



City of Stevenson

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August 2023 Planning Commission Meeting

Monday, August 14, 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: June 12 & Jul 10, 2023 Planning Commission Meeting Minutes

B. New Business

C. Old Business

4. Shoreline Public Access: Review Updated Draft Plan and Consider Recommendation of Approval

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

D. Discussion

6. **Thought of the Month:** None.

7. **Staff & Commission Reports:** Broadband, WWTP

E. Adjournment

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

Planning Commission Chair Breckel called the meeting to order at 6:00 p.m.

MEMBERS PRESENT **Commissioners Jeff Breckel, Auguste Zettler, Anne Keesee, Davy Ray. Commissioner Hales was absent.**

STAFF PRESENT **Community Development Director Ben Shumaker, Planning & Public Works Assistant Tiffany Andersen**

GUESTS PRESENT Marina French DCG/The Watershed Company

PUBLIC PRESENT Mary Repar, Bernard Versari, Pat Rice, Paul Lee.

A. Preliminary Matters

1. **Public Comment Expectations** **Shumaker** provided information on 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)

>Mary Repar spoke about the city’s street tree program and care and maintenance of street trees. She also urged the city to take care of existing programs and services.

Her comments prompted a short discussion among Commissioners on street tree selection and care.

No further comments were provided.

3. **May 8th, 2023 Minutes** Approval of the minutes as presented from the May 8th, 2023 Planning Commission was unanimous.

B. New Business No new business was introduced.

C. Old Business

4. **Shoreline Public Access:** **Presentation from DCG/The Watershed Company/Marina French**

Marina French, Landscape Architect with DCG/Watershed provided information and details on the various Shoreline Access projects under consideration. The information will also be presented at the City Council meeting on June 15th, 2023. Topics discussed included the scoring methodology used, determination and definition of risk factors within the scoring matrix, potential parking conflicts at

Waterfront sites, and sidewalk placements. Public comments on the project were also reviewed.

Several community members spoke regarding Waterfront usage and design proposals for pathways and sidewalks.

>Paul Lee questioned the value of creating a loop trail by Bob's Beach. He commented that a sidewalk from Teo Park would not be used much, would obstruct traffic flow, and reduce parking options in an area already heavily used. He also suggested sidewalks up past the Port Building would not be in keeping with what most people want to use when enjoying the Waterfront.

>Pat Rice spoke in agreement with Paul Lee about a sidewalk, and highlighted the scenic viewpoints along the Waterfront trail as a valuable asset for tourists and residents.

With the grant deadline approaching, Commission members expressed a desire to present the SPA plan at a 'big picture' or conceptual level, with opportunities built in for additional community input, involvement and support as project designs are further evaluated. **Commission Chair Breckel** advised the overall intent is to develop better shoreline access within the city. **Shumaker** noted the plan will likely be incorporated into the Shoreline Management Plan and possibly the Capital Improvement Plan.

5. Subcommittee Reports

Downtown Parking

Commissioner Keese reported on Downtown Parking. A further parking study/survey will take place on July 6th and 8th, 2023 to gather additional data on parking needs during high usage times in order to prioritize parking improvement projects and policies. Volunteers are requested to help assist.

Annexation

Work on annexation will resume following the return of **Commissioner Hales**. Staff changes within the county planning departments have also delayed the Committee's work. Data sets comparing building density on city and county lands are being reviewed.

Discussion

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?>

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

Broadband

Separate projects are being funded through Washington State and the federal government to determine best ways to provide services through local providers. Skamania County, Mid-Columbia Economic Development District and Washington State University are serving as partners.

Iman Cemetery Road Sewer

The project has been slowed due to numerous rocks within the site.

Stevenson's Public Works Director, Carolyn Sourek will be approaching the city council regarding their view on the initiation of Urban Reserves as a way to increase sewer connections.

From Stevenson's Comprehensive Plan, pg. 53:

URBAN RESERVE: An area within which future development and extension of public services are contemplated but not imminent. Existing uses, particularly vacant lands and very low density single-family housing, coexist with uses otherwise characteristic of more rural areas. Further development within an Urban Reserve is discouraged until public services can be provided and urban level densities and intensities of land use can occur.

First Street Overlook

The city has received a \$663K grant via the Transportation Alternative Program funds for use on the project.

Columbia Street Realignment

The final evaluation of brownfield contamination at the site has just been received. Realignment feasibility for the above ground portion of the project should be reported soon.

8. Adjournment

Adjournment at 7:46 p.m. was unanimously approved.

Minutes recorded by
Johanna Roe

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

The July 10, 2023 meeting was cancelled in advance and not called to order.

Minutes recorded by Ben Shumaker.

CITY OF STEVENSON
**Integrated Shoreline Public
Access and Trail Plan
2023**



Prepared by:



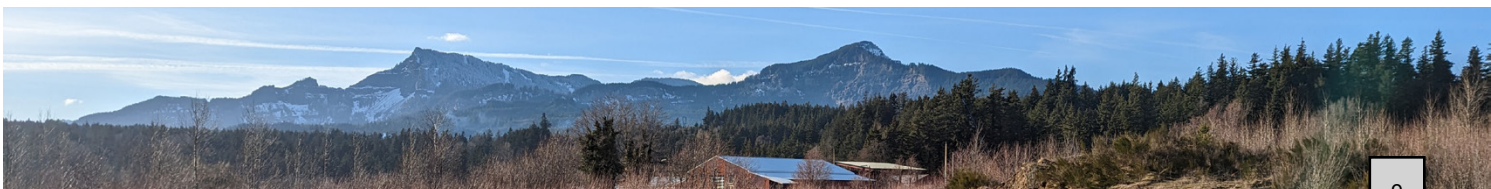
dcgwatershed.com

Project No. 220123

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Pacific Crest Trail sign in Washington state by Olivier M.

CHAPTER 1

Purpose and Intent

Introduction to the Planning Process

In 2022, the city comprehensively updated its Shoreline Master Program (SMP). This suite of documents is largely regulatory and controls land use, development, and changes within and adjacent to Rock Cove, Rock Creek and the Columbia River, (shorelines of the state). The regulatory focus of the program is based on the State of Washington’s Shorelines Management Act and the Department of Ecology’s guidelines for locally developed programs. In fast-growing communities, shoreline proposals occur frequently, and regulations allow communities to react appropriately and ensure the public benefits as shoreline areas change. In small, slow-growing communities like Stevenson, though, shoreline proposals are rare and proaction is necessary to bring about public benefits in their absence. The 2022 SMP anticipates this need in Public Access Policy SMP 4.6.2(6):

The City 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 a plan should identify a preference for pervious over impervious surfaces, where feasible.

This document represents that plan and serves two purposes:

- Advance public shoreline access projects. These projects connect specific public needs with opportunities to provide public access. The City can budget for and incorporate these project into its Capital Improvement and maintenance programs for implementation at any time.
- Inspire private shoreline access projects. These projects take a wider view of public needs and await more specific opportunities for implementation. Shoreline landowners can incorporate them into their proposals or

advance them as an alternative to providing on-site shoreline public access.

This plan and its projects integrate objectives and tactics from each of the Stevenson Comprehensive Plan's 9 goals, with a particular focus on Goal 2 – Urban Development, Goal 4 – Downtown & Waterfront, Goal 6 – Tourism, Goal 7 – Transportation & Circulation and Goal 9 – Parks & Recreation.

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).

Chapter 2 summarizes background information for Stevenson's Shorelines to ensure this plan is based on an in-depth understanding of public

access in and around Rock Cove, Rock Creek and the Columbia River. Analysis of the surrounding landscape and context and community of Stevenson identified 6 needs for shoreline public access:

Needs

1. Continuous pedestrian experiences.
2. Connections between districts.
3. Neighborhood amenities.
4. Visitor trailheads.
5. Non-motorized water access.
6. Reconnections to the Columbia River.

Amenities for wind sports are notably absent from this plan. These sports are and will remain fundamental to how the public enjoys Stevenson's Columbia River shoreline. The absence of projects related to them reflects the satisfactory status of wind sport amenities generally, and particularly the Port of Skamania's provision of the existing amenities. The system of public access for wind sports is functioning as is, and this plan does not intend to change it.

To address shoreline public needs, 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.

Chapter 4 provides the master plan for shoreline access and specific, detailed information on different shoreline access projects. The projects were identified based on the following goals and objectives.

Goals & Objectives

1. Provide accessible parks and trails drawing the community toward shoreline resources and amenities.
 - 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.



A native oak characteristic of the local natural character.



Stevenson's character and identity is inspired by its proximity to natural areas and its relationship to the waterfront.

2. Enhance shoreline environmental resources in-tandem with public access.
 - 2a. Restore natural areas in current and potential parkland areas.
 - 2b. Enhance opportunities to view and experience nature.
3. Ensure continuous visual and physical shoreline public access is achieved, where possible,
 - 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.

in consideration of both public and private property.



CHAPTER 2 Background

Regional Context & 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 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.

Shoreline Management Act

Washington's Shoreline Management Act establishes public access as one of its three top policies and the City's planning under this Act must ensure:

"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." [WAC 173-26-176(3)(a)]

To further this, the City must also ensure:

"Alterations of the natural conditions of the shorelines of the state, in those limited instances when authorized, shall be given priority for... development that will provide an opportunity for substantial numbers of people to enjoy the shorelines of the state." [WAC 173-26-176(3)(b)]

These policies are particularly important when it comes to the Columbia River, a shoreline of statewide significance.

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



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

onto what is now the Yakama Reservation and Confederated Tribes of Warm Springs Reservation. This Plan acknowledges the traditional rights tribal representatives have to this area from a cultural resources and traditional perspective. At the planning-level, city officials consulted with tribal officials to ensure projects herein avoided known sensitive cultural resource sites. At the project-level, further consultation will occur with tribal cultural resources representatives.



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 when dry during summertime. This plan intends to draw the community to these resources in an appropriate manner while respecting private property rights.

Public Partners

The Port of Skamania and Skamania County are key landowners along Stevenson’s shorelines. The Port embraces its shoreline stewardship through Goal 3 of its 2018 Comprehensive Scheme of Harbor Improvements. This text-based plan states the Port’s intent to “develop the Stevenson Waterfront as a pivotal Port and community asset” and establishes 5 objectives to do so. Skamania County is steward of much of the Rock Creek shoreline. The Skamania County Fairgrounds and Hegewald Center are the prominent land use along the Rock Cove shoreline. This plan anticipates partnering with these public agencies to design their public access systems and advance public enjoyment of shoreline areas more fully.



CHAPTER 3

Design Alternatives Evaluation

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).

Geospatial 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 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,



Map section displaying the existing shoreline experience.

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.

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.



February 2023 Open House.

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



Emergent themes and topics from the February 2023 Open House and public comments.

During and following this open house, several topics emerged from public comment that responded to three main themes: Rock Cove, Rock Creek, and Waterfront.

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 form. The Charrette had approximately 20 attendees participating in this event.

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. (Project names and numbers later changed.)

Projects (1-9) are summarized below:

1. Invest in online presence to make shoreline recreational opportunities more accessible.



April 2023 Proposed Project Charrette Public meeting.

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:

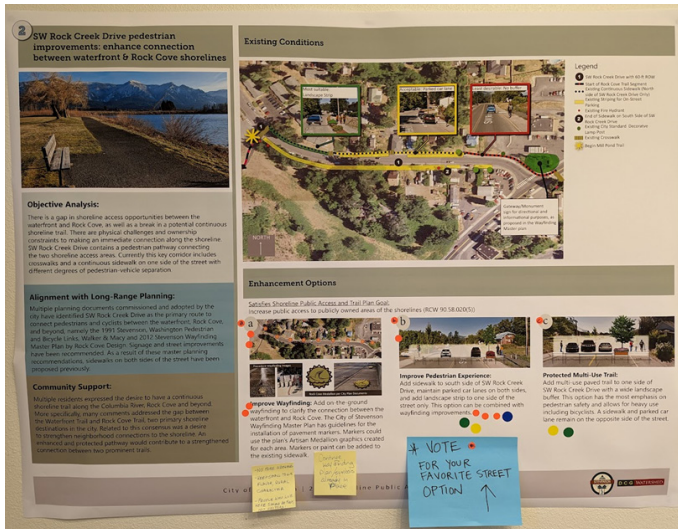
1. **Cost priorities exercise.** Each attendee was given five \$1,000 bills to allocate to one, five or several projects between the nine. One participant also dedicated their \$5K to a separate restoration project not included amongst the nine. Results are summarized below:
 - Project 7 (Rock Creek 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).

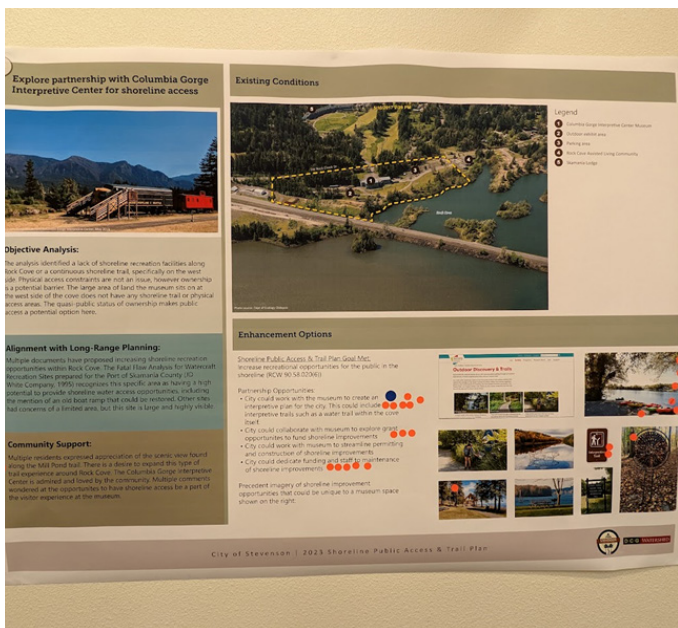
Here, participants prefer options #1 (enacting City Wayfinding Plan between City park property at intersection of SW Rock Creek Dr and Highway 14 to the Mill Pond Trail entrance) and #2 (placing

sidewalk on north end of street between each destination).



April 2023 Proposed Project Charrette Project #2 dot exercise.

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

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 Implementation

Design Alternatives, Recommendations & Preliminary Cost Estimates

Through the synthesis of background research, objective analysis, public outreach, on site analysis, and a design ideation process, the integrated shoreline access and trails plan took form. The following pages describe the resulting proposed projects, which range in size and location within the city or urban area. They also vary in how soon they could be ready for implementation. Some projects will require more extensive feasibility analysis, coordination, and negotiation among multiple parties, while others may be fully in the control of the city decision makers. Projects fall into three broad categories:

- **Actionable.** This plan focuses on these nearer-term, more attainable projects. Many 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. Specific recommendations are provided to quickly advance each project.

- **Management.** These projects improve the community's experience when they use existing shoreline public access and trail sites. Public involvement was instrumental in identifying the need for information and maintenance addressed by projects in this category.
- **Forward-Looking Visions.** While less likely to be implemented in the near term, these projects were identified prior to and during the planning process. Additional design, community acceptance and project refinement are necessary before costs can be generated.

Actionable projects are listed based on their collective scores. The methodologies behind the concept-level cost estimates, site analyses, and project rankings are included in the appendices.

Table 1: Actionable Projects Matrix

Actionable Projects	Cost	Time Frame	Collective Score
SA.1 SW Rock Creek Drive Improvements	\$1,921,000	Short-term	44.9
SA.2 Upper Rock Creek Falls	\$1,104,000	Long-term	35.1
SA.3 Interpretive Center Shoreline Improvements	\$818,000	Long-term	26.1
SA.4 West Waterfront and Rock Creek	\$4,080,000	Short-term	26.0
SA.5 Vancouver Avenue	\$884,000	Short-term	25.5
SA.6 East Waterfront by Kanaka Creek	\$1,125,000	Varies	25.1
SA.7 Piper Road Landslide Area	\$540,000	Short-term	22.2
SA.8 West Rock Cove Development	\$549,000	Short-term	20.3
SA.9 County Fairgrounds Kayak Launch	\$107,000	Short-term	Unavailable
Maintenance	Cost	Time Frame	Collective Score
SM.1 Interactive Website	\$19,000	Short-term	14.0
SM.2 Recreational Immunity Flyer	\$6,000	Short-term	Unavailable
SM.3 Iman Cemetery Area No Parking	\$10,000	Short-term	Unavailable
SM.4 Milfoil Removal	\$53,000	Varies	Unavailable
Forward-looking Visions	Cost	Time Frame	Collective Score
SV.1 Columbia Street Railroad Bridge	N/A	Unknown	Unavailable
SV.2 Iman Cemetery Road Street-End Park	N/A	Unknown	Unavailable
SV.3 Upper Rock Creek Bridge	N/A	Unknown	Unavailable
SV.4 SR-14 and RxR Tunnels	N/A	Unknown	Unavailable

Each of these plans are conceptual-level in nature, including cost estimates for implementation. Once a project moves forward with design, cost estimates to provide maintenance for these amenities will be established.

Introduction to Recommended Projects

The projects described in the following pages are acceptable for Stevenson’s shoreline areas. The projects presented address six community needs: continuous pedestrian experiences, connections between districts, amenities for neighborhoods, trailheads for visitors, non-motorized water access, and reconnection to the Columbia River.

Shoreline Access and Trail Projects Acceptance

Technical 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.

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

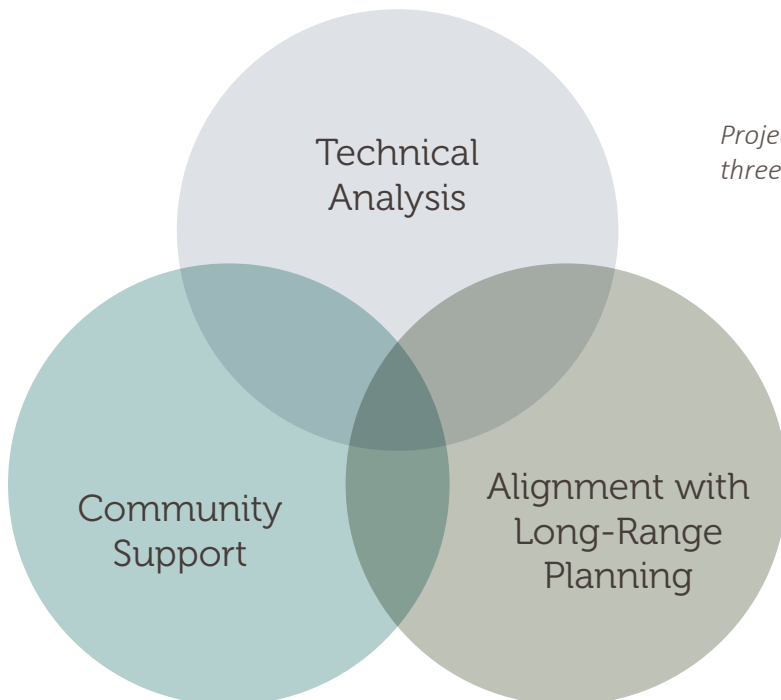


informational sessions about the planning effort and feedback exercises, such as surveys and workshops. Feedback was compiled and analyzed to identify key recommendations yielded from community input.

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;

Swimming, paddling, and relaxing on the shore are popular activities for beachgoers in Stevenson.

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.

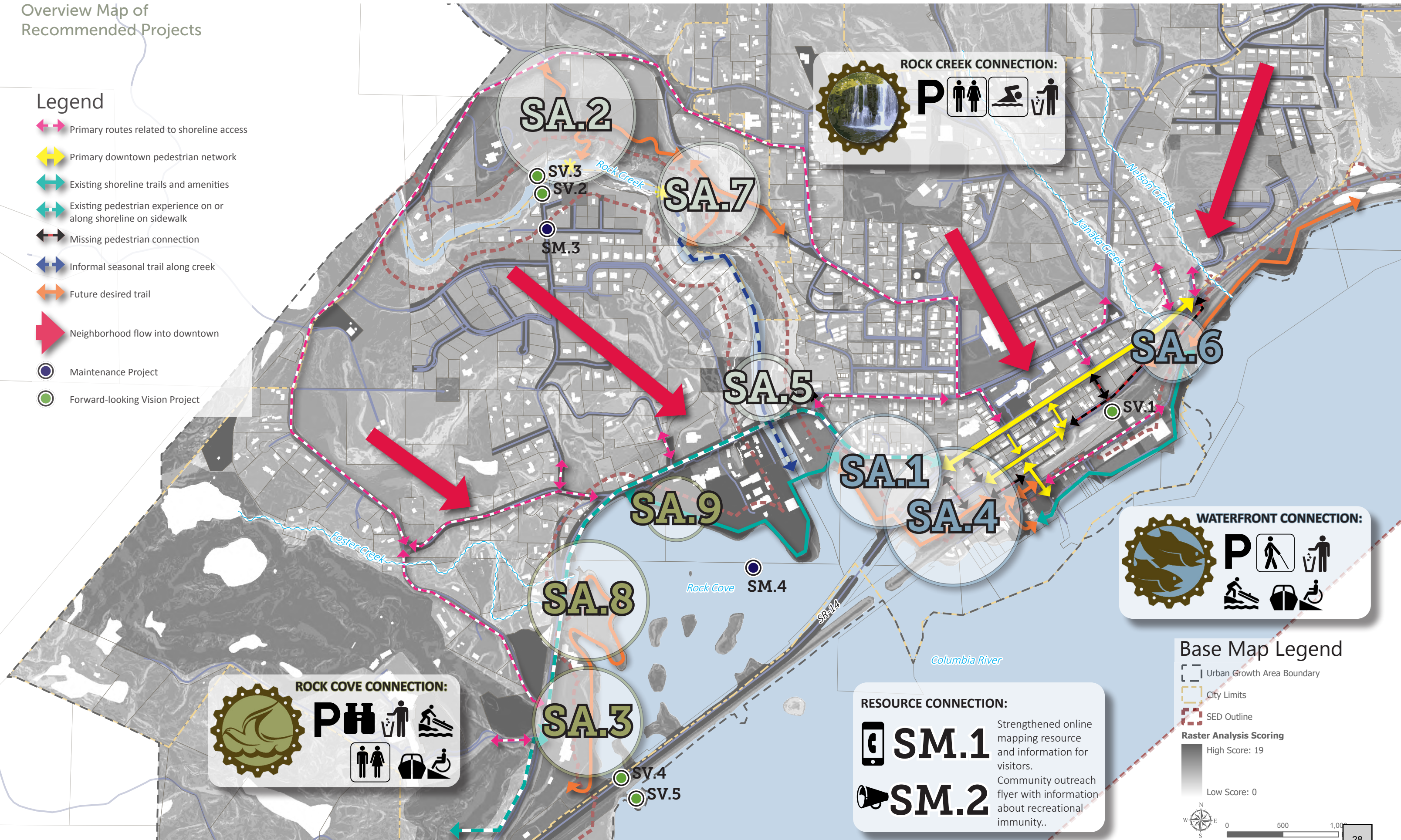


Project recommendations represent the alignment of three dimensions of project evaluation.

Overview Map of Recommended Projects

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
- Maintenance Project
- Forward-looking Vision Project



ROCK CREEK CONNECTION:

WATERFRONT CONNECTION:

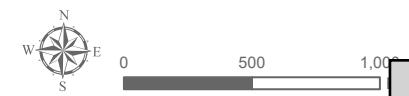
ROCK COVE CONNECTION:

RESOURCE CONNECTION:

- SM.1** Strengthened online mapping resource and information for visitors.
- SM.2** Community outreach flyer with information about recreational immunity..

Base Map Legend

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





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

Technical 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.

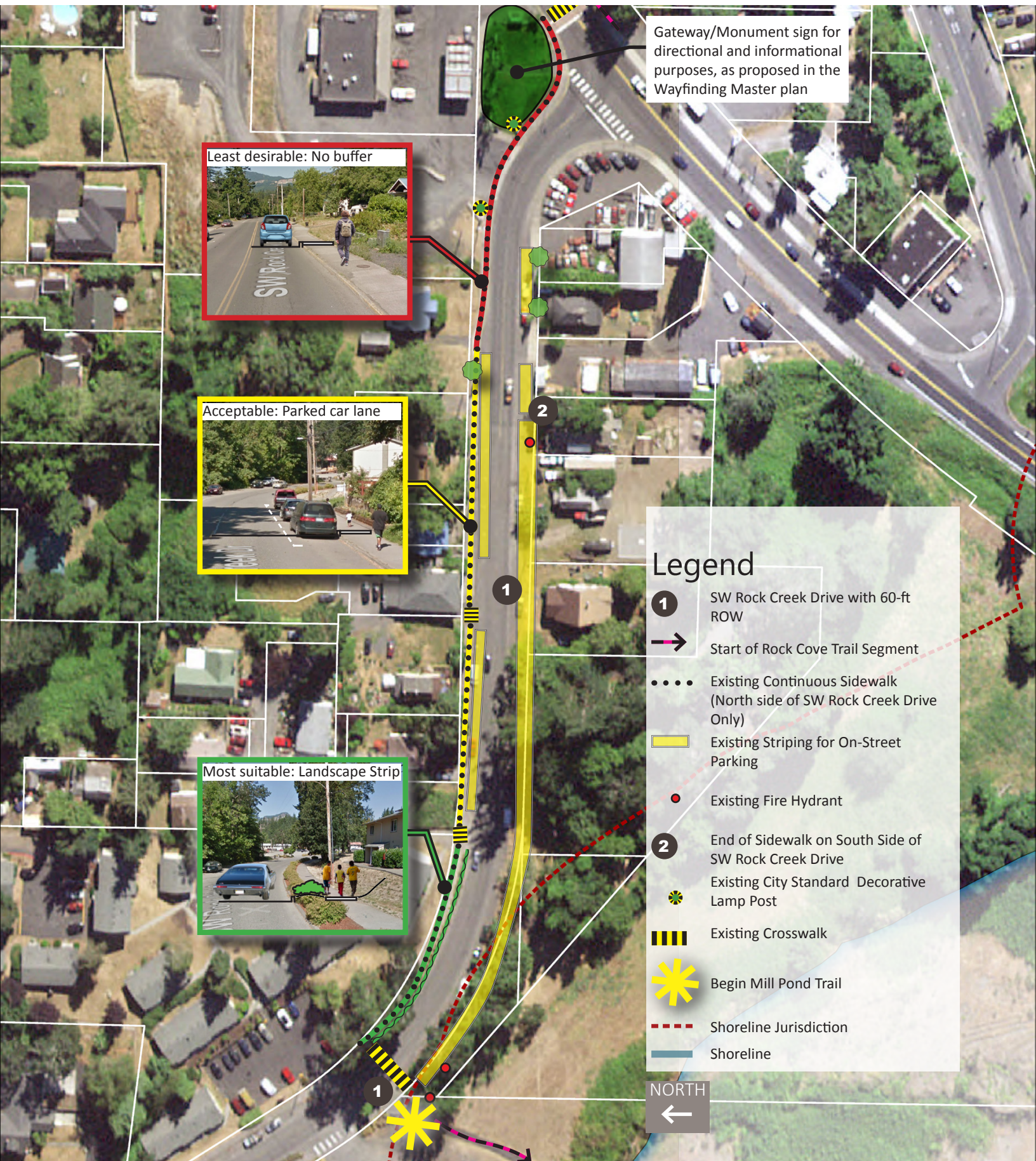
Community Support:

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.

