maps and shoreline oblique map, as photographed by Department of Ecology (see Figure 1).



Figure 1: February 2023 Open House.

These maps displayed physical and environmental constraints, existing networks and land ownership, and shoreline experiences (visual, land and water-based).

During and following this open house, the following topics were identified via public comment (See Figure 2):



Figure 2: February 2023 Open House Public Comment Topics.

Public desires derived from the Open House include neighborhood connections to each shoreline, enhancement of shoreline vegetation, preserving the rural character of the shoreline, and educating the public on where formalized public access is, or could be with future projects.

CHARRETTE

With findings from the Open House, the 2nd public meeting (held April 19th at the Stevenson Community Library) presented nine possible projects to help guide preferred development within and connecting areas to shoreline jurisdiction in a charrette format (see Figure 3). The Charrette had approximately 20 attendees participating in this event.



Figure 3: April 2023 Proposed Project Charrette Public meeting.

For reference, a charrette is a collaborative effort to solve specific design and/or planning topics in an efficient manner. The charrette presented a series of three stations displaying project types, photo examples from other communities and design mock-ups to visualize possible design alternatives. This meeting format allows the public to weigh in on project preferences in an interactive and meaningful way.

These nine projects were identified via public feedback from the February open house, a follow-up stakeholder meeting between the City and upper Rock Creek property owners, community survey, existing City master plan documentation, and via a Geographic Information Systems (GIS) analysis, as outlined within the GIS methodology section.

Projects (1-9) are summarized below:

1. Invest in online presence to make shoreline recreational opportunities more accessible.
2. SW Rock Creek Drive pedestrian improvements to enhance connection between waterfront and Rock Cove shorelines
3. Enhance pedestrian connections to waterfront

west end between Rock Cove and waterfront

4. Enhance pedestrian connections to waterfront east end (adjacent to Kanaka Creek)
5. Create public access to lower Rock Creek
6. Create public pedestrian access to Rock Creek lower falls
7. Create public pedestrian access to Rock Creek upper falls
8. Rock Cove shoreline trail easement and stream enhancement (abutting mouth of Foster Creek)
9. Explore partnership with Columbia Gorge Interpretive Center for shoreline access

Further, a 2nd stakeholder meeting took place at the County Fairgrounds with County staff just before the charrette to better understand County future potential fairground projects in shoreline jurisdiction, and how this planning process can help facilitate and align with that effort. Shoreline restoration - including invasive species, non-native tree removal and native white oak and shoreline plantings were discussed, in-tandem with a formalized non-motorized boat launch near the Hegewald Center as near-term County projects discussed during this stakeholder meeting.

CHARRETTE RESULTS

For the charrette itself, respondents had the opportunity to impact the nine initial identified projects in two meaningful ways:

1. Cost priorities exercise. Each attendee was given five \$1,000 bills to allocate to one, five or several projects between the nine. One participant also dedicated their \$5K to a separate restoration project not included amongst the nine. Results are summarized below:

- Project 7 (Rock Creek path via County land to Rock Creek Falls): \$21K
- Project 2 (SW Rock Creek Dr pedestrian improvements: enhancing connection between waterfront and Rock Cove shorelines): \$19K
- Project 3 (Enhance pedestrian connections to waterfront west end): \$12K
- Project 4 (Enhance pedestrian connections to waterfront east end): \$11K
- Project 9 (Explore partnership with Columbia Gorge Interpretive Center for shoreline access): \$10K

Other projects were also “funded” as part of this exercise and will be included in the report, but may have less of a focus regarding refined cost estimates and design analysis. These include project #6 (\$8K, pedestrian access to lower Rock Creek Falls), participant-offered project to fund aquatic invasive species management (\$5K), project #8 (\$4K, Rock Cove shoreline trail easement and stream enhancement), project #5 (\$4K, create public access to lower Rock Creek and creek bank enhancement), and project #1 (invest in online presence for shoreline public access amenities).

2. Community preference exercise. All participants were able to help influence a particular alternative and show favored alternatives within several different projects. For example, Project #2 contained three different alternatives the City can consider when pursuing grant funding (see Figure 4).

Here, participants prefer options #1 (enacting City Wayfinding Plan between City park property at intersection of SW Rock Creek Dr and Highway 14 to the Mill Pond Trail entrance) and #2 (placing sidewalk on north end of street between each destination).

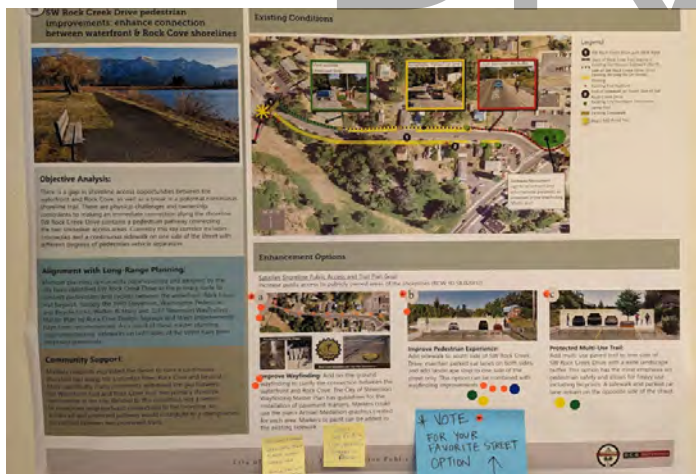


Figure 4: April 2023 Proposed Project Charrette Project #2 dot exercise.

Project #9 also gained significant interest with this dot exercise (see Figure 5).

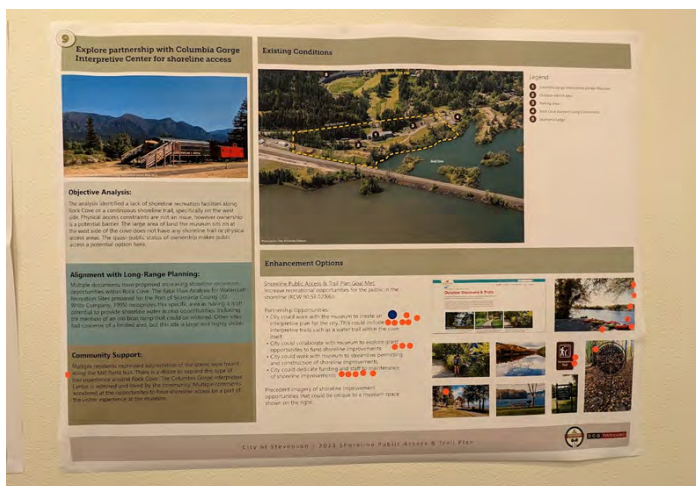


Figure 5: April 2023 Proposed Project Charrette Public #9 dot exercise.

Here, participants placed a heavy emphasis on providing an interpretive trail as a collaborative effort between City and Museum, exploring grant opportunities for non-motorized water access improvements.

Public engagement continues with two Planning Commission meeting presentations on April 10th and May 8th, 2023, discussing the project methodology, design and public input to-date.

Finally, all attendees for either of the two in-person public engagement meetings will also be notified as the project final draft is presented to Planning Commission on June 12th and City Council on June 15th, 2023.

PHASE 3. SCHEMATIC DESIGN AND IMPLEMENTATION PROGRAM

Building on the public involvement work completed, and operating within the feasibility and design framework established in Phases 1 and 2 of the shoreline public access and trails plan process, the project team continued with development and evaluation of design alternatives. Incorporating public and City review, the design alternatives were scored based upon physical, network, public (and quasi-public) property, and shoreline experience criteria to establish preferred alternatives as a basis of into design. While the shoreline experience maps and public involvement exercises were not quantified, the focused comments received during the February 2022 Open House helped identify geographic interest in certain areas. The resulting schematic design was then expanded with supporting documentation to guide its implementation through funding, permitting, and eventually construction.



View of geese and Rock Cove from the fairgrounds.



Chapter 4. Master Plan Design

DESIGN ALTERNATIVES, RECOMMENDATIONS & PRELIMINARY COST ESTIMATES

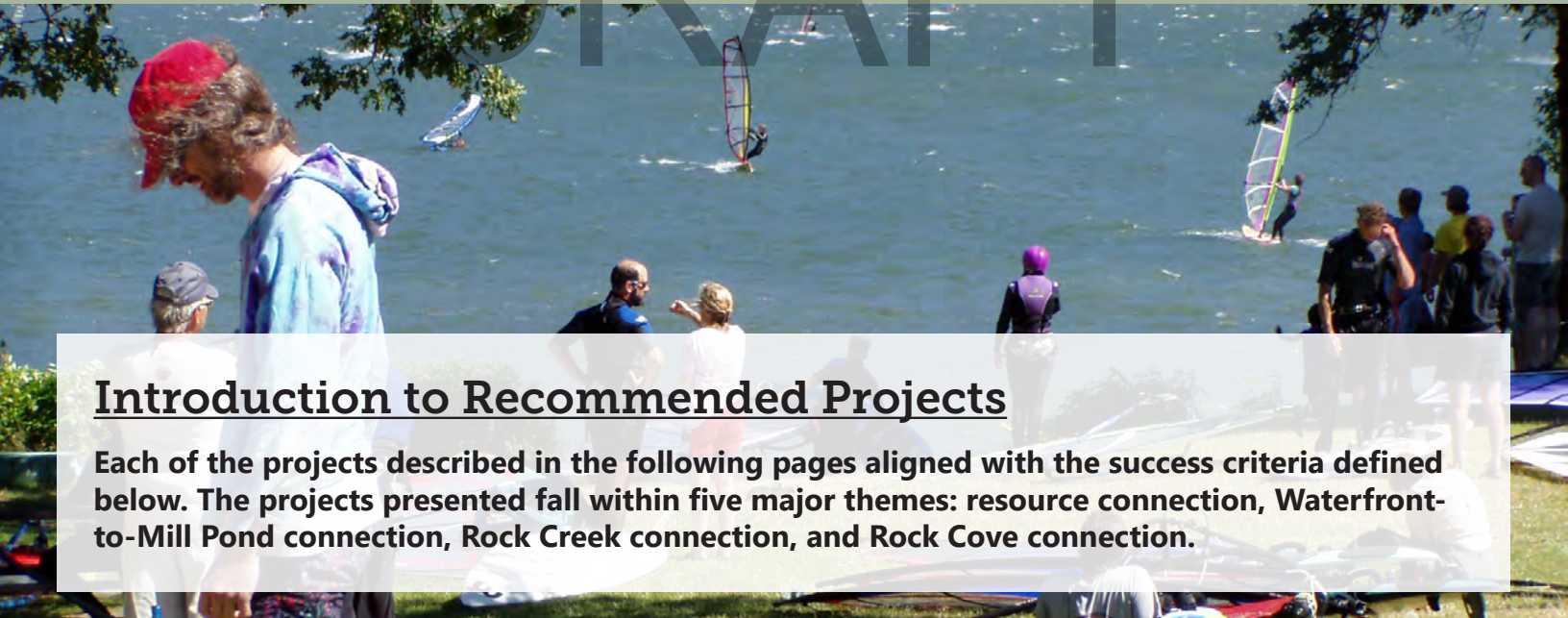
Through the synthesis of our background research, objective analysis, public outreach, and on site analysis and design ideation process, the following pages describe the resulting proposed projects design, and the resulting master plan. Projects range in size and location within the city or urban growth area. They also vary in how soon they could be ready for implementation. Some projects will require more extensive coordination and negotiation among multiple parties, while others may be fully in the control of the city decision makers.

Many projects include either multiple options for implementation, or have options in how

the project can be broken into pieces and implemented in phases over time. A project scorecard is presented for each project with a summary of its analysis score, public input rating, as well as descriptions of amenities, costs, and timeline.

A summary of all project scores, conceptual level cost estimates, and a more thorough explanation of analysis methodology are included in the appendices.

The top recommended projects are Project #3: Enhancing the west end of the waterfront, Project #7: Creating public access to upper Rock Creek falls, Project #2: SW Rock Creek Drive, as well as Project # 5 Lower Rock Crk Access and Project #9 at the museum.



Introduction to Recommended Projects

Each of the projects described in the following pages aligned with the success criteria defined below. The projects presented fall within five major themes: resource connection, Waterfront-to-Mill Pond connection, Rock Creek connection, and Rock Cove connection.

Success Criteria for Trail Enhancement Projects

Objective Analysis:

A digital geospatial analysis was conducted to examine connectivity and natural, physical, and experiential factors within the shoreline jurisdiction. Factors were scored according to different criteria indicating suitability for incorporation into the city's trails network. Features representing obstacles or barriers to trail use or construction, such as steep slopes or major roadways, were scored as low suitability. And features representing benefits or value to trail use or construction, such as scenic or experiential character or close connectivity to existing trails, were scored highly. The result is an objective scoring identifying priority links and nodes for trail development.

Alignment with Long-Range Planning:

The City of Stevenson has many long-range planning documents that guide the city's growth, development, and management of critical resources. Several plans, such as the SMP and downtown plan, are authored by the city; while other documents are contributed by key stakeholders, such as the Port. Together, these documents represent substantial investment and long-term study into the community's specific needs and issues. As part of the trail plan, a review of applicable planning documents was performed to identify past and present recommendations relevant to shoreline trail and recreation planning.

Community Support:

Community support is demonstrated by data collected through the public outreach and engagement process. Specific activities conducted to support the shoreline recreational planning effort included a promotional campaign and direct outreach to stakeholders representing a wide array of interest. Visitors, residents, property and business owners, as well as interested agencies and organizations were invited to participate in informational sessions about the planning effort and feedback exercises, such as surveys and workshops. Feedback was compiled and analyzed to identify key recommendations yielded from community input.

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Invest in Online Presence to make shoreline recreational opportunities more accessible

Objective Analysis:

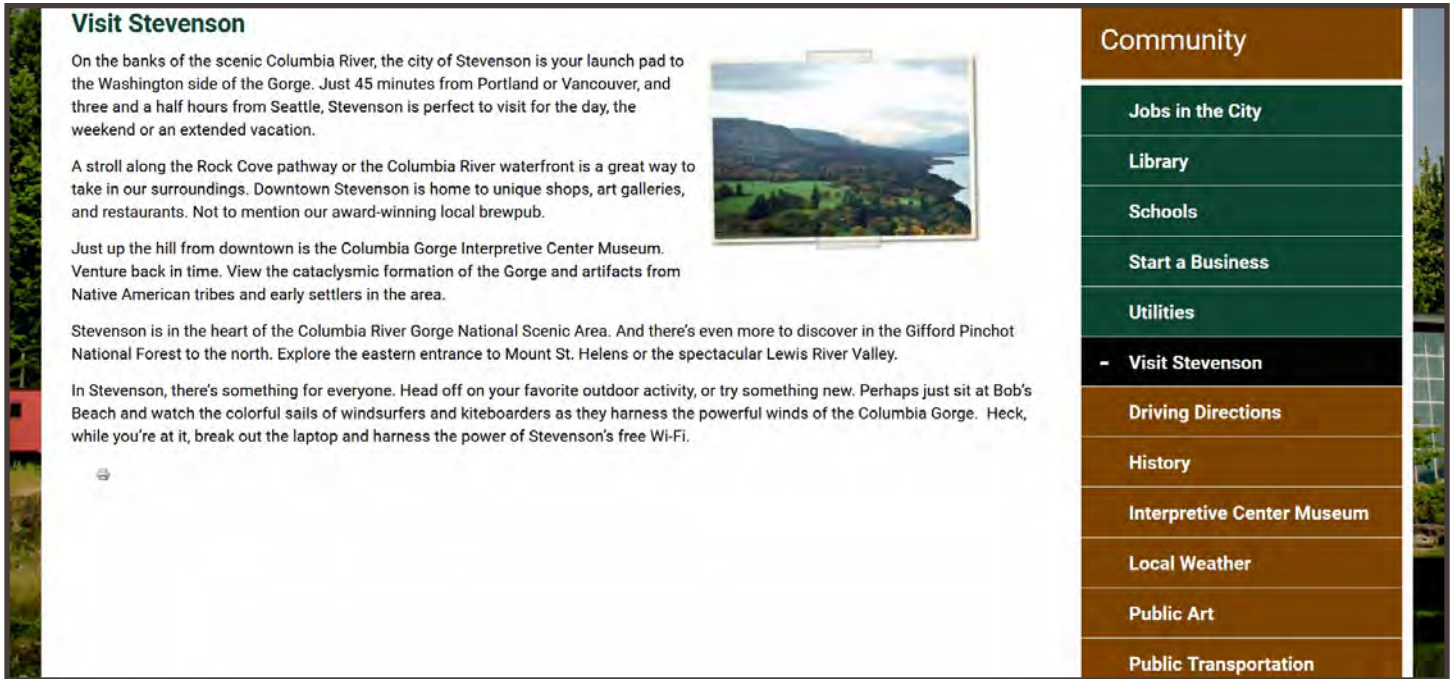
The recreational opportunities analysis revealed a gap that can limit public shoreline access. Specifically, it revealed the lack of a single resource for verified and up-to-date information on recreational opportunities and amenities. While information is published separately across many sources, including recreational opportunity providers and informal user forums, information was found to be incomplete, conflicting, or incorrect.

Alignment with Long-Range Planning:

A review of planning documents yielded many project ideas and recommendations as well as planning tools for processes or incentives to move plans forward. Many of the projects included outreach and utilized online surveys and communication. No previous plan however has addressed the opportunity to make information about existing opportunities more accessible online. The current city parks website includes only city-owned and maintained parks.

