

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



*Prepared by:*



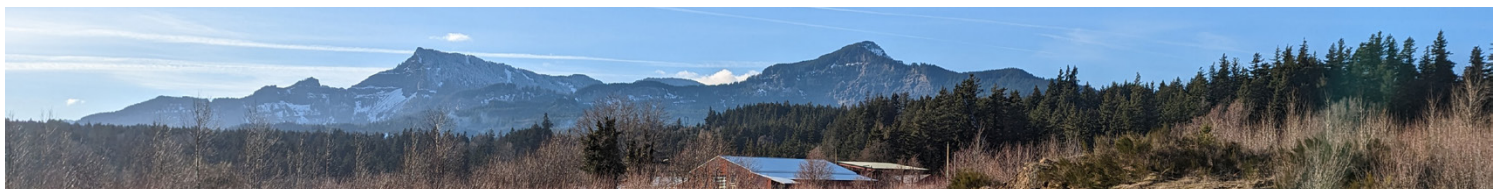
*dcgwatershed.com*

*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.







## 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.

## 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).

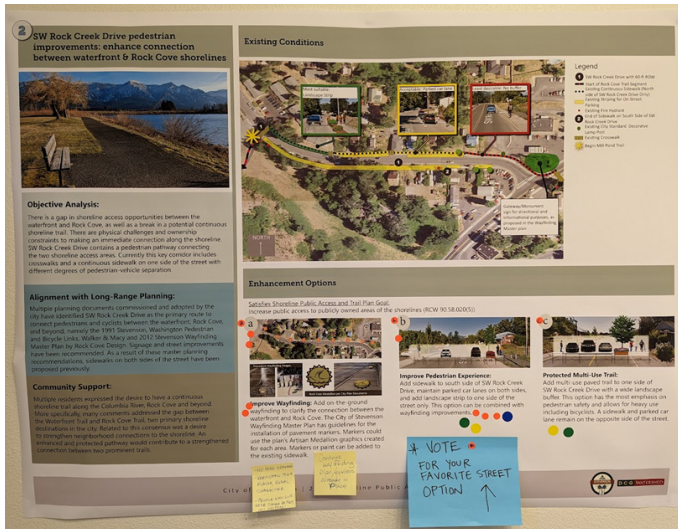
Here, participants prefer options #1 (enacting City Wayfinding Plan between City park property at intersection of SW Rock Creek Dr and Highway 14 to the Mill Pond Trail entrance) and #2 (placing

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.

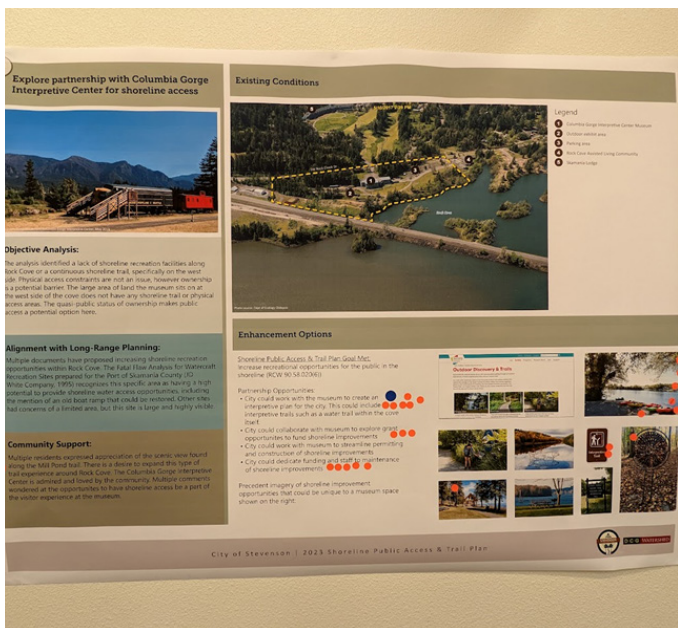


sidewalk on north end of street between each destination).



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

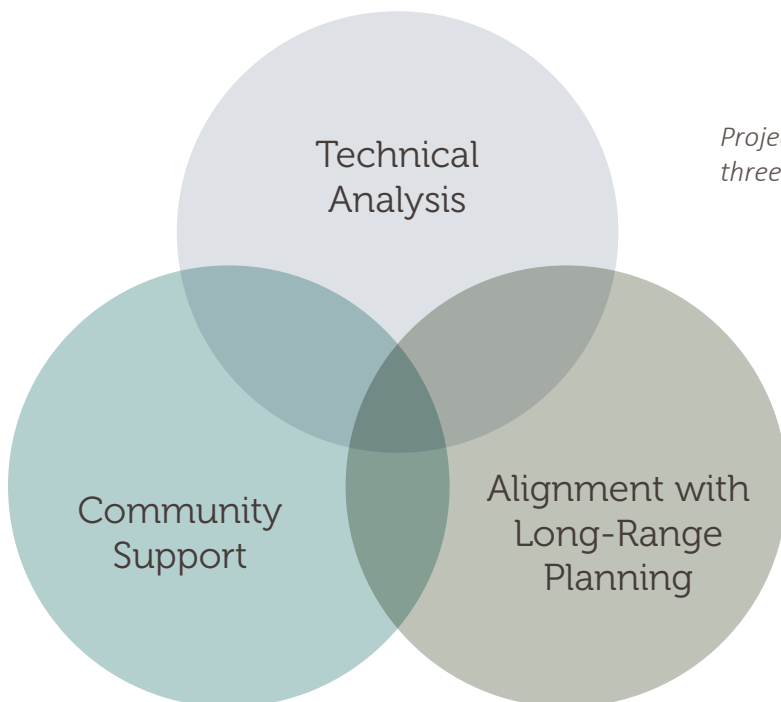


informational sessions about the planning effort and feedback exercises, such as surveys and workshops. Feedback was compiled and analyzed to identify key recommendations yielded from community input.

**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.

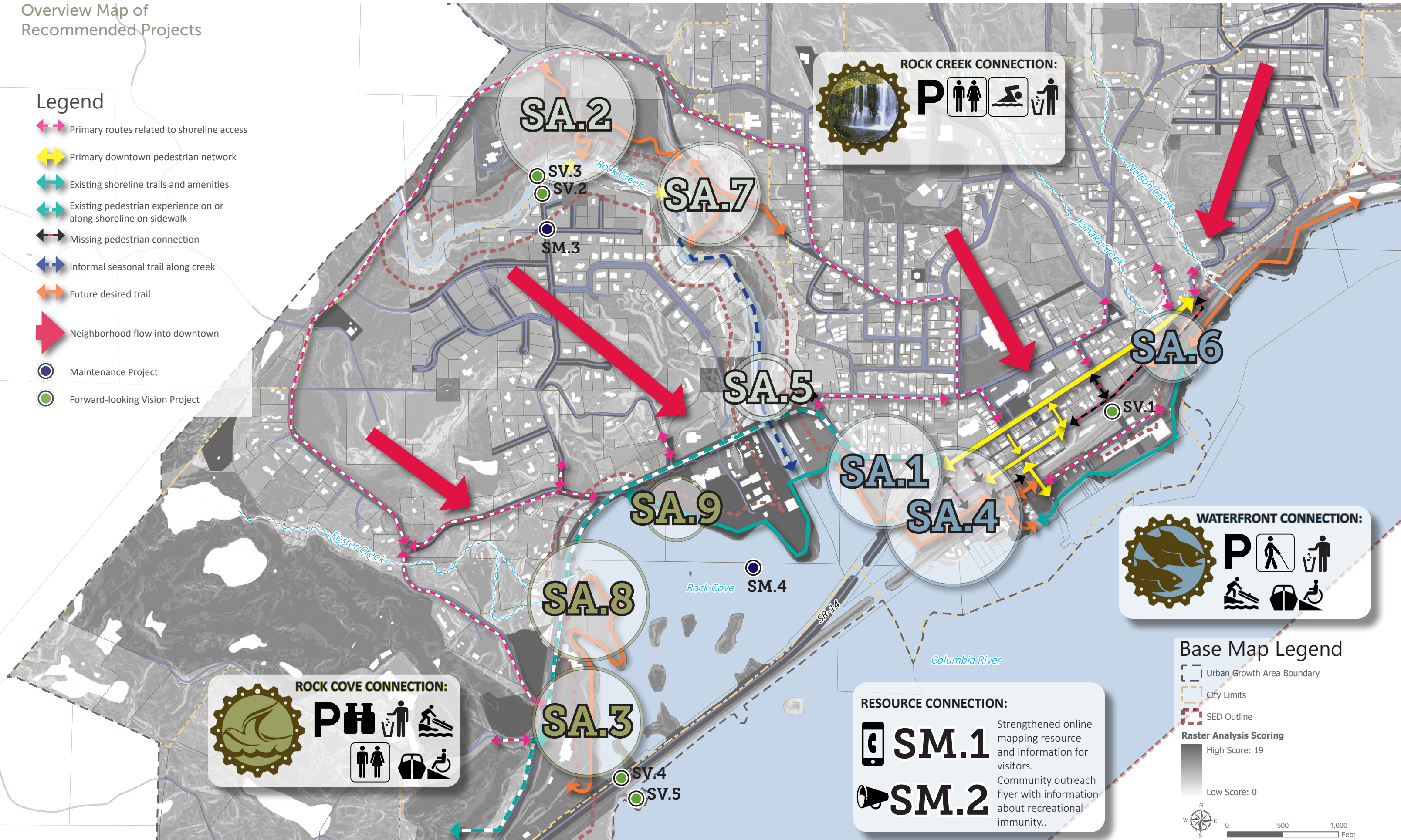


*Project recommendations represent the alignment of three dimensions of project evaluation.*