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. The 1991 Stevenson, Washington Pedestrian and Bicycle Links, Walker & Macy, 2012 Stevenson Wayfinding Master Plan by Rock Cove Design, and 2022 Downtown Plan for SUCCESS! by Crandall Arambula all recommend signage and street improvements. As a result of these master planning recommendations, sidewalks on both sides of the street have been proposed previously.



EXISTING CONDITIONS

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.

SA.1 SW Rock Creek Drive Pedestrian Improvements				
Description/Proposed Feature and Amenity	Contract with Chamber of Commerce to host, create, publicize and maintain an “Explore the Shore” map portal compiling available public access information and amenities. Proposed features include:		Category	Score
	<ul style="list-style-type: none"> • 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 		GIS Score	15.9
			Alignment with Existing Long Range Planning	Yes (1)
			Community Support	19
			Score Summary	45
			Project Readiness Score	10
Cost	Option B: \$1,921,000. Option C: \$1,682,000.			
Project Readiness	<input checked="" type="checkbox"/> Can be executed immediately <input checked="" type="checkbox"/> Enact by 2030 <input type="checkbox"/> Enact by 2040 and beyond.			
Public Access Type	<input type="checkbox"/> Physical Access (Beach/Boat Launch) <input type="checkbox"/> Visual (Trail/View Point) <input checked="" type="checkbox"/> Other (Trailhead, Non-Physical, etc.)			
Project Type	<input type="checkbox"/> Maintenance/Rehabilitation <input checked="" type="checkbox"/> Infrastructure Improvement <input type="checkbox"/> New Infrastructure <input type="checkbox"/> Restoration of Ecological Functions <input type="checkbox"/> Acquisition/Easement <input type="checkbox"/> Other – Educational resource			
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.			
Need Addressed	<input type="checkbox"/> Continuous pedestrian experience <input type="checkbox"/> Connection between districts <input type="checkbox"/> Neighborhood Amenity <input type="checkbox"/> Visitor Trailhead <input type="checkbox"/> Non-motorized water access <input type="checkbox"/> Reconnection to the Columbia River			
Proposed Next Steps	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.			
Permits Required	None.			
Mitigation Sequence & Environmental Impact	These recommended projects were narrowed down to avoid direct impacts to existing vegetation through construction located within an existing paved roadway shoulder. Further, the project mitigates for replaced impervious surface through creation of a planter strip and trees where none are currently in alternatives b (preferred option via charrette) and c. Indirectly anticipated to benefit multiple areas by reducing trampling and trailblazing.			
Potential Issues/ Additional Information	None known.			
Ongoing Maintenance & Estimated Annual Cost	To be determined.			
SMP Amendment	Consider provision for payment-in-lieu of on-site continuous pedestrian experiences for projects that are less desirable/feasible to establish a public/private partnership.			
Comprehensive Plan Objectives Met	1.17, 4.2, 4.7, 4.9, 6.6, 7.1, 7.2, 7.3, 7.4, 7.7, 7.11, 7.13, 9.6, 9.10	Downtown Plan for SUCCESS!	Vision: Foster Catalyst Projects, Connect the Neighborhood Priority Projects: West End Redevelopment	
Recommended Option	Option B. Add sidewalk to south side of 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.			



Create Public Pedestrian Access to Upper Rock Creek Falls

Technical 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 Area (UA).

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.






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)).



1 View southwest on Ryan-Allen Road

Legend

-  Existing county-owned parcel boundary
-  Informal road shoulder parking
-  Photo view of informal trail start
-  Shoreline Jurisdiction
-  Shoreline



EXISTING CONDITIONS

SA.2

CREATE PUBLIC PEDESTRIAN ACCESS TO UPPER ROCK CREEK FALLS

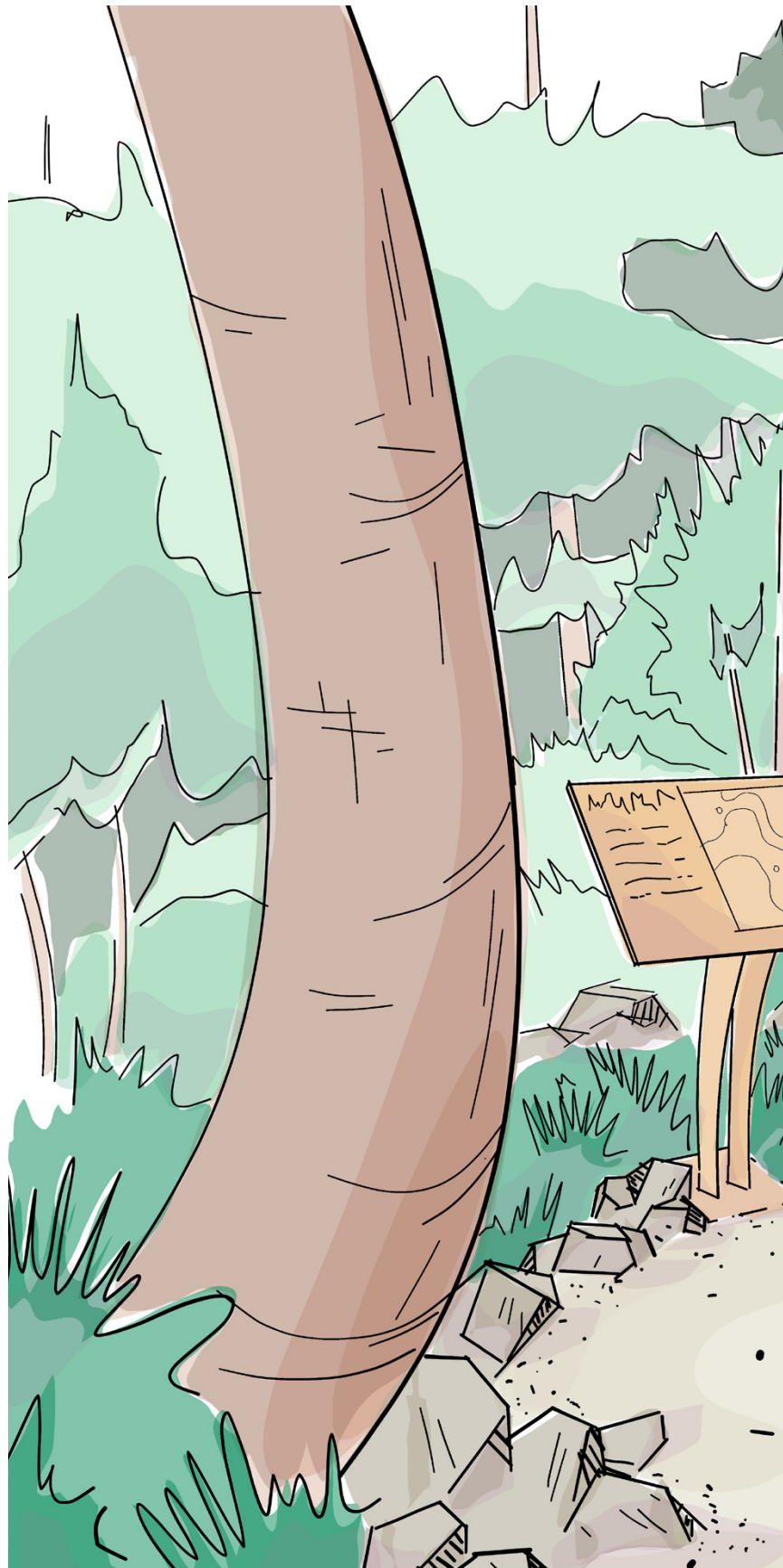
Working with the county, a trail could be formalized to bring the public to the waterfalls. The more gently sloping upper portion of the path could be stabilized with a material like crushed rock. The destination of this accessible portion would be a view of the upper falls with amenities like seating and signage.

To continue the formalized path all the way to the creek edge would be more challenging due to the grade change. This portion would likely require stairs or ladders, but would work to prevent trampling, erosion, or other issues that arise without formal access.



BEFORE

A view of the falls is framed by native vegetation.





AFTER

An accessible overlook with a view of the falls could offer visitors visual access to Rock Creek.

SA.2 Create Public Pedestrian Access to Upper Rock Creek Falls			
Description/Proposed Feature and Amenity	Proposed easement would allow for public access to Rock Creek Upper Falls. Proposed features include: <ul style="list-style-type: none"> • 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 	Category	Score
		GIS Score	7.1
		Alignment with Existing Long Range Planning	Yes (1)
		Community Support	21
		Score Summary	35
		Project Readiness Score	7
Cost	\$1,104,000 (includes easement estimate)		
Project Readiness	<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>		
Public Access Type	<input checked="" type="checkbox"/> Physical Access (Beach/Boat Launch) <input type="checkbox"/> Visual (Trail/View Point) <input type="checkbox"/> Other (Trailhead, Non-Physical, etc.)		
Project Type	<input type="checkbox"/> Maintenance/Rehabilitation <input checked="" type="checkbox"/> Infrastructure Improvement <input checked="" type="checkbox"/> New Infrastructure <input checked="" type="checkbox"/> Restoration of Ecological Functions <input type="checkbox"/> Acquisition/Easement <input type="checkbox"/> Other – Educational resource		
Summary of Public Comments	The public comments supported a project that provided a public access option for the falls. Particularly the community south of the falls where there are currently many issues with trespassing through private property to reach the falls.		
Need Addressed	<input type="checkbox"/> Continuous pedestrian experience <input type="checkbox"/> Connection between districts <input type="checkbox"/> Neighborhood Amenity <input type="checkbox"/> Visitor Trailhead <input type="checkbox"/> Non-motorized water access <input type="checkbox"/> Reconnection to the Columbia River		
Proposed Next Steps	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.		
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.		
Mitigation Sequence & Environmental Impact	The recommended trail option would help reduce the impacts of visitors over time through focusing them on authorized trails and viewpoints, thereby minimizing erosion and shoreline vegetation impacts through proper maintenance and signage directing visitors to stay on the trail. 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.'		
Potential Issues/ Additional Information	The county is currently considering other options for use of this area. This plan assumes 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. Water and sewer are not currently available to this property.		
Ongoing Maintenance & Estimated Annual Cost	To be determined.		
SMP Amendment	Not applicable.		
Comprehensive Plan Objectives Met	1.4, 1.5, 2.2, 2.5, 2.6, 2.7, 2.9, 2.10, 2.11, 2.15, 3.8, 5.5, 5.6, 5.8, 6.1, 6.3, 6.6, 6.7, 7.2, 7.4, 7.13, 8.7, 8.9, 8.21, 9.2, 9.3, 9.6, 9.7, 9.10	Downtown Plan for SUCCESS!	Not applicable.
Recommended Option	Coordinate with county to understand opportunities for ownership or easement or collaboration on shared use, including pursuing grants to evaluate site development feasibility and programming. Work with County to pursue grants construction of shoreline access trail and signage through a developers agreement or other tool.		



Explore partnership with Columbia Gorge Interpretive Center for shoreline access

Technical 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.

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.

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.

5/10/2017 2:39 PM



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

EXISTING CONDITIONS

SA.3

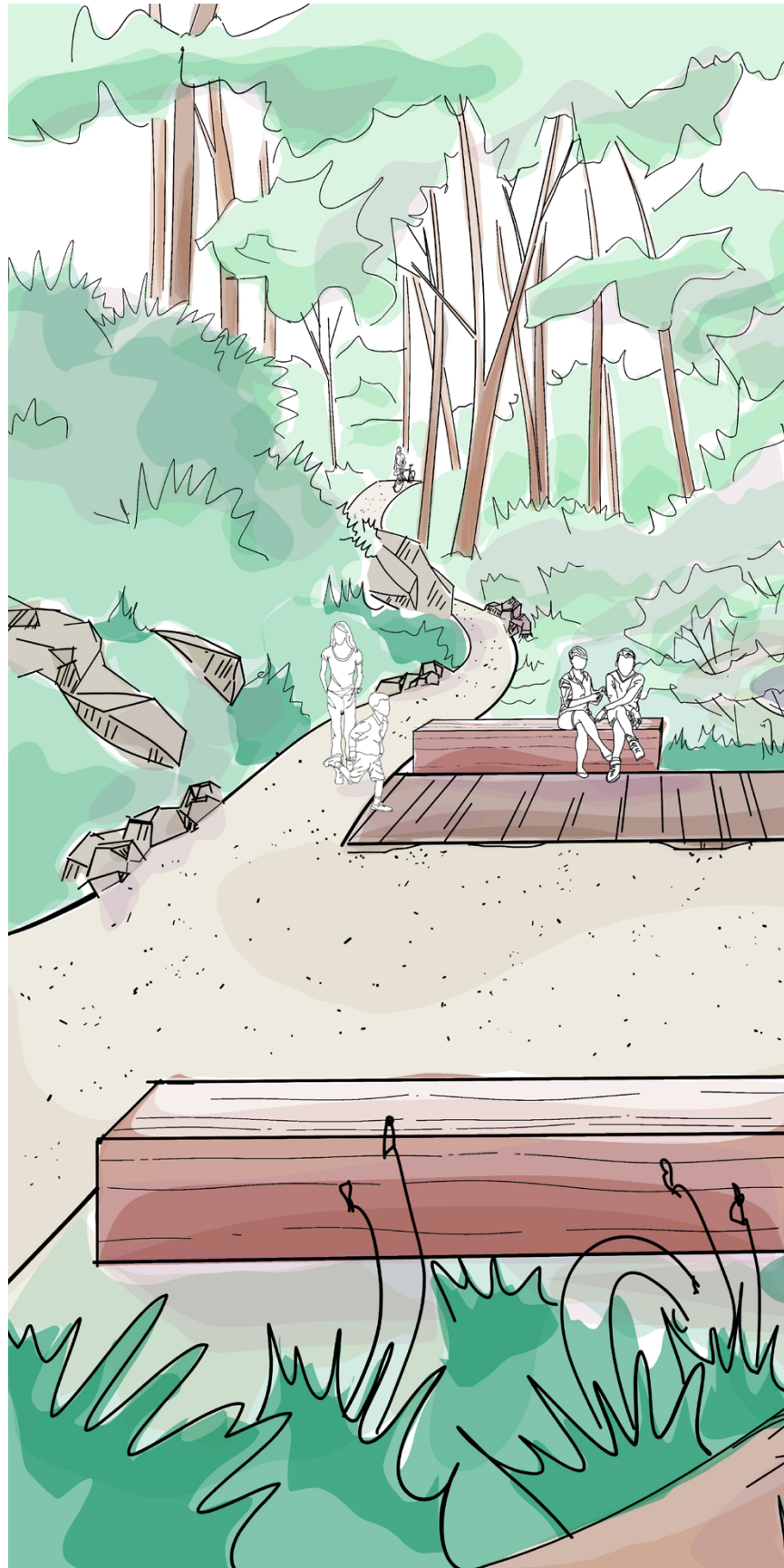
EXPLORE PARTNERSHIP WITH COLUMBIA GORGE INTERPRETIVE CENTER FOR SHORELINE ACCESS

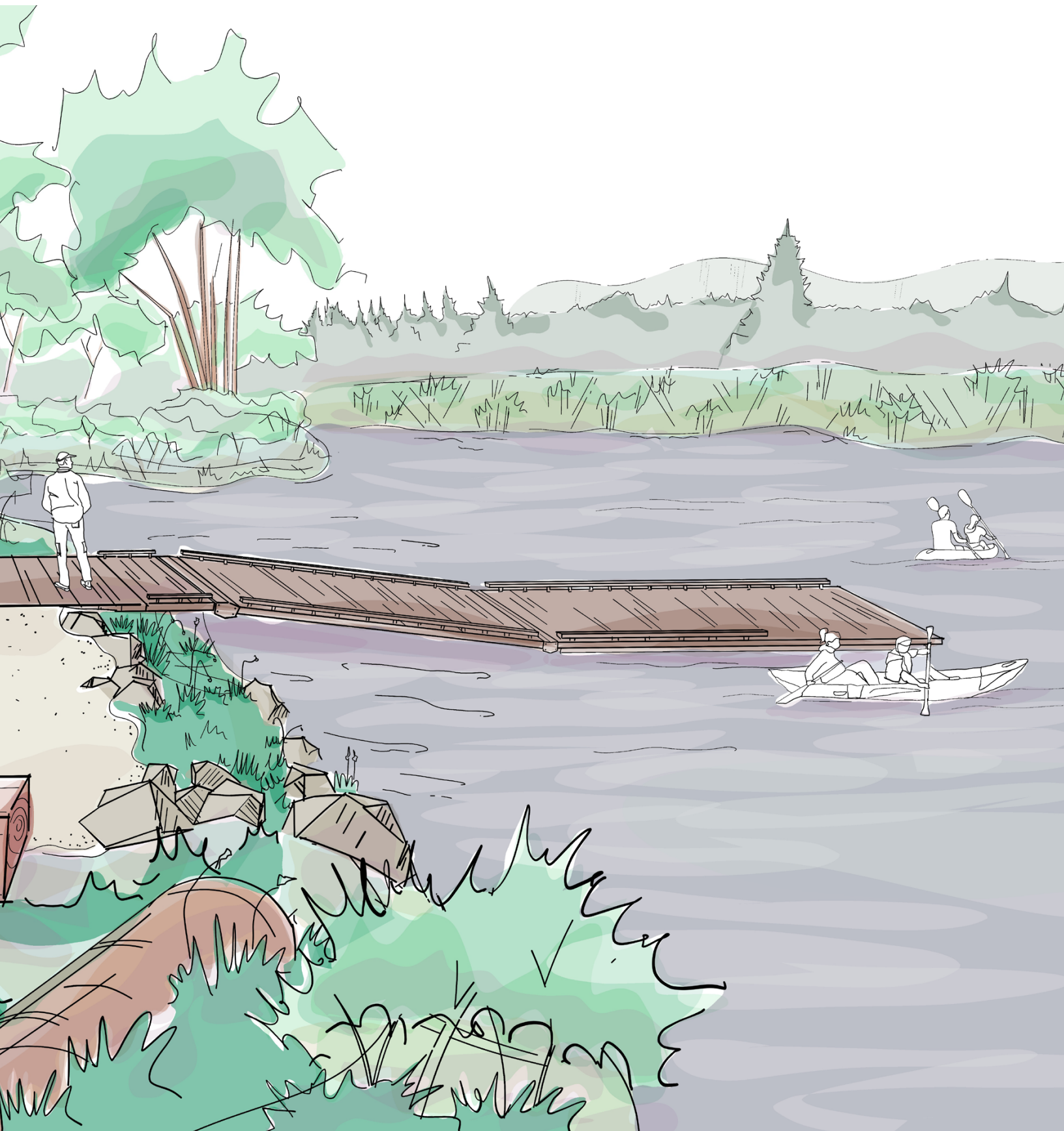
In collaboration with the interpretive center there are many opportunities for shoreline amenities the public could enjoy. A shoreline trail, an interpretive nature walk, and a floating dock and seating area could allow hand carry boats in Rock Cove to park on the shoreline and visit.



BEFORE

A path leads to a secluded seating area.





AFTER

Visitors can paddle to the shore of the interpretive center floating dock and enjoy a picnic , take a nature walk, or visit the museum.

Shoreline Public Access & Trail Plan Goal Met:

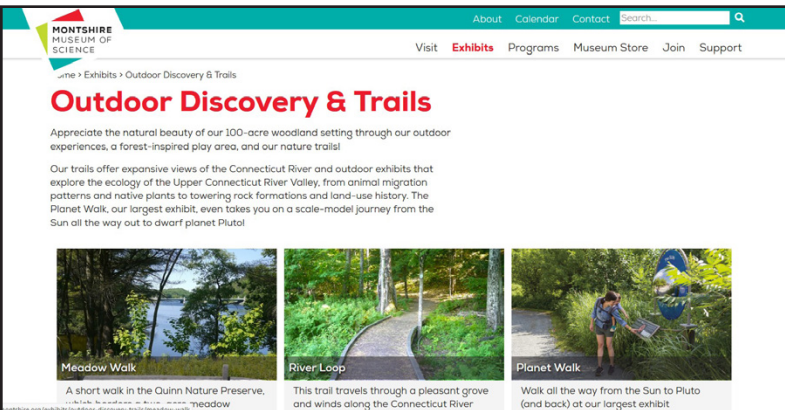
Increase recreational opportunities for the public in the shoreline (RCW 90.58.020(6))

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:



Precedent sketch of Cape Horn Trail by GreenWorks

Legend

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

SA.3 Explore partnership with Columbia Gorge Interpretive Center for shoreline access			
Description/Proposed Feature and Amenity	Proposed collaboration to allow for trail or other shoreline access for public use on the museum property and a hand carry boat launch on the west side of the cove. Collaboration could lead to visionary addition of a pedestrian tunnel connecting Rock Cove to the Columbia River. Proposed features include: <ul style="list-style-type: none"> • 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 • QTY: 1 pedestrian tunnel 	Category	Score
		GIS Score	7.1
		Alignment with Existing Long Range Planning	Yes (1)
		Community Support	10
		Score Summary	26
		Project Readiness Score	9
Cost	\$818,000		
Project Readiness	Coordination with multiple parties prior to design implementation X Can be executed immediately X 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>		
Public Access Type	X Physical Access (Beach/Boat Launch) X Visual (Trail/View Point) <input type="checkbox"/> Other (Trailhead, Non-Physical, etc.)		
Project Type	<input type="checkbox"/> Maintenance/Rehabilitation <input type="checkbox"/> Infrastructure Improvement X New Infrastructure X Restoration of Ecological Functions <input type="checkbox"/> Acquisition/Easement <input type="checkbox"/> Other – Educational resource		
Summary of Public Comments	The public comments were largely supportive of improvements to this space with an interpretive element.		
Need Addressed	<input type="checkbox"/> Continuous pedestrian experience <input type="checkbox"/> Connection between districts <input type="checkbox"/> Neighborhood Amenity <input type="checkbox"/> Visitor Trailhead <input type="checkbox"/> Non-motorized water access <input type="checkbox"/> Reconnection to the Columbia River		
Proposed Next Steps	Work is not on city-owned property. Collaboration with museum to construct a shoreline trail for public use and other improvements and encourage establishment of nonmotorized watercraft rental space. 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.		
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.		
Mitigation Sequence & Environmental Impact	Recommended option proposes utilizing existing trail for dock access, thereby avoiding new impacts to shoreline vegetation for this use. New impacts for future trail extension will be minimized through preservation of existing mature trees. Impacts to low-lying vegetation will be compensated for through enhancement of shoreline vegetation, at the expense of shoreline view lost. 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.		
Potential 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. Significant regrading of SR14 would be required for tunnel and would provide motorists with visual access to the Columbia River. Routing of proposed Cascade Renewable Transmission line could conflict with tunnel.		
Ongoing Maintenance & Estimated Annual Cost	To be determined.		
SMP Amendment	Not applicable.		
Comprehensive Plan Objectives Met	1.12, 2.2, 2.5, 6.1, 6.3, 6.5, 6.6, 7.2, 7.4, 9.6, 9.7, 9.10	Downtown Plan for SUCCESS!	Not applicable.
Recommended Option	Collaborate with museum to explore grant opportunities to fund shoreline improvements.		



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

Enhance Pedestrian Connections to West Waterfront and Rock Creek

Technical 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.

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.

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.”

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
- Shoreline Jurisdiction
- Shoreline



EXISTING CONDITIONS

SA.4

ENHANCE PEDESTRIAN CONNECTIONS TO WEST WATERFRONT AND ROCK CREEK

To provide a more continuous shoreline experience, the purchase of multiple easements is proposed. These easements would allow public trails to be built, and would bring the public along the shoreline and down to the shoreline edge. A future crossing of SR-14 could continue the experience into Rock Cove by following the mouth of Rock Creek.