Community Support:

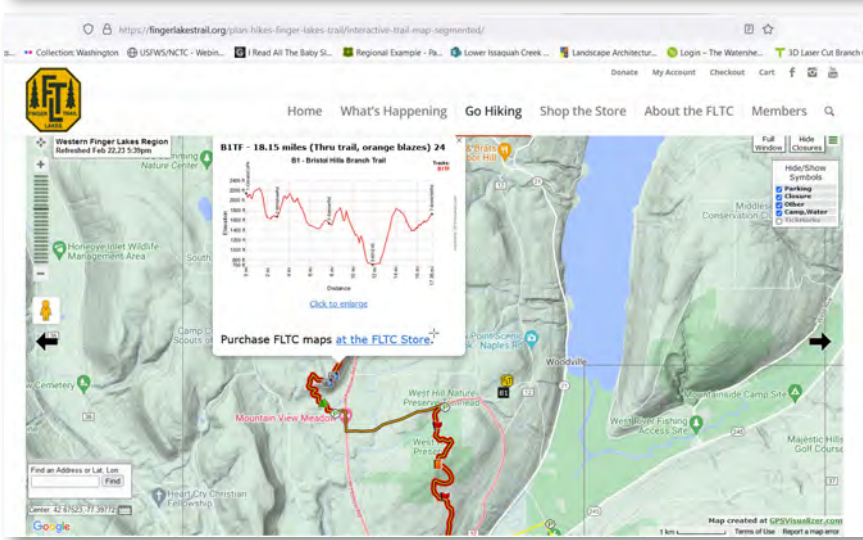
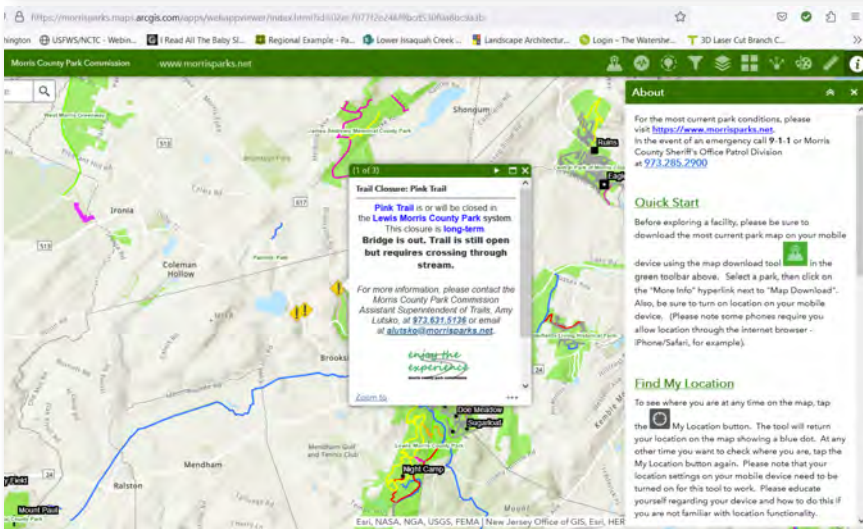
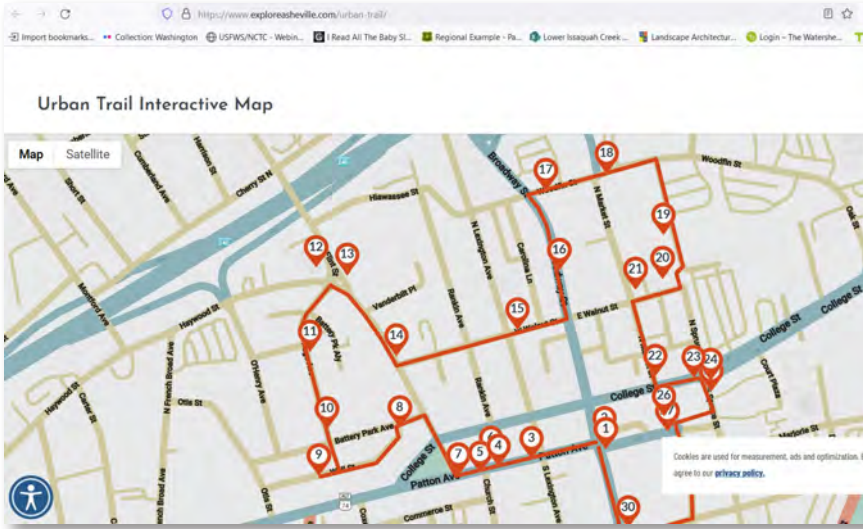
Members of the community have expressed frustration over visitors acting on incorrect information they found online. Public trespass through private property to access Rock creek is an example. Regardless of signage on site, visitors are led on by online descriptions. Neighbors would like to redirect trespassers, but currently have no resource to direct them to. Other public comments included support of a webpage that included amenities, as well as rules and regulations.



The city's current website provides visitor information under the 'Visit Stevenson' tab; however, it lacks any information about shoreline recreational use and amenities on the Columbia River, Rock Cove, and Rock Creek.



Residents and visitors increasingly rely on internet resources for information about recreational amenities and opportunities. Land managers, like agencies and municipalities, often provide reliable and current information. When an official source is absent or hard to find, second-hand information is shared through informal sources, like message boards and recreational user forums.



Website enhancement opportunities:

The city could enhance its existing website by adding a button to 'Explore the shore' that leads users to shoreline recreation opportunities, events and activities, including non-city-owned public access options.

The website could provide information to direct and guide recreational visitors, such as by providing directions to public shoreline access points and parking, while directing visitors away from private, inaccessible, or sensitive areas. Content could be updated easily to feature seasonal or timely content, such as wildlife migration or invasive species alerts. Rules and regulations related to shoreline recreation could also be described.

Images on the left show various examples of interactive maps hosted by cities and non-profit organizations. These maps allow users to see not only the overall extent of and connections between recreation opportunities, but also to find out more detail about individual trails or amenities.

Project Scorecard

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Project 1: (City-wide) Interactive Website			
Description	Create website or webpage with compilation of available public access information and amenities	Category	Score
Public Access Type	Trail <input type="checkbox"/> Restoration <input type="checkbox"/> Boat launch <input type="checkbox"/> Acquisition/Easement <input type="checkbox"/> Infrastructure Rehabilitation <input type="checkbox"/> Other <input checked="" type="checkbox"/>	GIS score	N/A
Cost	<input checked="" type="checkbox"/> Less than \$50K <input type="checkbox"/> \$50K – 500K <input type="checkbox"/> \$500K <	Alignment with existing Long Range Planning	No
Proposed Feature and Amenity	Amend or add to existing website. Features could include: ArcGIS StoryMap. Access Points, parking, sensitive areas, wildlife migration alerts, amenities, rules & regulations, trail information and distances, other relevant resource website links	Public Engagement	2
		Score Summary	14
Proposed Outreach and/or Coordination	Hire a consultant to create webpage and compile existing information currently found on various website platforms. An online interactive map (ArcGIS StoryMap or similar) is one option for spatially referenced parks and trails, with hyperlinks for each park property. Review by County Parks prior to publishing. Minimal coordination is required, as the city would host and manage the site exclusively, once up and running.		
Summary of Public Comments	This would address frustration over the lack of a central trusted source. There appears to be general support for this idea.		
Timeframe	<input checked="" type="checkbox"/> Can be executed immediately <input type="checkbox"/> Enact by 2030 <input type="checkbox"/> Enact by 2040 and beyond. <i>Collaboration can begin immediately. Design and construction could be possible by 2030.</i>		
Risk/Issues/Additional Information	None known.		
Permits required	None		
Environmental Impact	None direct. Indirectly anticipated to benefit multiple areas by reducing trampling and trailblazing.		



SW Rock Creek Drive Pedestrian Improvements: Enhance Connection between Waterfront & Rock Cove shorelines

Objective Analysis:

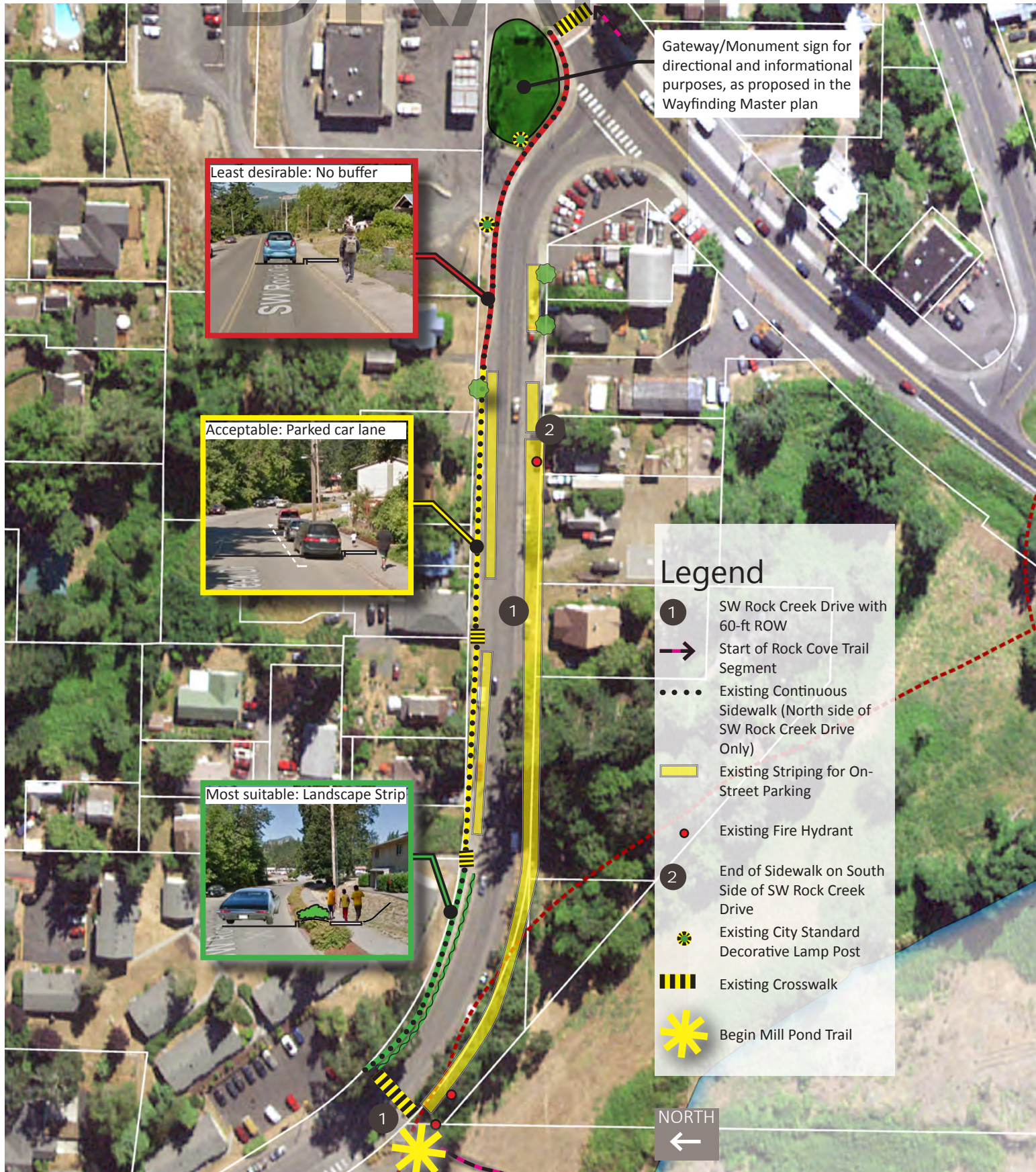
There is a gap in shoreline access opportunities between the waterfront and Rock Cove, as well as a break in a potential continuous shoreline trail. There are physical challenges and ownership constraints to making an immediate connection along the shoreline. SW Rock Creek Drive contains a pedestrian pathway connecting the two shoreline access areas. Currently this key corridor includes crosswalks and a continuous sidewalk on one side of the street with different degrees of pedestrian-vehicle separation.

Alignment with Long-Range Planning:

Multiple planning documents commissioned and adopted by the city have identified SW Rock Creek Drive as the primary route to connect pedestrians and cyclists between the waterfront, Rock Cove, and beyond, namely the 1991 Stevenson, Washington Pedestrian and Bicycle Links, Walker & Macy and 2012 Stevenson Wayfinding Master Plan by Rock Cove Design. Signage and street improvements have been recommended. As a result of these master planning recommendations, sidewalks on both sides of the street have been proposed previously.

Community Support:

Multiple residents expressed the desire to have a continuous shoreline trail along the Columbia River, Rock Cove and beyond. More specifically, many comments addressed the gap between the Waterfront Trail and Rock Cove Trail, two primary shoreline destinations in the city. Related to this consensus was a desire to strengthen neighborhood connections to the shoreline. An enhanced and protected pathway would contribute to a strengthened connection between two prominent trails.



Enhancement Options

DRAFT

Shoreline Public Access & Trail Plan Goal Met:

Increase public access to publicly owned areas of the shorelines (RCW 90.58.020(5))



a

Improve Wayfinding: Add on-the-ground wayfinding to clarify the connection between the waterfront and Rock Cove. The City of Stevenson Wayfinding Master Plan has guidelines for the installation of pavement markers. Markers could use the plan’s Artisan Medallion graphics created for each area. Markers or paint can be added to the existing sidewalk.



b

Improve Pedestrian Experience: Add sidewalk to south side of SW Rock Creek Drive, maintain parked car lanes on both sides, and add landscape strip to one side of the street only. This option can be combined with wayfinding improvements.



c

Protected Multi-Use Trail: Add multi-use paved trail to one side of SW Rock Creek Drive with a wide landscape buffer. This option has the most emphasis on pedestrian safety and allows for heavy use including bicyclists. A sidewalk and parked car lane remain on the opposite side of the street. This option can be combined with wayfinding improvements.

Project Scorecard

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Project 2: SW Rock Creek Drive Improvements			
Description	Proposed pedestrian improvements to connect Waterfront and Downtown to Rock Cove.	Category	Score
Public Access Type	<input type="checkbox"/> Trail <input type="checkbox"/> Restoration <input type="checkbox"/> Boat launch <input type="checkbox"/> Acquisition/Easement <input checked="" type="checkbox"/> Infrastructure Improvement <input type="checkbox"/> Other	GIS score	15.9
Cost	<input type="checkbox"/> Less than \$50K <input type="checkbox"/> \$50K – 500K <input checked="" type="checkbox"/> \$500K <	Alignment with existing Long Range Planning	Yes (1)
Proposed Feature and Amenity	Opt B: 560 LF of 6ft sidewalk with curb, gutter, planting strip, street trees on north side. Opt B: 640 LF of 6ft sidewalk with curb and gutter on south side. Opt C: 940 LF of 12ft sidewalk with curb, gutter, planting strip, street trees Opt B & C: 940 LF of re-paving/re-striping Opt A: 10 EA in-ground pavement markers (medallions) Landscape to be irrigated: Approx. 7,000 SF	Public Engagement	19
		Score Summary	45
Proposed Outreach and/or Coordination	Hire consultant to design streetscape improvements, evaluate LID stormwater options. Coordinate with adjacent and nearby landowners. Minimal coordination with additional property owners is required, as the project is within the SW Rock Creek Dr right-of-way, owned by the city.		
Summary of Public Comments	In general, the public supported improving pedestrian improvements. However, parking on both sides of the streets was more important than a larger separated trail and planting buffer. This could be re-evaluated in future with heavier pedestrian use. Per the Charrette dot exercise, Option B was preferred.		
Timeframe	<input checked="" type="checkbox"/> Can be executed immediately <input type="checkbox"/> Enact by 2030 <input type="checkbox"/> Enact by 2040 and beyond		
Risk/Issues/ Additional Information	Align with long-term stormwater and utility improvements from a timing perspective. Trees need to be compatible with overhead powerlines.		
Permits required	Right-Of-Way permit, or similar. NPDES Permit (Ecology). Minimal permit coordination is expected with work within right-of-way, moving straight to construction-level permitting.		
Environmental Impact	Existing mature tree will need to be surveyed. Construction may require some tree removal. Proposed new impervious surface closer to the shoreline, to be offset by overall decrease in impervious surface in and near shoreline jurisdiction.		



Current shoreline amenities and access on the west side of the waterfront, near the terminus of Russell Ave.

Enhance Pedestrian Connections to Waterfront west end

Objective Analysis:

Private ownership and a lack of right-of-way parcels limits public shoreline access near the terminus of Russell Ave. Physical challenges of the site could be mitigated during design. The railroad and State Route 14 are significant barriers to a safe pedestrian crossing experience.

Alignment with Long-Range Planning:

Recent planning documents, including a vision for downtown, have focused on linking Rock Creek shorelines through downtown to the Columbia River waterfront. One concept included an extension of Rock Creek Drive south towards the waterfront. This connection would meet Comprehensive Plan Transportation & Circulation Goal 7.4 to “develop a plan for safe and convenient alternative forms of transportation, such as bikeways, walkways, and pathways.”

Community Support:

A continuous shoreline trail between the waterfront and Rock Cove is highly desired by the public. The current connection is through downtown, however many comments expressed support for a multi-modal trail and additional shoreline access opportunities in the area between the two existing trails.

Existing Conditions

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Legend

- ① Western end of waterfront public pedestrian access area
- Existing pedestrian connections to Rock Cove shoreline trail and amenities
- Gateway to Waterfront public shoreline access area
- Private/BNSF land and gap in public shoreline access and amenities, and connection to Rock Cove shoreline trail



Enhancement Options

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Shoreline Public Access & Trail Plan Goal Met:

Increase recreational opportunities for the public in the shoreline (RCW 90.58.020(6))

Sequence of Opportunities:

- City coordinates with developers to understand opportunities for easement for public shoreline access
- City works with developers to streamline permitting and construction of shoreline improvements
- City dedicates funding and staff to maintenance of shoreline improvements



Legend

- Proposed Railroad Street Public Access trail easement to connect to shoreline
- 1 Example of one concept plan for future development of the west end of the waterfront
- Proposed SW Rock Creek Drive ROW easement to increase access and parking
- 2 Recommended location for public access to shoreline and / or shoreline recreational amenity / water access
- 3 Gateway Park and pedestrian access to Rock Cove shoreline trail
- 4 Gateway to central Waterfront public shoreline access area
- Proposed sidewalk connection
- Future consideration of public trail extension via easement along shoreline across SR-14; railroad crossing?

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Project 3: Pedestrian Connection to Waterfront West End			
Description	Proposed pedestrian improvements to connect Waterfront and Downtown to Rock Cove.	Category	Score
Public Access Type	<input checked="" type="checkbox"/> Trail <input checked="" type="checkbox"/> Restoration <input checked="" type="checkbox"/> Boat launch <input checked="" type="checkbox"/> Acquisition/Easement <input checked="" type="checkbox"/> Infrastructure Improvement <input type="checkbox"/> Other	GIS score	6
Cost	<input type="checkbox"/> Less than \$50K <input type="checkbox"/> \$50K – 500K <input checked="" type="checkbox"/> \$500K <	Alignment with existing Long-Range Planning	Yes (1)
Proposed Feature and Amenity	900 LF of new sidewalk 400 LF of trail QTY 1: ROW Rock Creek Dr extension QTY 1: 20 foot wide trail easement Railroad Street QTY 1: 20 foot wide trail easement along shoreline	Public Engagement	12
		Score Summary	26
Proposed Outreach and/or Coordination	Majority of work requires easements to be in place prior to proceeding. Hire consultant to design trail and streetscape improvements, evaluate separate pedestrian/bike, emergency access, and angled parking ROW extension or easement feasibility, as well as stormwater options. Coordinate with adjacent and nearby landowners, including BNSF if ROW containing railway is considered for multi-use trail. A moderate level of coordination is expected with both the subject site property owner and BNSF.		
Summary of Public Comments	In general, the public supported public access, both in connecting the waterfront/downtown area to Rock Cove, as well as direct water access to Rock Cove. The public did bring up concerns about historic structure preservation (unregistered farm equipment shop building) as well as existing low income rental housing with the existing mobile home park. However, it was noted that the concept was brought by the owner/applicant in 2019 based on the existing zoning for this site and is also recognized as a catalyst site per the City's Downtown Plan.		
Timeframe	<input checked="" type="checkbox"/> Can be executed immediately <input type="checkbox"/> Enact by 2030 <input type="checkbox"/> Enact by 2040 and beyond		
Risk/Issues/Additional Information	Align with long-term stormwater and utility improvements from a timing perspective. Trees need to be compatible with overhead powerlines.		
Permits required	Shoreline Substantial Development permit (SSDP), Site Plan application, Critical Areas Checklist. Any updates to the existing pier would also trigger an SSDP, building permit, US Army Corps of Engineers Section 404 permit, Ecology 401 Water Quality Certification, and WDFW HPA permit. A moderate level of permit coordination is expected.		
Environmental Impact	Existing mature trees will need to be surveyed. Construction may require some tree removal. Proposed paving closer to the shoreline, to be offset by overall decrease in impervious surface in and near shoreline jurisdiction.		

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Enhance Pedestrian Connections to Waterfront East End

Objective Analysis:

The analysis identified gap between public trails and amenities along the waterfront and the east end of the city. An existing railroad underpass provides an opportunity for connection across the railroad right-of-way, but it lacks pedestrian safety measures. Currently, the underpass consists of a gravel and asphalt road that is informally shared by both vehicles and pedestrians. The road ends at SR-14 where there are no sidewalks or crosswalks.