# 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:**

**ROCK COVE CONNECTION:**

**WATERFRONT 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.

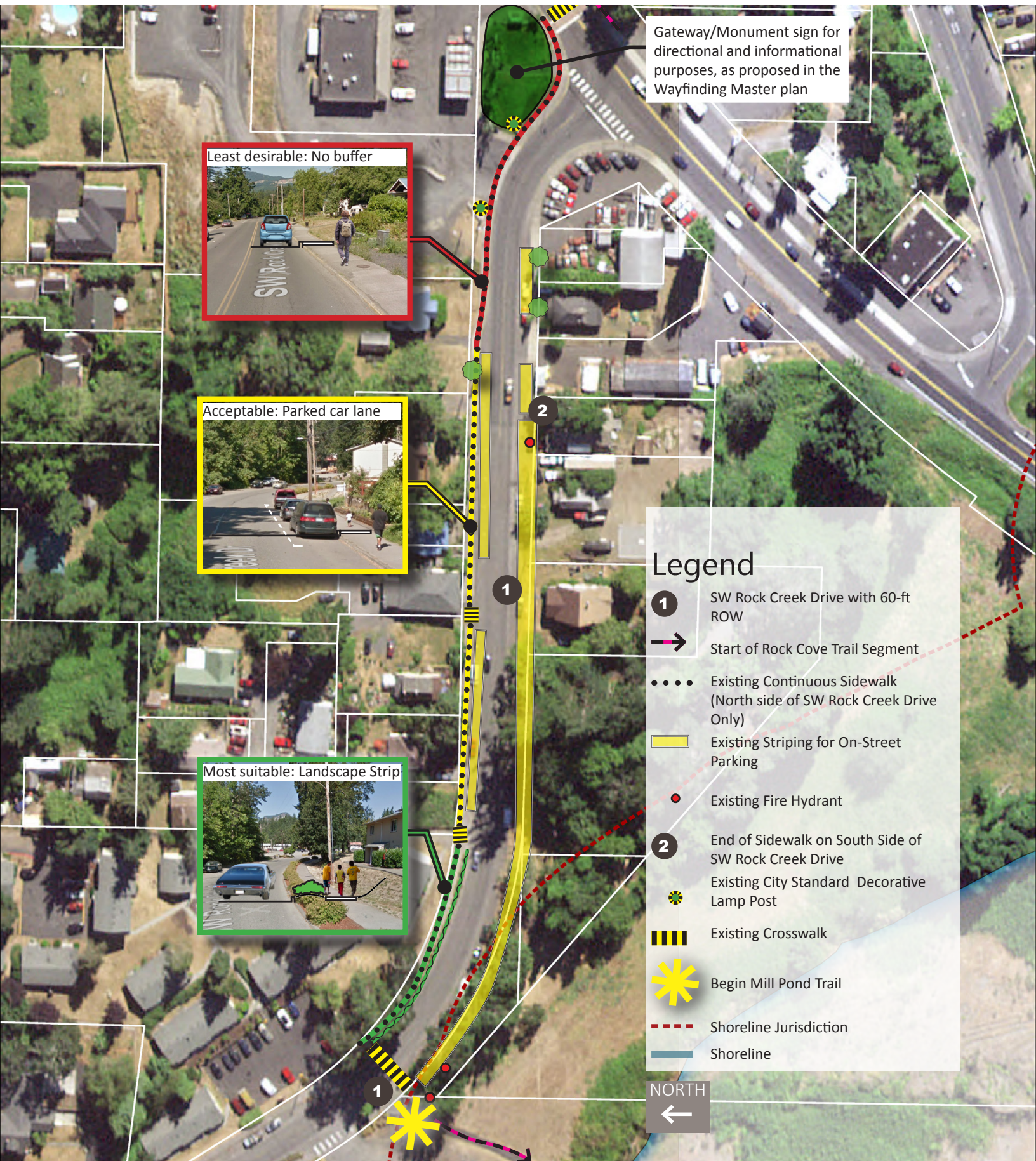
### Community Support:

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))



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.

a



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.

b



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.

c

SA.1 SW Rock Creek Drive Pedestrian Improvements				
<b>Description/Proposed Feature and Amenity</b>	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:		<b>Category</b>	<b>Score</b>
	<ul style="list-style-type: none"> <li>• Opt B: 560 LF of 6ft sidewalk with curb, gutter, planting strip, street trees on north side.</li> <li>• Opt B: 640 LF of 6ft sidewalk with curb and gutter on south side.</li> <li>• Opt C: 940 LF of 12ft sidewalk with curb, gutter, planting strip, street trees</li> <li>• Opt B &amp; C: 940 LF of re-paving/re-striping</li> <li>• Opt A: 10 EA in-ground pavement markers (medallions)</li> <li>• Landscape to be irrigated: Approx. 7,000 SF</li> </ul>		GIS Score	15.9
			Alignment with Existing Long Range Planning	Yes (1)
			Community Support	19
			<b>Score Summary</b>	45
			<b>Project Readiness Score</b>	10
<b>Cost</b>	Option B: \$1,921,000. Option C: \$1,682,000.			
<b>Project Readiness</b>	<input checked="" type="checkbox"/> Can be executed immediately <input checked="" type="checkbox"/> Enact by 2030 <input type="checkbox"/> Enact by 2040 and beyond.			
<b>Public Access Type</b>	<input type="checkbox"/> Physical Access (Beach/Boat Launch) <input type="checkbox"/> Visual (Trail/View Point) <input checked="" type="checkbox"/> Other (Trailhead, Non-Physical, etc.)			
<b>Project Type</b>	<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			
<b>Summary of Public Comments</b>	This would address frustration over the lack of a central trusted source. There appears to be general support for this idea.			
<b>Need Addressed</b>	<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			
<b>Proposed Next Steps</b>	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.			
<b>Permits Required</b>	None.			
<b>Mitigation Sequence &amp; Environmental Impact</b>	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.			
<b>Potential Issues/ Additional Information</b>	None known.			
<b>Ongoing Maintenance &amp; Estimated Annual Cost</b>	To be determined.			
<b>SMP Amendment</b>	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.			
<b>Comprehensive Plan Objectives Met</b>	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	<b>Downtown Plan for SUCCESS!</b>	Vision: Foster Catalyst Projects, Connect the Neighborhood Priority Projects: West End Redevelopment	
<b>Recommended Option</b>	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

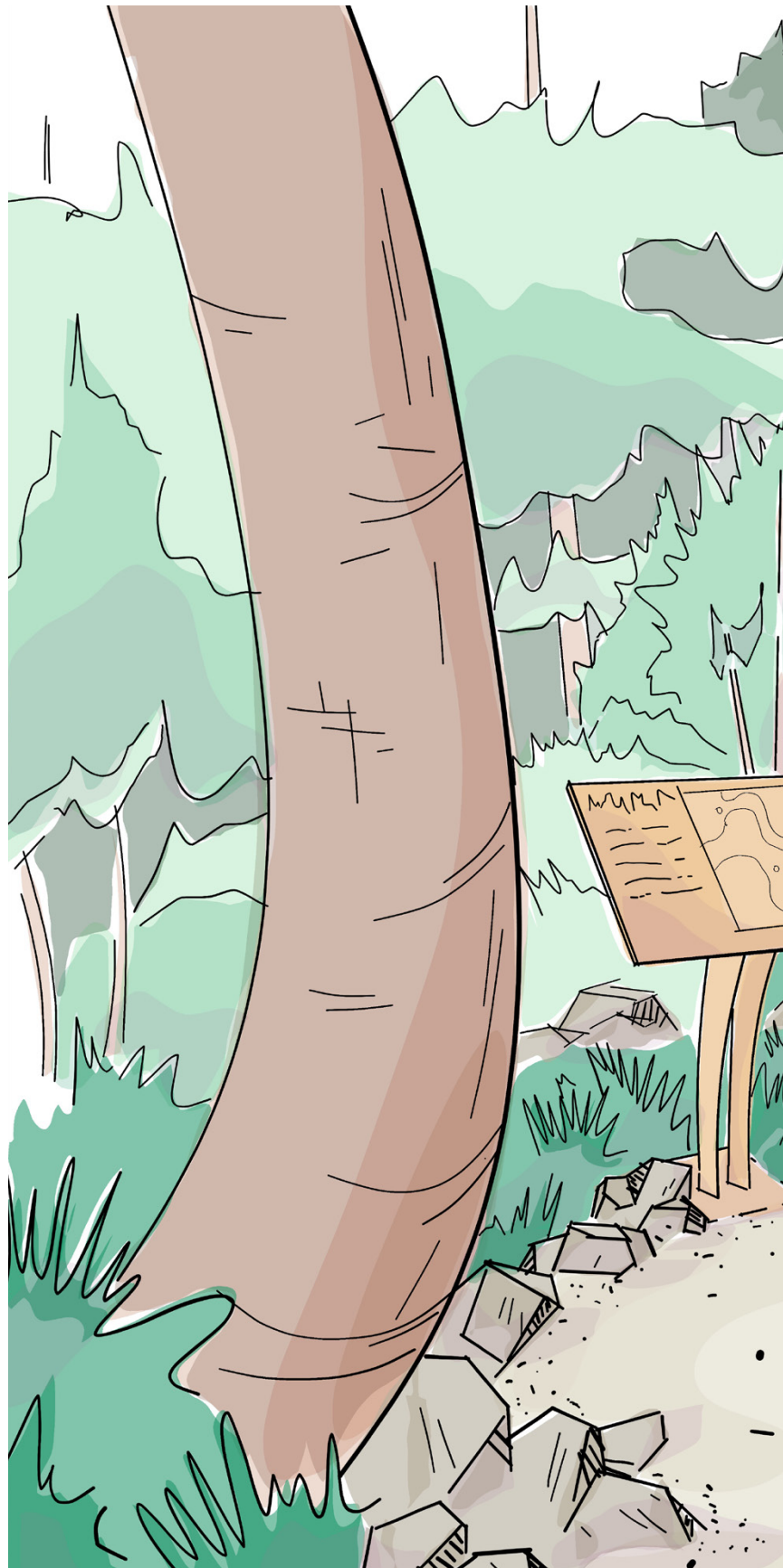
Working with the county, a trail could be formalized to bring the public to the waterfalls. The more gently sloping upper portion of the path could be stabilized with a material like crushed rock. The destination of this accessible portion would be a view of the upper falls with amenities like seating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

*Shoreline Public Access & Trail Plan Goal Met: Sequence of opportunities:*

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



SA.2 Create Public Pedestrian Access to Upper Rock Creek Falls			
<b>Description/Proposed Feature and Amenity</b>	Proposed easement would allow for public access to Rock Creek Upper Falls. Proposed features include: <ul style="list-style-type: none"> <li>• QTY: 1 gravel parking lot for 15 cars</li> <li>• QTY: 1 trail easement (approx. 20 ft width)</li> <li>• 1,000 LF of accessible trail from parking lot to overlook</li> <li>• QTY: 1 overlook pad (approx. 12 ft wide diameter)</li> <li>• QTY: 1 special section of steep slope construction trail and features</li> <li>• 1,350 LF of multi-use trail from overlook to Project #6</li> </ul>	<b>Category</b>	<b>Score</b>
		GIS Score	7.1
		Alignment with Existing Long Range Planning	Yes (1)
		Community Support	21
		<b>Score Summary</b>	35
		<b>Project Readiness Score</b>	7
<b>Cost</b>	\$1,104,000 (includes easement estimate)		
<b>Project Readiness</b>	<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>		
<b>Public Access Type</b>	<input checked="" type="checkbox"/> Physical Access (Beach/Boat Launch) <input type="checkbox"/> Visual (Trail/View Point) <input type="checkbox"/> Other (Trailhead, Non-Physical, etc.)		
<b>Project Type</b>	<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		
<b>Summary of Public Comments</b>	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.		
<b>Need Addressed</b>	<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		
<b>Proposed Next Steps</b>	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.		
<b>Permits Required</b>	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.		
<b>Mitigation Sequence &amp; Environmental Impact</b>	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.’		
<b>Potential Issues/ Additional Information</b>	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.		
<b>Ongoing Maintenance &amp; Estimated Annual Cost</b>	To be determined.		
<b>SMP Amendment</b>	Not applicable.		
<b>Comprehensive Plan Objectives Met</b>	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	<b>Downtown Plan for SUCCESS!</b>	Not applicable.
<b>Recommended Option</b>	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