BEFORE

The west end of the waterfront is currently privately owned and inaccessible to the public.





AFTER

New shoreline trails give the public access to the mouth of Rock Creek, Rock Cove, and the Columbia River.

Shoreline Public Access & Trail Plan Goal Met:

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

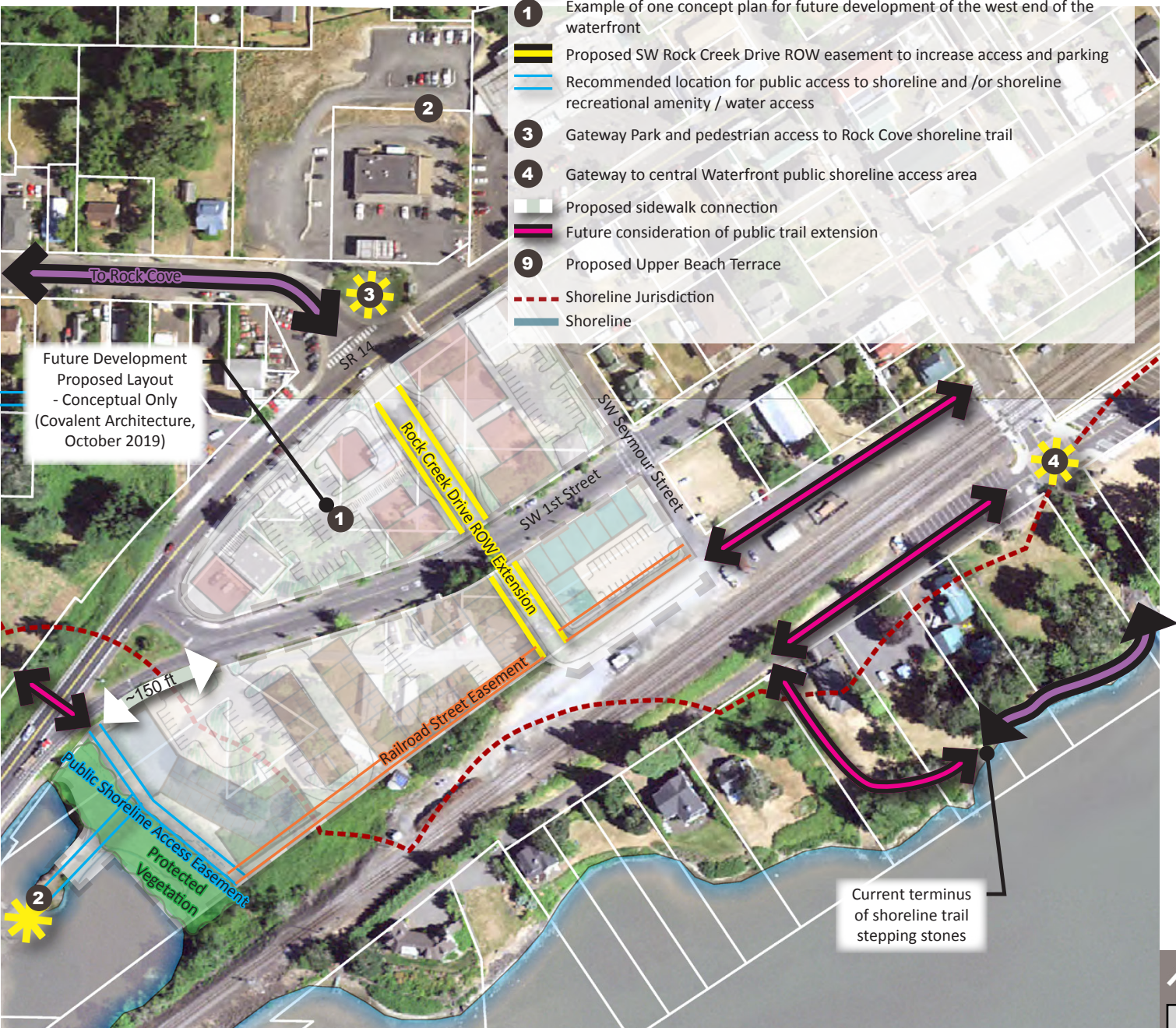
Sequence of Opportunities:

- 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
- 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
- 9** Proposed Upper Beach Terrace
- Shoreline Jurisdiction
- Shoreline



SA.4 Enhance Pedestrian Connections to West Waterfront and Rock Creek			
Description/Proposed Feature and Amenity	Proposed pedestrian improvements to connect Waterfront and Downtown to Rock Cove. Proposed features include: <ul style="list-style-type: none"> • 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 	Category	Score
		GIS Score	6
		Alignment with Existing Long Range Planning	Yes (1)
		Community Support	12
		Score Summary	26
		Project Readiness Score	8
Cost	Appraisal: \$185K for waterfront trail, \$400K for railroad trail (on-site) and \$545K for Rock Creek Drive Right-of-Way Extension. Total cost including improvements: \$4,080,000.		
Project Readiness	<input checked="" type="checkbox"/> Can be executed immediately <input type="checkbox"/> Enact by 2030 <input type="checkbox"/> Enact by 2040 and beyond.		
Public Access Type	<input checked="" type="checkbox"/> Physical Access (Beach/Boat Launch) <input checked="" type="checkbox"/> Visual (Trail/View Point) <input type="checkbox"/> Other (Trailhead, Non-Physical, etc.)		
Project Type	<input checked="" type="checkbox"/> Maintenance/Rehabilitation <input checked="" type="checkbox"/> Infrastructure Improvement <input checked="" type="checkbox"/> New Infrastructure <input checked="" type="checkbox"/> Restoration of Ecological Functions <input checked="" type="checkbox"/> Acquisition/Easement <input type="checkbox"/> Other – Educational resource		
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.		
Need Addressed	<input type="checkbox"/> Continuous pedestrian experience <input type="checkbox"/> Connection between districts <input type="checkbox"/> Neighborhood Amenity <input type="checkbox"/> Visitor Trailhead <input type="checkbox"/> Non-motorized water access <input type="checkbox"/> Reconnection to the Columbia River		
Proposed Next Steps	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. Engage windsurfer community to ensure suitability of connections between the Columbia River to West Cascade Avenue and Russell Street.		
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.		
Mitigation Sequence & Environmental Impact	Recommended trail alignment along Rock Cove avoids direct shoreline vegetation impacts. Further, through creation of this trail, pedestrian traffic will be directed away from this shoreline vegetation, minimizing the impact over time. 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. Indirectly anticipated to benefit multiple areas by reducing trampling and trailblazing.		
Potential Issues/ Additional Information	Align with long-term stormwater and utility improvements from a timing perspective. Trees need to be compatible with overhead powerlines.		
Ongoing Maintenance & Estimated Annual Cost	To be determined.		
SMP Amendment	Consider provision for payment-in-lieu of on-site continuous pedestrian experiences for projects that are less desirable/feasible to establish a public/private partnership.		
Comprehensive Plan Objectives Met	1.4, 1.5, 2.2, 2.5, 3.5, 3.7, 3.8, 4.2, 4.7, 4.10, 4A.3, 4A.4, 6.1, 6.3, 6.6, 7.2, 7.3, 7.4, 7.8, 8.7, 8.21, 9.2, 9.6, 9.7	Downtown Plan for SUCCESS!	Vision: Reconnect to the River, Foster Catalyst Projects, Build Places to Live, Create 5-Minute Loops Priority Projects: West End Redevelopment
Recommended Option	To be determined.		



Create Public Access to Lower Rock Creek at Vancouver Avenue

Technical 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.

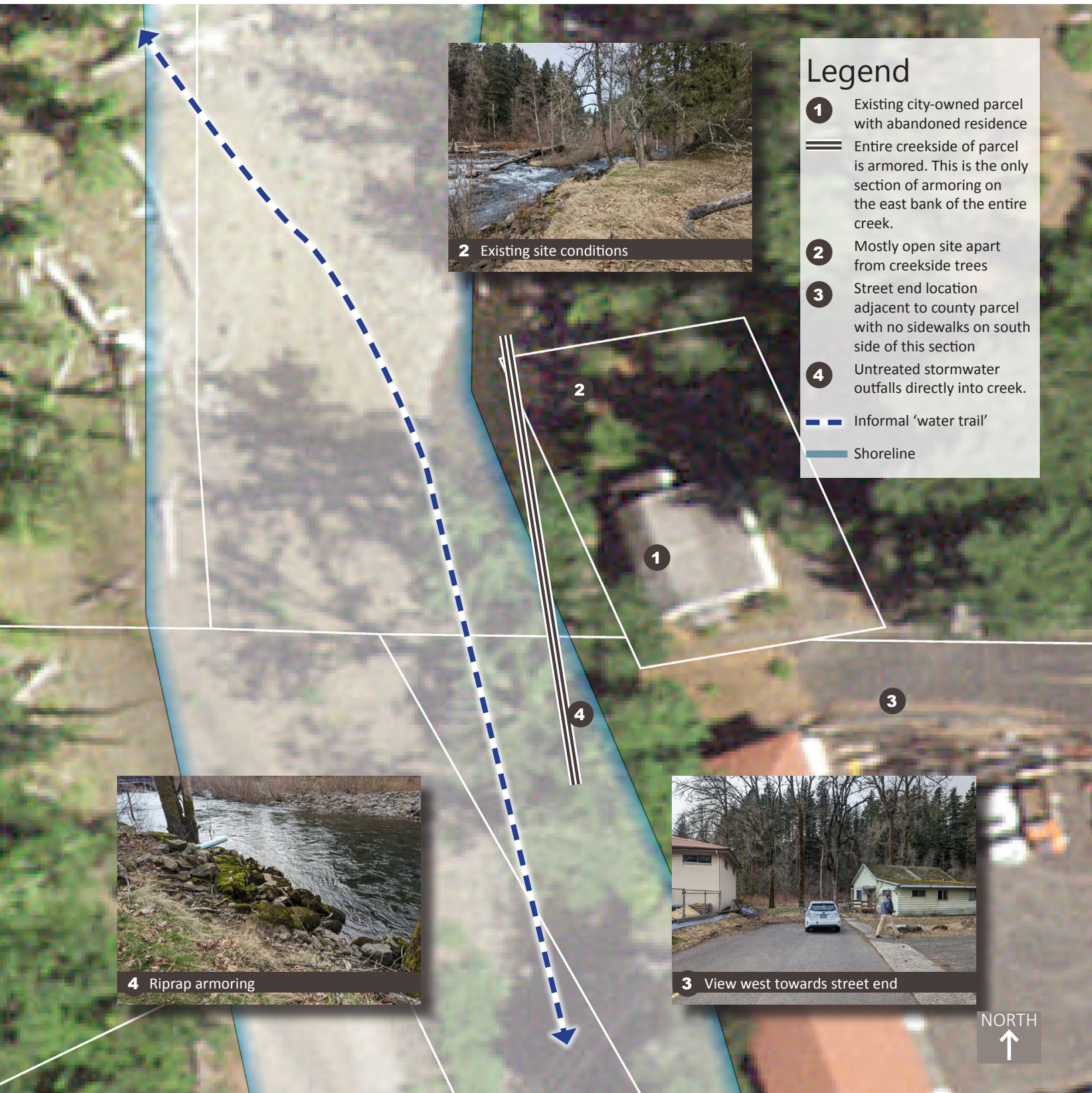
Community Support:

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.

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).



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'
- Shoreline



EXISTING CONDITIONS

SA.5

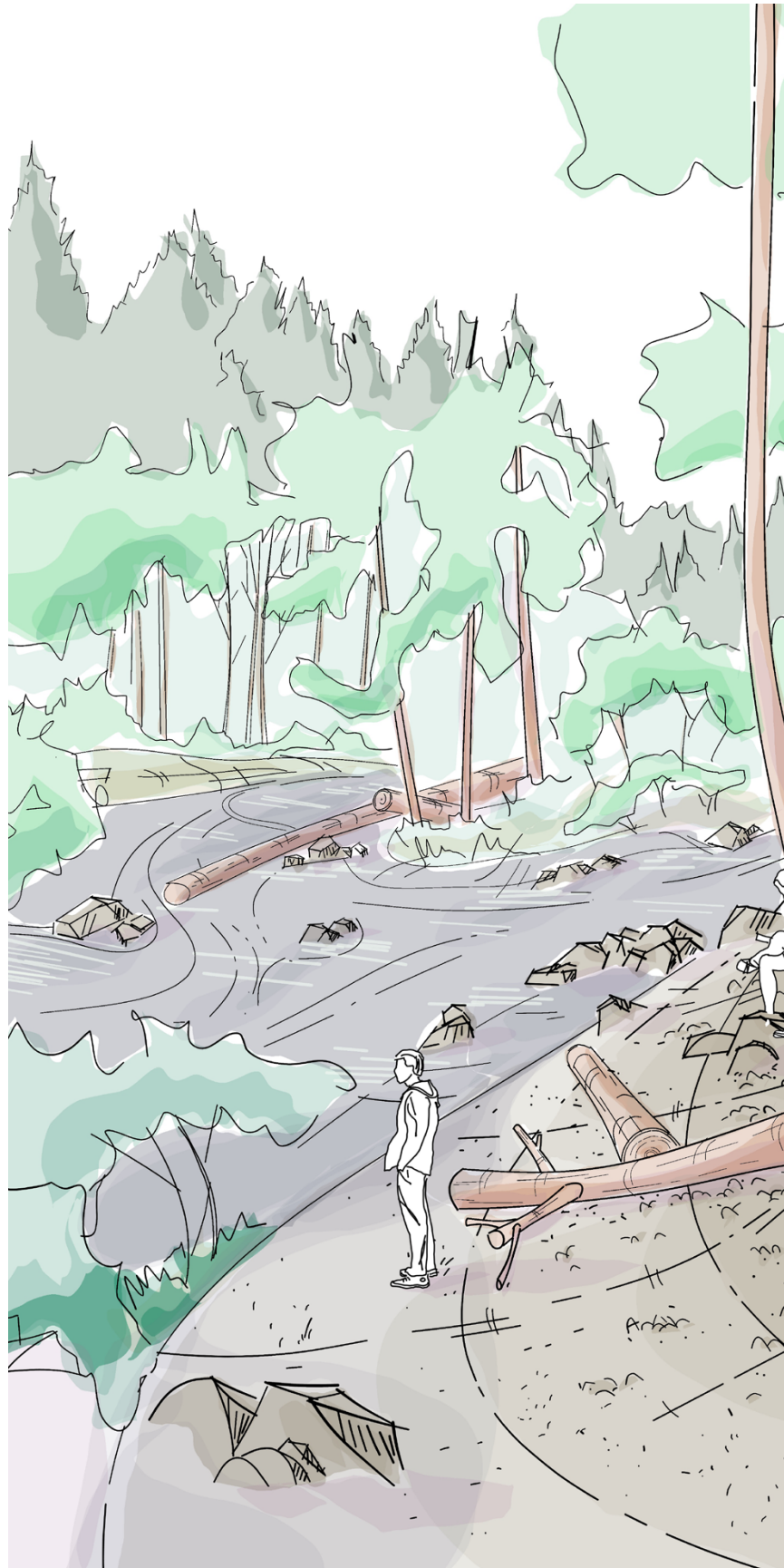
CREATE PUBLIC ACCESS TO LOWER ROCK CREEK AT VANCOUVER AVENUE

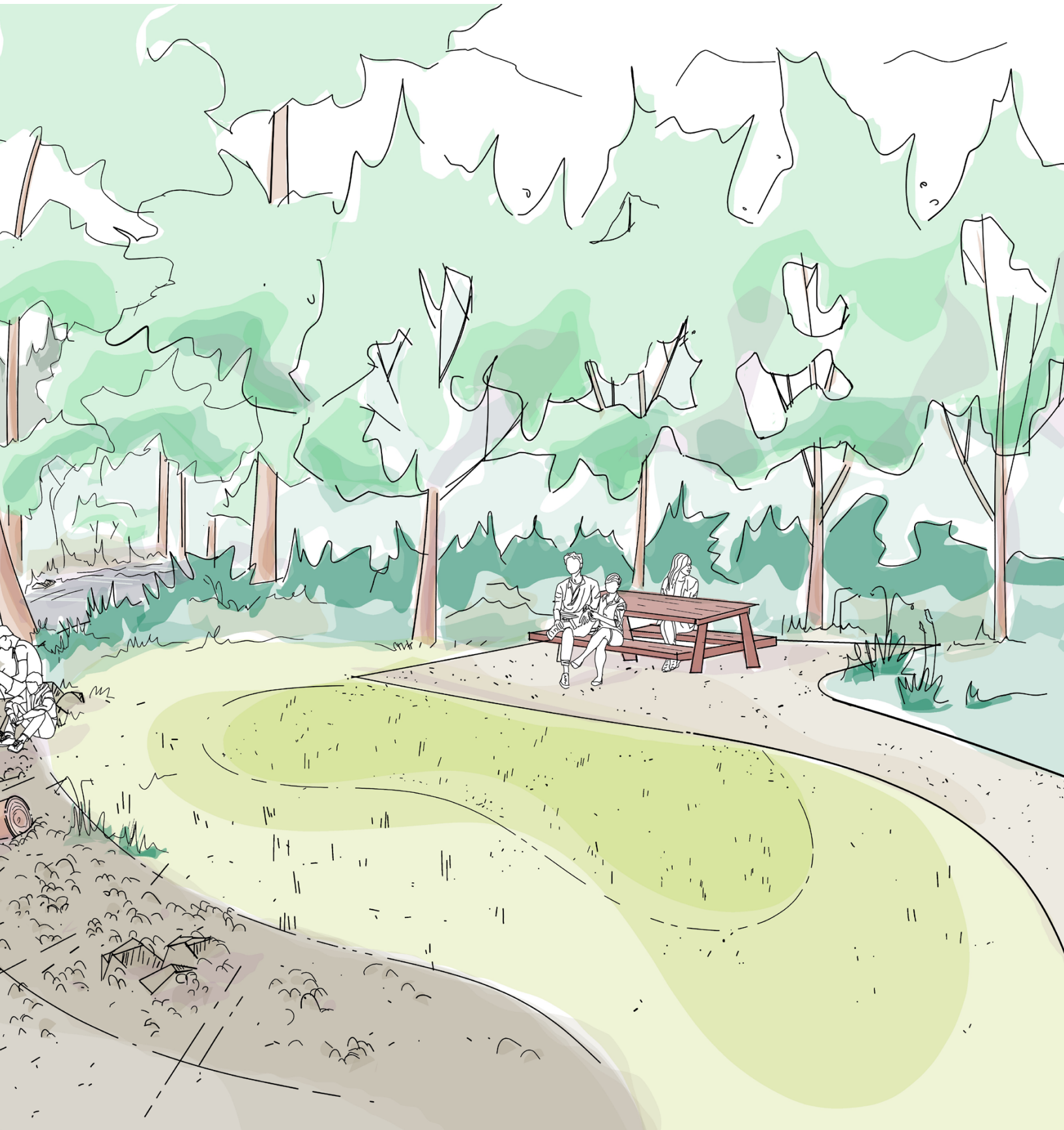
This city-owned property can be transformed into a neighborhood pocket park that provides direct access to Rock Creek. With armoring removed, a sloped shore would give residents easy access to the water, allowing them to walk up the creek in the summertime. Features could also include a small parking area, picnic space, and native planting.



BEFORE

A former residential property with lawn and armoring along the creek.



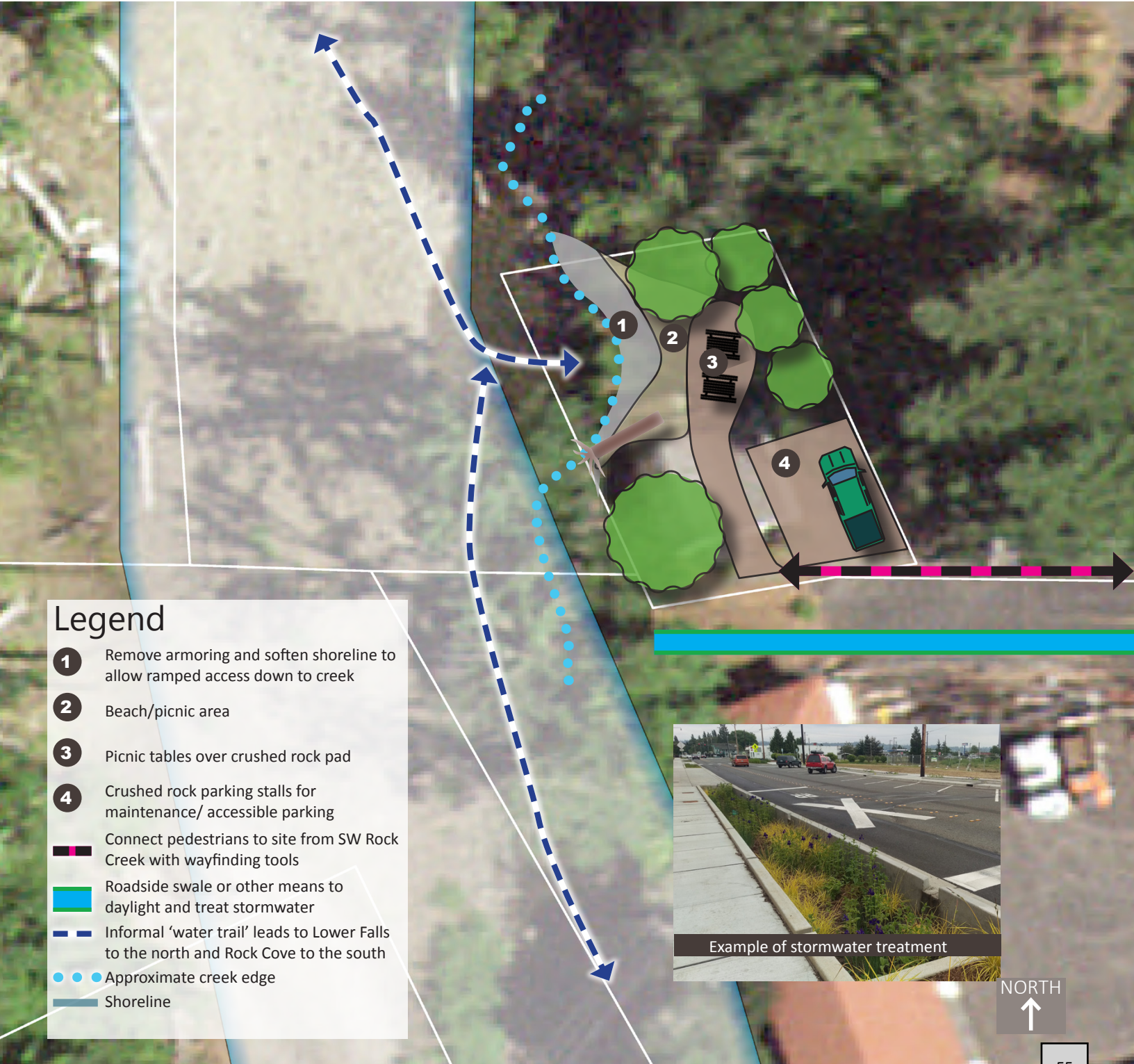


AFTER

Sloped access to Rock Creek.

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.



Legend

- 1 Remove armoring and soften shoreline to allow ramped access down to creek
- 2 Beach/picnic area
- 3 Picnic tables over crushed rock pad
- 4 Crushed rock parking stalls for maintenance/ accessible parking
- Connect pedestrians to site from SW Rock Creek with wayfinding tools
- Roadside swale or other means to daylight and treat stormwater
- Informal 'water trail' leads to Lower Falls to the north and Rock Cove to the south
- Approximate creek edge
- Shoreline



Example of stormwater treatment



SA.5 Create Public Access to Lower Rock Creek at Vancouver Avenue				
Description/Proposed Feature and Amenity	Convert city owned parcel to public shoreline amenity and access point for creek. Opportunities for armoring removal and address untreated storm water outfall. Proposed features include:		Category	Score
	<ul style="list-style-type: none"> • 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 storm water improvement project • QTY: 5 in-ground pavement markers 		GIS Score	12.5
			Alignment with Existing Long Range Planning	Yes (1)
			Community Support	4
			Score Summary	26
			Project Readiness Score	9
Cost	\$884,000.			
Project Readiness	<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>			
Public Access Type	<input checked="" type="checkbox"/> Physical Access (Beach/Boat Launch) <input type="checkbox"/> Visual (Trail/View Point) <input type="checkbox"/> Other (Trailhead, Non-Physical, etc.)			
Project Type	<input type="checkbox"/> Maintenance/Rehabilitation <input checked="" type="checkbox"/> Infrastructure Improvement <input checked="" type="checkbox"/> New Infrastructure <input checked="" type="checkbox"/> Restoration of Ecological Functions <input type="checkbox"/> Acquisition/Easement <input type="checkbox"/> Other – Educational resource			
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.			
Need Addressed	<input type="checkbox"/> Continuous pedestrian experience <input type="checkbox"/> Connection between districts <input type="checkbox"/> Neighborhood Amenity <input type="checkbox"/> Visitor Trailhead <input type="checkbox"/> Non-motorized water access <input type="checkbox"/> Reconnection to the Columbia River			
Proposed Next Steps	Dedicate/acquire funding for consultant to analyze storm water treatment needs for system discharging at this location. The city would then work with adjacent landowners, including county 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.			
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.			
Mitigation Sequence & Environmental Impact	Recommended option was narrowed down to rectify existing conditions with a shoreline softening option, as well as rectify water quality issues and pollutants through a re-design of the current stormwater outfall structure. Also, this project intends to help compensate for future temporary impacts caused by the SW Rock Creek Drive bridge replacement.			
Potential 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.			
Ongoing Maintenance & Estimated Annual Cost	To be determined.			
SMP Amendment	Consider provision for payment-in-lieu of on-site continuous pedestrian experiences are less desirable/feasible.			
Comprehensive Plan Objectives Met	1.4, 1.5, 2.2, 3.5, 3.8, 4A.1, 6.3, 8.21, 8A.1, 9.6, 9.7, 9.10	Downtown Plan for SUCCESS!	Not applicable.	
Recommended Option	Hire consultant to analyze storm water treatment needs for system discharging at this location. Work with adjacent landowners, including county, to reach consensus on proposed improvements. Consider the opportunity to offset future bridge replacement or improvement impacts through the restoration of this parcel (advance mitigation).			