Alignment with Long-Range Planning:







In the past 30 years, many public planning documents have proposed improvements to connect to the east side of the waterfront. Multiple projects have recommended improvements to Columbia Street and 1st Street to enhance pedestrian safety and increase connectivity. A 75% design construction document set for 1st Street acknowledges an existing informal path connection to the underpass and shoreline. Further, the culvert at 1st Street and Kanaka Creek is a known fish barrier.

Community Support:

Multiple residents expressed the desire to have safer and improved access to the waterfront and waterfront trail from the east side of the city. Residents admitted they often crossed SR 14 outside of the crosswalk, climbing over guard rails to get to the shoreline. Beyond the large area of new housing already under development, demand for new homes and redevelopment of existing homes is expected to increase over time.



Legend

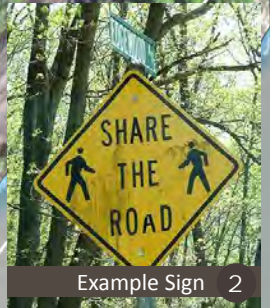
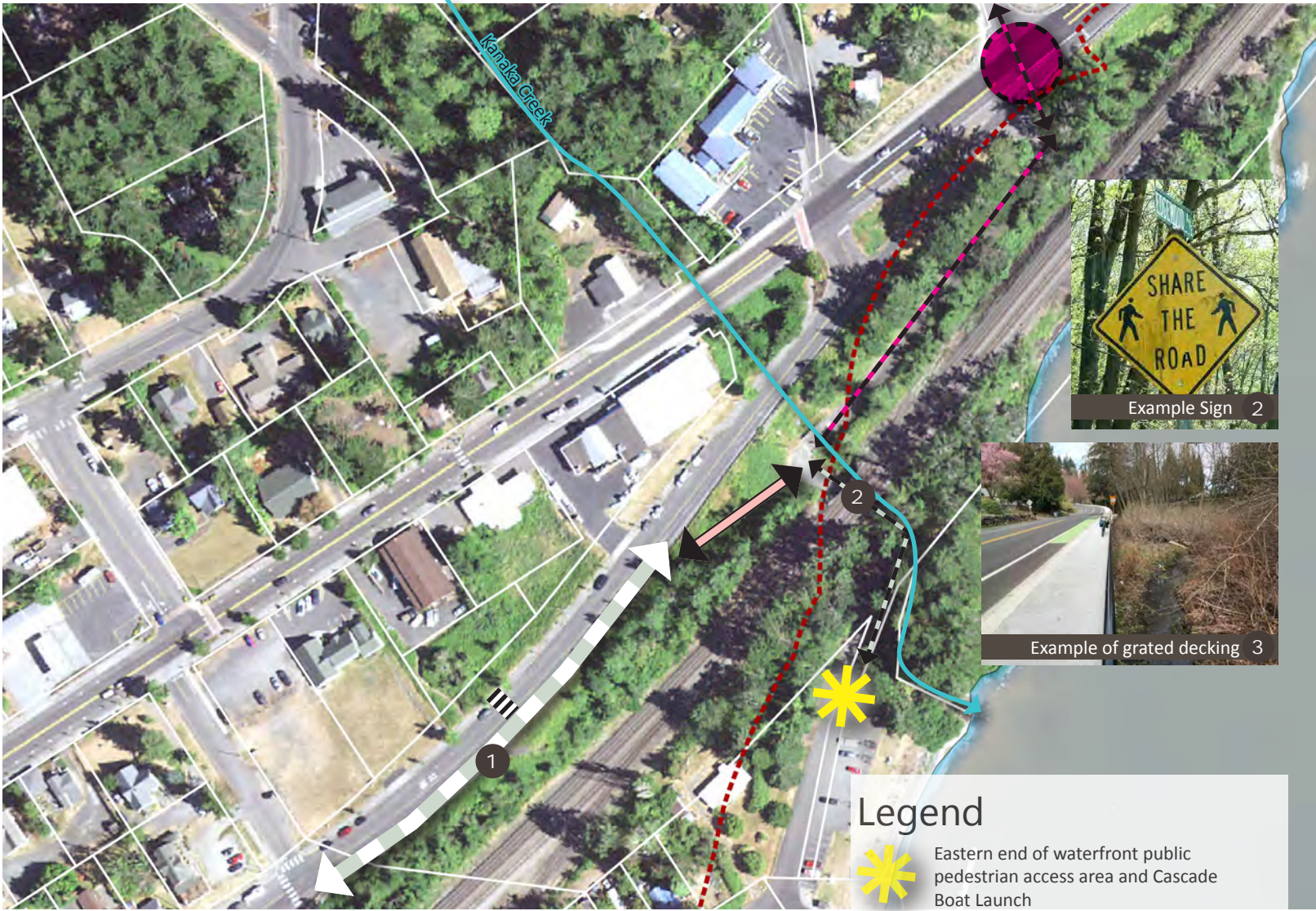
-  Eastern end of waterfront public pedestrian access area and Cascade Boat Launch
-  Existing informal pedestrian connection via railroad underpass
-  Informal dirt trail between asphalt road and 1st street guardrail
-  Section of 1st St has sidewalk on north side only
-  Existing crosswalks
-  Two main roads connecting eastside neighborhoods to the shoreline

Enhancement Options






Shoreline Public Access & Trail Plan Goal Met:

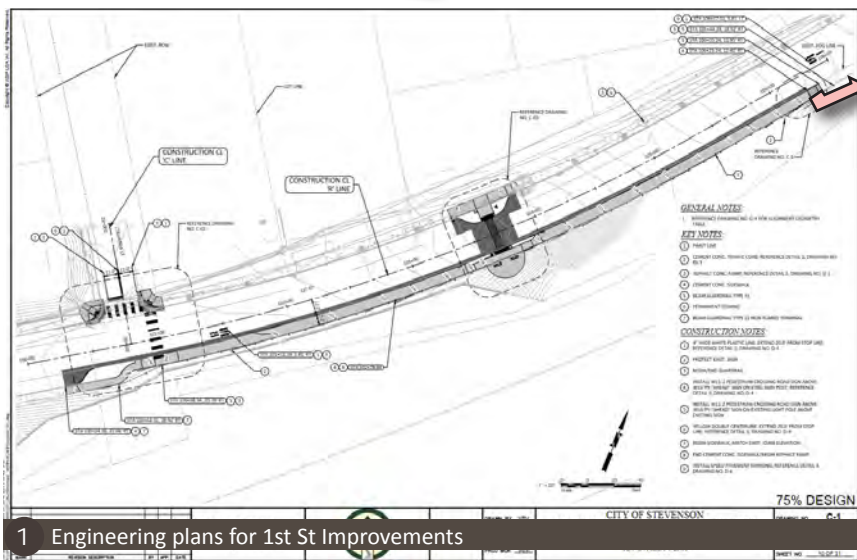
Increase recreational opportunities for the public in the shoreline (RCW 90.58.020(6))

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Legend

-  Eastern end of waterfront public pedestrian access area and Cascade Boat Launch
-  Pedestrian improvements to Kanaka Creek Underpass. Add signage to warn drivers to 'share the road' with pedestrians
-  Formalize dirt path into paved pedestrian connection to 1st street once sidewalks are constructed on the south side
-  Continue and implement existing 1st street improvements project, expanding scope to include trail connection, including grated decking trail adjacent to existing gravel roadway over Kanaka Creek.
-  Commission study to create safe pedestrian crossing between SW Cascade Ave and Lutheran Church Rd across SR14



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Project 4: Enhance pedestrian connections to waterfront east end, Kanaka Creek enhancement			
Description	Convert city owned parcel to public shoreline amenity and access point for creek. Opportunities for armoring removal and address untreated stormwater outfall.	Category	Score
Public Access Type	<input checked="" type="checkbox"/> Trail <input checked="" type="checkbox"/> Restoration <input type="checkbox"/> Boat launch <input type="checkbox"/> Acquisition/Easement <input checked="" type="checkbox"/> Infrastructure Improvement <input checked="" type="checkbox"/> New infrastructure <input type="checkbox"/> Other	GIS score	7.1
Cost	<input type="checkbox"/> Less than \$50K <input type="checkbox"/> \$50K – 500K <input checked="" type="checkbox"/> \$500K <	Alignment with existing Long Range Planning	Yes (1)
Proposed Feature and Amenity	New Signs (2) “Share the Road” 200 LF of new asphalt trail 800 LF of resurfaced section of SW Cascade Ave 600 LF 6ft wide sidewalk with curb, gutter, planting strip and street trees	Public Engagement	11
		Score Summary	25
Proposed Outreach and/or Coordination	SR 14 pedestrian crossing/traffic study – hire consultant for evaluating crossing and traffic calming options, in coordination with all relevant parties. Include fish barrier removal study (Kanaka Creek) as part of this project. Dedicate/acquire funding for consultant to amend 75% 1st street extension plan to expand to improve the trail and underpass improvements (“Share the Road” signs as an initial step) bringing plans to 100% and seek funding for construction. This could be phased based upon input from state and federal agencies and BNSF. Work requires a high level of coordination if fully implemented between city, WSDOT, BNSF and state and federal agencies.		
Summary of Public Comments	In general, the public supported public access improvements, as well as circulation and connectivity from upland residential areas toward the Columbia River and existing pedestrian amenities. Idea here being this circulation extension would capture both residential and tourism foot traffic coming from downtown, connecting the waterfront/downtown area to Rock Cove, as well as direct water access to Rock Cove.		
Timeframe	Coordination with multiple parties prior to design implementation <input checked="" type="checkbox"/> Can be executed immediately <input checked="" type="checkbox"/> Enact by 2030 <input type="checkbox"/> Enact by 2040 and beyond <i>Collaboration can begin immediately. Design and construction could be possible by 2030.</i>		
Risk/Issues/ Additional Information	Grated decking permitting will be complex from both a design and permitting standpoint.		
Permits required	Right-of-Way Permit, Critical Areas Checklist, and building permit. If grated deck is selected and avoids direct impacts to Kanaka Creek OHWM, WDFW HPA permit., If the culvert replacement is conducted, a US Army Corps of Engineers Section 404 permit and Ecology 401 Water Quality Certification would also be required. A complex level of permit coordination with state and federal agencies is expected with the grated walkway and Kanaka Creek culvert upsizing.		
Environmental Impact	Impacts to the Kanaka Creek buffer will need to be mitigated for, though opportunities exist nearby for invasive removal.		



Create Public Access to Lower Rock Creek

Objective Analysis:

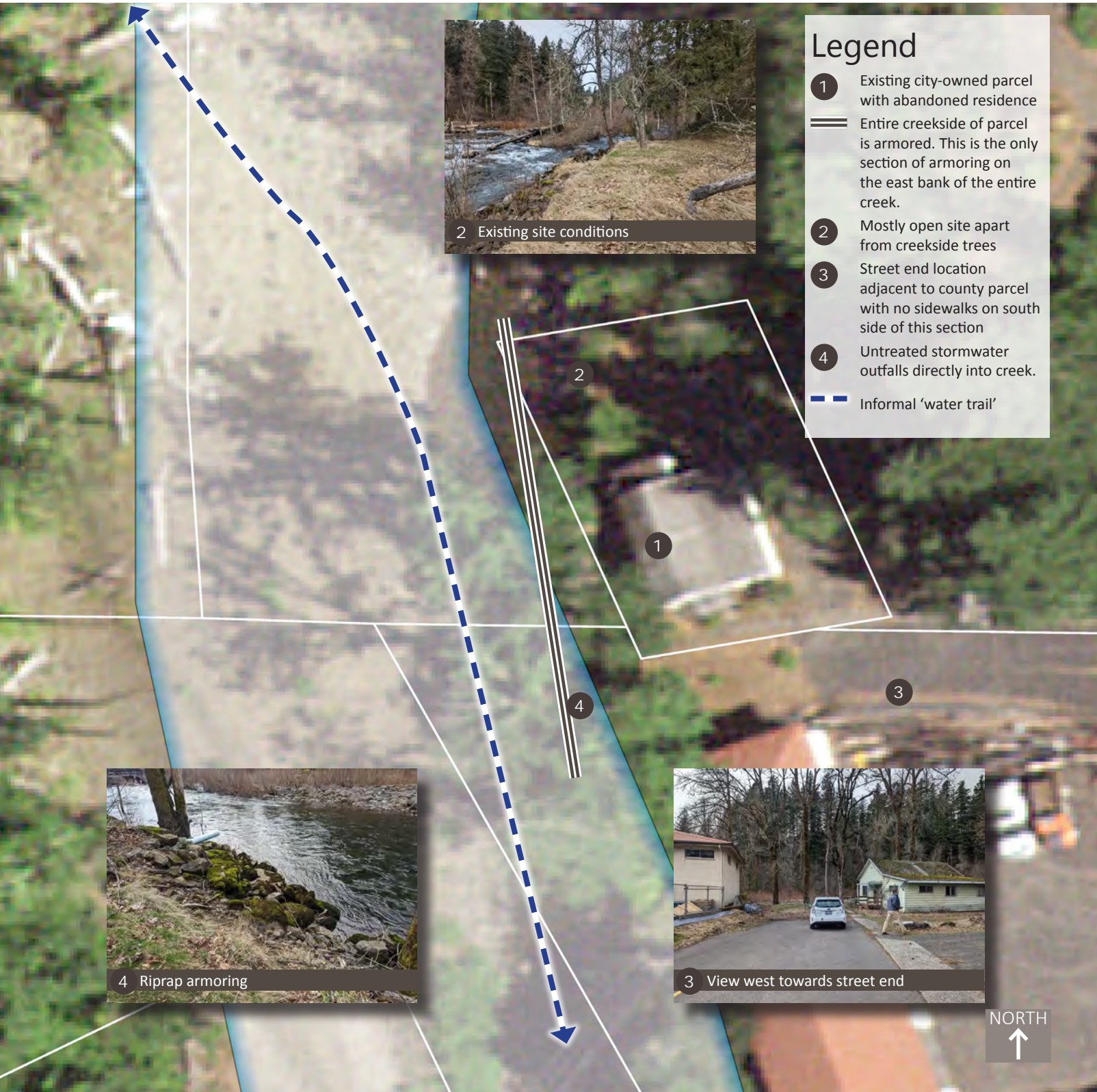
The analysis of shoreline jurisdiction within this reach found that the banks of the lower reach were physically less steep than the upper reach. An inventory of known recreational use found a gap in public areas to access lower Rock Creek and found recreational features to be lacking. In addition, the analysis identified an opportunity to provide public access on the small city-owned parcel adjacent to Rock Creek in the lower reach.

Alignment with Long-Range Planning:

Multiple planning documents commissioned and adopted by the city have discussed the need to access rock creek as well as the lack of safe public access and trespass concerns. The 2018 shoreline restoration plan identifies two separate projects in this parcel. The first is 'r.8 Vancouver avenue house removal' and the second is 'r.13 Vancouver avenue stormwater outfall replacement project'. The untreated stormwater outfall drains a large portion of the city's residential core. Further, the city may consider a future bridge project at this location (SMP Restoration Plan Project R.8).

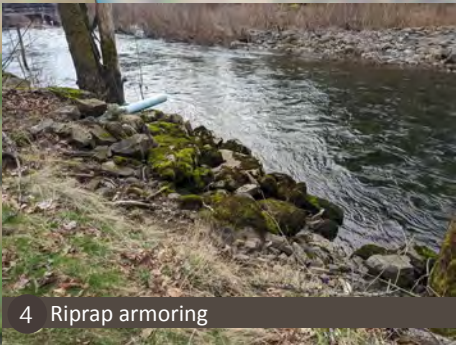
Community Support:

Multiple residents expressed the desire for access to Rock Creek to see the waterfalls. When asked how they get to the falls now, many described walking up the creek channel in the summer time at low water levels. The creek can be accessed at the mouth then sightseers continue walking along the west bank toward the first falls.. Residents stressed that the current situation fails to combat misleading information found online that promotes trespassing through private property. They want a formal public access point.



Legend

- 1 Existing city-owned parcel with abandoned residence
- Entire creekside of parcel is armored. This is the only section of armoring on the east bank of the entire creek.
- 2 Mostly open site apart from creekside trees
- 3 Street end location adjacent to county parcel with no sidewalks on south side of this section
- 4 Untreated stormwater outfalls directly into creek.
- Informal 'water trail'

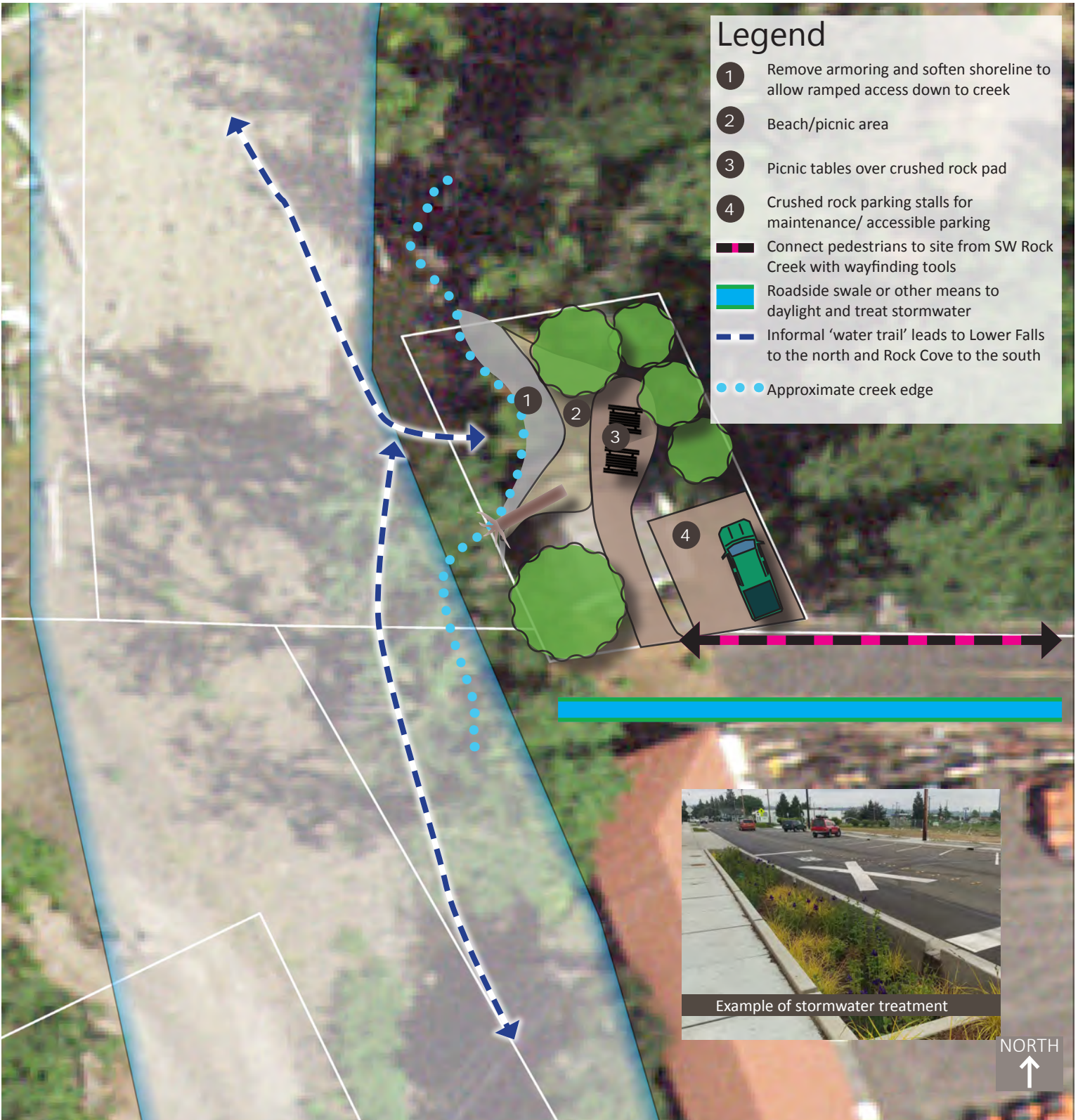


Enhancement Options

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Project meets/achieves the following Goals:

- Increase public access to publicly owned areas of the shorelines (RCW 90.58.020(5))
- Increase recreational opportunities for the public in the shoreline (RCW 90.58.020(6))
- Alleviate trailhead congestion, trash accumulation, trespass, and other neighborhood impacts at informal and/or poorly planned shoreline access areas.