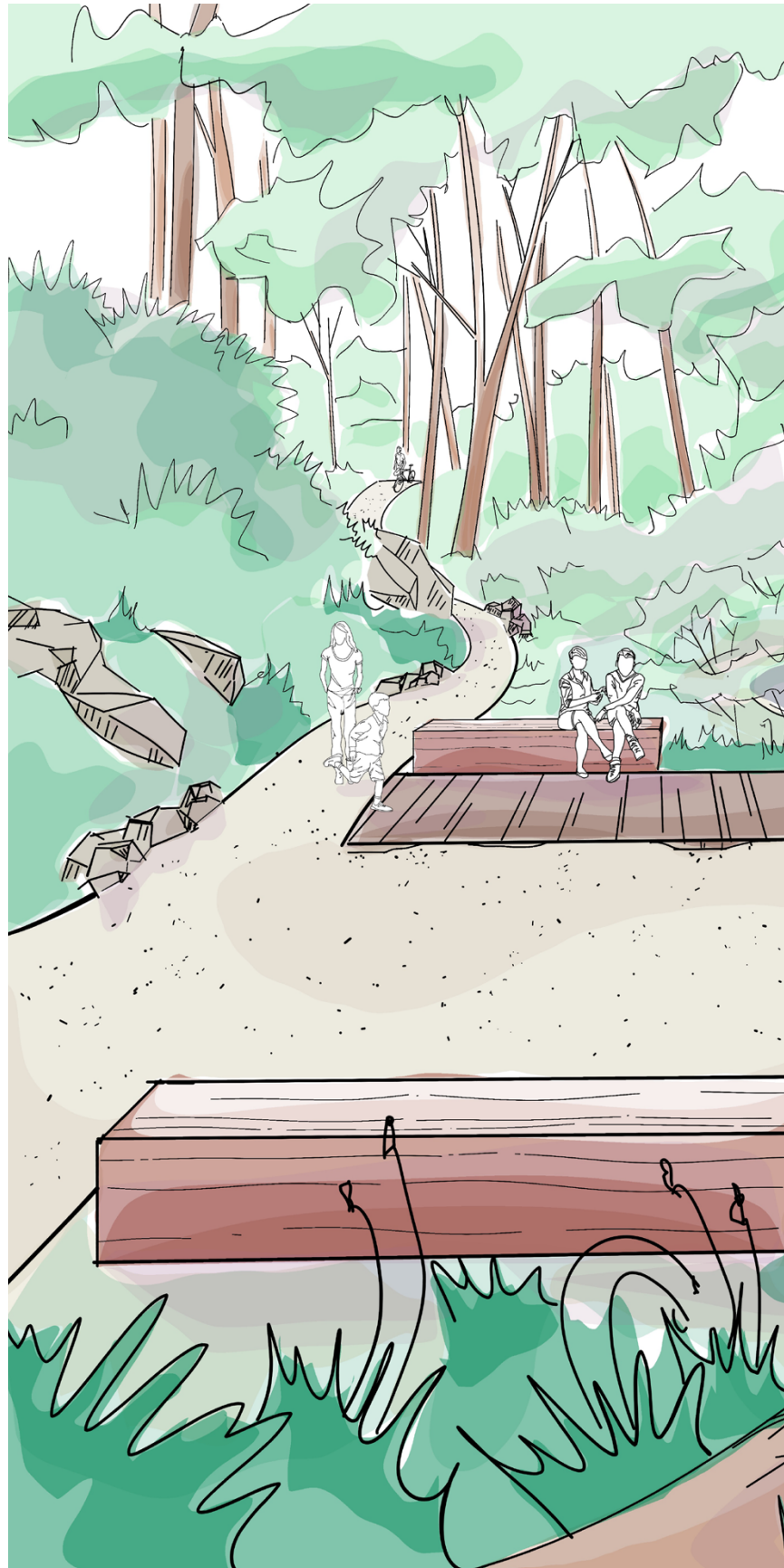
## EXPLORE PARTNERSHIP WITH COLUMBIA GORGE INTERPRETIVE CENTER FOR SHORELINE ACCESS

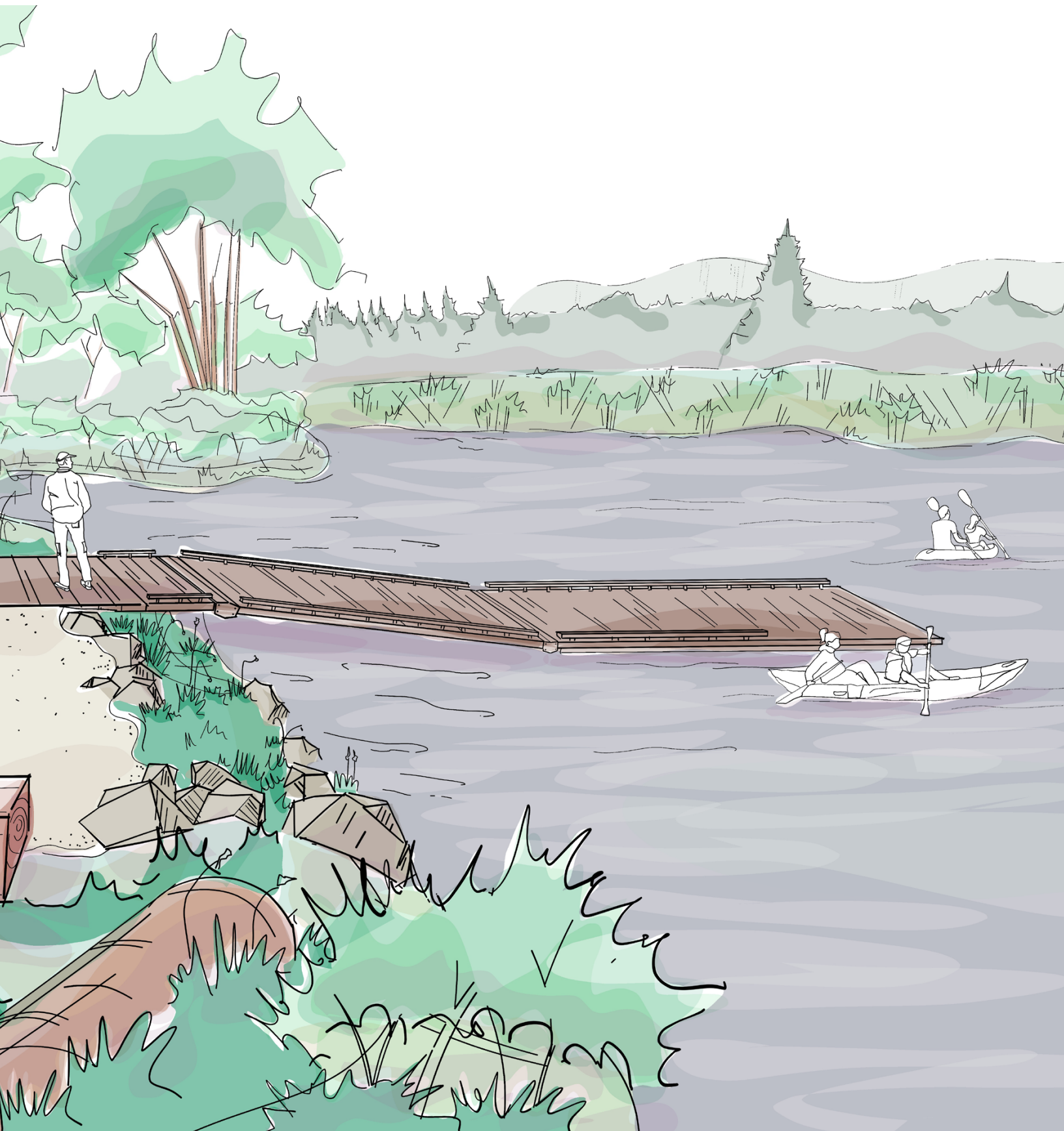
In collaboration with the interpretive center there are many opportunities for shoreline amenities the public could enjoy. A shoreline trail, an interpretive nature walk, and a floating dock and seating area could allow hand carry boats in Rock Cove to park on the shoreline and visit.



### 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:

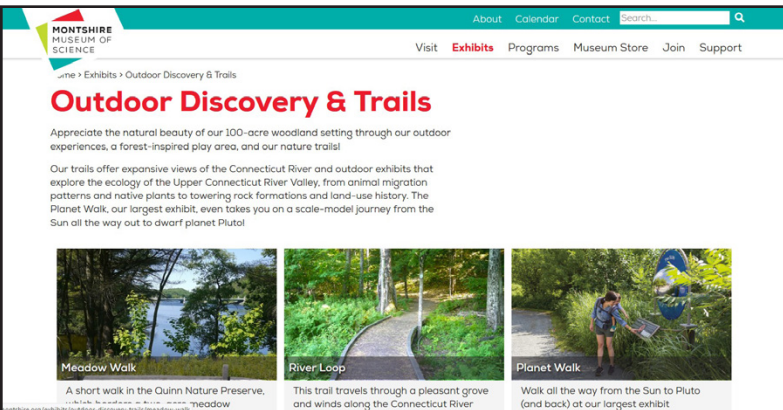
Increase recreational opportunities for the public in the shoreline (RCW 90.58.020(6))