Enhance Pedestrian Connections to East Waterfront by Kanaka Creek

Technical 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. 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.

Alignment with Long-Range Planning:

In the past 30 years, many public planning documents have proposed improvement to connect downtown to the waterfront. Multiple projects offer 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. A round-about at the couplet of 1st Street and SR 14 is suggested to accommodate anticipated traffic flows in 2040.



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
-  Shoreline Jurisdiction
-  Shoreline

EXISTING CONDITIONS

SA.6

ENHANCE PEDESTRIAN CONNECTIONS TO EAST WATERFRONT BY KANAKA CREEK

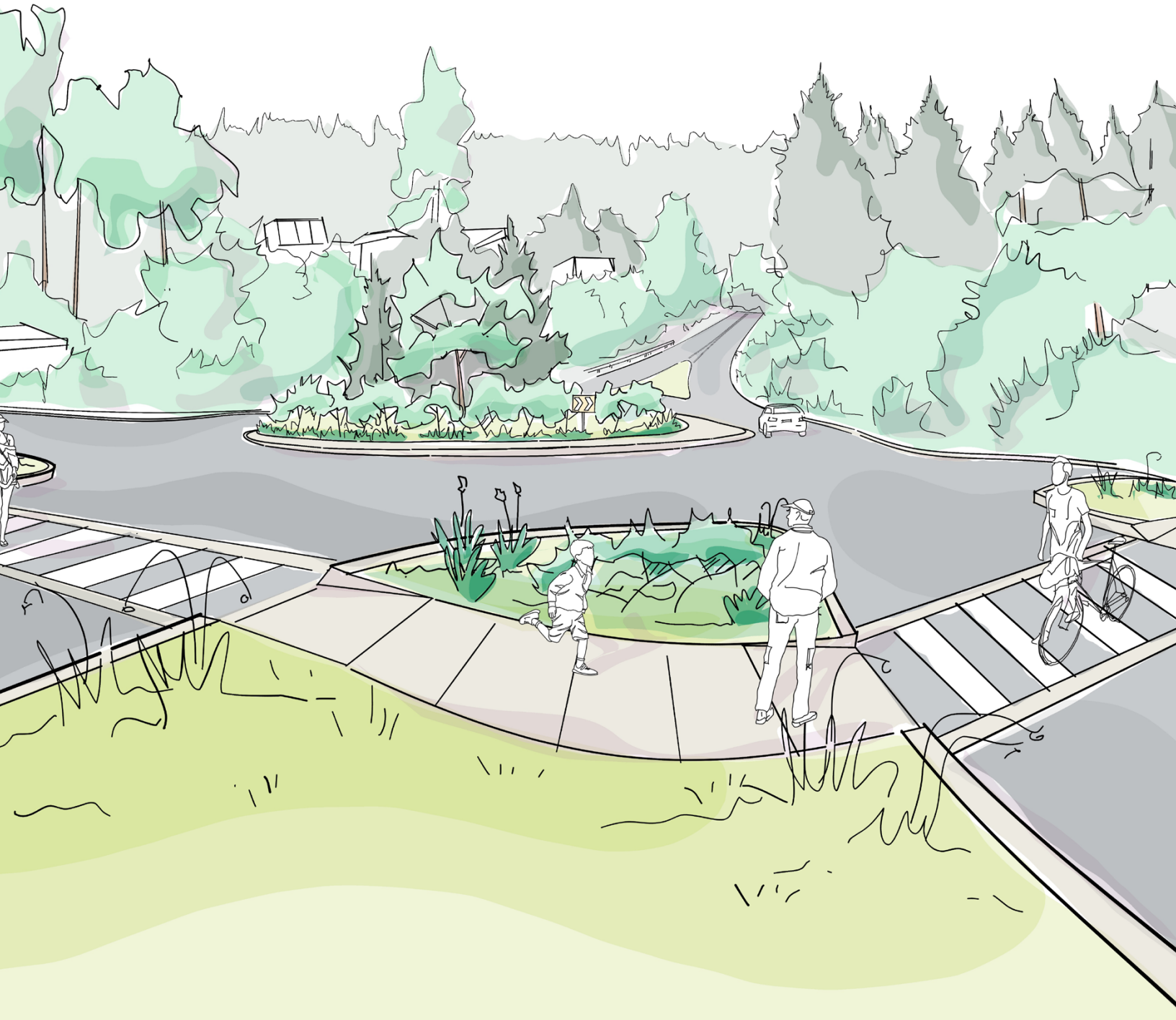
The east end of the waterfront is an important access point to the shoreline for the community of Stevenson. The ideas brought forward to make this area more pedestrian friendly included both improving the existing connections as well as providing new, safer connections. The existing road that crosses under the railroad right of way (SW Cascade Ave) could be improved. A new connection between that road and 1st Street could be made by improving an existing informal trail. Construction documents for pedestrian improvements on 1st Street could be moved forward and implemented. Finally, a larger project to look at options for a roundabout and pedestrian improvements at the east end of SR-14 could transform the public experience at the east end of town.



BEFORE

There are no pedestrian crossings on SR-14 east of 1st Street and NE Frank Johns Road.



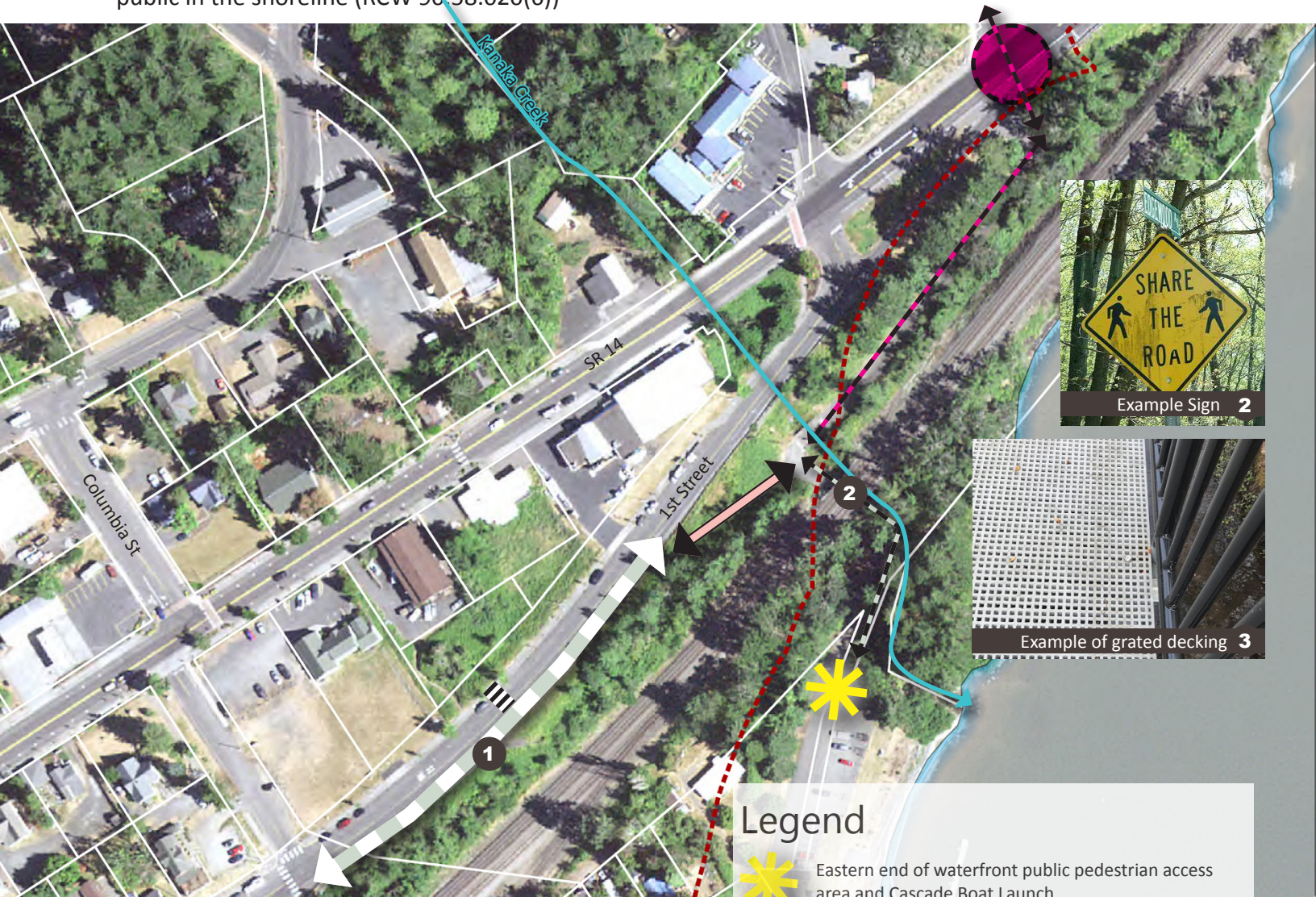


AFTER

A roundabout and pedestrian improvements would improve connections between east side neighborhood and the waterfront.

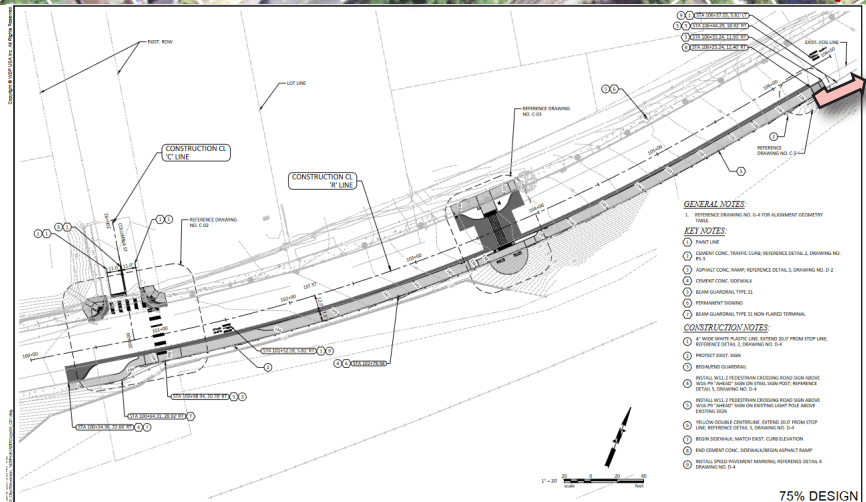
Shoreline Public Access & Trail Plan Goal Met:

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



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
- Shoreline Jurisdiction
- Shoreline



1 Engineering plans for 1st St Improvements

SA.6 Enhance Pedestrian Connections to East Waterfront by Kanaka Creek			
Description/Proposed Feature and Amenity	Enhance pedestrian connections to the waterfront east end. Improve cross section of Cascade Avenue south of underpass. Improve gravel surfacing. Explore low-cost alternatives to improve safety of shared roadway. Consider more visionary improvements such as fish barrier removal and grated decking for pedestrians at the underpass. Proposed features include: <ul style="list-style-type: none"> • New Signs (2) “Share the Road” • 1 convex mirror • 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 & street trees 	Category	Score
		GIS Score	7.1
		Alignment with Existing Long Range Planning	Yes (1)
		Community Support	11
		Score Summary	25
		Project Readiness Score	7
Cost	\$1,125,000. (Includes design study phase only for SR-14 roundabout)		
Project Readiness	<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>		
Public Access Type	<input type="checkbox"/> Physical Access (Beach/Boat Launch) <input checked="" type="checkbox"/> Visual (Trail/View Point) <input checked="" type="checkbox"/> Other (Trailhead, Non-Physical, etc.)		
Project Type	<input type="checkbox"/> Maintenance/Rehabilitation <input checked="" type="checkbox"/> Infrastructure Improvement <input checked="" type="checkbox"/> New Infrastructure <input checked="" type="checkbox"/> Restoration of Ecological Functions <input type="checkbox"/> Acquisition/Easement <input type="checkbox"/> Other – Educational resource		
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. This circulation extension would capture both residential and tourism foot traffic coming from downtown, connecting the waterfront/downtown area to Rock Cove, and direct water access to Rock Cove.		
Need Addressed	<input type="checkbox"/> Continuous pedestrian experience <input type="checkbox"/> Connection between districts <input type="checkbox"/> Neighborhood Amenity <input type="checkbox"/> Visitor Trailhead <input type="checkbox"/> Non-motorized water access <input type="checkbox"/> Reconnection to the Columbia River		
Proposed Next Steps	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 better scope improvements improvement of the trail to the Overlook and the underpass (“Share the Road” signs as an initial step) bringing plans to 10% to seek funding for final design and 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.		
Permits Required	Right-of-Way Permit, Critical Areas Checklist, and building permit. Shoreline Conditional Use 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.		
Mitigation Sequence & Environmental Impact	Project recommendations avoid direct impacts to Kanaka Creek. Further, the fish barrier removal study and recommended action would likely rectify the existing culvert impact. Invasive species removal and native species enhancement within the creek buffer would compensate for the trail connection improvement from 1st street to the underpass and improving the surface conditions of the underpass itself. Impacts to the Kanaka Creek buffer will need to be mitigated for, though opportunities exist nearby for invasive removal.		
Potential Issues/ Additional Information	Grated decking permitting will be complex from both a design and permitting standpoint.		
Ongoing Maintenance & Estimated Annual Cost	To be determined.		
SMP Amendment	Not applicable.		
Comprehensive Plan Objectives Met	1.4, 2.2, 2.3, 2.5, 4.4, 4.10, 4A.3, 6.6, 7.2, 7.4, 7.8, 8.7, 9.6, 9.7	Downtown Plan for SUCCESS!	Vision: Create a Riverfront Destination, Connect the Neighborhood Priority Projects: First Street Overlook
Recommended Option	Complete 1st Street Overlook project. Add “shared road” and convex mirrors at underpass. Begin initial design of resurfacing. Incorporate pedestrian access, fish passage, and shoreline restoration into roundabout analysis and design.		



Create Public Pedestrian Access to Lower Rock Creek Falls in Piper Road Landslide Area

Technical 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.

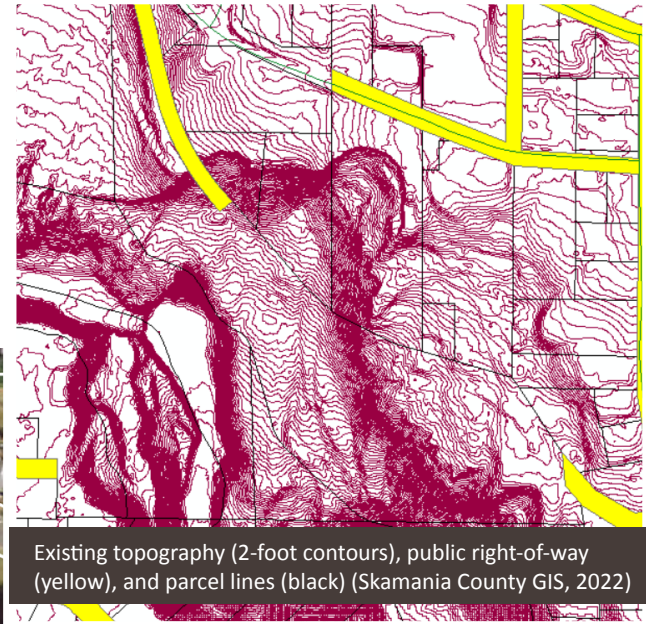
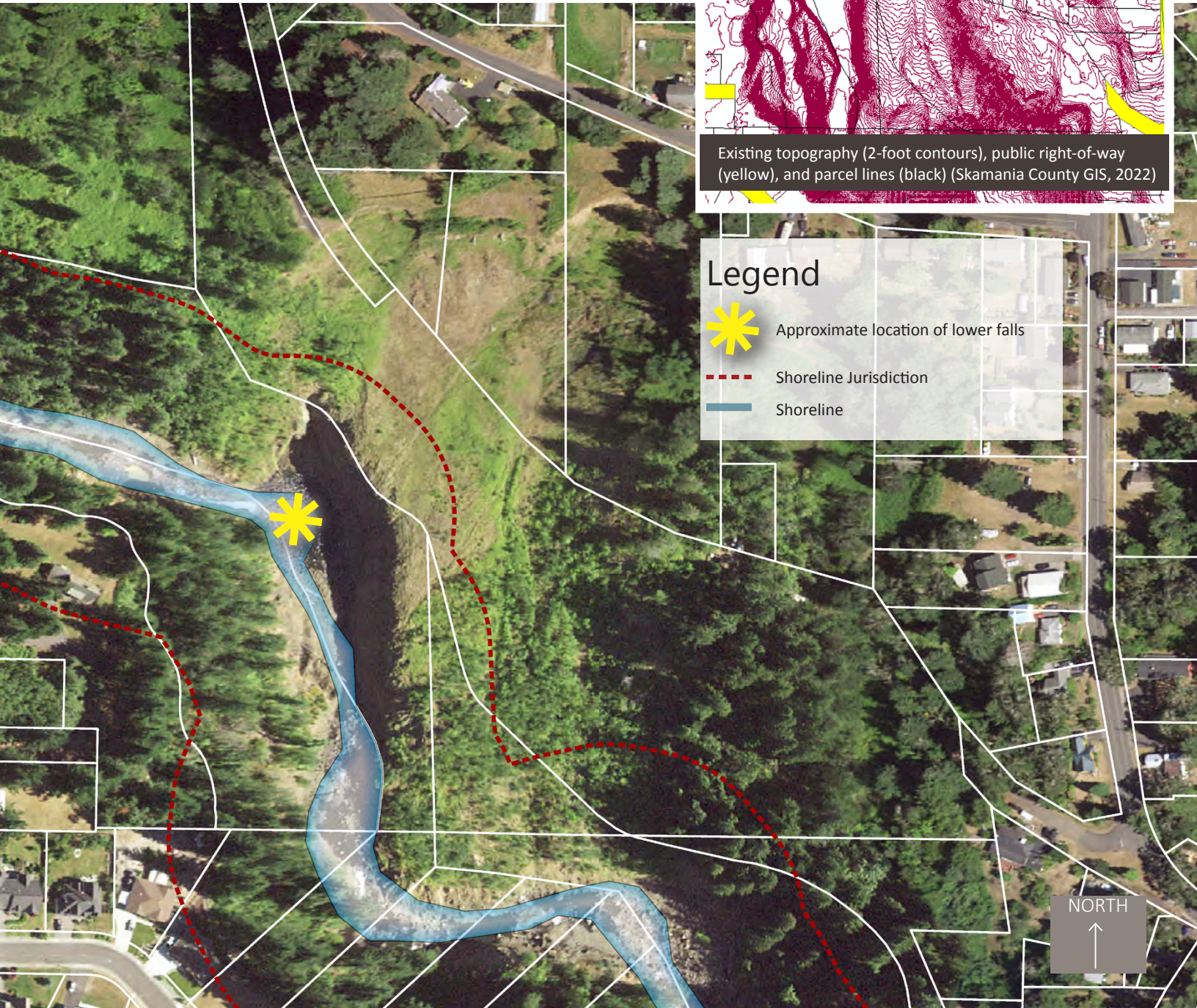
Community Support:

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 summertime or witnessing trespass through privately-owned land to the north. Residents also describe abundant online information about the “Money Drop” falls negatively affects the neighborhood and emergency service needs.

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.



Legend

-  Approximate location of lower falls
-  Shoreline Jurisdiction
-  Shoreline



EXISTING CONDITIONS

SA.7

CREATE PUBLIC PEDESTRIAN ACCESS TO LOWER ROCK CREEK FALLS IN PIPER ROAD LANDSLIDE AREA

Working with willing landowners, the City could take early steps to restore access and make improvements to the Piper Landslide area through the purchase of easements and the creation of trails that could visually and physically access Rock Creek and the Lower Falls. With trail access the community could also have the opportunity to restore vegetation.



BEFORE

Former residential area destroyed by the Piper Landslide..





AFTER

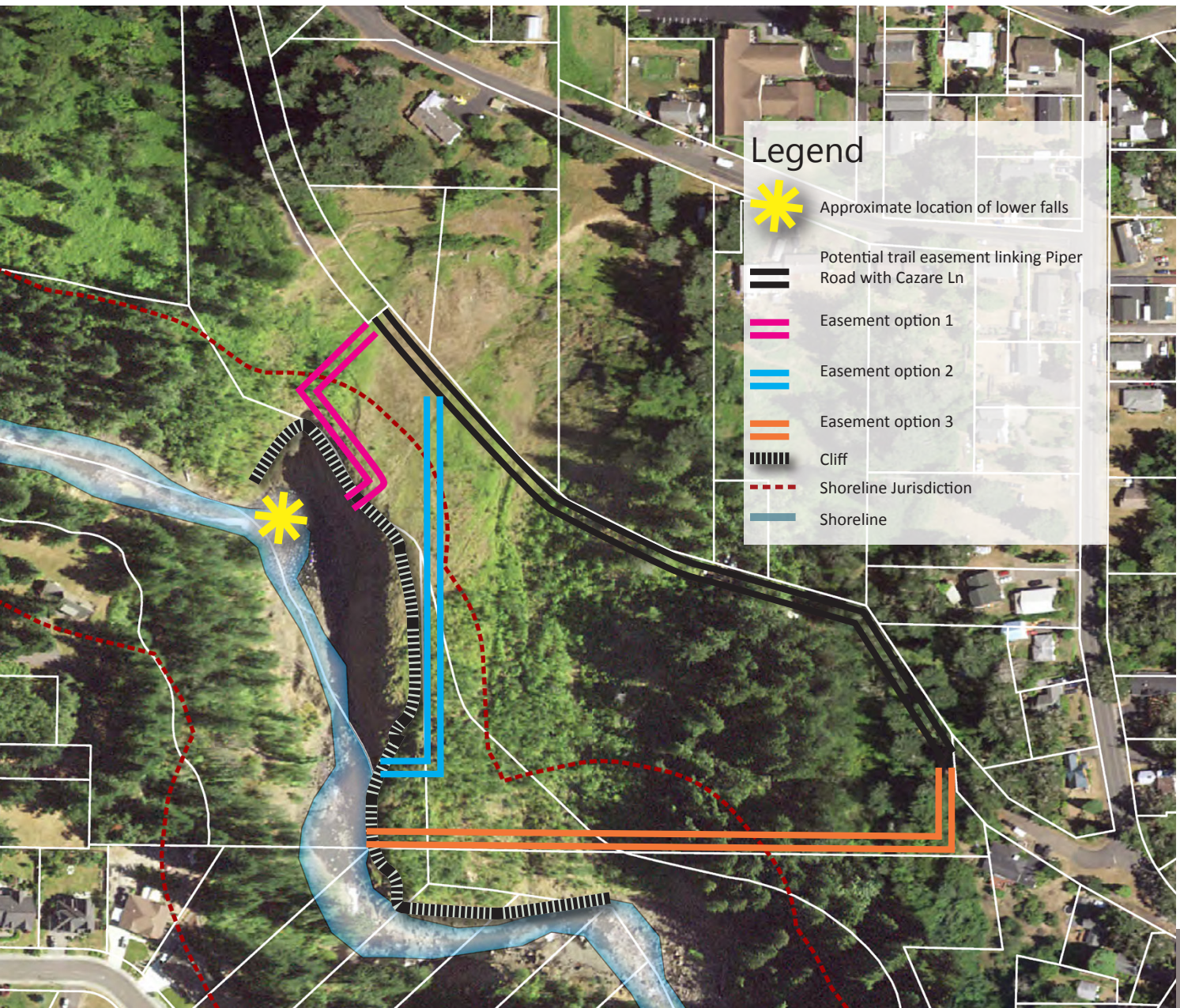
Easements could allow public trail access to view and reach Rock Creek and the Lower Falls.