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Project 5: Create Public Pedestrian Access to Lower Rock Creek			
Description	Convert city owned parcel to public shoreline amenity and access point for creek. Opportunities for armoring removal and address untreated stormwater outfall.	Category	Score
Public Access Type	<input type="checkbox"/> Trail <input checked="" type="checkbox"/> Restoration <input type="checkbox"/> Boat launch <input type="checkbox"/> Acquisition/Easement <input checked="" type="checkbox"/> Infrastructure Improvement <input checked="" type="checkbox"/> New infrastructure <input type="checkbox"/> Other: Interpretive Plan and/or Signage	GIS score	12.5
Cost	<input type="checkbox"/> Less than \$50K <input type="checkbox"/> \$50K – 500K <input checked="" type="checkbox"/> \$500K <	Alignment with existing Long Range Planning	Yes (1)
Proposed Feature and Amenity	QTY: 1 gravel parking for two cars QTY: 1 demolition of existing structure QTY: 1 section of armoring removal 2,000 SF of landscape restoration QTY: 1 picnic area on gravel pad with path QTY: 1 stormwater improvement project QTY: 5 in-ground pavement markers	Public Engagement	4
		Score Summary	26
Proposed Outreach and/or Coordination	The city would work with adjacent landowners including county, and public works department to reach consensus on proposed improvements. Afterward, dedicate/acquire funding for consultant to design site improvements. All parties should consider the opportunity to offset future bridge replacement or improvement impacts through the restoration of this parcel (advance mitigation). Work requires a moderate level of coordination between city and neighboring property owners (including county), to assess partial or total rip rap removal for shoreline softening.		
Summary of Public Comments	The public comments generally supported this project for providing public access to the creek, and summer access option to walk to falls. During our outreach multiple persons described the presence of seasonal/intermittent encampment on the property. Parking concerns also arose.		
Timeframe	Coordination with multiple parties prior to design implementation <input checked="" type="checkbox"/> Can be executed immediately <input type="checkbox"/> Enact by 2030 <input type="checkbox"/> Enact by 2040 and beyond <i>Collaboration can begin immediately. Design and construction could be possible by 2030.</i>		
Risk/Issues/ Additional Information	While the city owns this parcel, all adjacent properties are either privately owned, or owned by the county. If the city wants to propose public access beyond parcel boundary, an easement or other agreement will need to be in place.		
Permits required	SSDP, Critical Areas Checklist, a US Army Corps of Engineers Section 404 permit, Ecology 401 Water Quality Certification and WDFW HPA permit. A moderate level of permitting is expected with state and federal agencies involved with changes to Rock Creek shoreline environment.		
Environmental Impact	In general, the removal of the house structure, the removal of the armoring, and the treatment of stormwater will all be substantial improvements to the environment and habitat value on the site. Some of the improvements will have a small impact but that will be offset by the restoration proposed. Large trees may have to be removed with armoring. Proposed parking occupies the existing parking pad.		



Create Public Pedestrian Access to Rock Creek Lower Falls

Objective Analysis:

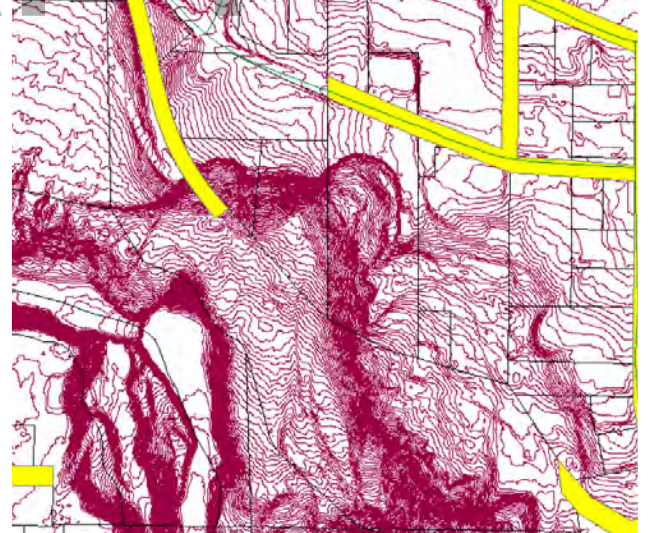
Public access to the upper reaches of Rock Creek is complicated by both significant physical barriers and lack of public land. The area is heavily encumbered with geohazards such as landslides and steep slopes. An inventory of use found a gap in public areas to access Rock Creek and found it lacking in recreational features. In addition, the Piper Landslide in 2006 dramatically changed the landscape adjacent to the falls making it undesirable for structures. The future development potential of this area is unclear.

Alignment with Long-Range Planning:

Multiple planning documents have discussed the need to access Rock Creek. The majority of the remediation proposed and implemented by WDNR and the Port of Skamania County in response to the landslide in this area focused on dredging, protecting existing bridges, and restoring shoreline along the Columbia River. No restoration has been proposed within the privately owned parcels of the slide area itself.

Community Support:

Multiple residents expressed the desire to have access to Rock Creek to see the waterfalls. When asked how the falls are accessed now, many described walking up the creek channel in the summer time or walking through county-owned land to the north. Residents also felt that abundant online information about the falls has undermined their desire to keep access informal and restricted to local residents.



Existing topography (2-foot contours), public right-of-way (yellow), and parcel lines (black) (Skamania County GIS, 2022)



Enhancement Options

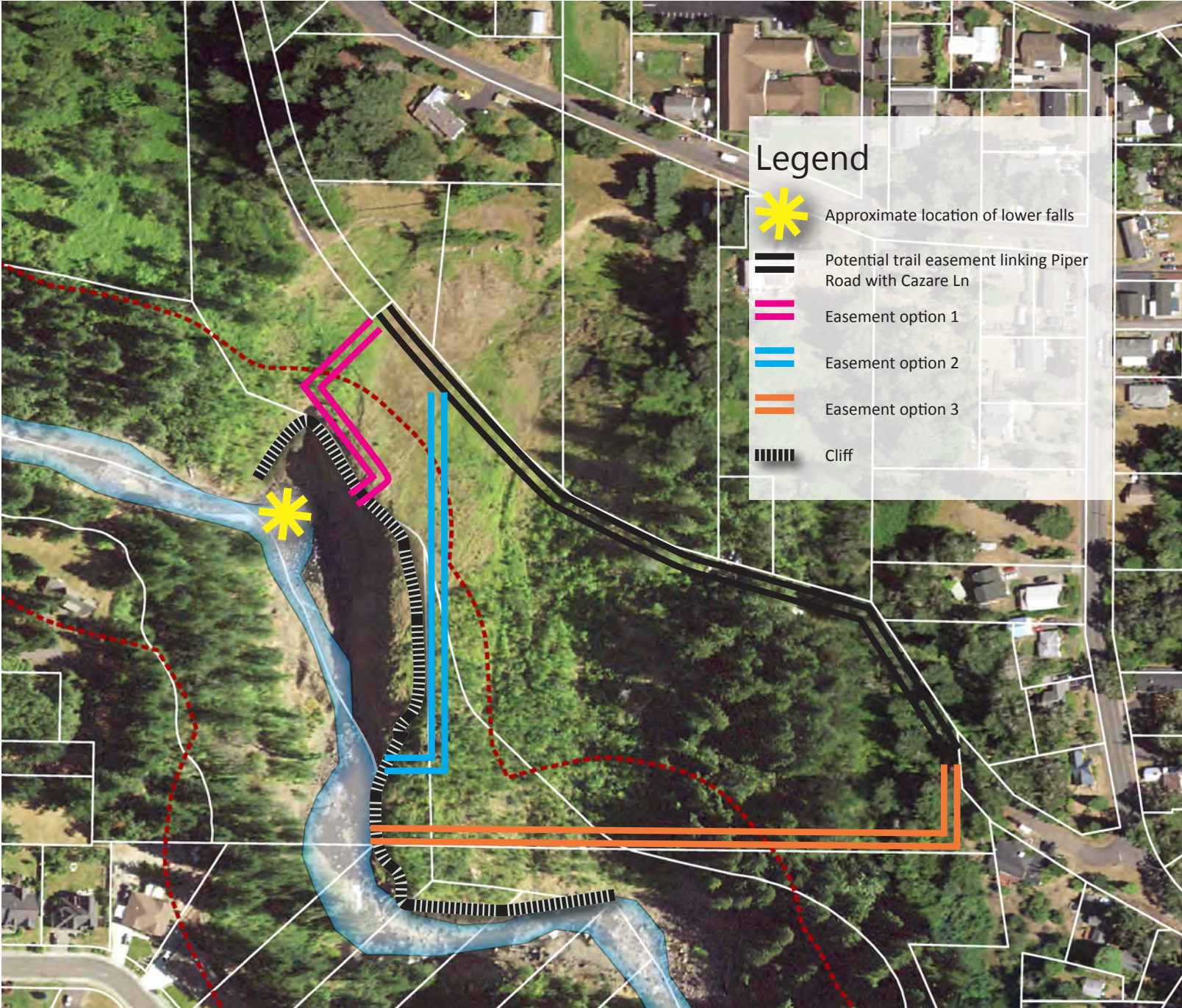
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Shoreline Public Access & Trail Plan Goal Met:

- Increase public access to publicly owned areas of the shorelines (RCW 90.58.020(5))
- Increase recreational opportunities for the public in the shoreline (RCW 90.58.020(6))
- Alleviate trailhead congestion, trash accumulation, trespass, and other neighborhood impacts at informal and/or poorly planned shoreline access areas.
- Provide continuous public access (SMP 4.6)

Sequence of Opportunities:

1. City coordinates with private landowners to understand opportunities for easement purchase
2. City pursues grants to fund studies and design plans to construct shoreline access trail and signage in addition to vegetation restoration within easement
3. City maintains trail and access area (trash removal, trail maintenance, disturbance calls).



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Project 6: Create Public Pedestrian Access to Rock Creek Lower Falls			
Description	Proposed easement would allow for public access to Rock Creek Lower Falls.	Category	Score
Public Access Type	<input checked="" type="checkbox"/> Trail <input checked="" type="checkbox"/> Restoration <input type="checkbox"/> Boat launch <input checked="" type="checkbox"/> Acquisition/Easement <input checked="" type="checkbox"/> Infrastructure Improvement <input type="checkbox"/> New infrastructure <input type="checkbox"/> Other: Interpretive Plan and/or Signage	GIS score	Opt 1: 5.4 Opt 2: 6.2 Opt 3: 4.7
Cost	<input type="checkbox"/> Less than \$50K <input checked="" type="checkbox"/> \$50K – 500K <input type="checkbox"/> \$500K <	Alignment with existing Long Range Planning	Yes (1)
Proposed Feature and Amenity	QTY: 1 trail easement (approx. 20 ft width)	Public Engagement	8
		Score Summary	Opt 1: 21 Opt 2: 22 Opt 3: 21
Proposed Outreach and/or Coordination	The city would work with the landowner to provide financial appraisal for trail easement(s) for public access to Rock Creek, including a possible connection to project 7 (Rock Creek Upper Falls). Geotechnical studies would need to take place before any trail work could occur. Work requires minimal coordination between city and property owner, given initial property owner interest in engaging with the city.		
Summary of Public Comments	The public comments supported a project that provided a public access option for the falls. Currently there are many issues with trespassing through private property to reach the falls.		
Timeframe	Coordination with multiple parties prior to design implementation <input checked="" type="checkbox"/> Can be executed immediately <input checked="" type="checkbox"/> Enact by 2030 <input type="checkbox"/> Enact by 2040 and beyond <i>Collaboration can begin immediately. Design and construction could be possible by 2030.</i>		
Risk/Issues/ Additional Information	The site is the former Piper landslide. Studies might be necessary to ensure any proposed trail is suitable to the site conditions. The site is very steep, and any access will require switchbacks or other means to bring pedestrians down to the creek. A trail confined to a 20 ft wide easement will not likely be universally accessible.		
Permits required	Critical Areas Application Form and Shoreline Application Packet (county forms). If annexed by City via Notice of Intent to Annex, SSDP, Critical Areas Checklist and Site Plan application. Work requires a moderate level of permit coordination.		
Environmental Impact	Due to the recency of the landslide, there are large areas that lack any mature vegetation, but some areas on the eastern end of the parcel do have a mature tree canopy. Any proposed access directly to the water edge could need to include ladders and be considered a difficulty level of 'advanced' or 'very strenuous.'		



Create Public Pedestrian Access to Rock Creek Upper Falls

Objective Analysis:

The upper reaches of Rock Creek are difficult to access both physically as well as publicly. A substantial portion of the creek is bordered by private property, however county-owned land is located north of the popular falls. In general the creek is bordered by steep banks, however sections of accessible slopes are present. There is overlap in these accessible areas with county-owned land within the City's Urban Growth Area (UGA).

Alignment with Long-Range Planning:

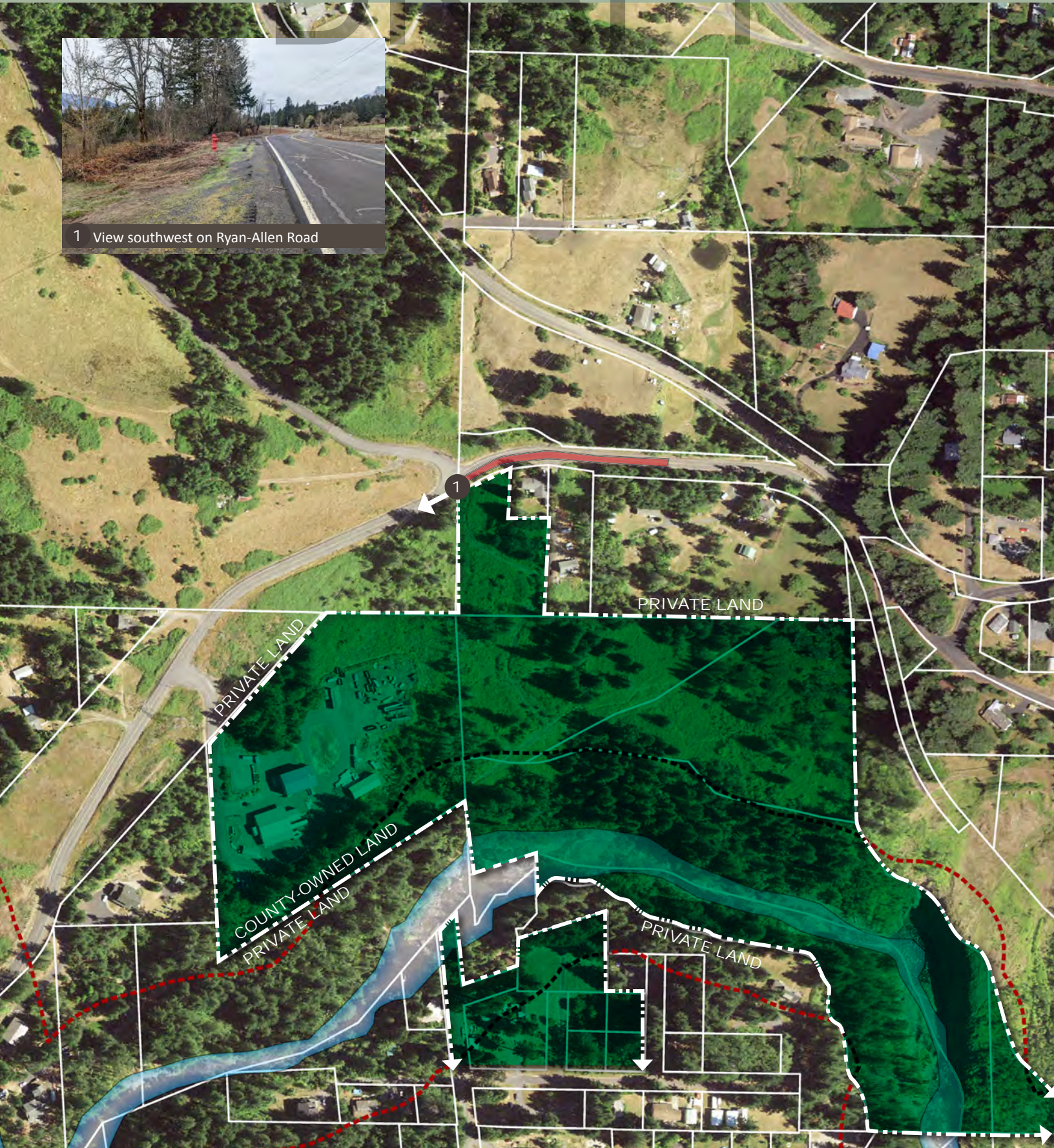
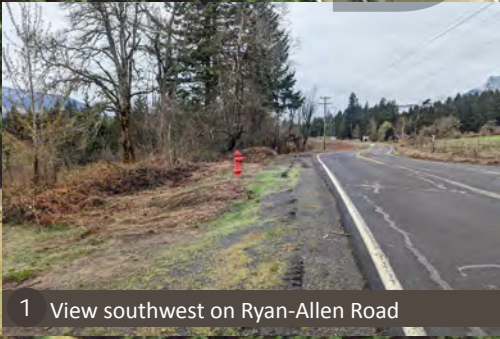
The SMP adopted by the City discusses the need to access Rock Creek with SMP Policy 4.6.2(1) that describes the objective to have continuous public pedestrian access along the shoreline (including the creek). It also addresses the need to consider private property rights, public safety, and navigational rights when providing public access (SMP Policy 4.6.2(4)).

Community Support:

Multiple residents expressed the desire to have both physical and visual access to upper Rock Creek and the waterfalls. Clearly depicted, safe, and public access is desired in order to prevent private trespassing, and protect this treasured amenity for future generations. Formal access could prevent trampling, concentrate impacts, and allow for trash pick-up.