#### Partnership Opportunities:

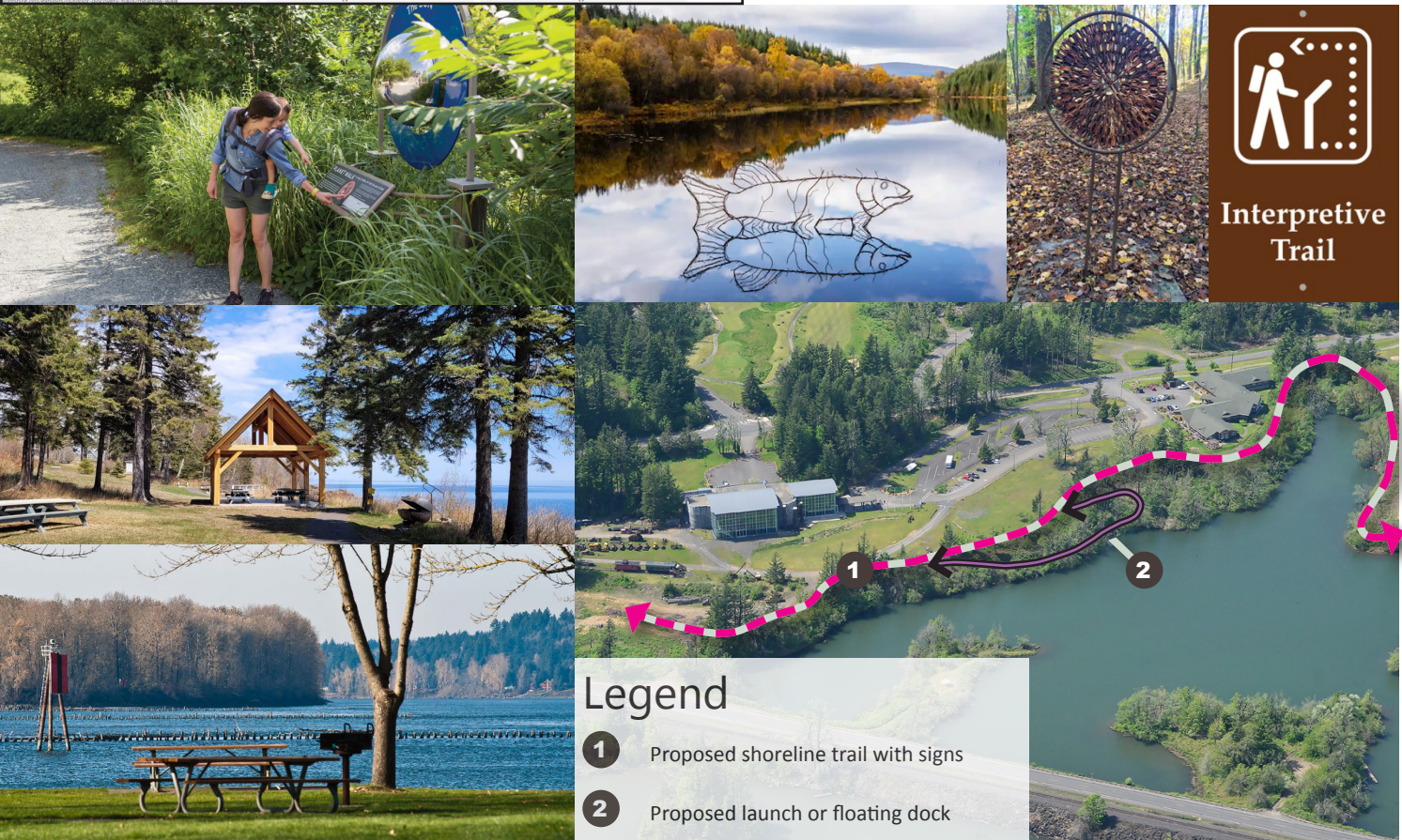
- City could work with the museum to create an interpretive plan for the city. This could include interpretive trails such as a water trail within the cove itself.

- 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			
<b>Description/Proposed Feature and Amenity</b>	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"> <li>• QTY: up to four new interpretive signs</li> <li>• 1,350 LF of trail</li> <li>• QTY: 1 new hand carry boat launch or community dock</li> <li>• 2,000 SF landscape restoration</li> <li>• QTY: 1 pedestrian tunnel</li> </ul>	<b>Category</b>	<b>Score</b>
		GIS Score	7.1
		Alignment with Existing Long Range Planning	Yes (1)
		Community Support	10
		<b>Score Summary</b>	26
		<b>Project Readiness Score</b>	9
<b>Cost</b>	<b>\$818,000</b>		
<b>Project Readiness</b>	Coordination with multiple parties prior to design implementation <b>X</b> Can be executed immediately <b>X</b> 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>		
<b>Public Access Type</b>	<b>X</b> Physical Access (Beach/Boat Launch) <b>X</b> Visual (Trail/View Point) <input type="checkbox"/> Other (Trailhead, Non-Physical, etc.)		
<b>Project Type</b>	<input type="checkbox"/> Maintenance/Rehabilitation <input type="checkbox"/> Infrastructure Improvement <b>X</b> New Infrastructure <b>X</b> Restoration of Ecological Functions <input type="checkbox"/> Acquisition/Easement <input type="checkbox"/> Other – Educational resource		
<b>Summary of Public Comments</b>	The public comments were largely supportive of improvements to this space with an interpretive element.		
<b>Need Addressed</b>	<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		
<b>Proposed Next Steps</b>	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.		
<b>Permits Required</b>	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.		
<b>Mitigation Sequence &amp; Environmental Impact</b>	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.		
<b>Potential Issues/ Additional Information</b>	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.		
<b>Ongoing Maintenance &amp; Estimated Annual Cost</b>	To be determined.		
<b>SMP Amendment</b>	Not applicable.		
<b>Comprehensive Plan Objectives Met</b>	1.12, 2.2, 2.5, 6.1, 6.3, 6.5, 6.6, 7.2, 7.4, 9.6, 9.7, 9.10	<b>Downtown Plan for SUCCESS!</b>	Not applicable.
<b>Recommended Option</b>	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))

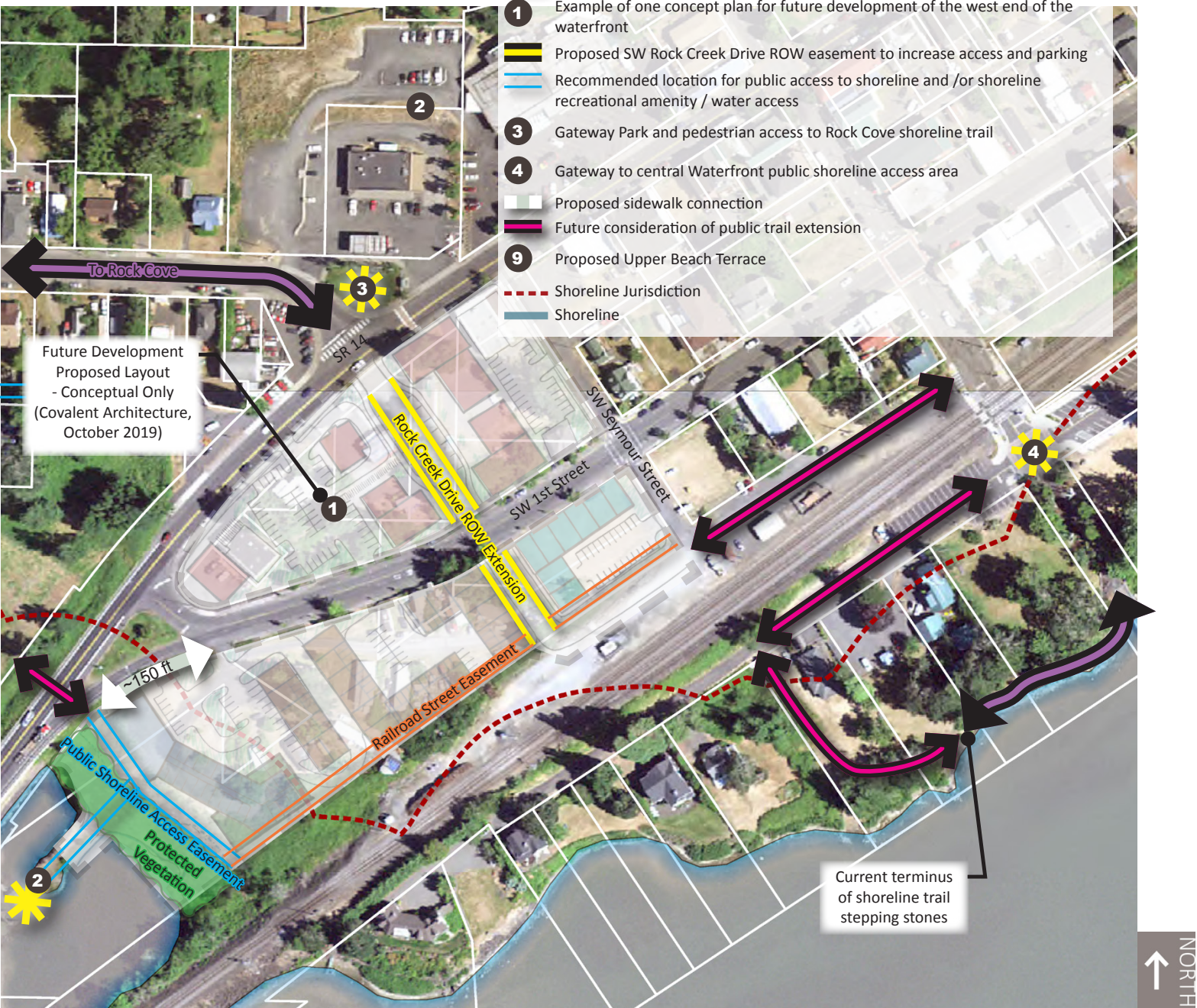
### Sequence of Opportunities:

- 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			
<b>Description/Proposed Feature and Amenity</b>	Proposed pedestrian improvements to connect Waterfront and Downtown to Rock Cove. Proposed features include: <ul style="list-style-type: none"> <li>• 900 LF of new sidewalk</li> <li>• 400 LF of trail</li> <li>• QTY 1: ROW Rock Creek Dr extension</li> <li>• QTY 1: 20 foot wide trail easement Railroad Street</li> <li>• QTY 1: 20 foot wide trail easement along shoreline</li> </ul>	<b>Category</b>	<b>Score</b>
		GIS Score	6
		Alignment with Existing Long Range Planning	Yes (1)
		Community Support	12
		<b>Score Summary</b>	26
		<b>Project Readiness Score</b>	8
<b>Cost</b>	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.		
<b>Project Readiness</b>	<input checked="" type="checkbox"/> Can be executed immediately <input type="checkbox"/> Enact by 2030 <input type="checkbox"/> Enact by 2040 and beyond.		
<b>Public Access Type</b>	<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.)		
<b>Project Type</b>	<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		
<b>Summary of Public Comments</b>	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.		
<b>Need Addressed</b>	<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		
<b>Proposed Next Steps</b>	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.		
<b>Permits Required</b>	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.		
<b>Mitigation Sequence &amp; Environmental Impact</b>	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.		
<b>Potential Issues/ Additional Information</b>	Align with long-term stormwater and utility improvements from a timing perspective. Trees need to be compatible with overhead powerlines.		
<b>Ongoing Maintenance &amp; Estimated Annual Cost</b>	To be determined.		
<b>SMP Amendment</b>	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.		
<b>Comprehensive Plan Objectives Met</b>	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	<b>Downtown Plan for SUCCESS!</b>	Vision: Reconnect to the River, Foster Catalyst Projects, Build Places to Live, Create 5-Minute Loops Priority Projects: West End Redevelopment
<b>Recommended Option</b>	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.