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:

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



SA.7 Create Public Pedestrian Access to Lower Rock Creek Falls in Piper Road Landslide Area			
Description/Proposed Feature and Amenity	Proposed easement would allow for public access to Rock Creek Lower Falls and continuous pedestrian experiences. Proposed features include: <ul style="list-style-type: none"> • QTY: 1 trail easement (approx. 20 ft width) • Cedar chip path 	Category	Score
		GIS Score	Opt 1: 5.4 Opt 2: 6.2 Opt 3: 4.7
		Alignment with Existing Long Range Planning	Yes (1)
		Community Support	8
		Score Summary	Opt 1: 21 Opt 2: 22 Opt 3: 21
		Project Readiness Score	Opt 1: 8 Opt 2: 8 Opt 3: 8
Cost	\$540,000. (Cazare Ln connection: \$360,000, Option 1: \$1,650, Option 2: \$1,500, Option 3: \$3,300.)		
Project Readiness	<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>		
Public Access Type	<input type="checkbox"/> Physical Access (Beach/Boat Launch) <input checked="" type="checkbox"/> Visual (Trail/View Point) <input type="checkbox"/> Other (Trailhead, Non-Physical, etc.)		
Project Type	<input type="checkbox"/> Maintenance/Rehabilitation <input checked="" type="checkbox"/> Infrastructure Improvement <input type="checkbox"/> New Infrastructure <input checked="" type="checkbox"/> Restoration of Ecological Functions <input checked="" type="checkbox"/> Acquisition/Easement <input type="checkbox"/> Other – Educational resource		
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.		
Need Addressed	<input type="checkbox"/> Continuous pedestrian experience <input type="checkbox"/> Connection between districts <input type="checkbox"/> Neighborhood Amenity <input type="checkbox"/> Visitor Trailhead <input type="checkbox"/> Non-motorized water access <input type="checkbox"/> Reconnection to the Columbia River		
Proposed Next Steps	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 invasive trail work/excavations could occur. No geotechnical analysis is anticipated for periodic addition of cedar chip or gravel as surfacing. Work requires minimal coordination between city and property owner, given initial property owner interest in engaging with the city.		
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.		
Mitigation Sequence & Environmental Impact	This recommended series of trail options would help reduce the impacts of visitors over time through focusing them on authorized trails and viewpoints, thereby minimizing erosion through proper maintenance and signage directing visitors to stay on the trail.		
Potential 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.		
Ongoing Maintenance & Estimated Annual Cost	To be determined.		
SMP Amendment	Not applicable.		
Comprehensive Plan Objectives Met	2.3, 2.5, 2.6, 2.8, 2.9, 2.10, 2.11, 3.7, 3.8, 6.1, 6.6, 6.7, 7.2, 8.7, 9.2, 9.6, 9.10	Downtown Plan for SUCCESS!	Not applicable
Recommended Option	Coordinate with private landowners to understand opportunities for easement purchase.		



West Rock Cove shoreline trail easement enhancement

Technical 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. Easements for pedestrian access already exist on the vacant and under-utilized land but are undeveloped.

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. Recent development proposals in this area incorporate public pedestrian pathways.

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.

Approximate location of point where trail users commonly turn around and head back east.

Legend

-  Existing sidewalk
-  Existing informal boat launch
-  Approximate location of undeveloped, existing proposed easement
-  Interior easements
-  Proposed easement crosses existing steep area with stormwater outfall pipe to meet easement on Rock Cove Assisted Living Community parcel
-  Viewing area
-  Easement with no developed trail around Rock Cove Assisted Living Community parcel.
-  Shoreline Jurisdiction
-  Shoreline



1 View towards site from Mill Pond Trail

Above: Privately owned old Mill Pond site.

EXISTING CONDITIONS

SA.8

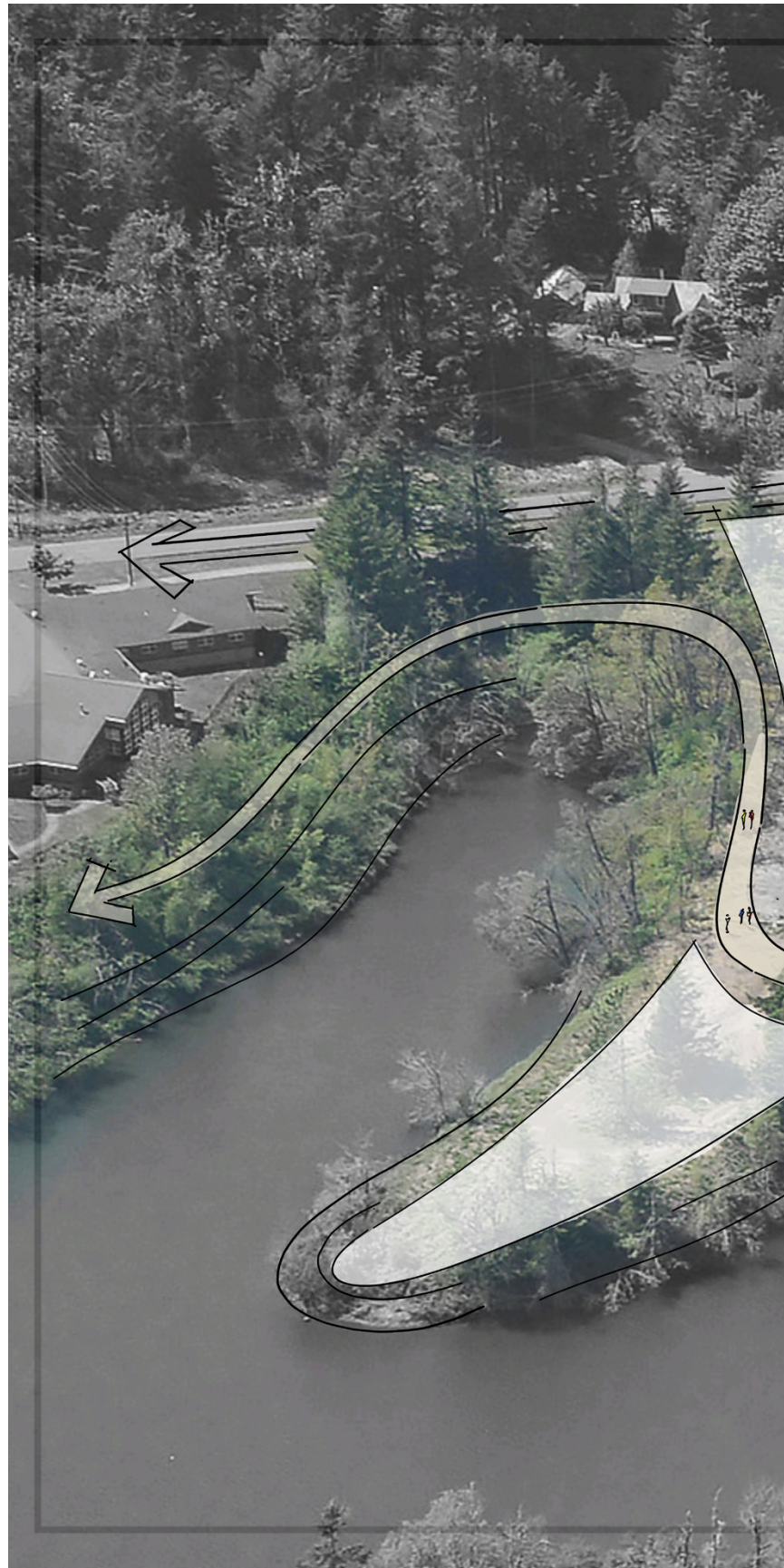
WEST ROCK COVE SHORELINE TRAIL EASEMENT ENHANCEMENT

There is an existing network of easements already in place on the private parcel of the old Mill Site, as well as the assisted living center. The outer perimeter alignment could be prioritized for installing a trail that provides a continuous shoreline trail experience around Rock Cove, including an overlook area.



BEFORE

The Mill Pond trail follows the sidewalk behind the Old Mill Site and other properties on the west side of Rock Cove.





AFTER

A new shoreline trail brings pedestrians away from SW Rock Creek Drive and closer to the water using existing easements.

SA.8 West Rock Cove shoreline trail easement enhancement			
Description/Proposed Feature and Amenity	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. Proposed features include: <ul style="list-style-type: none"> • 1,000 LF of trail • QTY: 1 new hand carry boat launch and boat wash station • Remove boat launch 	Category	Score
		GIS Score	5.3
		Alignment with Existing Long Range Planning	Yes (1)
		Community Support	4
		Score Summary	20
		Project Readiness Score	11
Cost	\$549,000.		
Project Readiness	Coordination with multiple parties prior to design implementation X Can be executed immediately X 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>		
Public Access Type	X Physical Access (Beach/Boat Launch) X Visual (Trail/View Point) <input type="checkbox"/> Other (Trailhead, Non-Physical, etc.)		
Project Type	<input type="checkbox"/> Maintenance/Rehabilitation <input type="checkbox"/> Infrastructure Improvement <input type="checkbox"/> New Infrastructure X Restoration of Ecological Functions <input type="checkbox"/> Acquisition/Easement <input type="checkbox"/> Other – Educational resource		
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.		
Need Addressed	<input type="checkbox"/> Continuous pedestrian experience <input type="checkbox"/> Connection between districts <input type="checkbox"/> Neighborhood Amenity <input type="checkbox"/> Visitor Trailhead <input type="checkbox"/> Non-motorized water access <input type="checkbox"/> Reconnection to the Columbia River		
Proposed Next Steps	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.		
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.		
Mitigation Sequence & Environmental Impact	The recommended trail option was narrowed down to establish a set route around the shoreline in addition to signage and fencing, thereby minimizing impacts otherwise caused by having multiple routes in and around the shoreline. Shoreline vegetation impacted by this option will be mitigated for via enhancements in and around the shoreline. Further, the Foster Creek culvert evaluation can also be used to rectify the undersized culvert issue. No change to impact section.		
Potential 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. Operations of Assisted living facility tend to discourage easier access to water. There are community concerns regarding the aesthetic quality (iron oxidizing bacteria) of the stormwater flowing at this location. Many large trees on the perimeter and shoreline areas of the site.		
Ongoing Maintenance & Estimated Annual Cost	To be determined.		
SMP Amendment	Not applicable.		
Comprehensive Plan Objectives Met	1.12, 2.2, 2.5, 6.1, 6.3, 6.5, 6.6, 7.2, 7.4, 9.6, 9.7, 9.10	Downtown Plan for SUCCESS!	Not applicable.
Recommended Option	Coordinate with private landowner and assisted living facility to understand opportunities and constraints for development of the existing pedestrian easements.		



Collaborate with the county on shoreline improvements to the county fairgrounds site

Technical Analysis:

This project considers collaboration with the county on shoreline improvements to the county fairgrounds site, including a hand carry boat launch. 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

GIS analysis of this area scored very high due to level ground, open areas, proximity to Rock Cove, and it being on publicly owned land.

Community Support:

During a stakeholder meeting with staff from the county, the consultant team and city staff walked around the fairgrounds and discussed project ideas. There was a high degree of overlap between the city and the county interest. During public engagement exercises the idea was received very positively by community members.

Alignment with Long-Range Planning:

Multiple planning documents have proposed increasing shoreline recreation opportunities within Rock Cove.



EXISTING CONDITIONS

SA.9

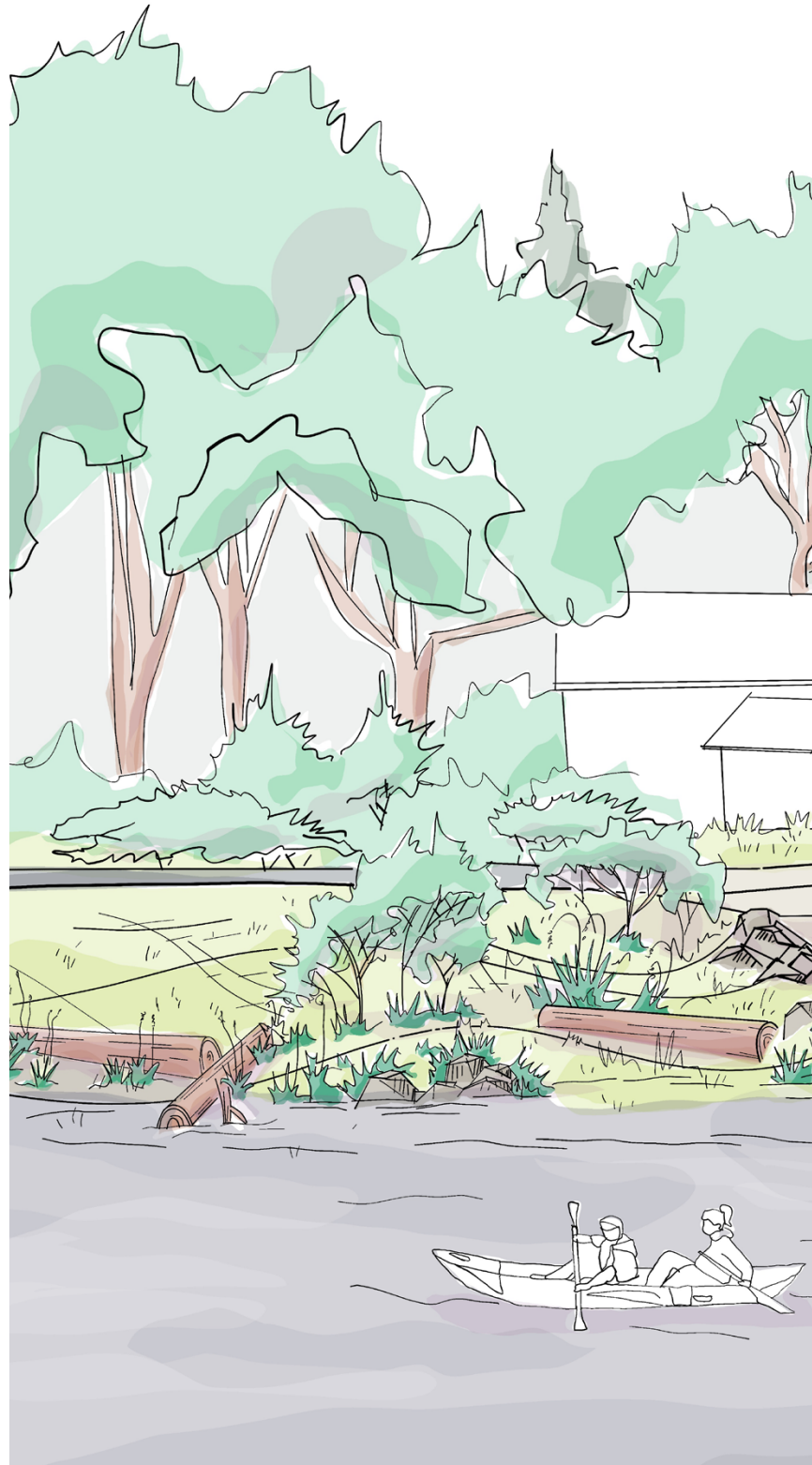
COLLABORATE WITH THE COUNTY ON SHORELINE IMPROVEMENTS TO THE COUNTY FAIRGROUNDS SITE

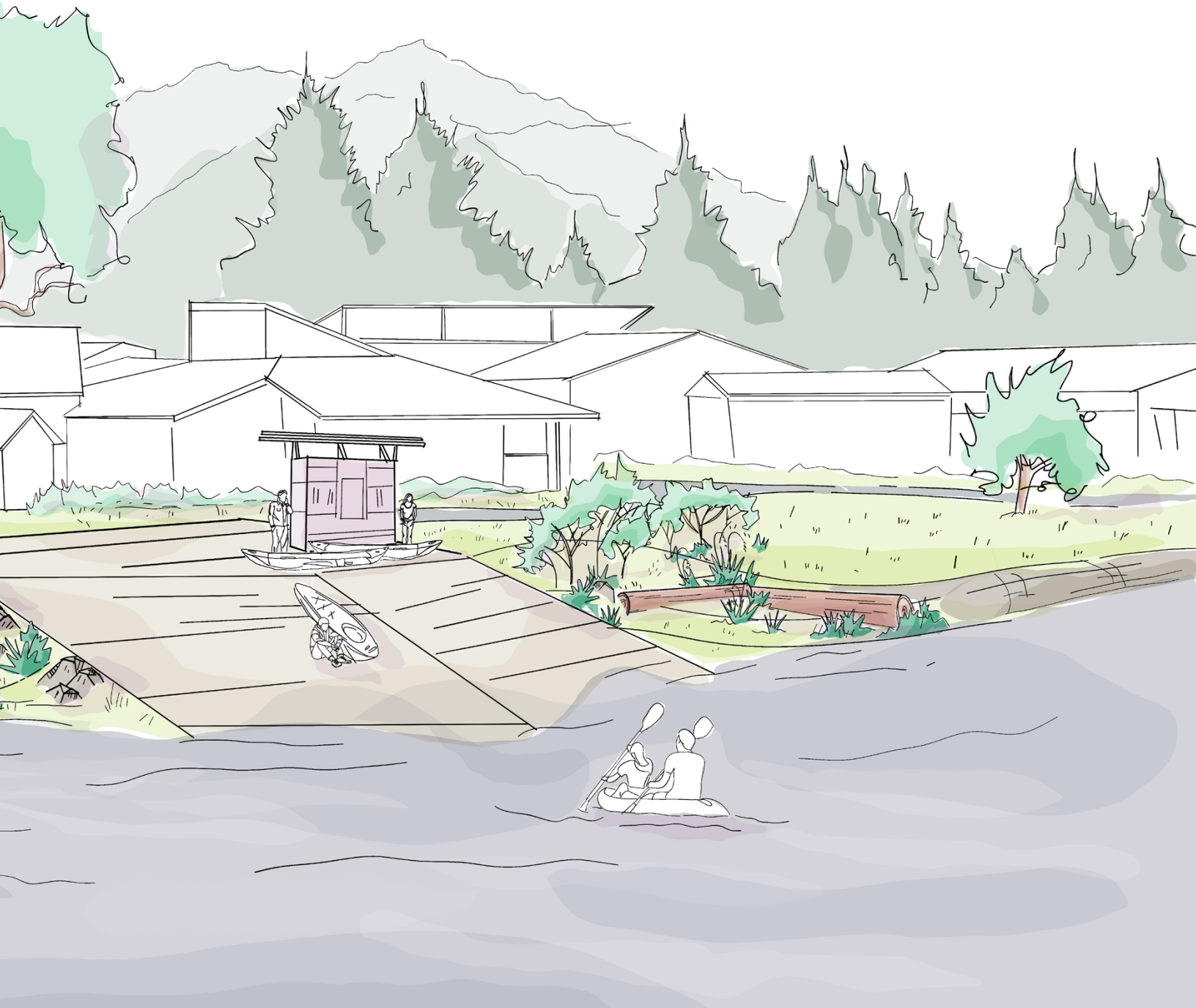
The existing county fairground shorelines are well used and well loved. By providing a formal launch area in one location, other areas of the shoreline can be more successfully revegetated and protected against erosion and trampling. The revegetated areas also promote higher water quality and attract the birds that residents love to see. The launch area could also host a boat wash station that would help prevent the spread of invasive aquatic vegetation.



BEFORE

No formal launch area exists and visitors informally launch all along the shoreline.





AFTER

A new hand-carry boat launch and beach area with a boat wash station.



1 Water trail head with boat wash station

Shoreline Public Access & Trail Plan Goal Met:

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

1. Provides accessible parks and trails drawing the community toward shoreline resources and amenities.
2. Enhances shoreline environmental resources in-tandem with public access.

Comp Plan 9.7 - Develop a balanced system of recreation facilities, lands and programs that meets the recreation needs of residents and visitors alike.

Sequence of Opportunities

- County and city collaborate on near and longer term site improvements and advance mitigation to phase these improvements under shoreline permit authorization.
- County to submit narrative addressing SMP compliance, as well as construction documentation to city and various agencies for approval of launch.
- County to construct and maintain non-motorized launch and other fairground amenities.

SA.9 Collaborate with the county on shoreline improvements to the county fairgrounds site			
Description/Proposed Feature and Amenity	A number of site improvements were introduced by the county, including shoreline vegetation improvements (Himalayan blackberry removal in-tandem with native shoreline vegetation), hand carry boat launch, and fairground improvements, including irrigation of RV site and seating improvements for summer events.	Category	
		GIS Score	
		Alignment with Existing Long Range Planning	
		Community Support	
		Score Summary	
		Project Readiness Score	
Score	7.1		
Score	Yes (1)		
Score	10		
Score	26		
Score	12		
Cost	\$107,000.		
Project Readiness	Near-term		
Public Access Type	<input checked="" type="checkbox"/> Physical Access (Beach/Boat Launch) <input checked="" type="checkbox"/> Visual (Trail/View Point) <input type="checkbox"/> Other (Trailhead, Non-Physical, etc.)		
Project Type	<input checked="" type="checkbox"/> Maintenance/Rehabilitation <input checked="" type="checkbox"/> Infrastructure Improvement <input type="checkbox"/> New Infrastructure <input checked="" type="checkbox"/> Restoration of Ecological Functions <input type="checkbox"/> Acquisition/Easement <input type="checkbox"/> Other – Educational resource		
Summary of Public Comments	Public generally interested in enhancements to shoreline vegetation, as well as formalized access to reduce erosion along the beach at multiple points where informal access occurs currently.		
Need Addressed	<input type="checkbox"/> Continuous pedestrian experience <input type="checkbox"/> Connection between districts <input checked="" type="checkbox"/> Neighborhood Amenity <input type="checkbox"/> Visitor Trailhead <input checked="" type="checkbox"/> Non-motorized water access <input checked="" type="checkbox"/> Reconnection to the Columbia River		
Proposed Next Steps	Work is not on city-owned property. Collaboration with county to encourage establishment of nonmotorized watercraft launch and other fairgrounds improvements as one permit may ease permit processing times on the city level. Work requires minimal level of coordination between city and county.		
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 Cove shoreline environment.		
Mitigation Sequence & Environmental Impact	Recommended option utilizing existing Mill Pond trail as entry for boat launch access (with no new vegetation cleared through shoreline) avoids new impacts to shoreline vegetation for this use. New permanent non-motorized boat launch will be mitigated for in replacing invasive species along the shoreline with native plantings.		
Potential Issues/ Additional Information	The fairgrounds are an active waterfront site and popular walking route for residents and visitors. Formal establishment of a water-dependent use will encourage users to interact with the site, possibly visiting or coming from other areas of the city via kayak or canoe. The county, city, museum and port may consider establishing a future water trail connecting three launch areas, as a result of this non-motorized launch.		
Ongoing Maintenance & Estimated Annual Cost	To be determined.		
SMP Amendment	Not applicable.		
Comprehensive Plan Objectives Met	2.16, 6.3, 7.3, 7.4, 9.7, 9.10	Downtown Plan for SUCCESS!	Connect the Neighborhood
Recommended Option	To be determined.		

SM.1

Maintenance Projects: These projects improve the community’s experience when they use existing shoreline public access and trail sites. Public involvement was instrumental in identifying the need for information and maintenance addressed by projects in this category.



Invest in Online Presence to make shoreline recreational opportunities more accessible

Technical Analysis:

The recreational opportunities analysis revealed a gap that can limit public shoreline access or create trespass that could be avoided. 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.

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.


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.

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. The city has the opportunity to provide an official source of information so that informal sources, like message boards and recreational user forums, are not relied upon.

The city’s current website provides visitor information under the ‘Visit Stevenson’ tab; however, there is an opportunity to add a tab specifically with information about shoreline recreational use and amenities on the Columbia River, Rock Cove, and Rock Creek.



<p>Visit Stevenson</p> <p>On the banks of the scenic Columbia River, the city of Stevenson is your launch pad to the Washington side of the Gorge. Just 45 minutes from Portland or Vancouver, and three and a half hours from Seattle, Stevenson is perfect to visit for the day, the weekend or an extended vacation.</p> <p>A stroll along the Rock Cove pathway or the Columbia River waterfront is a great way to take in our surroundings. Downtown Stevenson is home to unique shops, art galleries, and restaurants. Not to mention our award-winning local brewpub.</p> <p>Just up the hill from downtown is the Columbia Gorge Interpretive Center Museum. Venture back in time. View the cataclysmic formation of the Gorge and artifacts from Native American tribes and early settlers in the area.</p> <p>Stevenson is in the heart of the Columbia River Gorge National Scenic Area. And there’s even more to discover in the Gifford Pinchot National Forest to the north. Explore the eastern entrance to Mount St. Helens or the spectacular Lewis River Valley.</p> <p>In Stevenson, there’s something for everyone. Head off on your favorite outdoor activity, or try something new. Perhaps just sit at Bob’s Beach and watch the colorful sails of windsurfers and kiteboarders as they harness the powerful winds of the Columbia Gorge. Heck, while you’re at it, break out the laptop and harness the power of Stevenson’s free Wi-Fi.</p>		<p>Community</p> <ul style="list-style-type: none"> Jobs in the City Library Schools Start a Business Utilities - Visit Stevenson Driving Directions History Interpretive Center Museum Local Weather Public Art Public Transportation
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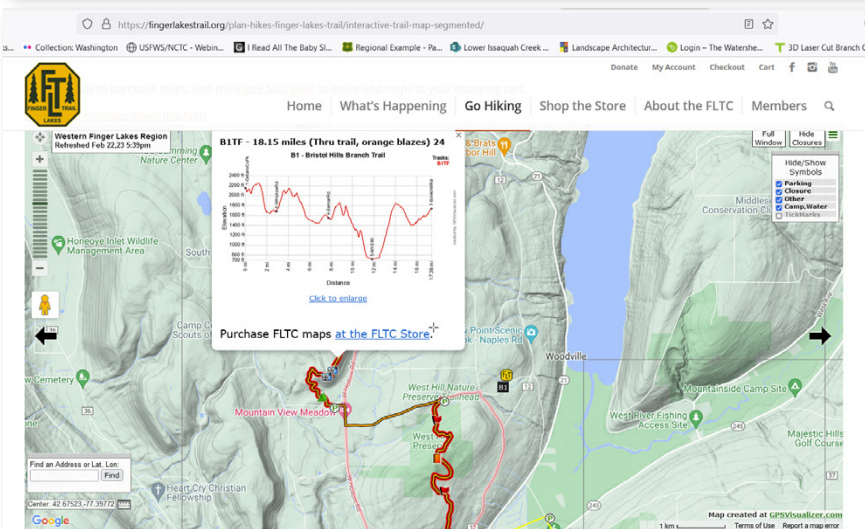
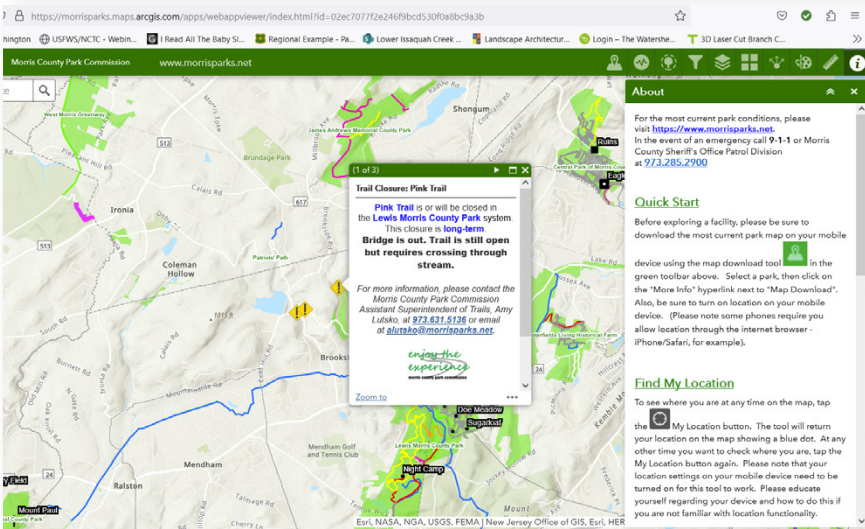
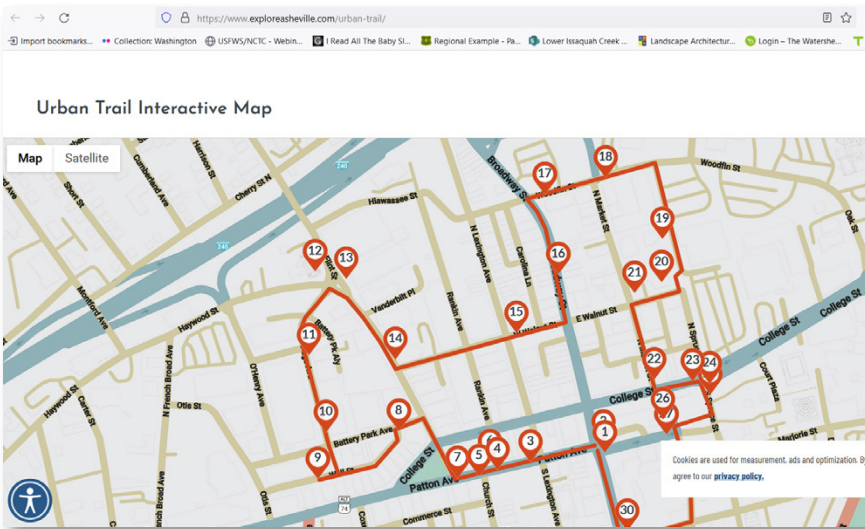
EXISTING CONDITIONS

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.