Existing Conditions

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Enhancement Options

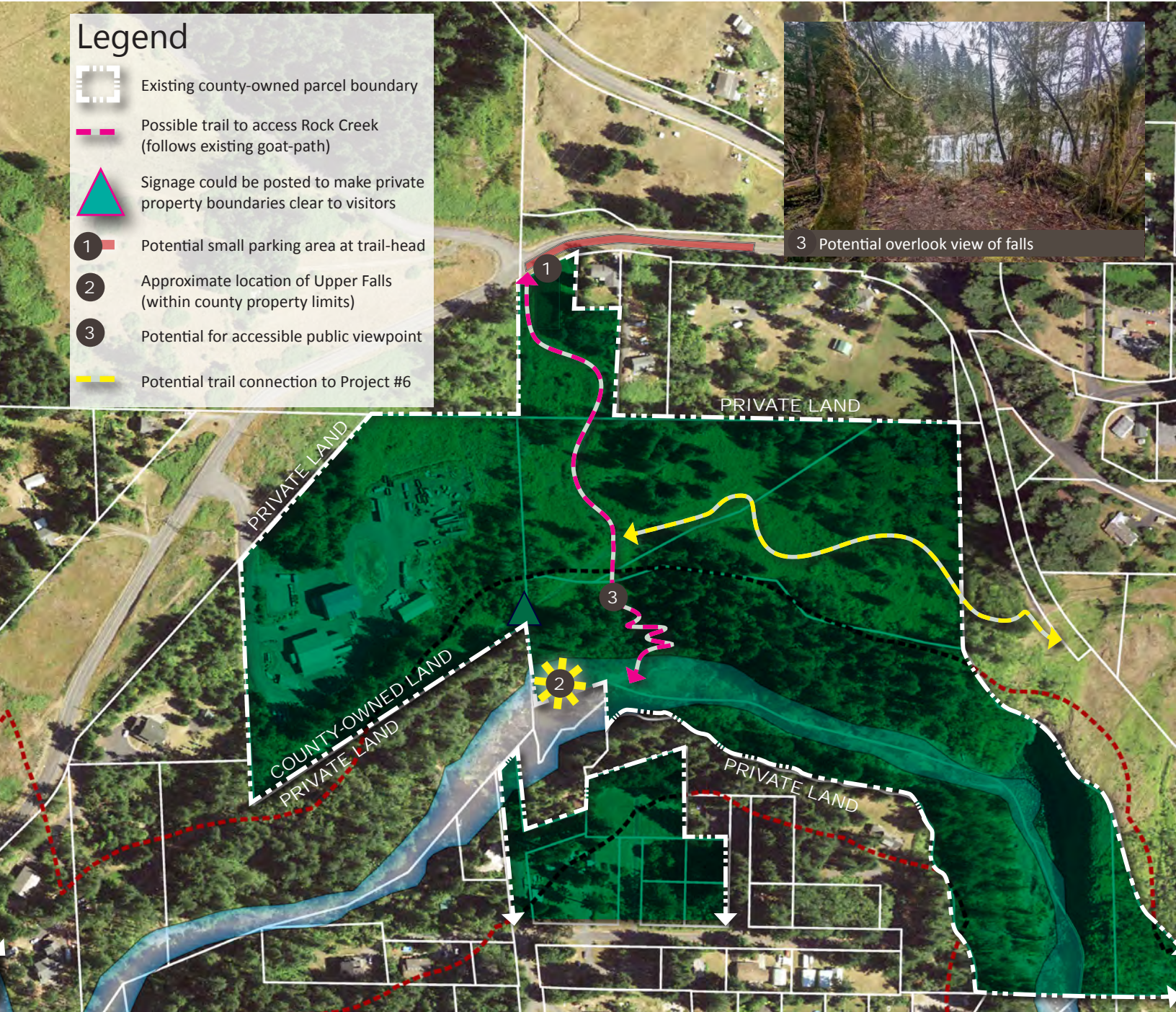
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Shoreline Public Access & Trail Plan Goal Met:

- Increase public access to publicly owned areas of the shorelines (RCW 90.58.020(5))
- Increase recreational opportunities for the public in the shoreline (RCW 90.58.020(6))
- Alleviate trailhead congestion, trash accumulation, trespass, and other neighborhood impacts at informal and/or poorly planned shoreline access areas.

Sequence of Opportunities:

- City coordinates with County to understand opportunities for ownership or easement or collaboration on shared use.
- City works with County to pursue grants for construction of shoreline access trail and signage through a developers agreement or other tool.
- City collaborates with County to maintain trail and access area (trash removal, trail maintenance, disturbance calls).



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Project 7: Create Public Pedestrian Access to Rock Creek Upper Falls			
Description	Proposed easement would allow for public access to Rock Creek Upper Falls.	Category	Score
Public Access Type	<input checked="" type="checkbox"/> Trail <input checked="" type="checkbox"/> Restoration <input type="checkbox"/> Boat launch <input checked="" type="checkbox"/> Acquisition/Easement <input type="checkbox"/> Infrastructure Improvement <input type="checkbox"/> New infrastructure <input type="checkbox"/> Other: Interpretive Plan and/or Signage	GIS score	7.1
Cost	<input type="checkbox"/> Less than \$50K <input checked="" type="checkbox"/> \$50K – 500K <input type="checkbox"/> \$500K <	Alignment with existing Long Range Planning	Yes (1)
Proposed Feature and Amenity	QTY: 1 gravel parking lot for 15 cars QTY: 1 trail easement (approx. 20 ft width) 1,000 LF of accessible trail from parking lot to overlook QTY: 1 overlook pad (approx. 12 ft wide diameter) QTY: 1 special section of steep slope construction trail and features 1,350 LF of multi-use trail from overlook to Project #6	Public Engagement	21
		Score Summary	35
Proposed Outreach and/or Coordination	Work is within county right-of-way and county property. The city would work with the county to provide an interlocal agreement for public pedestrian access down to the waterfall, as well as parking areas. Work requires moderate level of coordination between city and county.		
Summary of Public Comments	The public comments supported a project that provided a public access option for the falls. Currently there are many issues with trespassing through private property to reach the falls.		
Timeframe	Coordination with multiple parties prior to design implementation <input checked="" type="checkbox"/> Can be executed immediately <input type="checkbox"/> Enact by 2030 <input checked="" type="checkbox"/> Enact by 2040 and beyond <i>Collaboration can begin immediately. Design and construction could be possible by 2030.</i>		
Risk/Issues/ Additional Information	The county is currently considering other options for this area, and the city is under the impression that the county does not currently have incentives or resources to move forward with a project like this. The city would likely need to take the lead in pursuing collaboration, funding, and design for this effort. The site itself has utility and steep slope constraints that will make access challenging. Any proposed trail to the water is extremely unlikely to be universally accessible and may need to remain in a less developed trail class, however, a trail to a viewpoint of the falls could be possible and should be considered and could be highly developed.		
Permits required	Critical Areas Application Form and Shoreline Application Packet (county forms). If annexed by city via Notice of Intent to Annex, Critical Areas Checklist and Site Plan application. A moderate level of permit coordination is anticipated, based upon critical areas in and around trail.		
Environmental Impact	There is an existing goat path and trail section that could be formalized and improved to minimize environmental impacts. Closer to the creek the vegetation is denser and the slopes steeper. Any proposed access directly to the water edge could need to include ladders and be considered a difficulty level of 'advanced' or 'very strenuous.'		



Rock Cove shoreline trail easement extension and enhancement

Objective Analysis:

Around Rock Cove there is a trail and informal shoreline access on the eastern half of the cove only. The county owned fairgrounds have a shoreline trail that transitions onto the SW Rock Creek Drive sidewalk. This sidewalk serves as an extension of the Mill Pond Trail and runs adjacent to suitable vacant and under-utilized land on the shoreline, including the Columbia Gorge Interpretive Center. It also passes Foster Creek which empties into Rock Cove via an outfall.

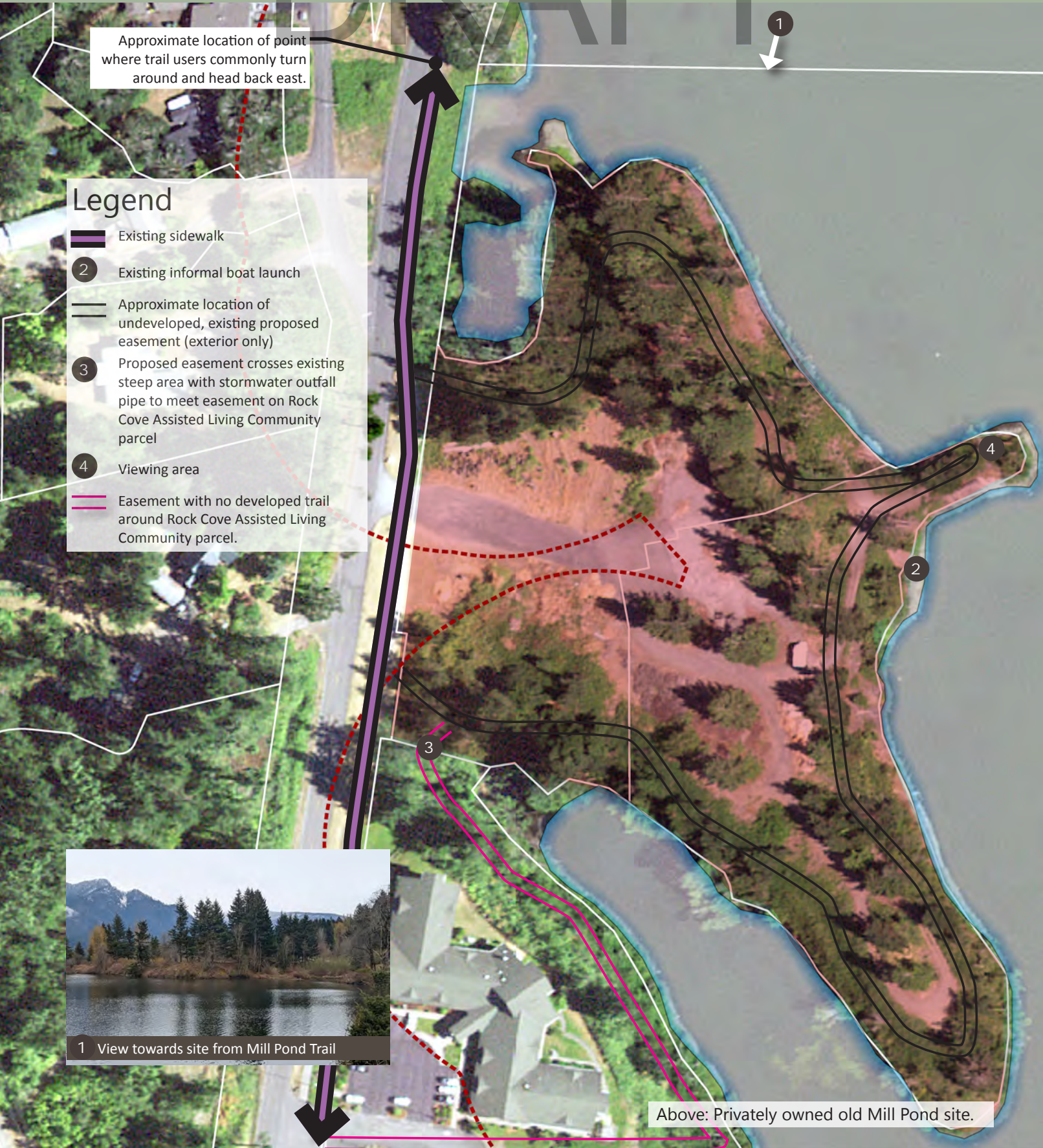
Alignment with Long-Range Planning:

Multiple planning documents have proposed increasing shoreline recreation opportunities within Rock Cove. The Fatal Flaw Analysis for Watercraft Recreation Sites prepared for the Port of Skamania County (JD White Company, 1995) recognizes this specific area as having a high potential to provide shoreline water access opportunities, including the old Mill Site on the west side. Since this area was heavily impacted previously, less mature native vegetation is present.

Community Support:

Multiple residents expressed appreciation of the Mill Pond trail. There is a desire to expand this type of trail experience further around Rock Cove, as well as provide amenities similar to the Columbia River waterfront. More specifically, many comments discuss bird watching and the unique experience of kayaking or other non-motorized boating within the quiet of the cove as compared to the larger Columbia River. There is currently no official hand-carry launch or water access points on the cove.

Existing Conditions



Enhancement Options

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Shoreline Public Access & Trail Plan Goal Met:
Increase recreational opportunities for the public in the shoreline (RCW 90.58.020(6))

Sequence of Opportunities:

1. City determines budget for shoreline enhancement options in coordination with the landowner
2. City conducts public outreach to determine which enhancement options to prioritize
3. City constructs and maintains shoreline recreation facilities



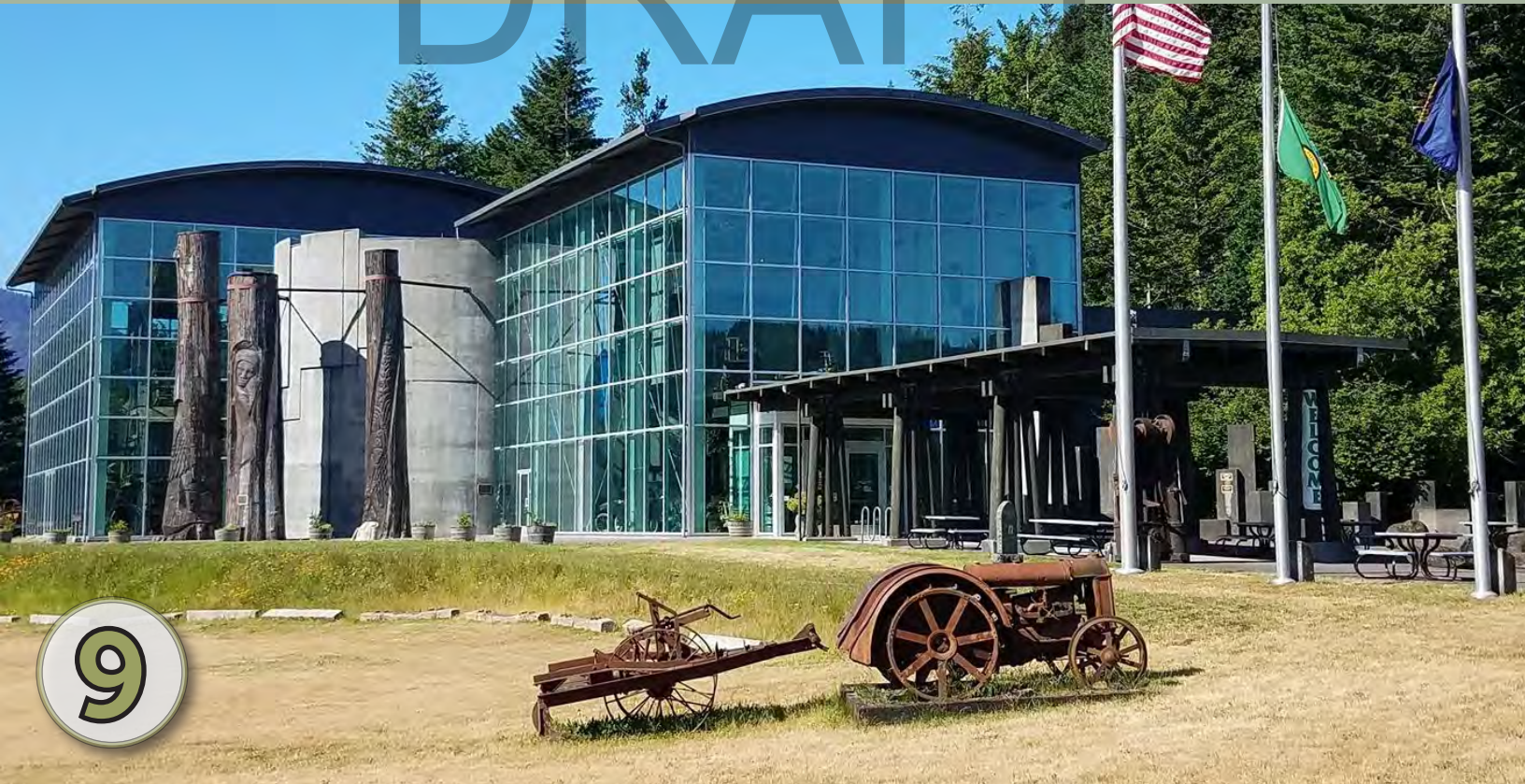
2 Water trailhead with boat wash station

Legend

- Existing culvert and outlet for Foster Creek. Potential for restoration at the outlet into the cove.
- Opportunity to build a formal hand-carry launch with amenities like a boat wash station to combat invasive aquatic vegetation
- Site could provide some parking and picnic area for day-use.
- Proposed shoreline trail within existing easement
- Proposed stage with amphitheater style seating to be developed by owner
- Future potential for pedestrian bridge trail connection over the steep ravine.

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Project 8: Rock Cove shoreline trail easement extension and enhancement			
Description	Proposed easement would allow for the extension of the pedestrian trail along the shoreline, and a hand carry boat launch on the west side of the cove.	Category	Score
Public Access Type	<input checked="" type="checkbox"/> Trail <input checked="" type="checkbox"/> Restoration <input checked="" type="checkbox"/> Boat launch <input type="checkbox"/> Acquisition/Easement <input type="checkbox"/> Infrastructure Improvement <input type="checkbox"/> New infrastructure <input type="checkbox"/> Other: Interpretive Plan and/or Signage	GIS score	5.3
Cost	<input checked="" type="checkbox"/> Less than \$50K <input type="checkbox"/> \$50K – 500K <input type="checkbox"/> \$500K <	Alignment with existing Long Range Planning	Yes (1)
Proposed Feature and Amenity	1,000 LF of trail QTY: 1 new hand carry boat launch and boat wash station	Public Engagement	4
		Score Summary	20
Proposed Outreach and/or Coordination	Work is partially on established public easements, city and WSDOT rights-of-way. The city would work with the landowner to provide shoreline trail easement adjustment to less environmentally complex locations for future public use, as well as a boat launch consideration. Include fish barrier removal study (Foster Creek) as part of this project. Work requires a moderate level of coordination between city, private property owner, and WSDOT.		
Summary of Public Comments	The public comments were neutral to skeptical about the feasibility of this project; however, they also agreed it would be a popular and highly used public amenity if it were able to be constructed.		
Timeframe	Coordination with multiple parties prior to design implementation <input checked="" type="checkbox"/> Can be executed immediately <input checked="" type="checkbox"/> Enact by 2030 <input type="checkbox"/> Enact by 2040 and beyond <i>Collaboration can begin immediately. Design and construction could be possible by 2030.</i>		
Risk/Issues/ Additional Information	The shoreline is steep in parts. The trail could follow the top of slope to give public visual access to Rock Cove. An existing portion of the shoreline has a more gradual slope and would be suitable for a boat launch. Many large trees on the perimeter and shoreline areas of the site.		
Permits required	Shoreline Substantial Development Permit, Site Plan Application, and Critical Areas Checklist. Moderate permitting complexity is expected for this task. If launch and Foster Creek culvert replacement are considered, a US Army Corps of Engineers Section 404 permit, Ecology 401 Water Quality Certification and WDFW HPA permit will be required, making this a more complex effort.		
Environmental Impact	Existing shoreline areas and steep slopes have native vegetation. Improvements could likely avoid mature trees, but the introduction of a trail could be an impact that will need to be offset by restoration. Due to the presence of invasive plant areas, there are opportunities for restoration that would also benefit the proposed trail experience.		



9

Explore partnership with Columbia Gorge Interpretive Center for shoreline access

Objective Analysis:

The analysis identified a lack of shoreline recreation facilities along Rock Cove or a continuous shoreline trail, specifically on the west side. Physical access constraints are not an issue, however ownership is a potential barrier. The large area of land the museum sits on at the west side of the cove does not have any shoreline trail or physical access areas. The quasi-public status of ownership makes public access a potential option here.

Alignment with Long-Range Planning:

Multiple documents have proposed increasing shoreline recreation opportunities within Rock Cove. The Fatal Flaw Analysis for Watercraft Recreation Sites prepared for the Port of Skamania County (JD White Company, 1995) recognizes this specific area as having a high potential to provide shoreline water access opportunities, including the mention of an old boat ramp that could be restored. Other sites had concerns of a limited area, but this site is large and highly visible.