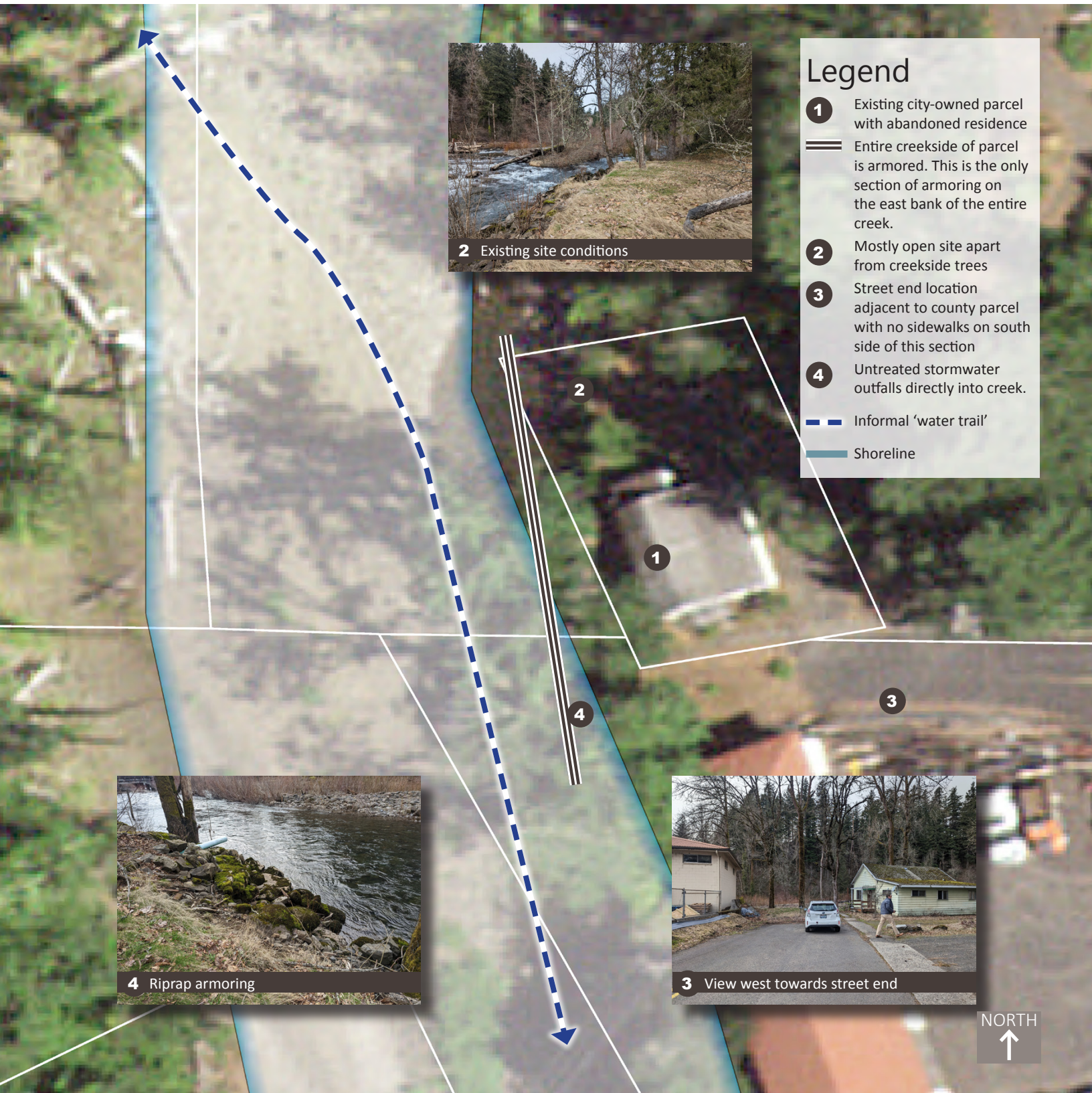
### Community Support:

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

**2** Existing site conditions

**4** Riprap armoring

**3** View west towards street end

NORTH  
↑

## EXISTING CONDITIONS

# SA.5

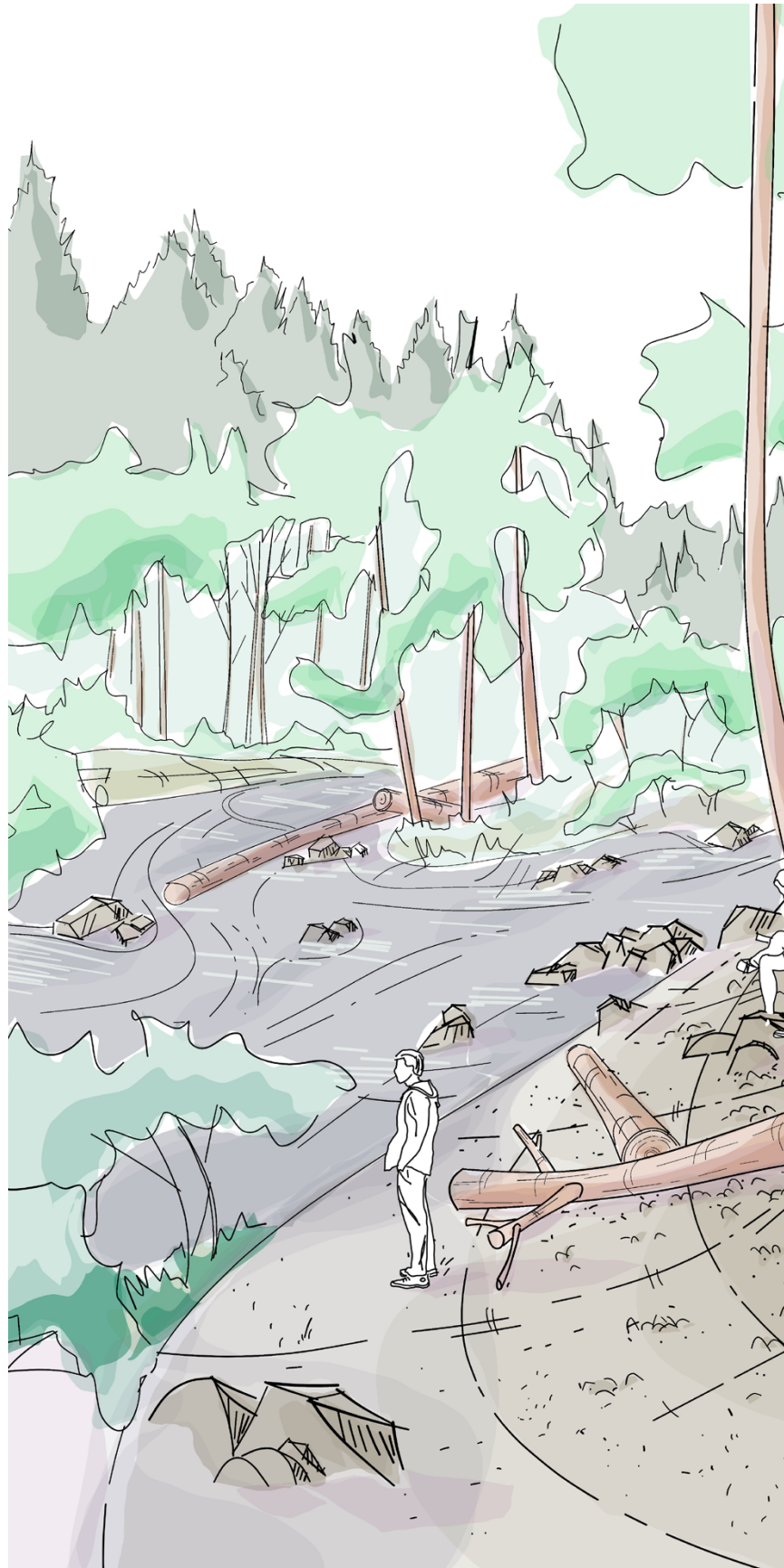
## CREATE PUBLIC ACCESS TO LOWER ROCK CREEK AT VANCOUVER AVENUE

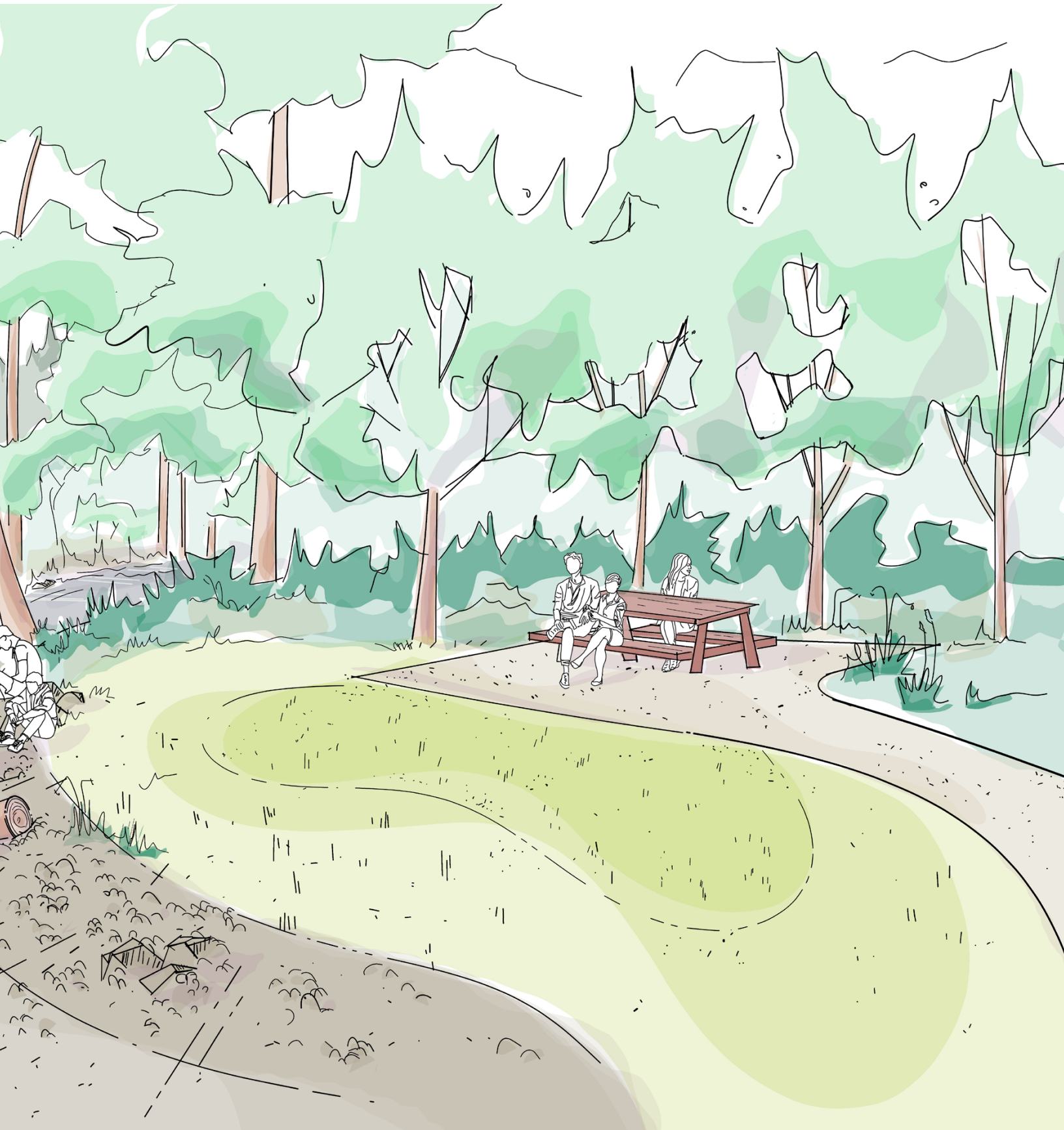
This city-owned property can be transformed into a neighborhood pocket park that provides direct access to Rock Creek. With armoring removed, a sloped shore would give residents easy access to the water, allowing them to walk up the creek in the summertime. Features could also include a small parking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