SM.1 Interactive Website				
Description/Proposed Feature and Amenity	Contract with Chamber of Commerce to host, create, publicize and maintain an “Explore the Shore” map portal compiling available public access information and amenities. Amend or add to existing website. Features could include an ArcGIS StoryMap, Access Points, parking, sensitive areas, wildlife migration alerts, amenities, rules & regulations, trail information and distances, and other relevant resource website links		Category	Score
			GIS Score	N/A
			Alignment with Existing Long Range Planning	No (0)
			Community Support	2
			Score Summary	14
Cost	\$19,000.			
Project Readiness	<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>			
Public Access Type	<input type="checkbox"/> Physical Access (Beach/Boat Launch) <input type="checkbox"/> Visual (Trail/View Point) <input checked="" type="checkbox"/> Other (Trailhead, Non-Physical, etc.)			
Project Type	<input type="checkbox"/> Maintenance/Rehabilitation <input type="checkbox"/> Infrastructure Improvement <input type="checkbox"/> New Infrastructure <input type="checkbox"/> Restoration of Ecological Functions <input type="checkbox"/> Acquisition/Easement <input checked="" type="checkbox"/> Other – Educational resource			
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.			
Need Addressed	<input type="checkbox"/> Continuous pedestrian experience <input type="checkbox"/> Connection between districts <input type="checkbox"/> Neighborhood Amenity <input type="checkbox"/> Visitor Trailhead <input type="checkbox"/> Non-motorized water access <input type="checkbox"/> Reconnection to the Columbia River			
Proposed Next Steps	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.			
Permits Required	None.			
Mitigation Sequence & Environmental Impact	None direct. Indirectly anticipated to benefit multiple areas by reducing trampling and trailblazing.			
Potential Issues/ Additional Information	None known.			
Ongoing Maintenance & Estimated Annual Cost	To be determined.			
SMP Amendment	None anticipated.			
Comprehensive Plan Objectives Met	1.1, 1.14, 2.2, 2.5, 2.11, 2.15, 2.16, 4A.3, 4A.4, 5.7, 6.1, 6.2, 6.3, 7.2, 7.13	Downtown Plan for SUCCESS!	Not applicable.	
Recommended Option	Contract with Chamber of Commerce to create, publicize and maintain an “Explore the Shore” map portal.			

SM.2

MAINTENANCE PROJECTS



Outreach Campaign

SM.2 Recreational Immunity Flyer	
Description/ Proposed Feature and Amenity	Establish flyer describing state liability coverage to private property owners for consideration of a public trail at their choosing, so long as they do not charge for access, per RCW 4.24.210. This would be via an access or conservation easement through private property, if initiated.
Cost	\$6,000.
Timeframe	Short-term (Can be executed immediately)
Public Access Type	- Physical Access (Beach/Launch) - Visual (Trail/View Point) X Other (Trailhead, Non-Physical, etc.)
Project Type	- Maintenance/Rehabilitation - Infrastructure Improvement - New Infrastructure - Restoration of Ecological Functions X Acquisition/Easement - Other
Summary of Public Comments	This project resource was identified in early discussions with upper Rock Creek community stakeholders as an option for consideration to focus access to specified areas.
Need Addressed	X Continuous pedestrian experience - Connection between districts X Neighborhood Amenity X Visitor Trailhead - Non-motorized water access - Reconnection to the Columbia River.
Proposed Outreach and/or Coordination	Develop flyer to engage with single family property owners adjacent to and within shoreline jurisdiction.

SM.3



Create Restricted Parking Zone

SM.3 Iman Cemetery Area No Parking	
Description/ Proposed Feature and Amenity	Neighbors in Iman Cemetery area are generally opposed to increased activity and traffic on their side of the stream. Placement of “No Parking” signs along and around 1st Falls View Rd would help address neighborhood trespassing concerns by limiting parking to the cemetery itself for events.
Cost	\$10,000, plus additional patrol costs, as necessary, yet to be determined
Timeframe	Short-term (Can be executed immediately)
Public Access Type	- Physical Access (Beach/Launch) - Visual (Trail/View Point) X Other (Trailhead, Non-Physical, etc.)
Project Type	X Maintenance/Rehabilitation - Infrastructure Improvement - New Infrastructure - Restoration of Ecological Functions - Acquisition/Easement - Other
Summary of Public Comments	This project resource was identified in early discussions with upper Rock Creek community stakeholders who oppose increased traffic and potential for trespassing.
Need Addressed	- Continuous pedestrian experience - Connection between districts X Neighborhood Amenity - Visitor Trailhead - Non-motorized water access - Reconnection to the Columbia River.
Proposed Outreach and/or Coordination	Notify adjacent property owners of intent to no parking areas established in and around 1st Falls View Rd.

SM.4



Aquatic Weed Control

SM.24 Milfoil Removal	
Description/ Proposed Feature and Amenity	Development of an aquatic management plan and application of state-approved herbicides in Rock Cove to treat aquatic invasive species, such as milfoil.
Cost	\$53,000.
Timeframe	Short-term (Can be executed immediately)
Public Access Type	- Physical Access (Beach/Launch) - Visual (Trail/View Point) X Other (Trailhead, Non-Physical, etc.)
Project Type	X Maintenance/Rehabilitation - Infrastructure Improvement - New Infrastructure - Restoration of Ecological Functions - Acquisition/Easement - Other
Summary of Public Comments	This project resource was identified during the 2nd public meeting (Charrette) as a key option to improving the recreational capabilities of Rock Cove.
Need Addressed	- Continuous pedestrian experience - Connection between districts X Neighborhood Amenity - Visitor Trailhead X Non-motorized water access - Reconnection to the Columbia River.
Proposed Outreach and/or Coordination	The city or port may apply for funding to establish a management plan for aquatic invasive species treatment, starting with an application for funding from Department of Ecology. With the plan in place, herbicide treatment could then begin on aquatic invasives.

FORWARD-LOOKING VISIONS



Objective Analysis:

Unlike the other projects identified in this plan, these forward-looking projects are not ready for implementation. The projects address needs, often in extensive ways. In many cases, the projects must receive greater vetting by the public before they can be fully scoped and prioritized. The projects are included here to capture ideas that came up during the planning process, so they are not lost over time. Some of these ideas have come up in previous conversations between the city and various stakeholders. Others have been discussed during prior public outreach but were not documented. Some projects may never be feasible. Some may only be feasible under very specific conditions. Some may be ready for implementation in the short term.

Community Support:

Much of the Stevenson public believes resources are too scarce for big projects or sees the projects as without justification based on current demand. Broad outreach is necessary before moving forward with any forward-looking visions. Likewise, specific neighborhood engagement will be key to project success.

Alignment with Long-Range Planning:

The forward-looking vision projects are themselves long-range plans. If they are to be implemented, it will be because of how well they align with other long-range plans.

Recommended Option: Await opportunities to consider the feasibility and benefits of implementing any of these projects.

<p>Comprehensive Plan</p> <p>Objectives: 1.1, 1.2, 1.11, 1.12, 2.2, 2.5, 2.6, 2.9, 2.10, 2.11, 4.10, 4A.1, 4A.4, 5.5, 5.6, 5.8, 6.1, 6.3, 6.6, 6.7, 7.2, 7.6, 7.8, 8.7, 8.19, 8.21, 9.6, 9.7, 9.10</p>	<p>Downtown Plan for SUCCESS!</p> <p>Vision: Reconnect to the River, Establish 5-Minute Loops</p>
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SV.1



SV.1 Columbia Street Railroad Bridge	
Description/ Proposed Feature and Amenity	Construct bridge over BNSF Railroad at Columbia Street. Ensure access by emergency service vehicles.
Cost	Unknown
Timeframe	Enact by 2040 and beyond
Public Access Type	- Physical Access (Beach/Launch) X Visual (Trail/View Point) - Other (Trailhead, Non-Physical, etc.)
Project Type	- Maintenance/Rehabilitation X Infrastructure Improvement X New Infrastructure - Restoration of Ecological Functions X Acquisition/Easement - Other
Summary of Public Comments	This project is identified in the downtown plan and well-supported by property owners adjacent to Columbia Street.
Need Addressed	- Continuous pedestrian experience X Connection between districts X Neighborhood Amenity X Visitor Trailhead - Non-motorized water access X Reconnection to the Columbia River.
Proposed Outreach and/or Coordination	Develop conceptual plans to engage BNSF about necessary approvals.

SV.2



SV.2 Iman Cemetery Road Street-End Park	
Description/ Proposed Feature and Amenity	Differentiate publicly accessible areas from danger areas and adjacent private property. Install doggy pot.
Cost	Unknown
Timeframe	Enact by 2040 and beyond
Public Access Type	- Physical Access (Beach/Launch) X Visual (Trail/View Point) - Other (Trailhead, Non-Physical, etc.)
Project Type	- Maintenance/Rehabilitation X Infrastructure Improvement - New Infrastructure - Restoration of Ecological Functions - Acquisition/Easement - Other
Summary of Public Comments	Neighbors in Iman Cemetery area are generally opposed to increased activity and traffic on their side of the stream. This project would need to be associated with no parking areas to ensure it remains a neighborhood—not visitor—amenity.
Need Addressed	- Continuous pedestrian experience - Connection between districts X Neighborhood Amenity - Visitor Trailhead - Non-motorized water access -Reconnection to the Columbia River.
Proposed Outreach and/or Coordination	Develop conceptual plans to engage adjacent landowners and potential neighborhood users.

SV.3



SV.3 Upper Rock Creek Bridge	
Description/ Proposed Feature and Amenity	Consider whether water/sewer services are needed for development of the County- owned properties north of the creek. Collocate utilities and build pedestrian-only bridge connecting the Iman Cemetery area to the new park/trailhead on the north side of Rock Creek.
Cost	Unknown
Timeframe	Enact by 2040 and beyond
Public Access Type	- Physical Access (Beach/Launch) X Visual (Trail/View Point) - Other (Trailhead, Non-Physical, etc.)
Project Type	- Maintenance/Rehabilitation - Infrastructure Improvement X New Infrastructure - Restoration of Ecological Functions X Acquisition/Easement - Other
Summary of Public Comments	Neighbors in Iman Cemetery area are generally opposed to increased activity and traffic on their side of the stream. Proposals to vacate Iman Cemetery Road have been submitted multiple times.
Need Addressed	X Continuous pedestrian experience X Connection between districts - Neighborhood Amenity - Visitor Trailhead - Non-motorized water access -Reconnection to the Columbia River.
Proposed Outreach and/or Coordination	Hire a consultant to develop a water/sewer service plan for County-owned property on the northside of the creek.

SV.4

FORWARD-LOOKING VISIONS



SV.4 SR14 and RxR Tunnels	
Description/ Proposed Feature and Amenity	Install pedestrian tunnels under SR14 and/or the BNSF railroad near the Columbia Gorge Interpretive Center/Co-Poly site and the Rock Creek confluence with the Columbia River.
Cost	Unknown
Timeframe	Enact by 2040 and beyond
Public Access Type	- Physical Access (Beach/Launch) X Visual (Trail/View Point) - Other (Trailhead, Non-Physical, etc.)
Project Type	- Maintenance/Rehabilitation - Infrastructure Improvement X New Infrastructure - Restoration of Ecological Functions X Acquisition/Easement - Other
Summary of Public Comments	Visual as well as physical access to the Columbia River for motorists and pedestrians is blocked by transportation corridors. Stevenson is unique in the Gorge because there are riverfront lands riverward of the highway and railroad. Reconnecting to the river is important but overwhelming.
Need Addressed	X Continuous pedestrian experience X Connection between districts - Neighborhood Amenity - Visitor Trailhead - Non-motorized water access X Reconnection to the Columbia River.
Proposed Outreach and/or Coordination	Consult with WSDOT on replacement plans for their Rock Creek bridge. Hire consultant to generate conceptual design for tunnel(s) connecting Rock Cove and Ash Lake to Columbia River.

SV.5



SV.5 Fire Training/Rock Cove Viewing Tower	
Description/ Proposed Feature and Amenity	Construct a training tower along with the new fire station. Jointly use the tower as a visitor amenity for views over Rock Cove to the Columbia River beyond.
Cost	Unknown
Timeframe	Enact by 2040 and beyond
Public Access Type	- Physical Access (Beach/Launch) X Visual (Trail/View Point) X Other (Trailhead, Non-Physical, etc.)
Project Type	- Maintenance/Rehabilitation - Infrastructure Improvement X New Infrastructure - Restoration of Ecological Functions - Acquisition/Easement - Other
Summary of Public Comments	Some support from Fire District commission, however broader engagement with fire fighters is necessary.
Need Addressed	- Continuous pedestrian experience - Connection between districts - Neighborhood Amenity X Visitor Trailhead - Non-motorized water access X Reconnection to the Columbia River.
Proposed Outreach and/or Coordination	Generate conceptual design for tower showing dual purpose.



CHAPTER 5

Master Plan Design

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.

Local Permitting

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 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 SA.4. 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 (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 & Other Permits

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.



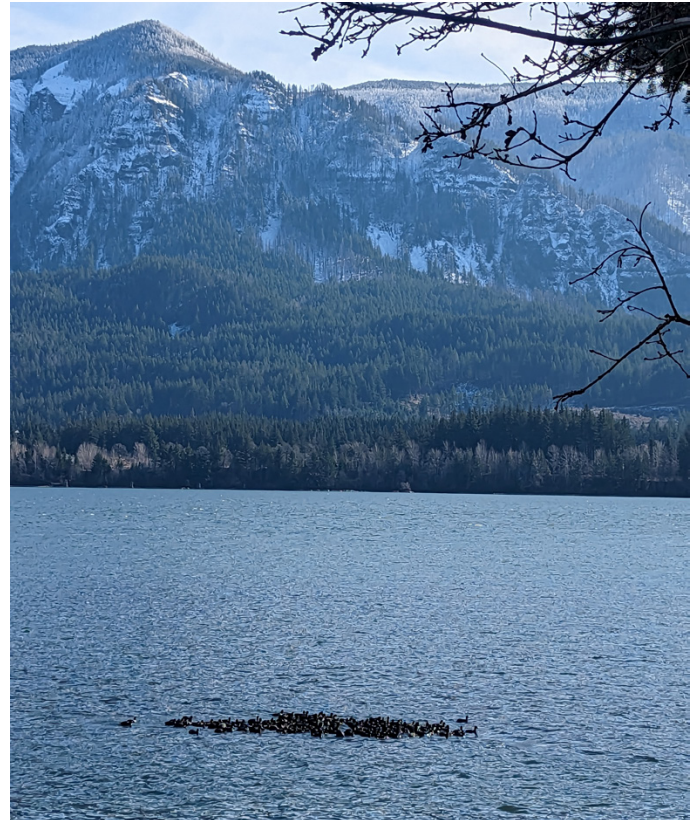
Restoration planting along the Columbia River waterfront.

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.

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.



The shoreline attracts flocks of diverse waterfowl to the city.

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



View towards Rock Creek from top of Piper landslide.

as identified by the public within the April 19th charrette.

Proposal SA.2: Create public pedestrian access to Rock Creek upper falls

Proposal SA.2 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 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 SA.2 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 SA.2 would likely avoid any in or over-water work so state and federal permitting would likely be unnecessary.



Existing crosswalk improvements for pedestrians.

Proposal SA.1: SW Rock Creek Drive pedestrian improvements: enhance connection between waterfront & Rock Cove shorelines

Proposal SA.1 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 SA.4: Enhance pedestrian connections to waterfront west end

Proposal SA.4 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 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 SA.6: Enhance pedestrian connections to waterfront east end

Proposal SA.6 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.



Existing trail down to a picnic table by the museum.



Columbia Gorge Interpretive Center

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.

Proposal SA.3: Explore partnership with Columbia Gorge Interpretive Center for shoreline access

Proposal SA.3 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 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

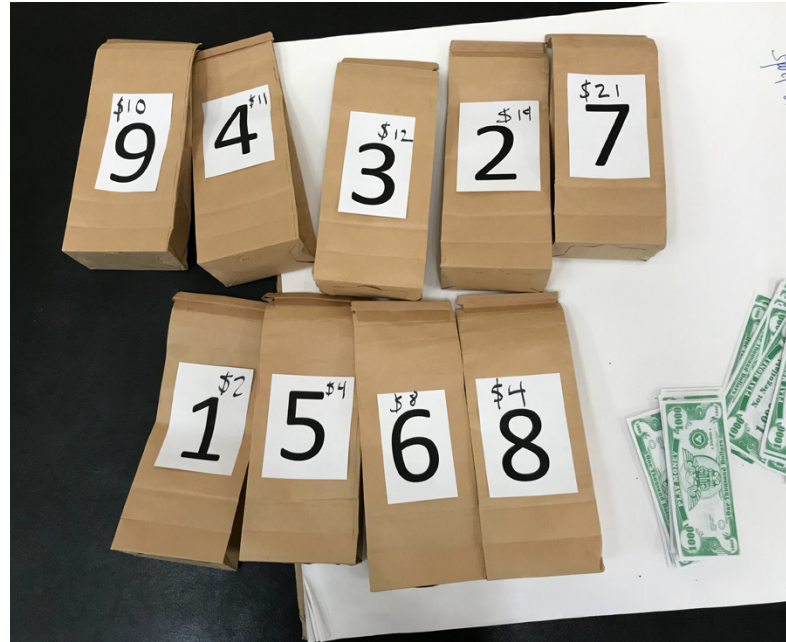
The below list includes a few funding streams the city may consider when applying for public access and associated restoration implementation funding.

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) provides a 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.

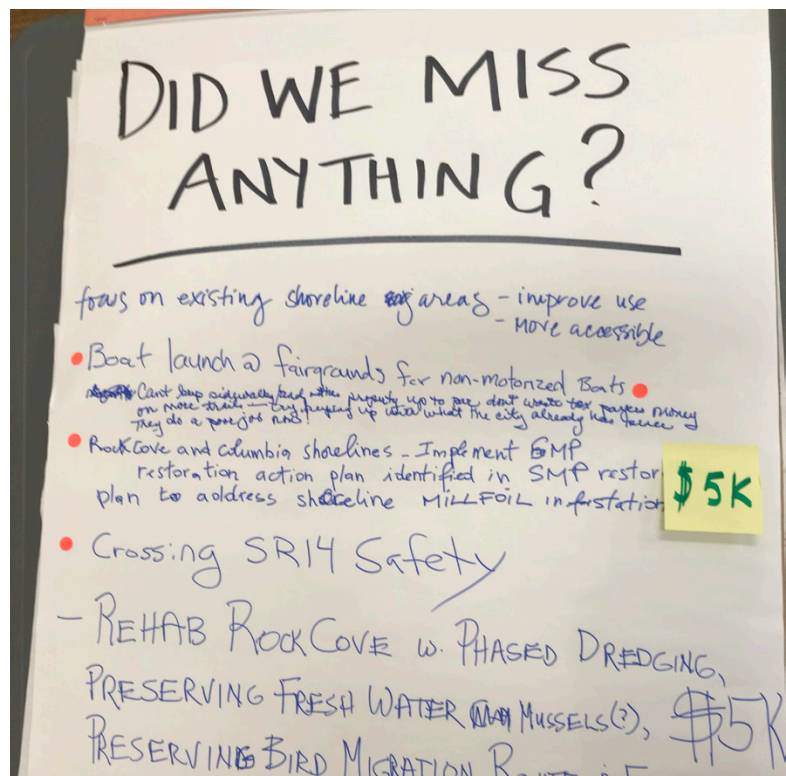


CHAPTER 6 Conclusions

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.

Ben Shumaker

From: Pat Albaugh <pat@portofskamania.org> on behalf of Pat Albaugh
Sent: Monday, August 14, 2023 8:21 AM
To: Leana Kinley; Scott Anderson; Ben Shumaker
Subject: FW: Draft 2023 Shoreline Public Access - Comment
Attachments: Shoreline Plan - Cascade Avenue comment.pdf

Good Morning,

The Port would like to reiterate our opposition to the proposed sidewalk along Cascade Avenue from the Port Office, in front of Bob's Beach parking lot, and to Teo Park. This area is extremely busy and would negatively impact waterfront access to the large crowds of people who already use the area.

Pat

Pat Albaugh
Executive Director
Port of Skamania County
509-427-5484
pat@portofskamania.org



From: Pat Albaugh <pat@portofskamania.org>
Sent: Monday, June 12, 2023 1:58 PM
To: 'Ben Shumaker' <ben@ci.stevenson.wa.us>; Leana Kinley (leana@ci.stevenson.wa.us) <leana@ci.stevenson.wa.us>
Subject: Draft 2023 Shoreline Public Access - Comment

Good Afternoon Leana and Ben,

There has been a steady stream of Bob's Beach regulars coming in to express concerns about a proposed section of Cascade Avenue sidewalk (see attached). The Port agrees with their assessment that a sidewalk from Teo Park has little value and would impede traffic flow and reduce parking. Please consider this the Port's opposition to that specific idea within the draft plan.