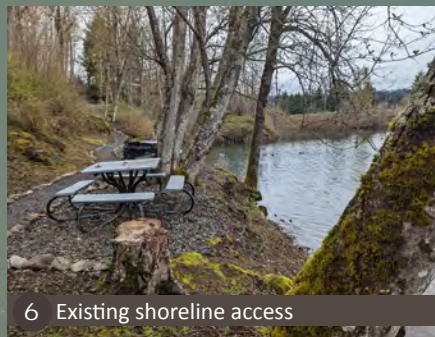
Community Support:

Multiple residents expressed appreciation of the scenic view found along the Mill Pond trail. There is a desire to expand this type of trail experience around Rock Cove. The Columbia Gorge Interpretive Center is admired and loved by the community. Multiple comments wondered at the opportunities to have shoreline access be a part of the visitor experience at the museum.

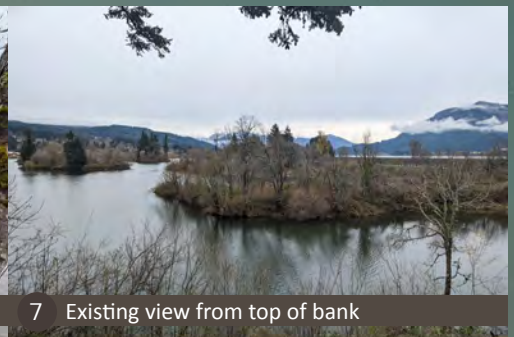


Legend

- 1 Columbia Gorge Interpretive Center Museum
- 2 Outdoor exhibit area
- 3 Parking area
- 4 Rock Cove Assisted Living Community
- 5 Skamania Lodge
- 6 Existing small shoreline picnic area
- 7 Existing view of cove



6 Existing shoreline access



7 Existing view from top of bank

Enhancement Options

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Shoreline Public Access & Trail Plan Goal Met:

Increase recreational opportunities for the public in the shoreline (RCW 90.58.020(6))

Partnership Opportunities:

- City could work with the museum to create an interpretive plan for the city. This could include interpretive trails such as a water trail within the cove itself.
- City could collaborate with museum to explore grant opportunities to fund shoreline improvements
- City could work with museum to streamline permitting and construction of shoreline improvements
- City could dedicate funding and staff to maintenance of shoreline improvements

Precedent imagery of shoreline improvement opportunities that could be unique to a museum space:

MONTSHIRE MUSEUM OF SCIENCE

Outdoor Discovery & Trails

Appreciate the natural beauty of our 100-acre woodland setting through our outdoor experiences, a forest-inspired play area, and our nature trail!

Our trails offer expansive views of the Connecticut River and outdoor exhibits that explore the ecology of the Upper Connecticut River Valley, from animal migration patterns and native plants to towering rock formations and land-use history. The Planet Walk, our largest exhibit, even takes you on a scale-model journey from the Sun all the way out to dwarf planet Pluto!

Meadow Walk
A short walk in the Quinn Nature Preserve, which is a natural area with a meadow.

River Loop
This trail travels through a precision grow and winds along the Connecticut River.

Planet Walk
Walk all the way from the Sun to Pluto (and back) at our largest exhibit!

Interpretive Trail

Legend

- 1 Proposed shoreline trail with signs
- 2 Proposed launch or floating dock

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Project 9: (Rock Cove) Explore partnership with Columbia Gorge Interpretive Center for shoreline access			
Description	Proposed collaboration to allow for trail or other shoreline access for public use on the museum property.	Category	Score
Public Access Type	<input checked="" type="checkbox"/> Trail <input checked="" type="checkbox"/> Restoration <input checked="" type="checkbox"/> Boat launch <input type="checkbox"/> Acquisition/Easement <input type="checkbox"/> Infrastructure Improvement <input checked="" type="checkbox"/> New infrastructure <input type="checkbox"/> Other: Interpretive Plan and/or Signage	GIS score	7.1
Cost	<input checked="" type="checkbox"/> Less than \$50K <input type="checkbox"/> \$50K – 500K <input type="checkbox"/> \$500K <	Alignment with existing Long Range Planning	Yes (1)
Proposed Feature and Amenity	QTY: up to four new interpretive signs 1,350 LF of trail QTY: 1 new hand carry boat launch or community dock 2,000 SF landscape restoration	Public Engagement	10
		Score Summary	26
Proposed Outreach and/or Coordination	Work is not on city-owned property. Collaboration with museum to construct a shoreline trail for public use and other improvements. The trail could be an extension of the museum experience as an interpretive trail with educational signage. This collaboration could yield funding opportunities and expedite permitting. Work requires moderate level of coordination between city and museum.		
Summary of Public Comments	The public comments were largely supportive of improvements to this space with an interpretive element.		
Timeframe	Coordination with multiple parties prior to design implementation <input checked="" type="checkbox"/> Can be executed immediately <input checked="" type="checkbox"/> Enact by 2030 <input type="checkbox"/> Enact by 2040 and beyond <i>Collaboration can begin immediately. Design and construction could be possible by 2030.</i>		
Risk/Issues/ Additional Information	The shoreline is very steep. The trail could follow the top of slope to give public visual access to Rock Cove. An existing trail to the water exists, but the path is not ADA compliant. The area for a potential hand carry launch is limited. A floating dock could allow visitors to 'park' and visit. Further in-support of this water-dependent use, the museum parking lot is rarely at capacity.		
Permits required	Shoreline Substantial Development Permit, building permit, US Army Corps of Engineers Section 404 permit, Ecology 401 Water Quality Certification and WDFW HPA permit. A moderate level of permitting complexity is expected in dealing with state and federal agencies.		
Environmental Impact	Existing shoreline areas and steep slopes have native vegetation. Improvements could likely avoid mature trees, but the introduction of a trail could be an impact that will need to be offset by restoration. Due to the presence of invasive plant areas, there are opportunities for restoration that would also benefit the proposed trail experience.		

Additional Projects

During the public outreach process, some additional project ideas arose that garnered support by community members. These projects earned charrette dollars during the outreach as public-created entries on the 'what did we miss?' board.

The first project was to consider collaboration with the county on shoreline improvements to the county fairgrounds site, including a hand carry boat launch. During a stakeholder meeting with staff from the county, the consultant team and city staff walked around the fairgrounds and discussed what overlap there might be in project interests between the city and the county. Opportunities included:

- Hand-carry boat launch (this idea received charrette dollars at the public outreach event)
- Shoreline restoration with native plants, including oak trees
- Improvements to the Timber Carnival Viewing Area adjacent to the shoreline
- Parking area improvements including potential expansion areas for public shoreline use

The second project that arose was a discussion of the ecological health of Rock Cove, and opportunities for improvements to the cove. The public opinions voiced during the outreach differed vastly when it came to discussions of the long term goal for the cove. These ranged from a desire to maintain the cove long term through regular dredging, to allowing the cove to silt in or be filled to return the site to a pre-Bonneville Dam landscape condition. In the short term there appeared to be more consensus regarding the need to monitor and maintain the spread of invasive aquatic vegetation. Opportunities included:

- Create an aquatic vegetation management plan
- Treat the spread of invasive aquatic plants in the cove



Photo above: View from SW Rock Creek Drive across Rock Cove towards fairgrounds and Mill Pond Trail. (April 2023)

Legend

- Primary routes related to shoreline access
- Primary downtown pedestrian network
- Existing shoreline trails and amenities
- Existing pedestrian experience on or along shoreline on sidewalk
- Missing pedestrian connection
- Informal seasonal trail along creek
- Future desired trail
- Neighborhood flow into downtown

ROCK CREEK CONNECTION:




P   





WATERFRONT CONNECTION:




P   
 

ROCK COVE CONNECTION:



PH    

RESOURCE CONNECTION:

 **1** Strengthened online mapping resource and information for visitors.

Base Map Legend

- Urban Growth Area Boundary
 - City Limits
 - SED Outline
- Raster Analysis Scoring**
- High Score: 19
- Low Score: 0
-



Chapter 5. Master Plan Implementation

PERMIT PATH

Specific permitting pathways for each alternative will depend on the existing conditions at each site as well as the specific scope of work included in the design. These factors may change as the project design continues to advance, and as site specific studies are conducted. The following sections provide a general overview of local, state and federal permitting requirements followed by project specific discussions, based on a review of available mapping sources and conceptual level project details.

Overview | Local

Shoreline Master Program (SMP)

Rock Creek and the Columbia River are designated as Shorelines of the State. The

Columbia River has the additional designation of a Shoreline of Statewide Significance. Lands in the City within 200 feet of the ordinary high water mark of these shoreline waterbodies are within shoreline jurisdiction and are subject to the regulations of the Stevenson Shoreline Master Program (SMP). Projects subject to the SMP may require one or more of the following types of permits/reviews: shoreline exemption, shoreline substantial development permit, shoreline conditional use permit, shoreline variance. Shorelines within the City are assigned a Shoreline Environment Designation (SED), similar to a zoning overlay. Each SED has management policies and regulations specific to the environment they cover. Uses, developments, and modifications in shoreline jurisdiction must be designed and implemented in a manner that achieves no net loss of shoreline ecological

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functions. Mitigation must generally be provided for any unavoidable adverse impact.

In general, the SMP permits water-related and water enjoyment recreational development, including trails, through a shoreline substantial development permit (SSDP). A minimum shoreline setback of 25-50 feet, depending on the SED is required where development cannot occur. The SMP specifies that dirt or gravel public access trails to the water do not require any setback. However, it is not clear if paved trails would be allowed. The Columbia River, Rock Creek and Rock Cove also require a 150 foot fish and wildlife habitat conservation area buffer, per 18.13.095.D, incorporated by reference into the SMP (see CAO section below). The CAO does not appear to clearly establish any allowed uses in buffers but it is presumed that a shoreline access trail would be allowed, with mitigation for vegetation removal impacts. To better encourage and facilitate the approval of shoreline public access projects, the city could consider revising the SMP and/or CAO to include more clear trail standards. The city could also consider eliminating fixed width buffer widths for water oriented public access and recreation facilities adjacent to shorelines and rely instead on design and management standards to regulate the type of vegetation removal allowed and required mitigation actions.

Critical Areas Ordinance (CAO)

Critical areas in shoreline jurisdiction are regulated by the SMP. The SMP adopts by reference the City's Critical Areas and Natural Resource Lands code, Chapter 18.13, with some exceptions, which provides an additional layer of regulation for critical areas (wetlands, geologic hazard areas, flood hazards, critical aquifer recharge areas, and fish and wildlife habitat conservation areas). Shoreline waterbodies are also designated Fish and Wildlife Habitat

Conservation Areas (FWHCA) and are prescribed protective buffers as discussed above. There are also non-shoreline FWHCAs (streams) mapped within the vicinity of some project proposals, as well as geologic hazard areas. While it appears that existing mapping does not indicate wetlands in the vicinity of any project proposals, it is possible that unnamed features could be present, particularly near Rock Cove in the vicinity of Proposal 3. The presence or absence of wetland features would need to be confirmed by a site specific delineation.



Gateway to community garden at fairgrounds site.

State Environmental Policy Act (SEPA)

SEPA is triggered by application for a permit, license, certificate, or other approval not specifically exempted. The City adopts by reference the SEPA categorical exemptions identified in Washington Administrative Code (WAC) 197-11-800. SEPA could be triggered by multiple potential project activities, including fill or excavation exceeding 100 cubic yards or development on lands covered by water.

SEPA can be processed with an Environmental Checklist or an Environmental Impact Statement

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(EIS). An EIS is typically necessary if one or more significant adverse impacts are identified. As currently envisioned, we do not foresee impacts rising to a level necessary for an EIS.

Construction Permits Etc.

The focus of this chapter is on environmental permitting requirements related to the shoreline environment the proposals are associated with. However, it should be noted that the City will likely also require construction-related permits after shoreline and/or critical area permits are obtained. Such permits could include clear and grade, building permits and ROW use permits.



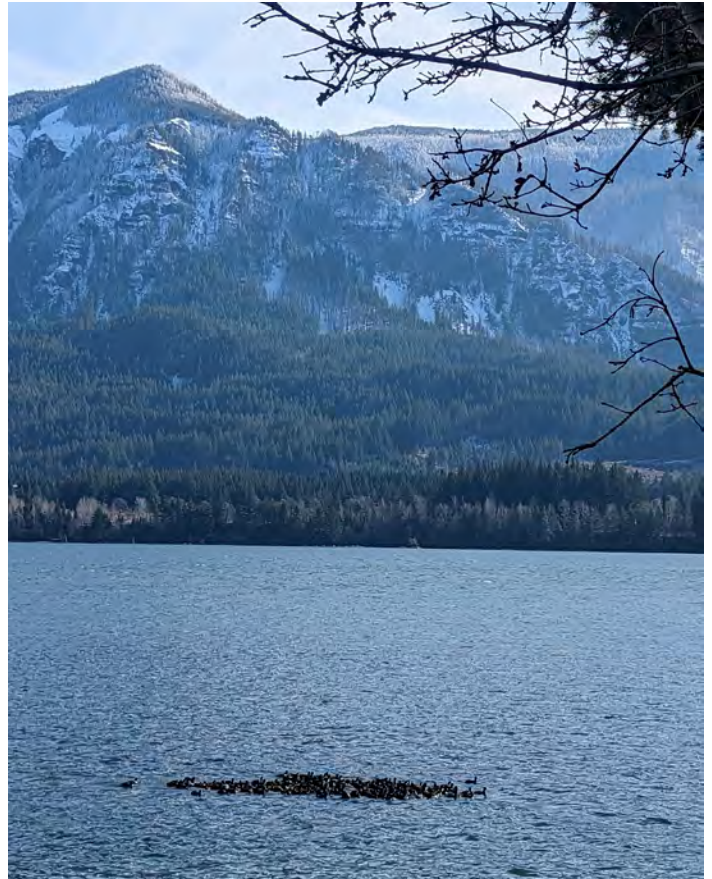
Restoration planting along the Columbia River waterfront.

Overview | State & Federal Regulations

Federal Agencies

Waters of the United States are regulated by the U.S. Army Corps of Engineers (Corps) under Section 404 of the Clean Water Act. Any proposed filling or other direct impacts to shoreline waterbodies, tributaries to shorelines, and in some cases wetlands and other non-shoreline streams, would require pre-construction notification and permit authorization from the Corps. If activities requiring Corps permits are proposed, a Joint

Aquatic Resource Permit Application (JARPA) could be submitted to obtain authorization.



The shoreline attracts flocks of diverse waterfowl to the city.

Federally permitted actions that could affect endangered species may also require a biological assessment study and consultation with the U.S. Fish and Wildlife Service and/or the National Marine Fisheries Service. Compliance with the Endangered Species Act must be demonstrated for activities within jurisdictional waters and the 100-year floodplain. Application for Corps permits may also require an individual 401 Water Quality Certification and Coastal Zone Management Consistency determination from Ecology and a cultural resource study in accordance with Section 106 of the National Historic Preservation Act.

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Washington State Department of Ecology (Ecology)

Ecology is charged with reviewing, conditioning, and approving or denying certain federally permitted actions that result in discharges to state waters under Section 401 of the Clean Water Act. However, Ecology review under the Clean Water Act would only become necessary if a Section 404 permit from the Corps was issued (see below). Ecology also regulates wetlands and streams under the Washington Water Pollution Control Act, but only if direct impacts are proposed. Therefore, authorization from Ecology would not be needed if filling activities are avoided.

A JARPA may also be submitted to Ecology to obtain a Section 401 Water Quality Certification and Coastal Zone Management Consistency Determination if filling is proposed. Ecology approvals are either issued concurrently with the Corps approval or within 90 days following the Corps permit.

In general, neither the Corps nor Ecology regulates buffers, unless direct impacts are proposed. When direct impacts are proposed, buffers are applied based on Corps and Ecology joint regulatory guidance.

Washington State Department of Fish and Wildlife (WDFW)

Chapter 77.55 of the RCW (the Hydraulic Code) gives WDFW the authority to review, condition, and approve or deny “any construction activity that will use, divert, obstruct, or change the bed or flow of state waters.” This provision includes any in-water work, the crossing or bridging of any state waters and can sometimes include stormwater discharge to state waters. WDFW will issue a Hydraulic Project Approval (HPA) if a project meets regulatory requirements.

WDFW can also restrict activities to a particular timeframe through the conditions of approval on an HPA. Work is typically restricted to late summer and early fall, however, WDFW has in the past allowed crossings that don’t involve in-stream work to occur at any time during the year.

Proposal Specific Considerations

The following sections describe more specific permitting considerations, opportunities and constraints for the five most preferred proposals as identified by the public within the April 19th charette.



View towards Rock Creek from top of Piper landslide.

Proposal 7: Create public pedestrian access to Rock Creek upper falls

Proposal 7 is located outside of the Stevenson city limits, within unincorporated Skamania County, and would therefore be subject to County permitting requirements. Steep slopes, landslides, and stream critical areas are mapped within the project vicinity. A site specific delineation would be necessary to confirm the presence and extent of these areas. Portions of the trail within 200 feet of the falls would

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be subject to the Skamania County (County) Shoreline Master Program (SMP). The County SMP directly includes specific regulations for activities within critical areas within shoreline jurisdiction. The County does not have specific Fish and Wildlife Habitat Conservation Area (FWHCA) buffer width requirements for Type S waters, rather the SMP relies on the Vegetation Conservation section to regulate the type of vegetation removal allowed and required mitigation actions, based on the location of the vegetation removal relative to the shoreline waterbody. Additionally, there are separate shoreline setbacks listed in SMP Table 5-1. Proposal 7 lies within the Shoreline Residential (SR) environment designation. Recreational water related and water enjoyment development including public access trails and viewing platforms are allowed in the SR designation with a Shoreline Substantial Development (SSDP) permit. Recreational public access approach trails perpendicular to the water, as most of a pedestrian access trail to the upper falls would likely be, do not require any setback. However, viewing platforms and any trails parallel to the shoreline require a 50-foot setback. Public access viewing platforms and trails must be the minimum size necessary, follow mitigation sequencing, and ensure no net loss of ecological functions. In the case of a new, formal trail to the upper falls this would likely mean providing mitigation for any vegetation removal that occurs.

Proposal 7 would likely avoid any in or over-water work so state and federal permitting would likely be un-necessary.



Existing crosswalk improvements for pedestrians.

Proposal 2: SW Rock Creek Drive pedestrian improvements: enhance connection between waterfront & Rock Cove shorelines

Proposal 2 lies mostly outside of shoreline jurisdiction and outside of any mapped critical areas. Proposed actions would occur entirely within the existing built environment, therefore environmental permitting requirements are anticipated to be minimal. However, it appears that the very western end of the project area may occur within the outer portion of the shoreline jurisdiction of Rock Creek. If a site assessment confirms that actions are proposed within 200 feet of Rock Creek, shoreline permitting would likely be required. Construction permits and a ROW permit may also be required.

Proposal 3: Enhance pedestrian connections to waterfront west end

Proposal 3 lies within the Active Waterfront SED. Access and collector roads are permitted in this SED with a 50 foot setback required. This proposal could be complicated by the presence of wetland adjacent to the cove. To bring the

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existing dock into operation would likely involve in-water work requiring state and federal permitting with Ecology, WDFW and the Corps. Public boating facilities and overwater structures are permitted in the Active Waterfront SED with no setback required. Water-oriented recreational development, such as a new park, is also allowed with a 50 foot setback. However, non-water oriented park elements (ex/sports fields) would not be allowed without a Conditional Use Permit, and would require a 100 foot setback.