### BEFORE

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





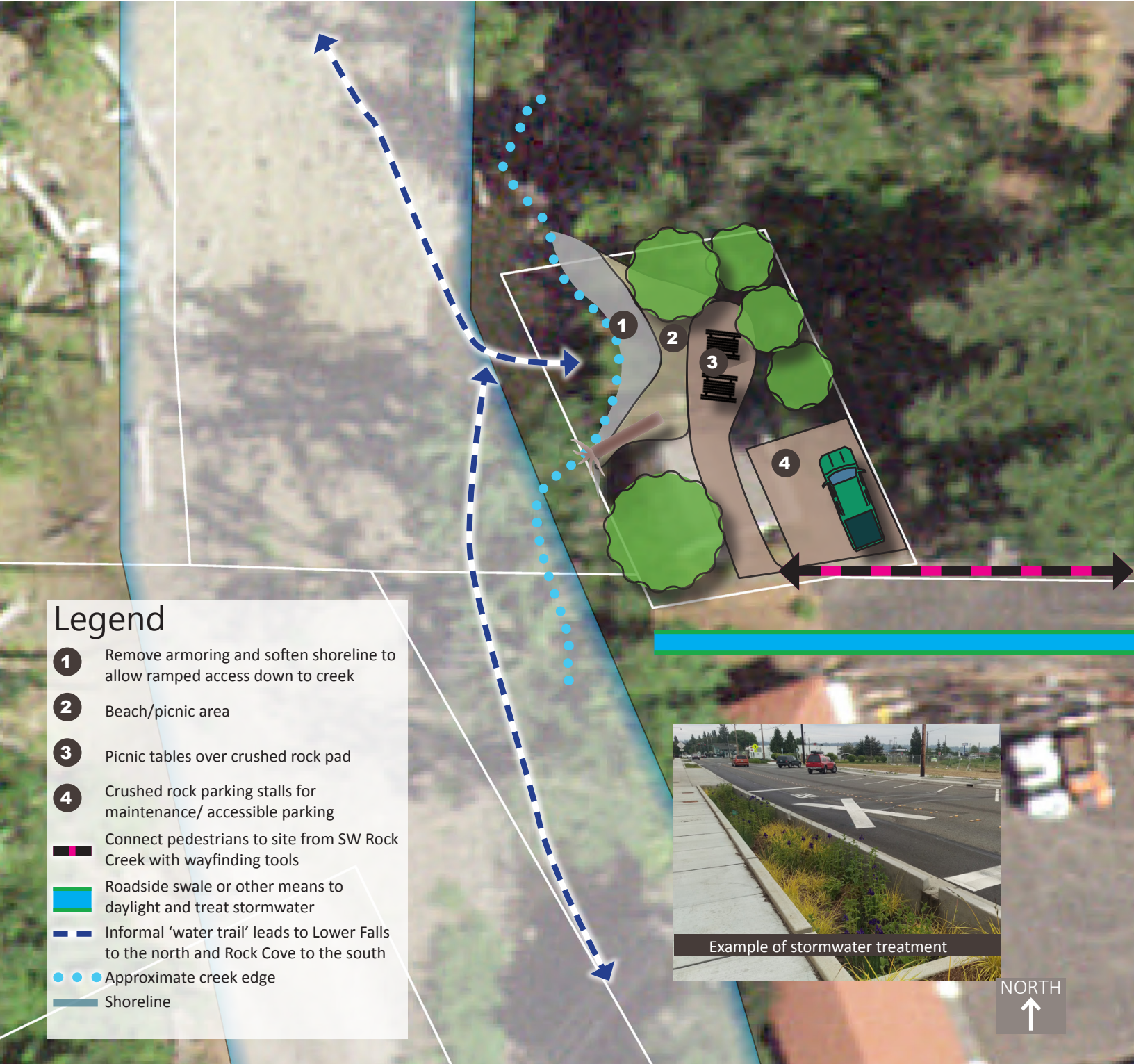
## AFTER

*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				
<b>Description/Proposed Feature and Amenity</b>	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: <ul style="list-style-type: none"> <li>• QTY: 1 gravel parking for two cars</li> <li>• QTY: 1 demolition of existing structure</li> <li>• QTY: 1 section of armoring removal</li> <li>• 2,000 SF of landscape restoration</li> <li>• QTY: 1 picnic area on gravel pad with path</li> <li>• QTY: 1 storm water improvement project</li> <li>• QTY: 5 in-ground pavement markers</li> </ul>		<b>Category</b>	<b>Score</b>
			GIS Score	12.5
			Alignment with Existing Long Range Planning	Yes (1)
			Community Support	4
			<b>Score Summary</b>	26
			<b>Project Readiness Score</b>	9
<b>Cost</b>	\$884,000.			
<b>Project Readiness</b>	<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>			
<b>Public Access Type</b>	<input checked="" type="checkbox"/> Physical Access (Beach/Boat Launch) <input type="checkbox"/> Visual (Trail/View Point) <input type="checkbox"/> Other (Trailhead, Non-Physical, etc.)			
<b>Project Type</b>	<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			
<b>Summary of Public Comments</b>	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.			
<b>Need Addressed</b>	<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			
<b>Proposed Next Steps</b>	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.			
<b>Permits Required</b>	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.			
<b>Mitigation Sequence &amp; Environmental Impact</b>	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.			
<b>Potential Issues/ Additional Information</b>	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.			
<b>Ongoing Maintenance &amp; Estimated Annual Cost</b>	To be determined.			
<b>SMP Amendment</b>	Consider provision for payment-in-lieu of on-site continuous pedestrian experiences are less desirable/feasible.			
<b>Comprehensive Plan Objectives Met</b>	1.4, 1.5, 2.2, 3.5, 3.8, 4A.1, 6.3, 8.21, 8A.1, 9.6, 9.7, 9.10	<b>Downtown Plan for SUCCESS!</b>	Not applicable.	
<b>Recommended Option</b>	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.

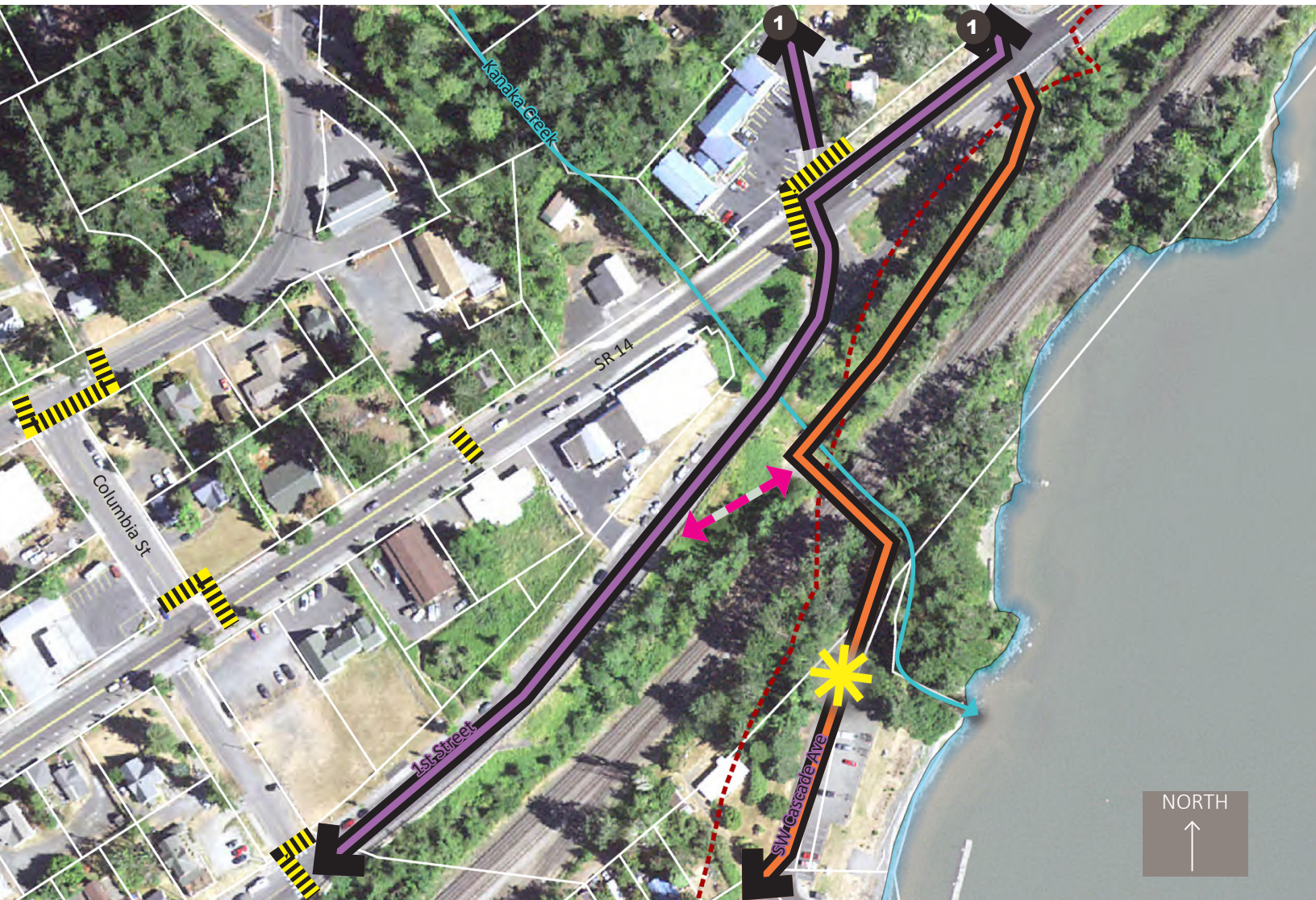
### Community Support:

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

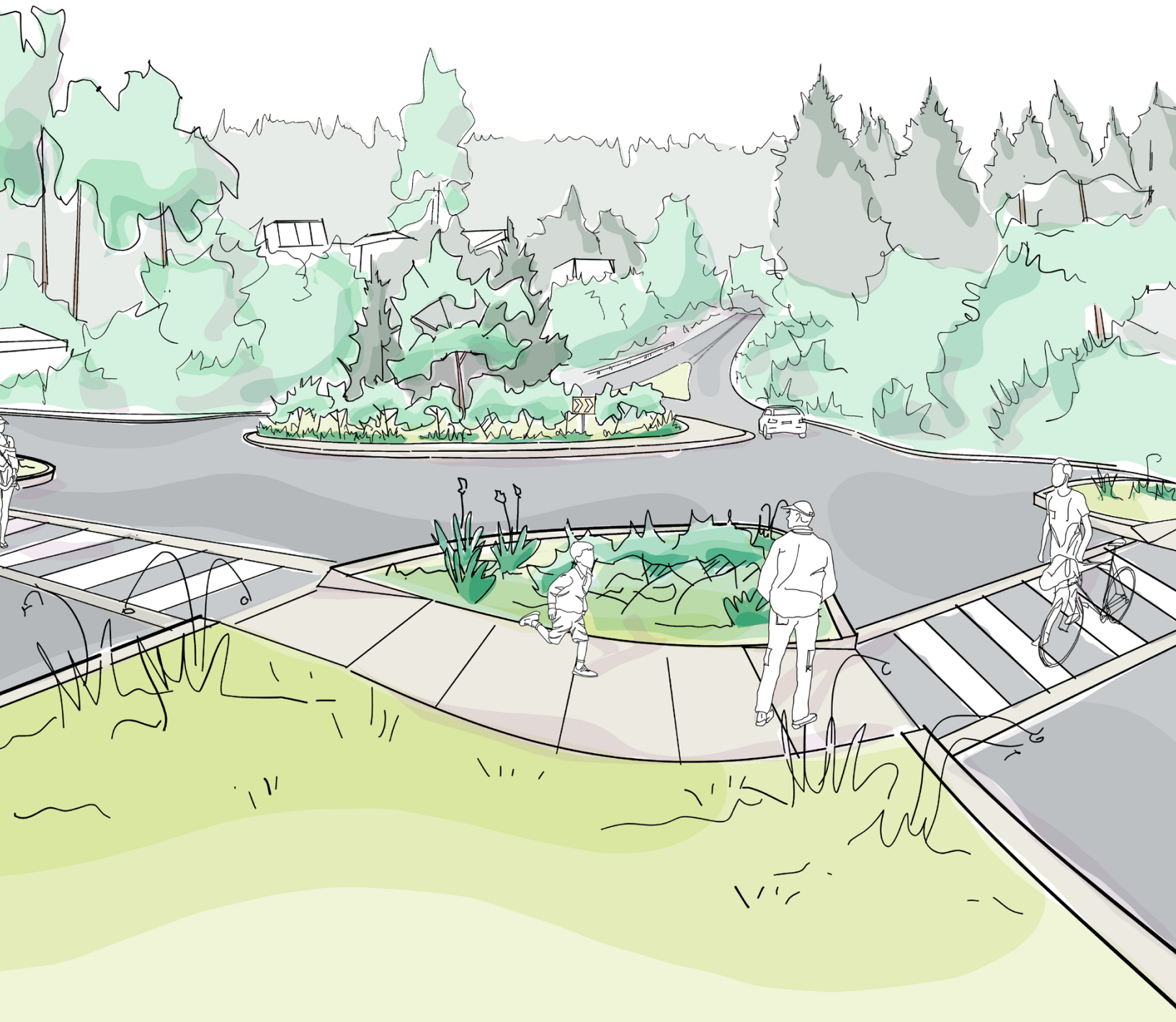
The east end of the waterfront is an important access point to the shoreline for the community of Stevenson. The ideas brought forward to make this area more pedestrian friendly included both improving the existing connections as well as providing new, safer connections. The existing road that crosses 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.*



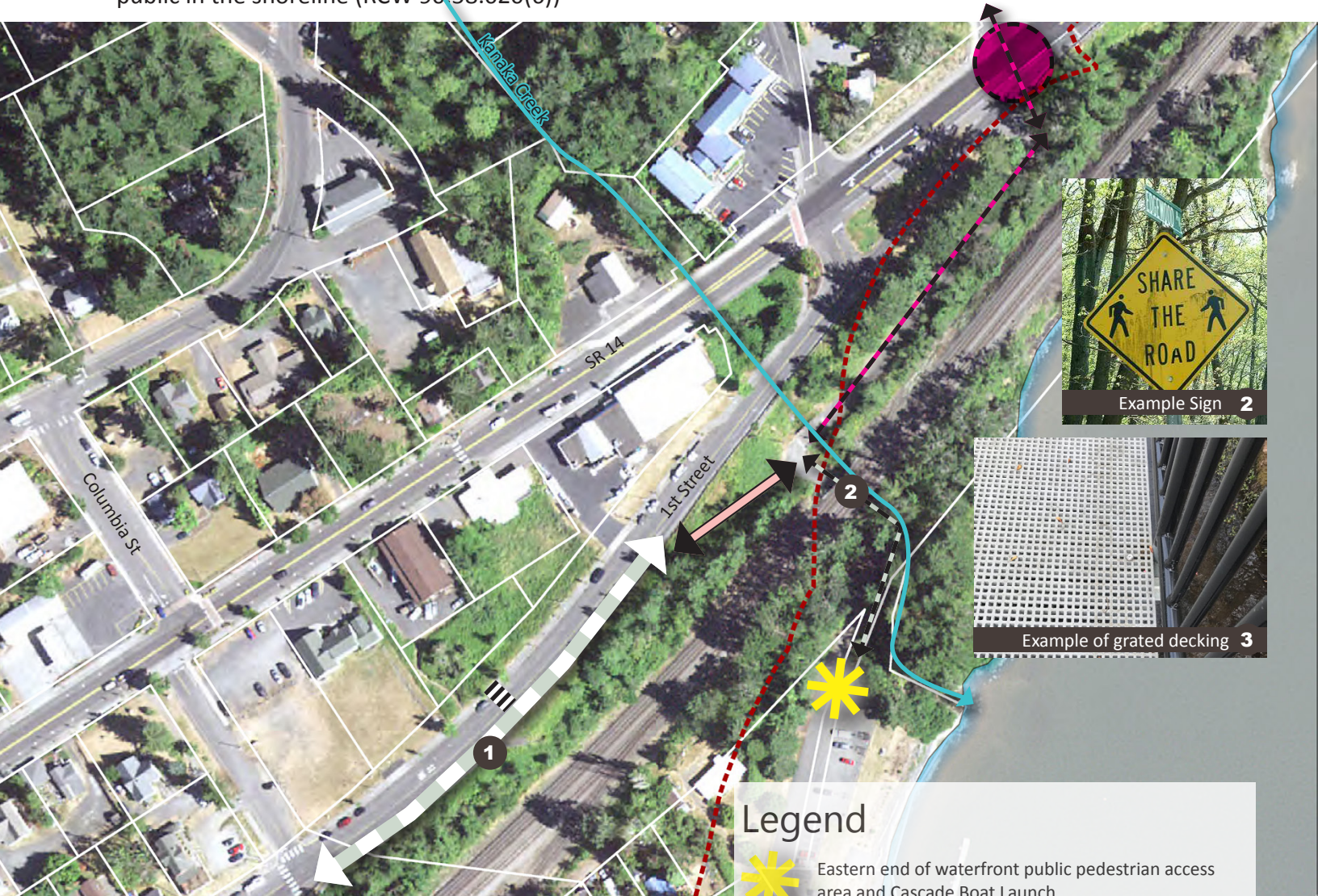


## AFTER

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

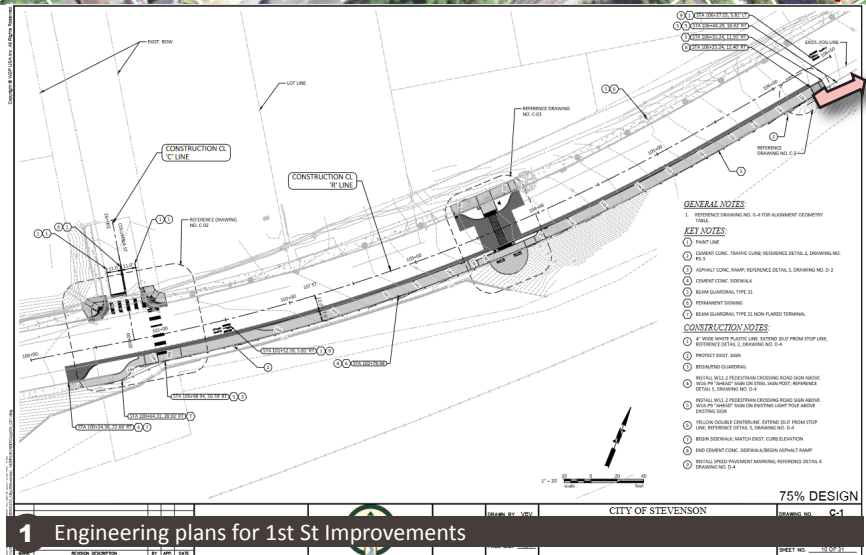
### Shoreline Public Access & Trail Plan Goal Met:

- 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



SA.6 Enhance Pedestrian Connections to East Waterfront by Kanaka Creek			
<b>Description/Proposed Feature and Amenity</b>	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"> <li>• New Signs (2) “Share the Road”</li> <li>• 1 convex mirror</li> <li>• 200 LF of new asphalt trail</li> <li>• 800 LF of resurfaced section of SW Cascade Ave</li> <li>• 600 LF 6ft wide sidewalk with curb, gutter, planting strip &amp; street trees</li> </ul>	<b>Category</b>	<b>Score</b>
		GIS Score	7.1
		Alignment with Existing Long Range Planning	Yes (1)
		Community Support	11
		<b>Score Summary</b>	25
		<b>Project Readiness Score</b>	7
<b>Cost</b>	\$1,125,000. (Includes design study phase only for SR-14 roundabout)		
<b>Project Readiness</b>	<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>		
<b>Public Access Type</b>	<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.)		
<b>Project Type</b>	<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		
<b>Summary of Public Comments</b>	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.		
<b>Need Addressed</b>	<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		
<b>Proposed Next Steps</b>	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.		
<b>Permits Required</b>	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.		
<b>Mitigation Sequence &amp; Environmental Impact</b>	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.		
<b>Potential Issues/ Additional Information</b>	Grated decking permitting will be complex from both a design and permitting standpoint.		
<b>Ongoing Maintenance &amp; Estimated Annual Cost</b>	To be determined.		
<b>SMP Amendment</b>	Not applicable.		
<b>Comprehensive Plan Objectives Met</b>	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	<b>Downtown Plan for SUCCESS!</b>	Vision: Create a Riverfront Destination, Connect the Neighborhood Priority Projects: First Street Overlook
<b>Recommended Option</b>	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.