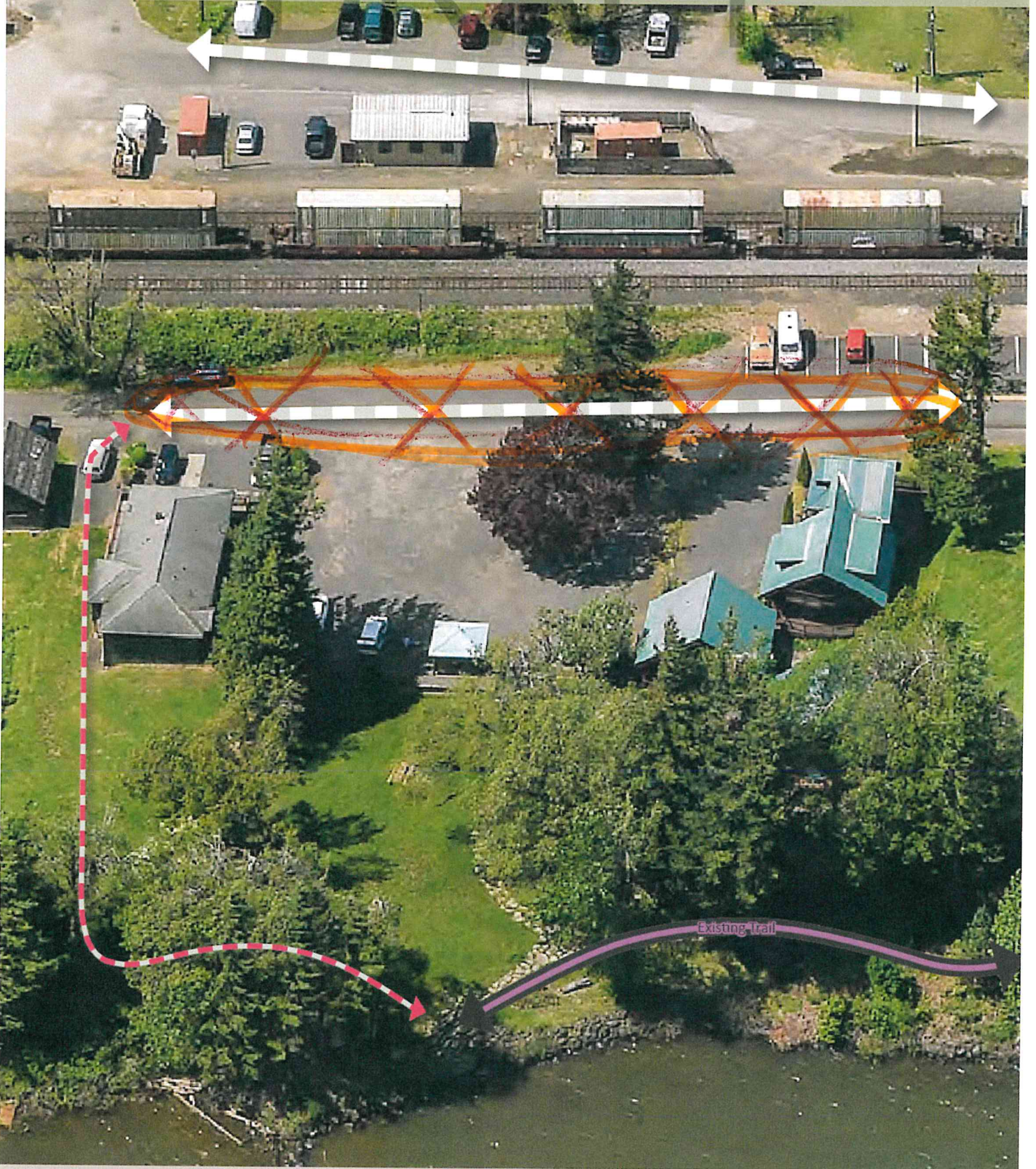
Thank you - Pat

Pat Albaugh
Executive Director
Port of Skamania County
509-427-5484

pat@portofskamania.org



DRAFT



Date: August 9, 2023

To: Stevenson Planning Commission, Planning Director

From: Bernard Versari

RE: Integrated Shoreline Public Access and Trail Plan – **Proposal #3 Pedestrian Connection to Waterfront West end**

I attended several meetings regarding this plan over the last few months. I met with City staff, participated in the Watershed Consultant's Charrette exercise at the Library, attended the consultant's draft presentation and final draft presentation to the Planning Commission in May and June, respectively, and I also provided comments to the City Council in June.

I was surprised to find out, upon reviewing the final draft Plan submitted at the May Planning Commission, that **several important changes had been introduced after the charrette without public participation**. Specifically, the **addition of an asphalt trail across Bob's Beach park and the addition of sidewalks along Cascade Ave near Bob's Beach**.

Public participation at and since the May Planning Commission meeting has clearly demonstrated the **public opposition to these proposals at Bob's Beach from the various users and the Port of Skamania County. Additional comments from the users of the park are also attached for this meeting and SEPA comments.**

None of these projects have been tested for feasibility. More consulting would be required. This is a concerning approach to planning, especially knowing that after approval by the City Council, after considering the recommendations of the Planning Commission (if any), the next steps would be to update the Comprehensive plan and regulatory documents, submitting grant applications, and hiring consultants for feasibility studies for projects that the users of this park clearly do not want.

Recommendations regarding Proposal #3:

It is therefore recommended that the following items be removed from the final report:

- 1- The asphalt trail extension going across Bob's Beach.**
- 2- The construction of sidewalks along Cascade Ave near Bob's Beach**

Discussion/Justifications for recommendations:

Trail extension going across Bob's Beach

Bob's Beach is a long established (30+ years) favorite river access point to Stevenson residents and visitors alike for various water sports, including windsurfing. This beautiful tree-shaded park offers a well maintained lawn for rigging and staging water related equipment for water sports enthusiasts. This park uniquely provides a safe direct low-bank access to the river through beautiful natural flagstone stairs.

An asphalt trail across this park would negatively impact the functionality of this unique river access park in the Columbia River Gorge. It would likely bring safety, equipment staging, water access and conflicts issues.

At the May Planning Commission meeting several people expressed their doubts that people would want to use an asphalt trail that would go behind the Port Office Building to loop to Cascade along the railroad tracks. Instead, people are likely to continue doing what they currently do, which is after having visited Bob's Beach, going back along the current river trail towards Russell or walking over the current stepping stones trail back to Cascade Avenue.

The white box shown on the SA.4 map, on page 40 of the Draft Plan, indicating where the end of the current stepping stones are located is incorrect and misleading. In fact, Bob's Beach already provides a looping trail for pedestrians between the river trail and Cascade Avenue on beautiful stepping stones. This **existing stepping stones trail** is safe, attractive and environmentally friendly (unlike the proposed **asphalt** trail across the water access).

This negative assessment of the proposed asphalt trail at Bob's Beach is clearly corroborated by the attached public comments from regular users of Bob's Beach, as well as by the prior comments provided to the Planning Commission.

Construction of sidewalks along Cascade Ave near Bob's Beach

Parking at Bob's Beach is at full capacity during the spring/summer months and should not be reduced for sidewalks. The proposal latest cost estimate on page 41 reflects 900' of new sidewalks (a large portion near Bob's Beach since this estimate was kept unchanged from a prior draft). Adding sidewalks to this area would likely reduce the amount of parking to the Bob's Beach parking capacity and the accommodations for vehicles with trailers (which is very common). Clearly, all users of Bob's beach and the Port of Skamania County are opposed to the sidewalk proposal.

Sidewalks would also likely add safety issues by facilitating trespassing across the railroad tracks instead of using the current Russell Street railroad crossing to/from the Port of Skamania Landing.

Additional comments in regards to milfoil management along the shorelines

It was encouraging to read in the Final Draft (SM-4 on page 77) that steps toward milfoil control plan will be initiated. Milfoil invasion is an issue that was identified during the development of the Shoreline Management Plan (SMP) and earmarked as a restoration action item (to be completed by 2022).

Milfoil has now invaded the entire Stevenson shorelines. However, the current Draft Shoreline Public Access and Trail Plan limits the restoration efforts to Rock Cove. The Final Draft should address the milfoil invasion throughout the Stevenson shorelines shallow and stagnant waters and should consider conducting feasibility studies of various control options. The attached comments support this conclusion.

Please consider the recommendations presented above for your review of the Final Draft of the Integrated Shoreline Public Access and Trail Plan.

Sincerely,

Bernard Versari

OPPOSITION TO THE FOLLOWING PROPOSALS INCLUDED IN THE STEVENSON INTEGRATED SHORELINE PUBLIC ACCESS AND TRAIL DRAFT PLAN:

- 1- CONSTRUCTION OF AN ASPHALT TRAIL EXTENSION ACROSS BOB'S BEACH
- 2- CONSTRUCTION OF SIDEWALKS ON CASCADE AVENUE ACROSS FROM BOB'S BEACH

THESE PROPOSED ITEMS SHOULD NOT BE INCLUDED IN THE STEVENSON INTEGRATED SHORELINE PUBLIC ACCESS AND TRAIL PLAN.

<u>NAME</u>	<u>EMAIL/PHONE</u>	<u>COMMENTS</u>
Deb Seagriss	dseagriss@gmail.com	waste of time & money
Robert C Hawkan	rhawkan92660@icloud.com	Impacts to the park and environment
DAVID CHENAULT	DR C567@GMAIL 360/566-5376	would create conflict w/ current usage
Terry Thomas	tthomas711@gmail.com	No benefits even to pedestrians
George Feliciano	503-260-5725	IT SEEMS UNNECESSARY AS THERE ARE PLENTY OTHER PLACES TO GO
Robert Rosenthal	530 400 4471	waste of \$
Michael Sullivan	503-317-0230	Bal idea!
Bruce Ross	208 841-2567	(EXISTING) WE NEED THE GRASS & PARKING
David Presser	509 281 3066	we use the area for parking
GREG GOTTLIEB	206 817 9179	interfere with historical use of Bob's beach
Peter Weddigen	604-764-5249	Don't kill the goose that lays your golden eggs!

OPPOSITION TO THE FOLLOWING PROPOSALS INCLUDED IN THE STEVENSON INTEGRATED SHORELINE PUBLIC ACCESS AND TRAIL DRAFT PLAN:

- 1- CONSTRUCTION OF AN ASPHALT TRAIL EXTENSION ACROSS BOB'S BEACH
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THESE PROPOSED ITEMS SHOULD NOT BE INCLUDED IN THE STEVENSON INTEGRATED SHORELINE PUBLIC ACCESS AND TRAIL PLAN.

<u>NAME</u>	<u>EMAIL/PHONE</u>	<u>COMMENTS</u>
PAUL TRAVIS	ptofaulttravis.com	I THINK WE SHOULD DO MICROIL
Fred Rucitelli	100 W 205 T421 LV rueitelli@comcast.net (gmail)	MANAGEMENT INSTEAD
Chris Rucitelli	crucitelli@roadrunner.com	An asphalt trail will lead to the water. I am opposed to this proposal. The microfil is a hazard. Since there is a solution to get rid of it please do so at Bob's Beach & not just Rack Creek. Waste of money no one will use it extend microfil treatment to Bob's beach
William Pollock	sandluna@aol.com	BAD IDEA
Greg Nelson	greg01@aol.com	DONT CHANGE
Kevin Murphy	Kmurph0113@gmail.com	The current set up with the walk way & Bob's is excellent. Why not go up near the old wash room? Waste of money



State of Washington
DEPARTMENT OF FISH AND WILDLIFE
Southwest Region 5 • 5525 South 11th St Ridgefield, WA 98642
Telephone: (360) 696-6211 • Fax: (360) 906-6776

August 9, 2023

City of Stevenson Planning Department
7121 E Loop Road, PO Box 371
Stevenson, Washington 98648

Re: Stevenson Shoreline Access & Trails Plan

Dear Mr. Shumaker:

Thank you for the opportunity to comment on the Stevenson Shoreline Access & Trails Plan. The Washington Department of Fish and Wildlife (WDFW) has reviewed this proposal and offer the following comments for your consideration.

WDFW supports that this plan balances recreational access and enhancing natural areas. Several Priority Habitats, including riparian, aquatic, and oak habitat, are present throughout the proposed project areas. Specific recommendations are outlined below.

WDFW acknowledges that this plan was designed to align with the City's Shoreline Master Program (SMP), which provides the decision-making framework for land-use along shorelines. We believe that creating shoreline access can be done in a manner that avoids conflicts with environmental resources when done responsibly and appreciate that this is reflected in Goal 2. WDFW's mission is to *preserve, protect, and perpetuate fish, wildlife, and ecosystems while providing sustainable fish and wildlife recreational opportunities* and elements of this are reflected in this plan. We offer special considerations for the proposed trails that involve WDFW Priority Habitat and for natural area enhancement. We hope the City considers our recommendations during project implementation.

Priority Habitat

Riparian Areas

WDFW strongly supports restoring natural areas, including riparian habitat, and appreciate that it is identified in Goal 2. Riparian habitats provide a variety of ecosystem functions including, but not limited to: stream morphology, erosion and sedimentation process, fish and wildlife habitat availability, wood recruitment, stream temperature, shading, pollutant removal, and nutrient cycling (Quinn et al. 2020). WDFW recently released new riparian management recommendations and recommend using Site Potential Tree Height of 200 years (SPTH₂₀₀) to ensure the riparian ecosystem has the greatest functionality. SPTH₂₀₀ can delineate the area to prioritize for riparian restoration. Our new riparian management recommendations, *Riparian Ecosystems, Volume 1: Science Synthesis and Management Implications* (Quinn et al. 2020) and *Riparian Ecosystems, Volume 2: Management Recommendations* (Rentz et al. 2020), are

linked below. Due to value of riparian habitat, native riparian vegetation should remain intact to the greatest extent possible, especially large, mature trees.

Additionally, we recommend the use of unpaved trails within riparian habitat as reflected on page 1 of the plan. Unpaved trails have a lesser ecological impact than paved trails since they allow for water to permeate the soil and (generally) produce less runoff, reducing the transport of pollutants into streams. Due to the likelihood of increased human presence as a result of this plan, we support signage at all trailheads explaining the importance of natural areas and having trash receptacles to support “leave no trace” recreation.

Aquatic Habitat

Project 5 – Public Access to Lower Rock Creek at Vancouver Avenue considers the total or partial removal of rip rap. WDFW supports rip rap removal to improve restore aquatic and riparian ecosystem functions. If shoreline erosion is a concern for neighboring property owners, biotechnical bank stabilization techniques may be a solution to support natural ecosystem functions while mitigating erosion concerns while improving existing conditions.

Additionally, two projects (Project 6 and Project 8) propose to evaluate culvert removal as a project component. The culvert on Kanaka Creek (FPSDI #999241) is a documented partial barrier to fish passage while the culvert on Foster Creek is not in our fish passage database, although is a likely barrier. WDFW strongly supports replacing the culvert with structures that allow unimpeded fish passage and can likely assist with a culvert assessment on Foster Creek. Please contact Amaia Smith directly if there is interest.

Oak Habitat

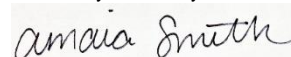
We are happy to see that the City of Stevenson is exploring oak planting for shoreline restoration and hope existing Oregon white oaks (OWO) are protected during plan implementation. OWO are considered a priority habitat because they provide valuable food and habitat for many native Washington animals, including oak-obligates. Protecting these trees is the best option for maintaining a healthy and diverse ecosystem. Information about enhancing OWO habitat is linked below and additional resources are available upon request.

Miscellaneous

Hydraulic Project Approval (HPA)

Each project in the Stevenson Shoreline Access & Trails Plan identifies required permits. For those that require an HPA permit, WDFW is available for a pre-application site visit to discuss project design, implementation, identify potential impacts to fish life and habitat, and discuss permitting pathways.

Thank you for your consideration,



Amaia Smith
WDFW Habitat Biologist
5525 S 11th St
Ridgefield, WA 98642

Resources:

Quinn, T., G.F. Wilhere, and K.L. Krueger, technical editors. 2020. Riparian Ecosystems, Volume 1: Science Synthesis and Management Implications. Habitat Program, Washington Department of Fish and Wildlife, Olympia.

<https://wdfw.wa.gov/sites/default/files/publications/01987/wdfw01987.pdf>

Rentz, R., A. Windrope, K. Folkerts, and J. Azerrad. 2020. Riparian Ecosystems, Volume 2: Management Recommendations. Habitat Program, Washington Department of Fish and Wildlife, Olympia.

<https://wdfw.wa.gov/publications/01988>

Vesely, David, and Tucker, Gabe. 2004. A landowner's guide for restoring and managing Oregon white oak habitats. U.S. Department of the Interior, Salem, Oregon.

https://www.blm.gov/or/districts/salem/files/white_oak_guide.pdf

Ben Shumaker

From: KBethman <bbathmat@gmail.com> on behalf of KBethman
Sent: Tuesday, August 8, 2023 11:07 AM
To: ben@ci.stevenson.wa.us
Subject: SEPA 2023-03 Shoreline Access Plan - Comment

Good day Ben:

I am Kurt Bethman and I own property at 307 SW Attwell Drive
Comment on the Shoreline Access Plan SA.8

From **Proposed Next Steps:**

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

From **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.

How can I help to make the study and fish barrier removal happen?

Why? It would be fantastic to have salmon/steelhead make it into the creek from the cove and have a chance to continue their species life cycles. And, the other species that depend on salmon would benefit.

We've owned the property for almost four years. This is the first year (spring/summer) that I haven't seen salmonids in the creek. The creek has a crawfish / sculpins / and this year I found the creek to contain wester pearlshell mussels (freshwater mussels need salmonids to propagate). In 2021 I did see one salmon trying to get through the culvert from Rock Cove. I took a short video of the salmon (probably a Coho). At the same time as the video, there were two salmon skeletons along the shoreline of Rock Cove. Foster Creek is considered essential habitat, let's treat it that way



What can I do to help? I'd allow access to my property for any destruction/construction. I am retired and would volunteer to help in any capacity. Just let me know!

Thanks for your time,

Kurt Bethman
253-988-1517 (Okay to call / text)

Sent from [Mail](#) for Windows

Ben Shumaker

From: Leslie, Brent C (BPA) - TERR-REDMOND <bcleslie@bpa.gov> on behalf of Leslie, Brent C (BPA) - TERR-REDMOND
Sent: Monday, August 7, 2023 12:09 PM
To: ben@ci.stevenson.wa.us
Subject: Shoreline Public Access Plan (SEPA2023-03)

Hello Mr. Shumaker,

Any proposed use of a Bonneville Power Administration right of way would require a land use application.

Kind Regards,

Brent Leslie

Realty Specialist
Bonneville Power Administration | Department of Energy
Real Property Field Services | TERR-REDMOND
3655 SW Highland Ave
Redmond, OR 97756
Office: 541-516-3257
Mobile: 541-316-9731
bcleslie@bpa.gov

[Landowner Safety - Bonneville Power Administration \(bpa.gov\)](https://www.bpa.gov)



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Ben Shumaker

From: McConnell, Michelle (ECY) <micm461@ECY.WA.GOV> on behalf of McConnell, Michelle (ECY)
Sent: Monday, June 12, 2023 2:50 PM
To: Ben Shumaker
Subject: RE: Deliverable Uploaded | ECY feedback
Attachments: ecyAdditionalFeedback-DraftPlan.docx

Hello Ben,

Thanks for submitting deliverable DT3.1, the *Draft Integrated Shoreline Public Access & Trail Plan*. I've reviewed the document, and other related work products, and gathered input from my in-house Technical Review Team. The project has made significant progress in considering local shoreline public access. Because individual draft chapters/components of the Plan were not available for review during development, this is our first look and our feedback includes both high-level issues and more detailed suggestions.

The Draft Plan is dense and with a short turnaround time, our review is not exhaustive and not presented in a highly formal/polished manner. Overall, the graphic layout of the document is visually appealing. However, some key concepts and components appear to be missing or need to be more robust and must be substantively addressed for the Final Plan to satisfy the grant requirements. Please consider the following issues of concern:

Key Concerns

- WAC Planning Process - Chapter 1 Introduction and Chapter 4 Alignment with Long-Range Planning for Project #3 both reference the City's Transportation & Circulation Goal 7.4 but otherwise the Draft Plan does not directly address other relevant Comp Plan elements, such as urban development, downtown & waterfront, tourism, or parks & recreation. The Port of Skamania is a primary waterfront landowner and local development agency. The Port is noted in Chapter 2 History, a few mentions regarding Alignment with Long-Range Planning, and generally noted as a stakeholder, but its Comprehensive Scheme is not addressed, especially their Goal 3 specific to the City's waterfront. There's a few mentions of multi-modal or multi-use trails and bicycles are mentioned only, twice (Chapter 4 reference to City's 1991 document, and page 18 graphic). Chapter 4 Project #9 notes the existing trail is not ADA compliant but otherwise the Draft Plan does not address facilities and opportunities for disabled persons. Grant Task 3 specifies that the Plan will "*reflect the Public Access Planning Process standards of WAC 173-26-221(4)(c)*" that include "...The planning should:
 - Be integrated with other relevant comprehensive plan elements...
 - ... result in public access requirements for shoreline permits, recommended projects, port master plans, and/or actions to be taken to develop public shoreline access to shorelines on public property.
 - ...identify a variety of shoreline access opportunities and circulation for pedestrians (including disabled persons), bicycles, and vehicles between shoreline access points, consistent with other comprehensive plan elements.
- Appraisal & Acquisition – Chapter 4 Project Scorecards only summarize costs into three coarse-scale categories, essentially low, medium and high, that range 10-fold from less than \$50K to over \$500K.

Appendix A Cost Table itemizes project components, but is unclear if/how these preliminary estimates reflect appraised values or acquisition costs. It appears the Draft Plan does not include a *"preliminary land acquisition budget"* as required by grant Task 3:

- *"Appraisal. This Plan will serve as the foundation of a program supporting RECIPIENT'S acquisition of shoreline public access sites. Proactive methods are necessary to understand likely costs for property and/or easement acquisition. The RECIPIENT will rely on a project consultant for planning-level appraisal services to assist program budgeting."*
- SMP Amendment – Chapter 5 includes a brief considerations of amendment options such as consolidated location for provisions and an in lieu buy-in option. This content does not provide *"preliminary draft SMP amendment language"* as required by grant Task 3.
- Ecological Functions – The Draft Plan doesn't include this term, and the term 'natural characteristics' appears only in the appended Public Engagement Plan as one of the SMP's Public Access Policies. Some impacts and design alternatives are noted in Chapter 4 project summaries #4 – 7 including both ecological and neighborhood impacts. And the Chapter 5 Permit Path discussion addresses impacts and mitigation generally regarding the range of regulatory authorities (e.g. CAO, SEPA). Evidence is lacking for a *"mitigation sequence evaluation"* as required by grant Task 3:
 - *"Habitat Biology. The Plan will preserve natural characteristics of the shoreline and protect ecological resources. Prior to finalization, it will be reviewed through a mitigation sequence evaluation similar to all shoreline projects. The RECIPIENT will conduct a planning-level analysis of shoreline ecological functions and alternative locations/alignments to avoid and reduce impacts of public access sites and trails."*

If any of these concepts/components are omitted intentionally, please provide rationale for not including them as the City had initially proposed.

In addition to these key issues, please also consider our more detailed input regarding Substantive Content and General Document Improvement presented in the attached Additional ECY Feedback document as you and the consultant team work to finalize the Plan. In general, much of the language reads as vague or lacking specificity so that the meaning is unclear. Perhaps a description at the start of what the Plan is/isn't would be helpful to set expectations.

Overall, we're providing *a lot of feedback*, given in good faith to support the City's effort, but with the short time remaining we recognize there may be limits to how much can be addressed. Generally, this work product is not 'fully baked' enough. While ECY doesn't have approval authority under SMA for this type of plan like for SMP amendment, we do need to ensure the grant Agreement is satisfied in order to reimburse project costs, and are thinking ahead to the City's intended reliance on the Plan for a pending SMP amendment. If there are questions about anything feel free to reach out.

Best regards,



Michelle McConnell (she/her)

Regional Shoreline Planner

WA Department of Ecology | Shorelands & Environmental Assistance

Phone 360-701-5262

 **June 2023: Celebrating Pride Month!**

♥ **DEIR + EJ:** Learn more about [Ecology's Office of Equity & Environmental Justice](#) - [Washington is a pro-equity, anti-racist state.](#)

Public Record: This communication is public record and may be subject to disclosure as per the Washington State Public Records Act (RCW 42.56).

From: McConnell, Michelle (ECY)
Sent: Tuesday, June 6, 2023 11:54 AM
To: 'Ben Shumaker' <ben@ci.stevenson.wa.us>
Subject: RE: Deliverable Uploaded

Thanks for letting me know – we'll aim to provide any feedback in time for PC meeting next Monday evening.



Michelle McConnell (she/her)

Regional Shoreline Planner
WA Department of Ecology | Shorelands & Environmental Assistance

Phone 360-701-5262

 **June 2023: Celebrating Pride Month!**

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Public Record: This communication is public record and may be subject to disclosure as per the Washington State Public Records Act (RCW 42.56).

From: Ben Shumaker <ben@ci.stevenson.wa.us>
Sent: Friday, May 26, 2023 2:41 PM
To: McConnell, Michelle (ECY) <micm461@ECY.WA.GOV>
Subject: Deliverable Uploaded

Hi Michelle- Deliverable 3.1 has been uploaded to EAGL.

Thank you,

BEN SHUMAKER

COMMUNITY DEVELOPMENT DIRECTOR

CITY OF STEVENSON, WASHINGTON

(509) 427-5970

In addition to the Key Concerns identified in our 6/12/23 email (re: WAC Planning Process; Appraisal & Acquisition; SMP Amendment; and Ecological Functions) please also consider the following more detailed input:

Substantive Content

Chapter 1

- Introduction needs to better describe the details of the WAC 173-26-221(4)(c) planning process, and how those standards connect to this planning effort and resulting Plan.
- If/what connections to Columbia River Gorge NSA and their Management Plan?

Chapter 2

- ~~*"The Washington's sShoreline mManagement aAct (RCW 90.58) establishes public access as one of its three top policies. a focused priority use in the shoreline environments, per WAC 173-26-176(3)(a):..."*~~
- The WAC -176 citation isn't wholly incorrect, but it's an odd place to start describing the background of the Plan since much of the language is quoted from statute. WAC -176 further describes the three policy goals set by the SMA: shoreline use, environmental protection, and public access. Having the Chapter 2 Background quote WAC 176(3)(a) about shoreline recreational uses, parks, marinas, public access is appropriate but (3)(b) is equally relevant with reference to public access and recreation, but is not referenced in Ch 2 Background. Take a look at the introduction to Policies on our [SMA webpage](#) to better understand the overall construct and how public access & recreation fit into the bigger picture.
- Given that the City's main waterfront is located on the Columbia River, this Plan needs to recognize the importance of/special considerations for shorelines of statewide significance.
- Page 4 – Cultural & Historic Resources – Draft Plan mentions cultural resources twice; once as an acknowledgement, and regarding Corps permits, there will need to be a cultural resource study. Note that this would apply only to in-water work (including in wetlands). This limited content doesn't appear to address Task 3 description that the Plan "will ensure preservation of sensitive ecological and cultural resources"
 - We have no qualms, but the term 'First Nations' seems more common in Canada. Perhaps this is the term preferred by tribal representatives involved in this planning process? Ask them or consider more commonly used US terms.
- Page 4 – *"Further, Rock Creek Falls provides a breathtaking experience that is only readily accessible at certain times of year via the publicly-accessible riverbed when dry during summertime."* Is this the intended meaning?