Proposal 4: Enhance pedestrian connections to waterfront east end

Proposal 4 lies in the Active Waterfront SED. Project elements would likely include work adjacent to and within a Type F shoreline tributary, Kanaka Creek, which requires a 100 foot buffer (SMC 18.13.095.D). A new creek crossing would require an HPA from WDFW in addition to shoreline and critical area permitting. Bridges are permitted in the Active Waterfront SED. If the crossing spanned the OHWM of the creek and in-water work was avoided Corps permitting would not be required. However, any in-water work including culvert replacement would trigger a Corps permit as well as WDFW and Ecology review.

Formalizing the existing dirt path into a paved trail would likely require mitigation to ensure no net loss of ecological function. Invasive blackberry dominates much of the project area and provides good opportunity for restoration and re-vegetation with native plants in this area.

It should also be noted that the BNSF may need to be a partner in the implementation of this proposal due to the proximity of the work to the railroad crossing. The timing and involvement of such a partnership are unknown and should be coordinated early on in the project scoping process.



Existing trail down to a picnic table by the museum.

Proposal 9: Explore partnership with Columbia Gorge Interpretive Center for shoreline access

Proposal 9 lies within both the Active Waterfront and Urban Conservancy SEDs. No immediate permitting would be needed to create the partnership. Future environmental permitting needs would depend on scope of activities proposed and would likely be similar to the pathways discussed above for new shoreline trails, recreation areas and shoreline modifications. State and federal permitting would be required for any work below the OHWM.

SMP AMENDMENT CONSIDERATIONS

The SMP addresses public access in several locations, including Chapters 4.6 (Public Access), 5.2-5.3 (Shoreline Use Table) and 5.4 (Specific Shoreline Use Policies & Provisions). Below are several options for SMP amendments that may help reduce barriers towards this from a development perspective within the city.

For an applicant, public access provisions may come up in different locations, given

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the development proposal type. To remedy searching throughout the SMP outside the use table, references to public access may best be addressed through consolidating these regulations to within Chapter 4.6 (Public Access) with references to this chapter within each development type listed within Chapter 5.4. References to the Shoreline Use Table may remain.

Further, with several of the listed projects having potential for a public/private partnership, there are opportunities to encourage private buy-in with a provision for paying for the construction cost of the required improvements in lieu of developing the improvements at the time of development. The option would allow greater flexibility and efficiency if there are elements to be constructed at the same time on public property (see City of Everett SMP). The city may even consider a menu of options instead of a bright-line standard for all projects, depending on the timing when a public access easement is provided to encourage this practice potentially ahead of development.

Finally, in-dealing with public access conflicts, when shoreline views with physical public access both conflict with one another, the water-dependent use and physical access has priority, unless there is a compelling reason to the contrary.

FUNDING STRATEGY

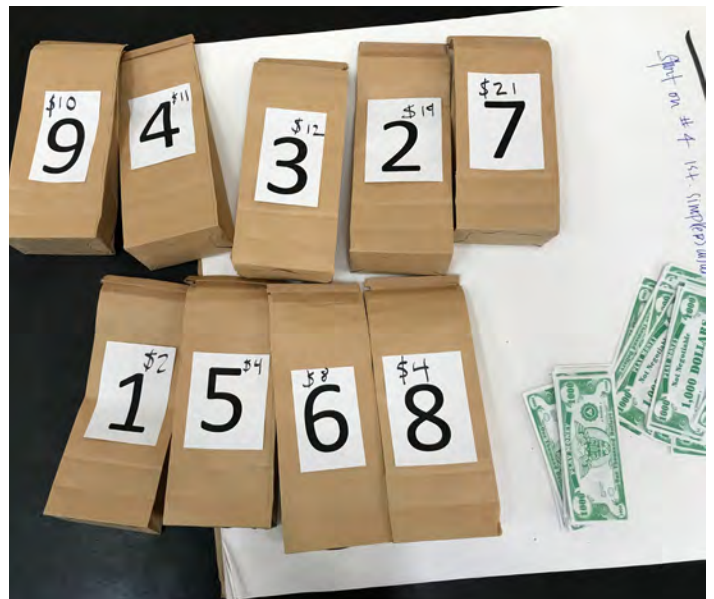
The below list includes a few funding streams the city may consider when applying for public access and associated restoration implementation funding.

The Recreation and Conservation Funding Board (RCO) has a bi-annual grant program dedicated to land conservation, recreational planning and implementation. The RCO board evaluates all

projects who first plan for parks and restoration projects through establishment of a plan containing goals and objectives, inventory, public involvement, and capital improvement program.

The Lower Columbia Fish Recovery Board is a lead entity for administering salmon recovery grants used to restore degraded salmon habitat in southwest Washington, as well as for watershed planning. Funding can be used for culvert projects, restoring shoreline modifications to a more natural state and shoreline enhancement opportunities.

The Department of Ecology and U.S. Environmental Protection Agency (EPA) provide federal and a 40% state match in grants under Section 319 of the federal Clean Water Act. The program funds eligible water quality infrastructure improvements and stormwater financial assistance program grants. Ecology also funds aquatic invasive species management grants to plan for and implement aquatic invasive management actions.



Attendees of the charrette used play money to vote on which projects deserved funding.

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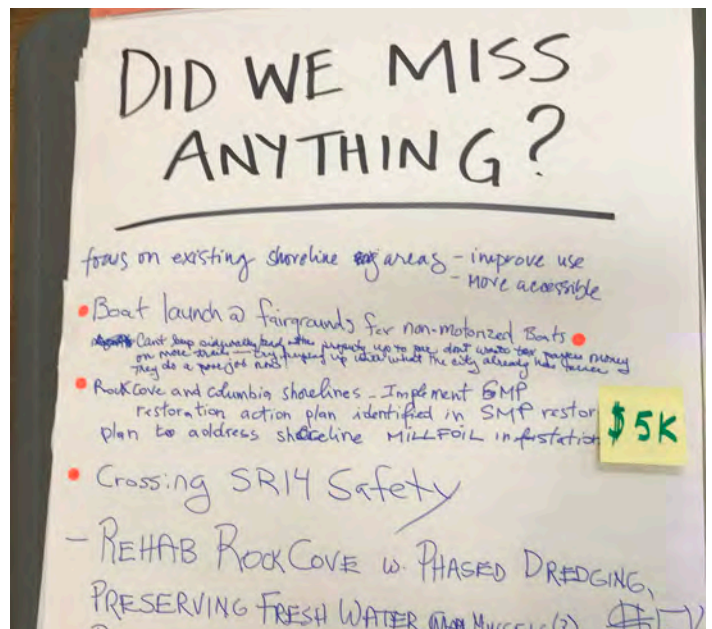


Chapter 6. Conclusions

SUMMARY

Instead of being reactive to development, this plan offers a proactive, community and analysis-driven approach to envision where public access alignments are most desired. Here, the public led an outsized role in prioritizing projects within the shoreline. Even so, all listed projects will be considered.

As a roadmap to implementation, each project example looks at steps and funding needed to make a given project a reality. Moving forward, the City now has the opportunity move on one or more these prioritized or listed projects in the near-term, or point to the vision for public access when a development inquiry occurs.



Public Charrette comment board, April 2023.

Appendix A: Cost Table

City of Stevenson

100% PRELIMINARY COST ESTIMATE / LINE ITEM SCHEDULE

Item No. / Description	Est. Quantity	Unit	Unit Price (numeric)	Extended Amount (Qty x Unit Price) (numeric)
1) Interactive Webpage				
1 Create webpage with interactive map	1 EA		\$ 12,000.00	\$ 12,000.00
2 Ongoing support costs to maintain platform	1 YR		\$ 600.00	\$ 600.00
			Estimated Project Total	\$ 12,600.00
2) SW Rock Creek Drive Pedestrian Improvements				
1 Opt B: 6ft wide sidewalk w/ gutter, curb, planting strip, street trees on north side.	0.23 MI		\$ 700,000.00	\$ 161,000.00
2 Opt B: 6ft wide sidewalk w/ gutter, curb, on south side	0.23 MI		\$ 600,000.00	\$ 138,000.00
3 Landscape to be irrigated, approx.	7,000 SF		\$ 2.25	\$ 15,750.00
4 Opt C: 12ft wide sidewalk w/ gutter, curb, planting strip, street trees.	0.23 MI		\$ 800,000.00	\$ 184,000.00
5 In-ground pavement markers	10 EA		\$ 1,500.00	\$ 15,000.00
6 Opt B & C: Re-paving and re-striping road	940 LF		\$ 500.00	\$ 470,000.00
			Estimated Project Total	\$ 983,750.00
3) Enhance Pedestrian Connections to Waterfront West End				
1 6ft wide sidewalk w/ gutter, curb, 6 ft planting strip, street trees	900 LF		\$ 28.00	\$ 25,200.00
2 6' wide paved trail (Asphalt)	400 LF		\$ 20.00	\$ 8,000.00
3 Landscape to be irrigated, approx.	5400 SF		\$ 2.25	\$ 12,150.00
4 Railroad Street Easement per assessor	1 EA		\$ 10,000.00	\$ 10,000.00
5 Public Shoreline Easement per assessor	1 EA		\$ 20,000.00	\$ 20,000.00
6 Rock Creek Drive ROW extension per assessor	1 EA		\$ 500,000.00	\$ 500,000.00
			Estimated Project Total	\$ 575,350.00
4) Enhance Pedestrian Connections to Waterfront East End				
1 6ft wide sidewalk w/ gutter, curb, 6 ft planting strip, street trees, 1st Street	600 LF		\$ 28.00	\$ 16,800.00
2 6' wide paved trail (Asphalt) connection	200 LF		\$ 20.00	\$ 4,000.00
3 Landscape to be irrigated, approx.	3600 SF		\$ 2.25	\$ 8,100.00
4 Resurfacing of existing road	800 LF		\$ 500.00	\$ 400,000.00
5 Road signage	2 EA		\$ 1,500.00	\$ 3,000.00
6 Design study for new pedestrian crossing on SR-14	1 EA		\$ 40,000.00	\$ 40,000.00
			Estimated Project Total	\$ 471,900.00

100% PRELIMINARY COST ESTIMATE / LINE ITEM SCHEDULE

5) Public Access to Lower Rock Creek						
1	Demolition of structure	1 EST		1 EST	\$ 200,000.00	\$ 200,000.00
2	Gravel parking lot	400 SF		400 SF	\$ 16.00	\$ 6,400.00
3	LID stormwater feature	1 EST		1 EST	\$ 250,000.00	\$ 250,000.00
4	Picnic area and path, crushed rock	1 EST		1 EST	\$ 10,000.00	\$ 10,000.00
5	Creek cove creation	1 EST		1 EST	\$ 100,000.00	\$ 100,000.00
6	Landscape to be irrigated, approx.	2,000 SF		2000 SF	\$ 2.25	\$ 4,500.00
7	Remove armoring	1 EST		1 EA	\$ 10,000.00	\$ 10,000.00
8	In-ground pavement markers	5 EA		5 EA	\$ 1,500.00	\$ 7,500.00
					Estimated Project Total	\$ 588,400.00
6) Public Pedestrian Access to Rock Creek Lower Falls						
1	Piper Road & Cazare Lane Easement connection, per assessor	1 EA		1 EA	\$ 360,000.00	\$ 360,000.00
2	Easement Option 1, per assessor	1 EA		1 EA		
3	Easement Option 2, per assessor	1 EA		1 EA		
4	Easement Option 3, per assessor	1 EA		1 EA		
					Estimated Project Total	\$ 360,000.00
7) Create Public Pedestrian Access to Rock Creek Upper Falls						
1	12' wide accessible paved trail (Asphalt)	1,000 LF (0.19 mi)		1000 LF	\$ 34.00	\$ 34,000.00
2	Accessible paved overlook (12ft diameter)	1 EA		1 EA	\$ 5,000.00	\$ 5,000.00
3	Multi-use Trail (5ft width, compacted gravel, accessible trail)	1,350 LF / 0.26 mi		0.26 mi	\$83,950	\$ 21,827.00
4	Trail steep slope ladder sections/special construction features to connect overlook to water edge	1 EST		1 EST	\$ 10,000.00	\$ 10,000.00
5	Gravel parking lot	3000 SF		3000 SF	\$ 16.00	\$ 48,000.00
6	Easements for trails	1 EST		1 EST		
					Estimated Project Total	\$ 118,827.00
8) Rock Cove Shoreline Trail easement extension and enhancement						
1	Hand carry boat launch and boat wash facility	1 EA		1 EA	\$ 30,000.00	\$ 30,000.00
2	12' wide accessible paved trail (Asphalt)	1,000 LF		1000 LF	\$ 34.00	\$ 34,000.00
					Estimated Project Total	\$ 64,000.00

City of Stevenson

100% PRELIMINARY COST ESTIMATE / LINE ITEM SCHEDULE

9) Explore partnership with Columbia Gorge Interpretive Center for shoreline access						
1	Multi-use Trail (5ft width, compacted gravel, accessible trail)	1,350 LF / 0.26 mi	0.26 mi	\$83,950	\$	21,827.00
2	Interpretive signs	4 EA	4 EA	\$10,000	\$	40,000.00
3	Hand carry boat launch or community dock	1 EST	1 EST	\$ 200,000.00	\$	200,000.00
4	Landscape to be irrigated, approx.	2,000 SF	2000 SF	\$ 2.25	\$	4,500.00
Estimated Project Total						\$ 266,327.00
10) Rock Cove Invasive Aquatic Vegetation Management						
1	Plan and management per year	1 EST	1 EST	\$ 50,000.00	\$	50,000.00
11) County Fairground Improvements						
1	Hand carry boat launch	1 EST	1 EST	\$ 15,000.00	\$	15,000.00
Subtotal of All Items						\$3,506,154.00
Contingency mark up of 15%						\$525,923.10
Total for Schedule with Escalator						\$4,032,077.10

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Public Engagement Plan

STEVENSON INTEGRATED PUBLIC ACCESS & TRAILS PLAN CITY OF STEVENSON

February 9, 2023

Prepared for:

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Title-page image: City of Stevenson, facing north along the Columbia River (via Department of Ecology Shoreline Oblique, 2017)

All discussions, conclusions and recommendations reflect the best professional judgment of the author(s) and are based upon information available at the time the plan was developed. All work proposed within this document does not supersede the approved scope and fee. Deliverables described will be provided within the previously agreed upon scope, budget, and timeline. No other warranty, expressed or implied, is made.



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1 Introduction

The City of Stevenson’s current public access and trails system along shorelines of the state (shoreline jurisdiction) including Rock Creek, Rock Cove and the Columbia River provide environmental, health, and aesthetic benefits to the entire community. Even with quality existing public access points and trails found along these shorelines, these trails do not connect in a seamless way. As such, the City desires to further the public access goals of the Shoreline Master Program (SMP) via an Integrated Public Access and Trails Plan, providing a roadmap for incentivizing public access in-tandem with or prior to future development. This plan aims to bring community stakeholders together in evaluating existing and potential public access within shoreline jurisdiction (roughly 200-foot landward of the ordinary high water mark), surrounding Rock Cove, Rock Creek and the Columbia River. The City applied for and received a Department of Ecology SMP competitive grant to conduct this effort.

Like many cities in the greater northwest region, the Stevenson community is also faced with the need to support growth and development and provide adequate amenities to both existing residence and the robust tourism industry’s presence in Stevenson and greater Skamania County. This plan intends to provide public stakeholders with a roadmap for future public access improvements, providing the necessary documentation needed for the City to apply for future Recreation and Conservation Office (RCO) grants.

The public involvement effort will be a collaboration between the City and The Watershed Company (Watershed), in which the City will lead stakeholder identification, notification, and outreach. The City will also handle event and project promotions, incorporating messaging or content developed with Watershed, if needed. Watershed will facilitate select engagement events, in order to efficiently solicit stakeholder feedback relevant to the planning and design process. This Public Engagement Plan provides a preliminary outline of the public involvement effort.

1.1 Overview of Integrated Shoreline Public Access & Trails Project

The project comprises three distinct but overlapping tasks: (1) Public Access & Trail Planning, including a high-level review of the 2010 shoreline inventory and characterization report and updated constraints and opportunities analysis, (2) Draft SMP amendment, and (3) Public Involvement. Tasks 1 and 2 will yield concrete work products that are informed by the feedback and input received from the public involvement effort (Task 3). Public involvement will engage

stakeholders—both internal and external—to solicit feedback and document attitudes and perceptions about public access needs and improvements.

1.1.1 Engagement Goals and Strategies

The goals and strategies that will guide the public involvement effort are derived from the City's Shoreline Master Program Public Access Chapter 4.6, especially SMP public access policies 1-6 within section 4.6.2, described below:

- **Policy 1.** Continuous public pedestrian access should be provided along the City's shorelines, especially the Columbia River, Rock Cove, and Lower Rock Creek.
- **Policy 2.** The system of public physical and visual access to Stevenson's shorelines should be maintained, enhanced, and protected over time on both private and public lands.
- **Policy 3.** Public access and recreational facilities should be located in a manner that will preserve the natural characteristics and functions of the shoreline.
- **Policy 4.** Private property rights, public safety, and navigational rights should be considered when providing public access opportunities.
- **Policy 5.** New development should identify and preserve key shoreline views and avoid obstructing such views from public areas.
- **Policy 6.** The City's should develop a comprehensive and integrated public access and trail plan consistent with WAC 173-26-221(4) that identifies specific public access needs and opportunities to replace these site-by-site requirements. Such plan should identify a preference for pervious over impervious surfaces, where feasible.

Policy 6 gives clear direction in the SMP's direction towards completing an integrated public access and trail plan along and within shorelines of statewide significance. It is during this planning process through thoughtful engagement of project stakeholders and the public that the City intends to accomplish this planning effort.

1.1.2 Documentation of Public Involvement Effort

For the purpose of documenting community engagement and feedback for support of future funding applications, the following information will be collected throughout the public involvement effort.

Table 1. Summary of Documentation

Subject	Documentation Description	Responsible Party
Extent of outreach	<ul style="list-style-type: none"> • An inventory of all outreach methods, such as posters, emails, mailings, etc., used to engage the public. • Approximate quantity of public contacts targeted per outreach method, such as number of households. • Extent of geographic area where outreach was conducted. 	City
Event participation	<ul style="list-style-type: none"> • Number of participants/respondents, such as completed sign-in sheets from planned events or total of respondents to survey or other engagement exercise. • Summary of feedback received, such as formal responses received or written summary of participant discussion. 	Event facilitator (City or Watershed)

1.2 Stakeholder Outreach and Engagement

The following considerations are provided to assist the City with targeted outreach to key demographics and interest groups.

1.2.1 Stakeholder Identification

1.2.1.1 *Demographics*

According to the Census.gov 2020 American Community Survey, Census Tract 9503, representing the City of Stevenson and a largely undeveloped area several miles to the north hosts a population of 1,898 residents across 824 households, with 792 employed. While stakeholder participation is encouraged broadly by any interested parties, the project team aims to capture feedback that reflects the specific demographics of the greater Stevenson community. Specifically, the following groups should be represented in the feedback received.

- **Working Families with School-Aged Children.** Several statistics captured by the 2020 American Community Survey conducted by the U.S. Census paint a picture of working families with school-aged children as a key demographic in Stevenson. Specifically, roughly one fifth of the population of Stevenson is under the age of 18 (17.1%) and the average persons per household is 2.25. Roughly half the population is in the civilian labor force (53.9%) and an overwhelming majority of persons over age 25 have at least a high school diploma (88.2%). Further, a large number of households have a computer with broadband internet (81.7% and 76%, respectively). Altogether, this suggests that

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digital engagement and outreach to schools and workplaces could be effective means of outreach. Further, it suggests that a middle- to high-school reading level would be appropriate for use in outreach and engagement materials.