Chapter 3

- Phase 1 Inventory –
 - Page 5 – *"Specific to the GIS methodology derived from the project's thematic maps, we assigned scores..."* This is phrased in 1st person, but elsewhere in document uses 3rd person 'the project team'; Consider consistent phrasing throughout.
 - Page 6 - *"Network analysis looked at the County and City walkability layer..."* Is this referencing an existing data layer? Consider rephrasing for clarity.

- Page 6 - “Here, candidate projects look at enhancements to existing pedestrian amenities, as well as *candidate opportunities?* for improving gaps in walkable areas *that* approaching and *are* within shoreline jurisdiction, with these network connection types and possibilities scoring higher.” This sentence is really hard to follow; Consider rephrasing for clarity, especially the last part about connection types and higher scores.
- Phase 2 Public Involvement Summary – As presented, this section is more a mix of the involvement methods used and the substantive results. It may be more clear to better separate actions taken from outcomes. Overall, be sure the Summary ties back to the Public Engagement Plan and the specific actions anticipated by grant Task 2, including disadvantaged populations, tribal engagement, property owners, etc. Describe any shifts from anticipated to actual, and provide rationale for modified approach.
 - Charette - Approx 20 attendees at the April event. A charette is an ‘all-hands’ work session intended to result in decisions. One key aspect is involving all parties who can influence and will be affected by the decision, those needed for executing the chosen solution to both collectively and concurrently consider the issue/challenge, range of solutions, limitations & preferences, etc. Summary needs to better describe what key parties attended and the role they play, such as: project location property owners, designers, approval authorities, development/installation practitioners, end users, etc. If it was only interested public that attended/participated, then the event may be better described as a public workshop for gathering ‘sounding board’ input.
 - Project #1 – online resources seem mismatched with accessibility, consider rephrasing if increased public awareness is the target, or better describe linkage to disabled/disadvantaged users
 - Project #5 – better clarify if “public access” means visual, physical, etc.
 - Charette Results
 - 1 - Clarify it was play money, and the project totals need context such percent of total dollars ‘voted’; consider presenting both Projects 1 – 9 and the \$ voting results together, perhaps in tabular format
 - Page 9 – Bottom left: “Public engagement continuesd with...” The phrasing as present tense is confusing since referring to past events. Also, the location of this statement seems out of order referring to an April 10 meeting as after the April 19 charrette. Top right: Similar for next sentence ‘attendees will be notified’ is correct for the moment but the Final report should read as past tense. Given final revision after 6/12 and the grant deliverable due date of 6/16, is June 15 at Council still correct?

Chapter 4

- Page 10 – Last paragraph - The top recommended projects could be presented with more prominence (bullets/table) - their importance is a bit lost condensed into a short narrative list that’s visually hard to distinguish the separate items. Consider minimizing the photo graphic to give more room for text.
- Page 11 Intro to Recommended Projects – Task 3 describes the Plan will provide “a SMART (Specific, Measurable, Actionable, Reasonable, and Timely) indication of where various types of shoreline public access is expected.” For as specific as this term is identified it’s not clear if/where in the Plan this content is presented, perhaps this project intro is intended as such?
- Where Enhancement Options present Shoreline Public Access & Trail Plan Goal Met and also cite to RCW 90.58.020 is confusing. The Plan’s 3 Goals are established at page 2, but the RCW citation establishes the ‘preferred shoreline uses’ for shorelines of statewide significance. Consider rephrasing for clarity.

- #8 Rock Cove – wasn't there recently a private hotel/conference center development permitted for this location (e.g. SEPA 2020-01 Rock Cove Hospitality Center)? If yes, what public access features are part of the approved permit/site plan? If the project is not happening, perhaps a brief mention for clarity. Am I misremembering this?

Chapter 5

- Page 53 – *“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 SMP establishes a preference for pervious over impervious surfaces, but does not contain any prohibition of paved trails.
 - SMP Table 5.1 also requires 100' setback for WR/WE Recreational use in Natural SED, and differentiates between parallel trails and other access trails.
 - SMP 5.4.10 Residential Regulation (4)(d)(iv) allows 'unimproved/natural shoreline access trails' within the setback, with impervious surface limits
 - SMP 5.4.11 Transportation Policies (3)(b) prefers perpendicular alignment over parallel, and (3)(e) encourages 'trail/bike systems' for public visual and physical access; Regulation (4)(g) addresses pedestrian connections,
 - SMP Chapter 7 includes bikeways and trails as 'Transportation Facilities'
- Page 53 – *“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.”*
 - SMP 4.4.1 incorporates SMC 18.23 CAO and notes that shoreline critical areas are regulated by the SMP
 - SMP 4.4.4 FWHCA Regulation (3) specifies the City can approved activities in the buffer with conditions and mitigation
- Page 53 - *“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.”* No – application of the CAO's 'TBD' buffer approach was a required change during the Comprehensive Update to ensure specific prescriptive standards. The City's overall strategy is that the shoreline setbacks establish areas where development is mostly excluded, critical area buffers establish areas where mitigation standards apply, and the vegetation removal standards apply throughout shoreline jurisdiction.
- Page 68 – Proposal #7 – clarify if the area is located in the City's Urban Area Boundary and the SMP predesignates the SED for if/when annexation occurs.

Appendix B Public Engagement Plan – this shows as a February 2023 version; not clear if/how this differs from the DT 2.3 version dated November 2022 named as the 'adopted' version?

General Document Improvement


- Table of Contents- suggest listing the projects under Chapter 4 heading, and internal hyperlinking, to aid document navigation.


- Narrative voice - Pages 5 and 10 use the 1st person 'we' and 'our', but elsewhere in document uses 3rd person 'the project team'; Consider consistent phrasing throughout.
- Shoreline jurisdiction – Earlier parts of the document reference the area of shoreline jurisdiction but it's not described until Chapter 5 as 200 feet. Consider presenting this key fact when the phrase is first used, e.g. page 6
- Similar to Page 29, where shoreline restoration/native veg planting is noted, connect to City's Shoreline Restoration Plan and any SMP provisions that encourage voluntary enhancement activities – noting such actions are separate-but-related to shoreline public access unless included as mitigation.

More details about Visuals/Graphics

- Screen clip of webpage and some other visuals are blurry; all figures should have titles
- Figure #s – Page 6 text incorrectly credits Ecology for Fig1 but maybe should be to the 'Map section' figure that has no number; other Figure #s would adjust
- Figure 2 "Themes" – image too small & hard to read; confusing that text refers to 'topics' but image refers to 'themes'; consider using one term consistently
- Overall - All aerial photo/map graphics would benefit from street name labels, and location inset images. Images include a red dashed line not identified in the Legend. Page 24 has no Legend for the three types of lines depicting... something. The Existing Conditions and Enhancement Options pages for each project would benefit from include the project number & name for clarity and to aid navigation – maybe continue use of the circular number icon.
- Page 17 Existing Conditions



- is in the legend, but I don't see it on the map itself.
- Because this is supposed to be a shoreline public access and trail plan, the map should show where the shoreline is in relation to this street. There's a shaded area in the lower right corner with a hint of a blue outline, so maybe that's what they intend to be the shoreline...?
- The map should be explicit about where the shoreline access is and what kind of access it is (e.g., is there a park or other recreation area? Is it public land?).
- Highway 14 should be labeled. It took me a while to find this small area on a larger map.
- Page 21 Existing Conditions –
 - Rock Cove shoreline trail should be identified since the legend identifies  as the existing pedestrian connections to Rock Cove shoreline trail and amenities.
 - The shoreline needs to be identified.
 - The pedestrian connection arrow on the left side just below the legend says "To Rock Cove." Does this mean the entire cove, a public access portion of it, the Rock Cove shoreline trail?
 - The map should have some street names.
 - Why do the two pedestrian connections on the right side by the yellow star have arrows pointing to the crosswalks?
 - What is the sinuous pedestrian connections that goes across three lots on the left side? What do the arrows mean?

- What is the red dashed line?
- The yellow star represents the “gateway” to the waterfront public shoreline access area. Where is the actual public shoreline access area?
- Page 22 Enhancement Options
 - #4 with the yellow star is labeled differently from how it’s labeled in the map on p. 23 (includes “central” on p. 24).
 - The purple-and-black pedestrian connection symbol is not on the legend.
 - The pedestrian connection on the left side says “To Rock Cove” but it has a double-headed arrow. Does this lead to Rock Cove (again, the cove itself? A public access area?) in both directions?
 - The pink-and-gray dashed line with arrows on both ends is not identified
 - The red dashed line is not identified
 - The #2 that I think is meant to be in the middle of the yellow star is not centered.
 - The shoreline trail is not identified (but the terminus of the stepping stones is...?)
 - The two parallel turquoise lines shown in the legend under #2 also appear on the left side of the map under/adjacent to the white box that says “Future Development...” and are not connected to anything or near the shoreline.
- Page 24 untitled image - This figure needs a title, legend, and some kind of description of what it is/how it ties into this section.
- Page 26 Existing conditions
 - Identify the red dashed line; the railroad underpass; and the shoreline
 - Do the arrows at the ends of the purple-and-black and orange-and-black lines mean these continue on outside of the map?
 - Label some streets
- Page 27 Enhancement Options
 - Identify the red dashed line; the shoreline; the railroad underpass
 - Label some streets, especially ones called out in the legend
 - The example sign idea is good, but maybe find one that’s in good shape.
 - The example of grated decking doesn’t seem to show grated decking, or maybe it’s just too small to tell.
 - The part of the legend that says “Commission study to create safe pedestrian crossing between SW Cascade Ave and Lutheran Church Rd 1 Engineering plans for 1st St Improvements across SR14” should be identified in the introduction and in the existing conditions map.
 - Maybe the engineering plans could go on a separate page?
- Page 30 Existing Conditions
 - Identify Rock Creek
 - The way this symbol  is located on the aerial makes it look like the armor extends into the uplands and the creek below the OHWM. Maybe it’s in the right place but the implied edge of the creek isn’t?

- #4 is about the stormwater pipe according to the legend, but the photo itself is captioned "riprap armoring."
- Page 31 Enhancement Options
 - Identify Rock Creek
 - This is the first map to show the approximate creek edge. However, it doesn't follow what is implied to be the creek edge (the bit of blue on the edge of the shaded presumed creek area. Why are these two different? How accurate is the presumed shoreline area in the other maps? Is it based on OHWM? Something else?
 - Will the abandoned house be removed - this is not stated.
- Page 32 Project 5 scorecard - Under permits required, may require a shoreline variance for development this close to the river.
- Page 34 Existing Conditions
 - In the topo inset, identify where the location on the larger map is. Or maybe labeling the main streets on both this inset and the main map would take care of it.
 - Identify red dashed lines, the yellow star, and the creek
- Page 35 Enhancement Options - Identify main roads, red dashed lines, creek
- Page 38 Existing conditions
 - Consider legend identifying the county-owned land in green
 - Identify red dashed lines

Review Notes - The following table is really just informal staff notes to help us wrap our brains around what is expected vs. what is presented. It's draft/incomplete and not intended as anything final/comprehensive but we've opted to include it here in case it's helpful to your team in understanding how we consider work products in comparison to grant language:

	Grant Task 2 Public Involvement	Public Engagement Plan	Draft Public Access Plan
Project Website & Online Media	Project webpage posted ~Feb 15 City FB Posts – Feb 7; Apr 17	Rely on existing methods for project notifications incl. established channels and relationships, such as social media, email lists, community calendars, etc.	The public was notified of Open House #1 via: <ul style="list-style-type: none"> ● Facebook page (overall two posts) ● Skamania County Pioneer ● Project webpage (no updates posted)
Direct Mail & 1:1 Interviews	Frequent, direct communication to public and property owners	No mention	<ol style="list-style-type: none"> 1. Follow-up stakeholder meeting with upper Rock Creek property owners 2. Pre-charrette stakeholder meeting with County staff at Fairgrounds
Public Workshops/ Listening Sessions	For preliminary concept and concept refinements	Stakeholder Meetings 1. Public Open House – Feb 15	Feb 22 Open House Apr 10 PC presentation Apr 19 Charette

		<ol style="list-style-type: none"> 2. Stakeholder Charrette – Apr 19 3. Public Open House 	May 8 PC presentation
Tribal Engagement	<p>Early & often - informal dialogue & formal consultation</p> <p>THPO input on Draft before Final</p>	<p>Table 3 Potential Stakeholders include:</p> <ol style="list-style-type: none"> 1. Cowlitz Tribe 2. Yakama Nation 3. Confederated Tribes of Warm Springs 	Chapter 2 at pg 4 – <i>“city officials performed First Nation consultation with all tribes listed here.”</i>
Disadvantaged Populations	<p>Engage public-at-large across the local range of socioeconomic sectors</p> <p>Determine stakeholders, how they will be affected, which groups are advantaged or disadvantaged, and specific involvement efforts best designed for each group.</p>	<p>No mention of “disadvantaged populations”</p> <p>Demographics described as:</p> <ol style="list-style-type: none"> 1. Working Families with School-Aged Children 2. Long-term Residents 3. Seasonal Residents and Tourists <p>Table 3 identifies Stakeholder Interest Groups</p>	Open House #1 notice posted at all low income housing multi-family complexes within City limits.

Ben Shumaker

From: Susan Krug <lvkrug30@yahoo.com> on behalf of Susan Krug
Sent: Wednesday, June 7, 2023 3:08 PM
To: Ben Shumaker
Subject: Planning Committee

Ben, Would you please pass this email on to the Planning Committee. Thanks for your time today.

The Krugs, Susan and Larry

Planning Committee,

We are pleased to learn the information gained via the Shoreline Public Access study, concerning the views or access to Rock Creek on the north side, were at the top of the list. The neighborhood and Rock Creek will be preserved from too many visitors. However, those visitors will be able to enjoy the beauty from the northside of Rock Creek and not through our properties on the south side of Rock Creek.

A special “thank you” to Ben for his work on this project.

The Krugs Susan and Larry

Ben Shumaker

From: Pat Albaugh <pat@portofskamania.org> on behalf of Pat Albaugh
Sent: Monday, June 12, 2023 1:58 PM
To: Ben Shumaker; Leana Kinley
Subject: Draft 2023 Shoreline Public Access - Comment
Attachments: Shorteline Plan - Cascade Avenue comment.pdf

Good Afternoon Leana and Ben,

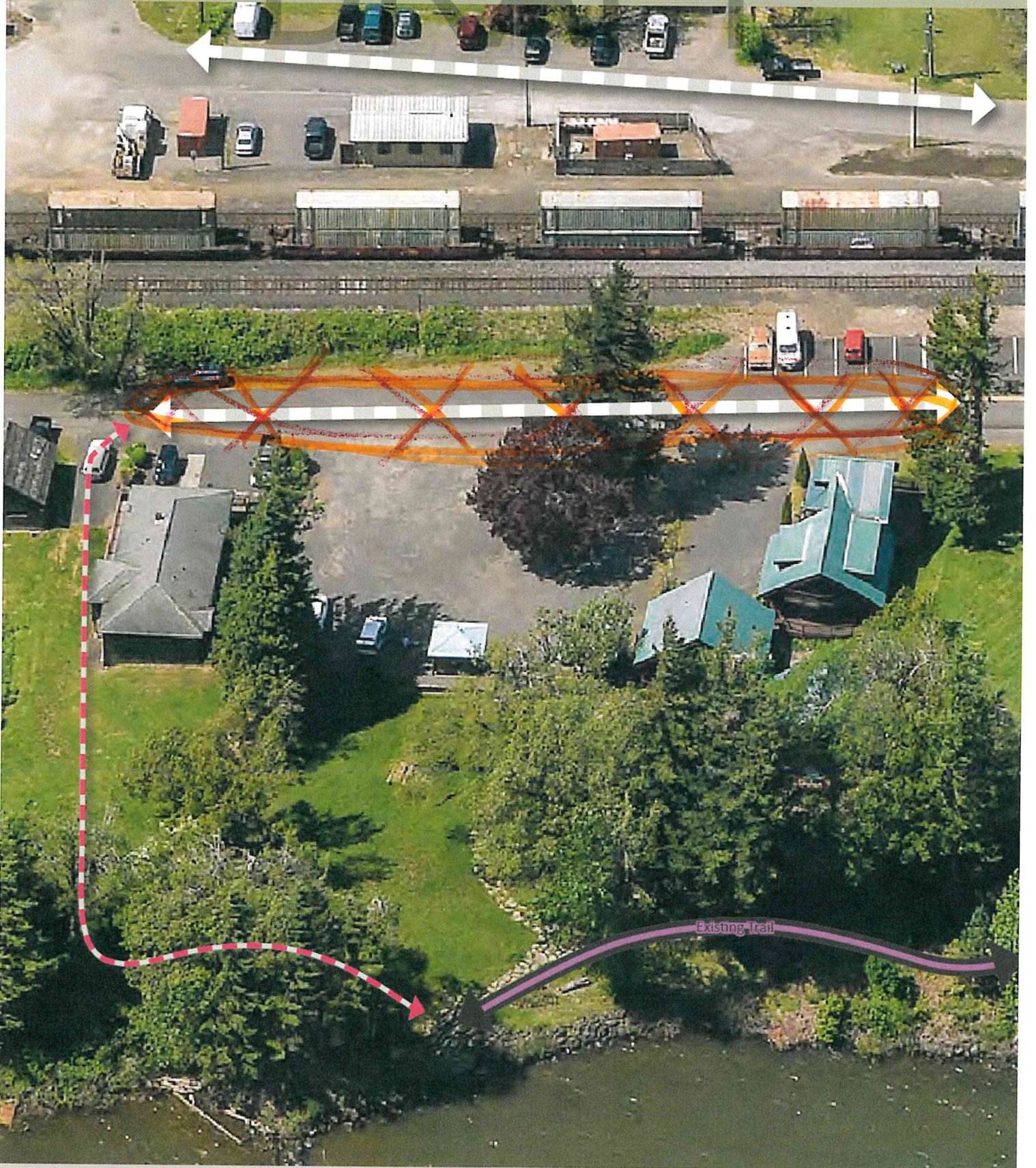
There has been a steady stream of Bob's Beach regulars coming in to express concerns about a proposed section of Cascade Avenue sidewalk (see attached). The Port agrees with their assessment that a sidewalk from Teo Park has little value and would impede traffic flow and reduce parking. Please consider this the Port's opposition to that specific idea within the draft plan.

Thank you - Pat

Pat Albaugh
Executive Director
Port of Skamania County
509-427-5484
pat@portofskamania.org



DRAFT



Date: June 12, 2023

To: Planning Commission, Stevenson Planning Director, City Manager

From: Bernard and Kristi Versari

RE: Integrated Shoreline Public Access and Trail Plan – **Proposal #3 Pedestrian Connection to Waterfront West end**

We have reviewed the most recent draft Integrated Shoreline Public Access and Trail Plan submitted for approval by the Planning Commission and City Council this week.

We urge the Planning Commission to revise Proposal **#3 Pedestrian Connection to Waterfront West end**. The current draft proposal includes the construction of sidewalks along Cascade Ave near Bob's Beach. **Adding sidewalks to this area would significantly reduce the amount of parking to the Bob's Beach public park/parking area. Parking at Bob's Beach is at full parking capacity during the spring/summer months and should not be reduced for a sidewalk.**

There would be **no public value enhancements from constructing sidewalks to the Port Office Building on Cascade Ave. nor by adding a short paved trail on Port properties since the current trail system already provides the desired trail loop** (ie Russell St. down to the landing with trail connections to the west and to the east back to Russell Street).

An additional concern is that sidewalks would likely add safety issues by facilitating trespassing across the railroad tracks instead of using the current Russell Street railroad crossing to/from the Skamania Landing.

Further, proposal #3 shows on page 22 of the Draft Plan a future railroad crossing which lines up with Seymour Street. However, Proposal #3 fails to discuss this added railroad crossing (is it an over pass, an underpass, who would pay for/benefit from it, etc?). There is no justification nor project costs presented for this proposal which is being submitted for your approval. **This new railroad crossing would be located only 300 feet from the recently completed (and EXPENSIVE!) crossing** along Russell Street to Cascade Avenue. Clearly, this proposed project is not needed for access to the waterfront.

Please carefully review this proposal submitted for your approval and consider its negative consequences as we have outlined above.

We appreciate your consideration.

Sincerely,

Bernard and Kristi Versari

Public Comment Summary: City of Stevenson Shoreline Integrated Public Access Plan

Local Public Comment Through August 14, 2023

Prepared by Ben Shumaker, City of Stevenson; August 14, 2023

Reviewed by the Stevenson Planning Commission on August 14, 2023

Comment Number	Topic / Section*	Commenter	Comment – Summarized*	Local Government Response & Rationale
1	Project SA.4	Pat Albaugh, Executive Director, Port of Skamania, August 14 th , 2023	Opposes sidewalk on Cascade Avenue	Conflicts between parking and pedestrian facilities can be avoided as part of project implementation. The sidewalk was present in May’s initial draft plan. The updated draft removes sidewalk from the planned type of improvement for this connection and replaces it with “future consideration of public trail extension”.
2	Project SA.4	Bernard Versari August 9 th , 2023	Opposes asphalt trail extension across Bob’s Beach	Trail surfacing will be considered as part of project implementation. No asphalt trail surfacing has been proposed across Bob’s Beach. May’s initial draft included extension of the pathway with an unidentified type of connection. The updated draft assesses this connection as “future consideration of public trail extension”. Engaging with windsurfer community is identified as a next step to ensure design suitability.
3	Project SA.4	Bernard Versari, August 9 th , 2023	Opposes sidewalk on Cascade Avenue	Conflicts between parking and pedestrian facilities can be avoided as part of project implementation. The sidewalk was present in May’s initial draft plan. The updated draft removes sidewalk from the planned type of improvement for this connection and replaces it with “future consideration of public trail extension”.
4	Project SA.4	Bernard Versari, August 9 th , 2023	Supports expansion of milfoil removal to include Columbia River	Milfoil removal remains a project from the Shoreline Restoration Plan. Expansion in this document could be appropriate, however, the method of removal for the mainstem of the Columbia differs from the herbicide discussed for Rock Cove.
5	Project SA.4	30-Person Petition, August 9 th , 2023	Opposes asphalt trail extension across Bob’s Beach	Trail surfacing will be considered as part of project implementation. No asphalt trail extension has been proposed across Bob’s Beach. May’s initial draft included extension of the pathway with an unidentified type of connection. The updated draft assesses this connection as “future consideration of public trail extension”.

				Engaging with windsurfer community is identified as a next step to ensure design suitability.
6	Project SA.4	30-Person Petition, August 9 th , 2023	Opposes sidewalk on Cascade Avenue	Conflicts between parking and pedestrian facilities can be avoided as part of project implementation. The sidewalk was present in May's initial draft plan. The updated draft removes sidewalk from the planned type of improvement for this connection and replaces it with "future consideration of public trail extension".
7	Habitat Improvements	Amaia Smith, WDFW Habitat Biologist, August 9 th , 2023	Supports plan's balance between recreational access and enhancing natural areas. Supports replacement of fish-blocking culverts, supports planting new Oregon White Oaks, and recommends retaining native riparian vegetation intact, especially large, mature trees when projects are implemented.	This will be considered during project implementation.
8	Unpaved Trails & Trailheads	Amaia Smith, WDFW Habitat Biologist, August 9 th , 2023	Recommends use of unpaved trails and inclusion of leave no trace signage and trashcans at trailheads when projects are implemented.	This will be considered during project implementation.
9	HPA (Permits)	Amaia Smith, WDFW Habitat Biologist, August 9 th , 2023	Suggests some projects may require a Hydraulic Projects Approval, the WDFW permit related to in-water work/impacts.	This will be considered during project implementation.
10	Project SA.8	Kurt Bethman, August 8 th , 2023	Supports fish passage removal as a component of the West Rock Cove Shoreline Trail Enhancement project.	Component remains and will be considered during project implementation.
11	BPA Permits	Brent Leslie, Realty Specialist, Bonneville Power Administration, August 7 th , 2023	Suggests some projects may require a land use application, the BPA process to authorize work in their right-of-way.	This will be considered during project implementation.
12	Global	Michelle McConnell, Regional Shoreline Planner, WDOE, June 12 th , 2023	Suggests several improvements to initial draft plan.	The updated draft incorporates several suggestions.

13	SA.2	Susan and Larry Krug, June 7 th , 2023	Supports inclusion of Public Pedestrian Access to Upper Rock Creek Falls (from north side of Rock Creek).	The updated draft maintains this project as a priority.
14	SA.4	Pat Albaugh, Executive Director, Port of Skamania, August 14 th , 2023	Opposes sidewalk on Cascade Avenue	The updated draft removes sidewalk from the planned type of improvement for this connection and replaces it with “future consideration of public trail extension”.
15	SA.4	Bernard Versari, June 12 th , 2023	Opposes sidewalk on Cascade Avenue	The updated draft removes sidewalk from the planned type of improvement for this connection and replaces it with “future consideration of public trail extension”.
16	SA.4	Bernard Versari, June 12 th , 2023	Opposes railroad pedestrian crossing.	The updated draft removes the pedestrian crossing as a planned improvement.

**See original comment letter for complete verbiage.*

August 14, 2023