- Long-term Residents.** According to the U.S. Census data, the vast majority of residents lived in the same house a least 2 years prior to the census date (96.6%), with the largest influx of people moving into this area between 2015 and 2018 (30.9% of total residents). This is supported by the large number of owner-occupied housing units (64.1%), also captured by the Census. The number of long-term residents and owner-occupied housing units both support that direct mailing could be an effective outreach tool.
- Seasonal Residents and Tourists.** According to the U.S. Census data, approximately 15% of all residences within this census tract are vacant, denoting the potential presence of vacation rentals and/or seasonal residents. Further, numerous vacation accommodations (Skamania Lodge, for example) are located near shoreline areas and could benefit greatly from improved public access and increase public recreational amenities. Direct engagement of tourism-related businesses and organizations, such as through direct outreach or mailing, could be an effective means of engagement that could increase support for the trail planning effort.

Table 2. Summary of Demographic Engagement

Demographic Group	Potential Outreach Avenues, Liaisons, and Partners in Outreach
Working families with school-aged children	<ul style="list-style-type: none"> ○ Elementary, middle, and high schools ○ Parent-Teacher organizations ○ Youth advocacy and engagement organizations ○ Community library and pool
Long-term residents	<ul style="list-style-type: none"> ○ Neighborhood and community organizations ○ Community destinations (e.g., grocery stores, retail centers, parks)
Seasonal Residents and Tourists	<ul style="list-style-type: none"> ○ Lodging and hotel accommodations ○ Tourism-related businesses ○ Tourism bureaus and advocates ○ Recreational user groups

1.2.1.2 Interest Groups

The following is a list of preliminary stakeholder groups that may represent interests related to public access and trails along the City’s shorelines.

Table 3. Preliminary Summary of Stakeholder Interest Groups

Interest	Potential Stakeholders
Residential property owners	<ul style="list-style-type: none"> ○ Shoreline property owners ○ Owners of short-term rentals (e.g., Airbnb, VRBO)
Commercial, industrial, and institutional property owners	<ul style="list-style-type: none"> ○ Business owners and operators ○ Commercial property management companies ○ Lodging and Hotels (Skamania Lodge, for example) ○ Port of Skamania County ○ BNSF regional rail conductor
Community and Recreational Groups	<ul style="list-style-type: none"> ○ Skamania County Lions Club ○ Stevenson Eagles Club ○ Columbia Gorge Running Club ○ Skamania County Senior Services
First Nations, Environmental groups and public agencies	<ul style="list-style-type: none"> ○ Tribes (Cowlitz Tribe, Yakama Nation and Confederated Tribes of Warm Springs) ○ Underwood Conservation District ○ Columbia Land Trust ○ Washington Department of Natural Resources ○ Columbia Basin Partnership Task Force ○ Washington Department of Transportation
Utility providers	<ul style="list-style-type: none"> ○ Skamania PUD
Economic development groups	<ul style="list-style-type: none"> ○ Skamania County Chamber of Commerce
City staff	<ul style="list-style-type: none"> ○ Planning, engineering, and development department staff ○ Parks and recreation department staff ○ Utility department staff ○ Public Works department maintenance staff

1.2.2 Outreach Strategy

The project will rely on the City’s existing network of public outreach and community engagement for project notifications. City staff will be encouraged to share opportunities for public participation through established channels and relationships, such as social media, email lists, community calendars, and other tools. Coordinated content, such as a City email blast,

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graphic, or digital handout can be useful in disseminating information consistently. If desired, Watershed can assist the City with reviewing draft content or editing narrative information to engage a public audience.

1.2.2.1 *Stakeholder Meetings*

A series of stakeholder meetings will be held in 2023 through the design development and planning stages. Later in the project cycle, meetings will be held with the Planning Commission and City Council to discuss the draft and final planning documents, including potential code revisions and adoption. An overview of stakeholder meeting sequence and strategy is provided below.

Stakeholder Meeting (1 of 3) – Public Open House

- Attendees and format: Internal and external stakeholders, members of the public, in-person open public meeting
- Discussion: Project overview, including scope, schedule, background, purpose, and next steps of plan adoption and funding
- Watershed will develop exhibits and facilitate exercises designed to capture the following feedback:
 - Broad input from community members on existing conditions, including recreational amenities and assets, experiential assets, constraints and opportunities to inform subsequent planning efforts.
 - Community vision regarding shoreline access and identity.

Stakeholder Meeting (2 of 3) – Stakeholder Charrette

- Attendees and format: City staff and select stakeholders invited to participate in a second working session, invite-only in-person working charrette
- Discussion: Review of key takeaways and highlights from public open house, review and expansion of community vision, distill opportunities and constraints
- Watershed will develop exhibits and facilitate exercises designed to capture the following feedback:
 - Specific concerns and targets for shoreline access improvements.
 - Preliminary identification of key nodes, system gaps, and potential connections.

Stakeholder Meeting (3 of 3) - Public Open House

- Attendees and format: Internal and external stakeholders, members of the public, in-person open public meeting
- Discussion: Project update and progress, review of preliminary plan diagram and concepts, and next steps of plan adoption and funding

- Watershed will develop exhibits and facilitate exercises designed to capture the following feedback:
 - Qualitative feedback on preliminary plan diagram and concepts, including alignments, connections, design standards and recommendations, and proposed facilities.

Watershed will support City staff in preparing and presenting on project progress in support of plan review and adoption. Specifically, Watershed will support the following meetings:

- Planning Commission Virtual Meeting (1 of 2)
- Planning Commission Virtual Meeting (2 of 2)
- City Council Virtual Work Session Meeting (1)

1.2.2.2 *Schedule of Public Engagement*

The following table summarizes the schedule of public engagement consistent with the overall project schedule and target for plan adoption by June 30, 2023.

Table 4. Public Engagement Schedule

Date	Milestone / Notes	Responsible Party
November 2022	○ Draft and finalize Public Engagement Plan (PEP)	Watershed/City
December 2022	○ Finalize date and location of first stakeholder meetings (first public open house and charrette) ○ Publish to city calendar and notify internal stakeholder ○ Send “save-the-date” or meeting invitation	City
January 2023	○ Promote public open house ○ Finalize date and location of second public open house, publish to city calendar, and send “save-the-date”	City
January 2023	○ Prepare draft meeting agenda ○ Prepare meeting materials	Watershed
February 2023	○ Facilitate Stakeholder Meetings 1 and 2	Watershed/City
February 2023	○ Promote second public open house	City
February 2023	○ Developing draft plan diagram and concepts ○ Prepare draft meeting agenda ○ Prepare meeting materials	Watershed
March 2023	○ Facilitate Stakeholder Meeting 3	Watershed/City

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Date	Milestone / Notes	Responsible Party
March 2023	<ul style="list-style-type: none"> ○ Revise plan diagrams and concepts ○ Advance trail plan report 	Watershed
April 2023	<ul style="list-style-type: none"> ○ Prepare for first Planning Commission Virtual Meeting ○ Attend first Planning Commission Virtual Meeting 	Watershed/City
May 2023	<ul style="list-style-type: none"> ○ Prepare for second Planning Commission Virtual Meeting ○ Attend second Planning Commission Virtual Meeting ○ Receive recommendation from Planning Commission to forward SMP Amendments to Ecology, final review 	Watershed/City
June 2023	<ul style="list-style-type: none"> ○ Prepare for and attend City Council Virtual Work Session Meeting ○ Deliver final documents for Ordinance and Integrated Shoreline Public Access & Trails Plan 	Watershed/City
Project Completion	<ul style="list-style-type: none"> ○ Final Adoption by City Council 	City

References

Census.gov, Census Tract 9503 (City of Stevenson and Vicinity).

<https://www.census.gov/acs/www/data/data-tables-and-tools/data-profiles/> Accessed October 2022.

Skamania County Chamber of Commerce. Recreational Fitness Programs.

<https://skamania.org/adult-recreational-fitness-program/#1496978876836-ab450daa-3f91>

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Appendix C: Project Scoring Methodology

To determine an overall score for each proposed project, the team considered three main categories. The first category was the initial GIS analysis score. This score gave each project an objective rating based on factors such as ownership, physical constraints, and existing connectivity, for example. See Appendix for a complete description of the scoring methodology and data layers used for this analysis.

The second category was a score representing public support of the project. As described in more detail in Chapter 3, the first step of outreach was the Open House that was held for the public in February of 2023. This outreach event gave attendees the opportunity to propose project ideas. All proposed projects were supported by either public comments during the open house, via the online survey, or during stakeholder outreach by the city. The next outreach event was the in-person Charrette. Here, attendees were introduced to each project and asked to allot five votes for their preferred project(s). The results of the voting process became the category 2 score for the project.

The final category is a score for feasibility of construction. This score is determined by analyzing five different factors related to installation feasibility for each of the proposed projects. The team looked at: alignment with existing planning documentation, environmental impact, permitting and coordination requirements, timeframe for design and implementation, and cost.

Many of these factors were already considered in the initial project selection process. The proposed projects prevailed over other earlier suggestions from the open house because they align with existing planning documents, result in a net positive environmental impact, and permitting and coordination requirements were considered feasible. The scoring for feasibility of installation dives deeper into these factors to give a value to the alignment.

Feasibility is defined as being easier and faster to move forward with or implement. For example, a project is considered more feasible when it has public support (as defined by alignment with existing plans and/or public charrette score). A project is considered more feasible if it costs less and therefore will be easier to fund. Cost is also considered a reflection of complexity. Less complex projects are also assumed to be faster and easier to implement. Projects that are 'shovel ready' are considered easier to implement. Related to timeframe is the consideration of permitting and coordination complexity. A project is considered more feasible if it does not require extensive coordination with multiple parties (indicating a longer time period and therefore more cost to accomplish) permitting approvals from multiple agencies that require extensive documentation and may need many months to review and approve.

Ratings or scores for each factor are shown in the list below:

Alignment with existing planning documents.

This factor relates to feasibility in that we assume that if a project has already been mentioned or discussed in previous documents, it is more likely to have public support, has a higher probability of receiving funding, and may have more information available to begin the project with, thus providing savings in both time and money. Therefore, the more existing planning documents that align with a project, the higher the score the project will get. Proposed project:

- aligns with no existing planning document (Score = 0)
- aligns with at least one existing planning document (Score = 2)
- aligns with more than one existing planning documents (Score = 3)

Environmental impact. This factor considers feasibility as alignment with SMP goals, and that

projects that meet those goals are preferred and will therefore be more readily supported by the public and installed. Our assumption is that when a project proposes to minimize its environmental impact, that equates to minimizing impervious surfaces and other built features. While all projects propose a net ecological lift to the site, some projects have a stronger environmental benefit than others by reducing impervious surfaces and restoring native vegetation to a greater extent. These projects are assigned a higher score than projects that propose to increase impervious surfaces and will require more mitigation.

Proposed project:

- Removes impervious surfaces and/or has a low impact on the environment = 3
- Proposes minimal built features such as a pedestrian trail only and/or has a medium impact on the environment = 2
- Adds new impervious surfaces and/or has a high impact on the environment (independent of mitigation) = 1

Permitting and Coordination Requirements.

This factor considers feasibility with respect to the degree to which actions and approvals by parties outside of the city and residents will be necessary for the project to be implemented and succeed. We assume that if the city has minimal, city-only permits necessary, and is only required to coordinate within their own departments and residents, that project will be faster and more readily installed than other projects. The contrasting scenario would be a project that requires permits from local, state, and federal agencies, and requires extensive coordination within the city as well as with landowners, the county, or other parties to make decisions or fund the project. This type of project would be considered more difficult to install and would receive the lowest score. Proposed project:

- Has minimal permitting and coordination requirements (Score = 3)

- Has moderate permitting and coordination requirements (Score = 2)
- Has complex permitting and coordination requirements (Score = 1)

Timeframe for design and implementation.

This factor considers how soon a project would be able to be developed and implemented. While coordination for all projects could begin immediately, some projects will require more extensive coordination time than others before implementation can occur. Based on the city's desire to have project ideas that can seek grant funding as soon as possible, projects that could be implemented sooner were scored higher than projects that will need more time to process.

Proposed project:

- Design and construction phase can begin immediately (Score = 3)
- Design and construction phase can begin by 2030 (Score = 2)
- Design and construction phase can begin by 2040 (Score = 1)

Cost. The cost factor considers the approximate cost to implement the proposed project developed by the team, and assumes that the lower the cost, the more feasible it is that the project will be constructed. Cost also represents project complexity. Proposed project:

- Cost is less than \$50,000 (Score = 3)
- Cost is between \$50,000 and \$500,000 (Score = 2)
- Cost is greater than \$500,000 (Score = 1)

Overall Project Scorecard

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Number	Name	Alignment with							Overall Score	Overall Score Rounded
		MEAN GIS Overall score	Public Charrette score	Cost (Less than 50K = 3, 50-500K = 2, 500K+ = 1)	Plans (No = 0, At least 1 = 1, More than 1 = 2)	Timeframe for Construction/Design (Immediate = 3, 2030 = 2, 2040+ = 1)	Permitting & Coordination Requirements (Min. = 3, Mod. = 2, Complex = 1)	Environmental Impact (Low = 3, Med = 2, High = 1)		
1.0	Interactive website	0	2	3	0	3	3	3	14	14
2.0	SW Rock Creek Drive	15.9	19	1	2	3	3	3	44.9	45
3.0	Enhance Waterfront West End	6.0	12	1	2	3	1	1	26.0	26
4.0	Enhance Waterfront East End	7.1	11	1	2	2	1	1	25.1	25
5.0	Lower Rock Creek Access	12.5	4	1	1	2	2	3	25.5	26
6.0	a. Lower Rock Creek Falls Option 1	5.4	8	2	0	2	2	2	21.4	21
6.1	b. Lower Rock Creek Falls Option 2	6.2	8	2	0	2	2	2	22.2	22
6.2	c. Lower Rock Creek Falls Option 3	4.7	8	2	0	2	2	2	20.7	21
6.3	d. Lower Rock Creek Falls - Linkage Trail	5.2	8	2	0	2	2	2	21.2	21
7.0	Upper Rock Creek Falls	7.1	21	2	0	1	2	2	35.1	35
8.0	Rock Cove Shoreline Trail Extension	5.3	4	3	1	2	3	2	20.3	20
9.0	Columbia Gorge Interpretive Center	7.1	10	3	1	2	1	2	26.1	26

Appendix D: GIS Scoring Methodology

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DATA SOURCES

Physical

- Digital Elevation Model (DEM) – LiDAR 1-foot resolution
- SED Layer

Parcels/Land Ownership

- Skamania County & City of Stevenson

LAND USE ANALYSIS

In order to examine the most feasible locations for new trails and access, we performed a land use analysis that combined the physical features of the landscape and parcel usage. This analysis was performed entirely in ESRI's ArcGIS software.

Step 1: Physical

The Lidar-based DEM provided by the City of Stevenson was used to derive a slopes raster, and the slopes layer was clipped to the study area. The slopes raster was reclassified into four different categories and assigned four decreasing values as follows:

- 0 to 10 degrees: 4
- 10 to 25 degrees: 3
- 25 to 50 degrees: 1
- 50+ degrees: 0

The building's vector was unioned (combined) with the study area. Values were assigned as follows:

- Building: 0
- Non-building: 1

The resulting vector was then converted into a raster.

The wetlands vector was also unioned with the study area. Values were assigned as follows:

- Wetlands: 0
- Non-wetlands: 1

The resulting vector was then converted into a raster.

An aquatic area vector was derived from the aquatic designation from the SED layer. This vector was also unioned with the study area. Values were assigned as follows:

- Aquatic: 0
- Non-aquatic: 1

The resulting vector was then converted into a raster. Note, a flaw in this step is that it removed potential creek walking areas as potential trail connections.

The slopes raster, buildings raster, wetlands raster, and aquatic raster were multiplied together using the Raster Calculator. This resulted in a final physical raster layer in which cliffs (50+ degrees), buildings, wetlands, and aquatic areas were given a value of 0, indicating that they are unbuildable areas. The remaining values reflected the original slopes values.

Step 2: Parcels/Land Use

Parcel ownership was derived from multiple data sources. Most of the data came directly from the city in the form of various GIS layers. A few parcels were assigned ownership based on an Excel table from the city. A few ROW areas were assigned ownership based on direct communications with the city.

Parcel ownership values were assigned as below:

- Class 1: 12 – Public City-Owned
- Class 2: 3 – Tax-Exempt Parcel
- Class 3: 4 – Other Public (e.g. County, Federal, State, Port of Skamania)
- Class 4: 1 – Private
- Class 4b: 1 – Private, Undeveloped
- Class 5: 2 – ROW BPA
- Class 6: 5 – ROW City-Owned
- Class 7: 4 – ROW Other
- Class 8: 1 – Other
- Class 9: 1 – In City Limits

ROW City-Owned was weighted slightly higher

versus County owned ROW. City-owned parcels were weighed significantly higher than other public properties, based upon more-direct decision making for this property type.

The resulting vector was then converted into a raster.

Park areas received a bump in their parcel score. Park areas were unioned with the study area. Values were assigned as follows:

- Parks: 3
- Non-parks: 0

The resulting vector was then converted into a raster.

The parcel and parks raster layers were summed together using the Raster Calculator. This resulted in final physical raster layer with values ranging from 1 to 15.

Step 3: Combined Parcels/Land Use and Physical

A modified physical raster was created from the original physical raster described above. All pixels that were valued 1, 3, or 4 were reclassified to 1, and all pixels that were valued 0 were left as 0. This gave us a raster with values assigned as follows:

- Buildings, Cliffs (50+ degree slopes), Wetlands, Aquatic areas: 0
- Everything else: 1

The original physical raster layer and the parcels/land use raster layer were summed together using the Raster Calculator. This resulted in a combined raster with values ranging from 1 to 19.

This combined raster was multiplied with the modified physical raster to assign values of 0 to areas where trails are unfeasible. The final resulting raster contained values ranging from 0 to 19.

Step 4: Zonal Statistics of Project Areas

Each project area was analyzed against the raster analysis (using the Zonal Statistics tool) to derive an overall project score. Statistical fields calculated

are: Min

- Max
- Range
- Mean
- Standard Deviation
- Median

EXISTING NETWORK ANALYSIS

In order to highlight potential connections to the shoreline and to highlight potential improvements within the shoreline, two quick analyses were performed on the trail data.

Step 1: Good Walkability Near Shoreline

First, we examined possible connections to the shoreline. We did this by combining the trails, sidewalks, and walkability (selecting 'agree' or 'strongly agree' from the Walkability attribute) features into a single walkable feature. Then, buffered distances were created from the shoreline edge (50, 100, 150, 200, 300, 400, 500, 750, 1000, and 1500 ft), and these values were applied to the walkable features. By symbolizing these buffer distances along a gradient, we were able to highlight paths close to the shoreline as prime candidates for connectivity projects.

Step 2: Poor Walkability Within Shoreline

Second, we examined which trails/roads within the shoreline environment would be good candidates for improvements. This was accomplished by using the walkability data layer, and instead selecting for 'disagree' and 'strongly disagree' attributes. Again, buffers were applied to these unwalkable areas, highlighting areas within the shoreline environment classified as unwalkable, within 200 ft of the shoreline environment classified as unwalkable, and those beyond 200 ft of the shoreline environment classified as unwalkable. Mapping these paths identified potential improvements that could be made directly within the shoreline environment.