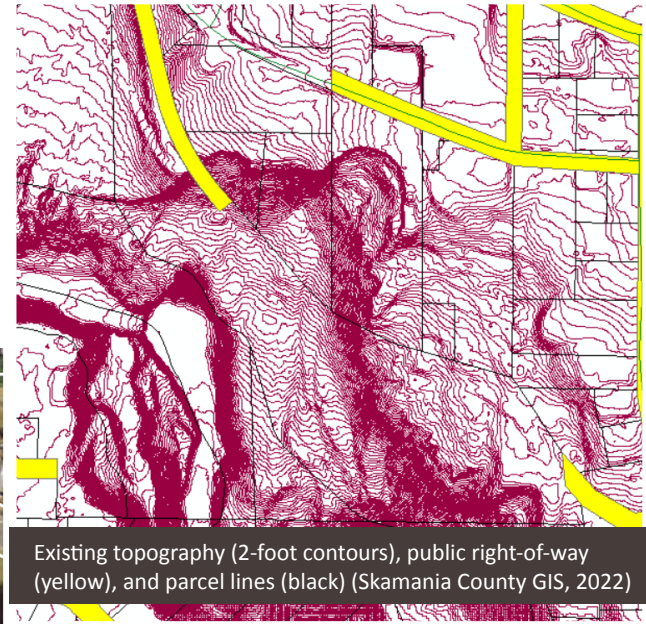
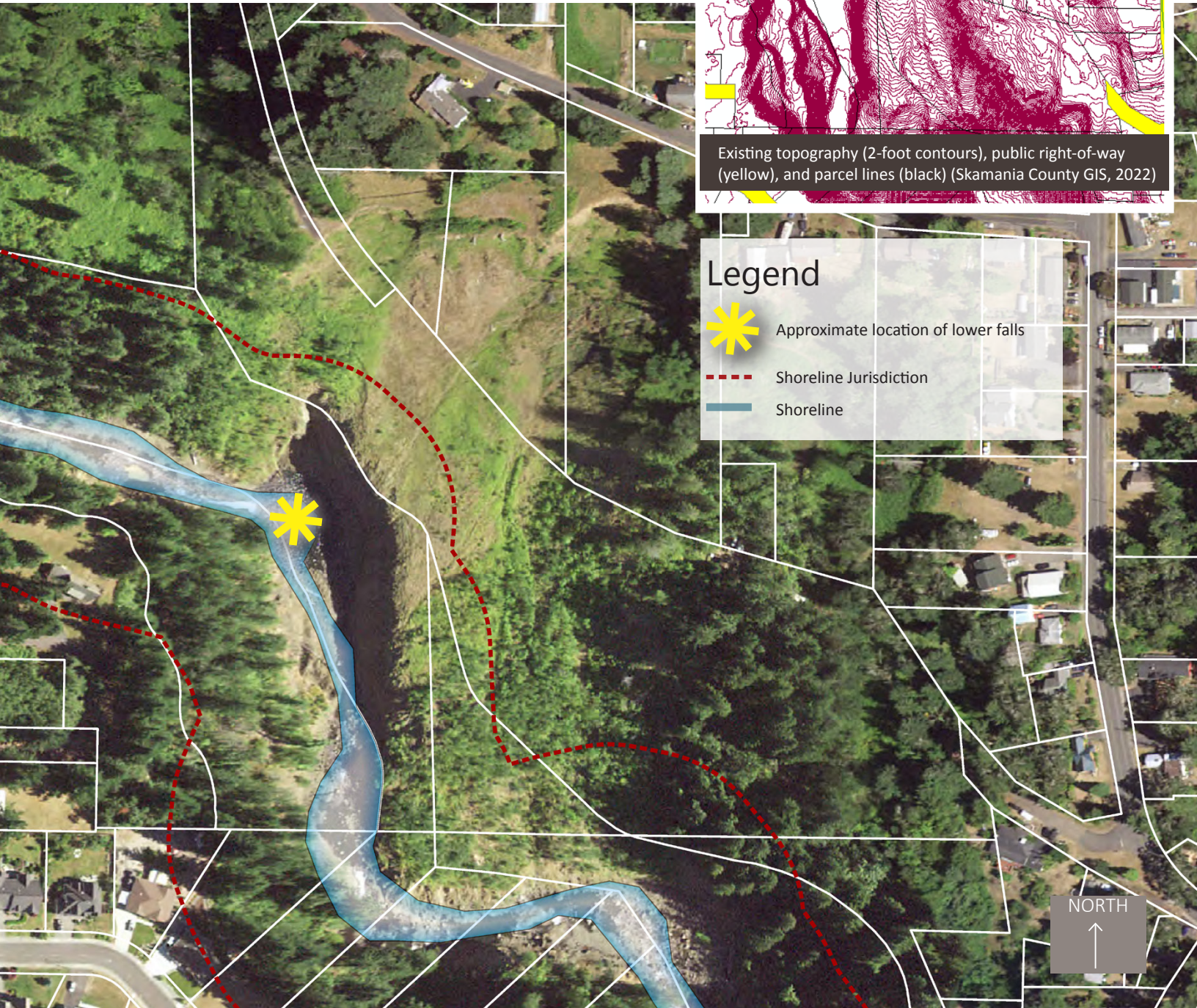
### Community Support:

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.

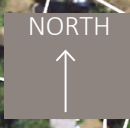
### Alignment with Long-Range Planning:

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

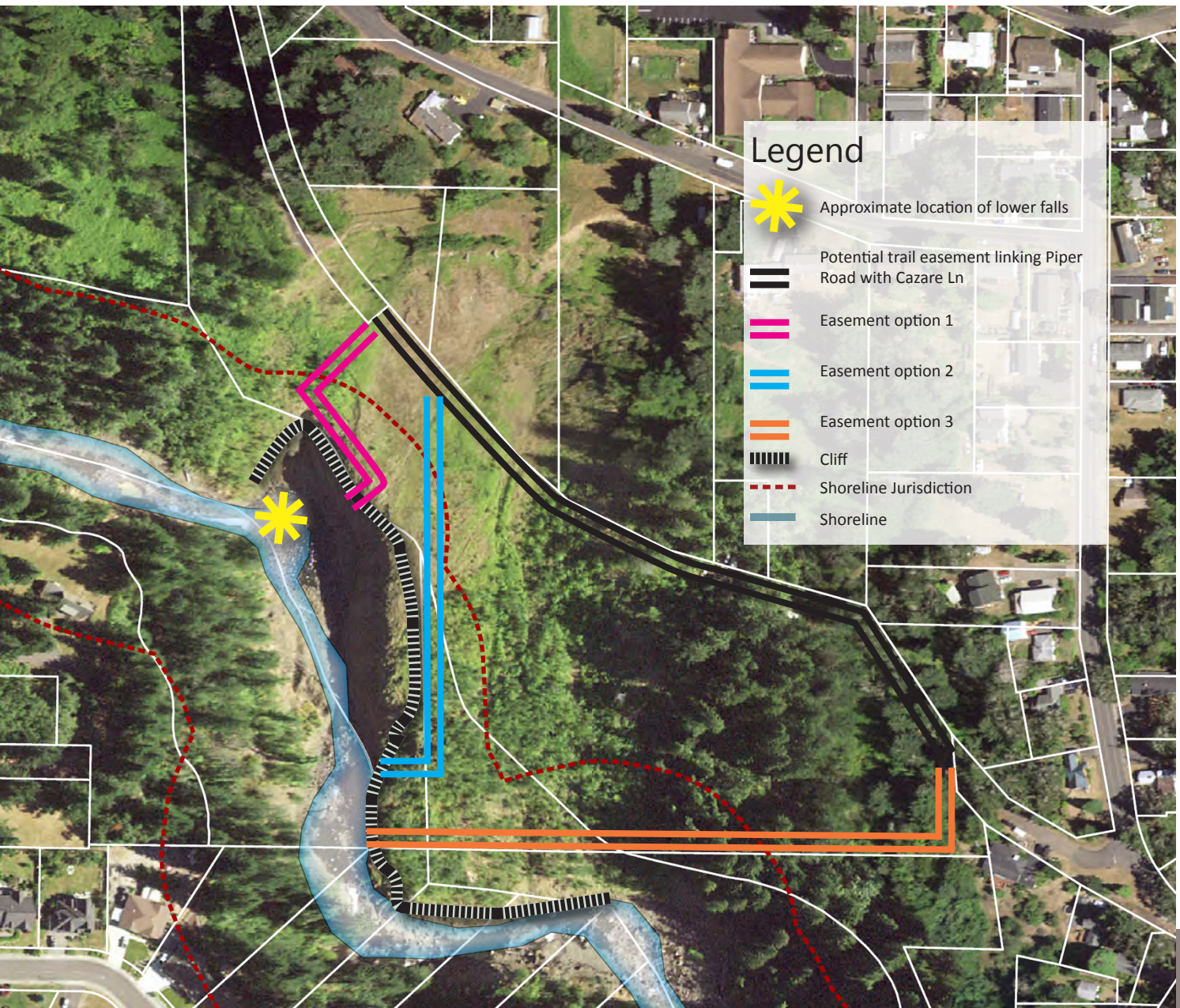
*Easements could allow public trail access to view and reach Rock Creek and the Lower Falls.*

### 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			
<b>Description/Proposed Feature and Amenity</b>	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"> <li>• QTY: 1 trail easement (approx. 20 ft width)</li> <li>• Cedar chip path</li> </ul>	<b>Category</b>	<b>Score</b>
		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
		<b>Score Summary</b>	Opt 1: 21 Opt 2: 22 Opt 3: 21
		<b>Project Readiness Score</b>	Opt 1: 8 Opt 2: 8 Opt 3: 8
<b>Cost</b>	\$540,000. (Cazare Ln connection: \$360,000, Option 1: \$1,650, Option 2: \$1,500, Option 3: \$3,300.)		
<b>Project Readiness</b>	<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>		
<b>Public Access Type</b>	<input type="checkbox"/> Physical Access (Beach/Boat Launch) <input checked="" type="checkbox"/> Visual (Trail/View Point) <input type="checkbox"/> Other (Trailhead, Non-Physical, etc.)		
<b>Project Type</b>	<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		
<b>Summary of Public Comments</b>	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.		
<b>Need Addressed</b>	<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		
<b>Proposed Next Steps</b>	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.		
<b>Permits Required</b>	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.		
<b>Mitigation Sequence &amp; Environmental Impact</b>	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.		
<b>Potential Issues/ Additional Information</b>	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.		
<b>Ongoing Maintenance &amp; Estimated Annual Cost</b>	To be determined.		
<b>SMP Amendment</b>	Not applicable.		
<b>Comprehensive Plan Objectives Met</b>	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	<b>Downtown Plan for SUCCESS!</b>	Not applicable
<b>Recommended Option</b>	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

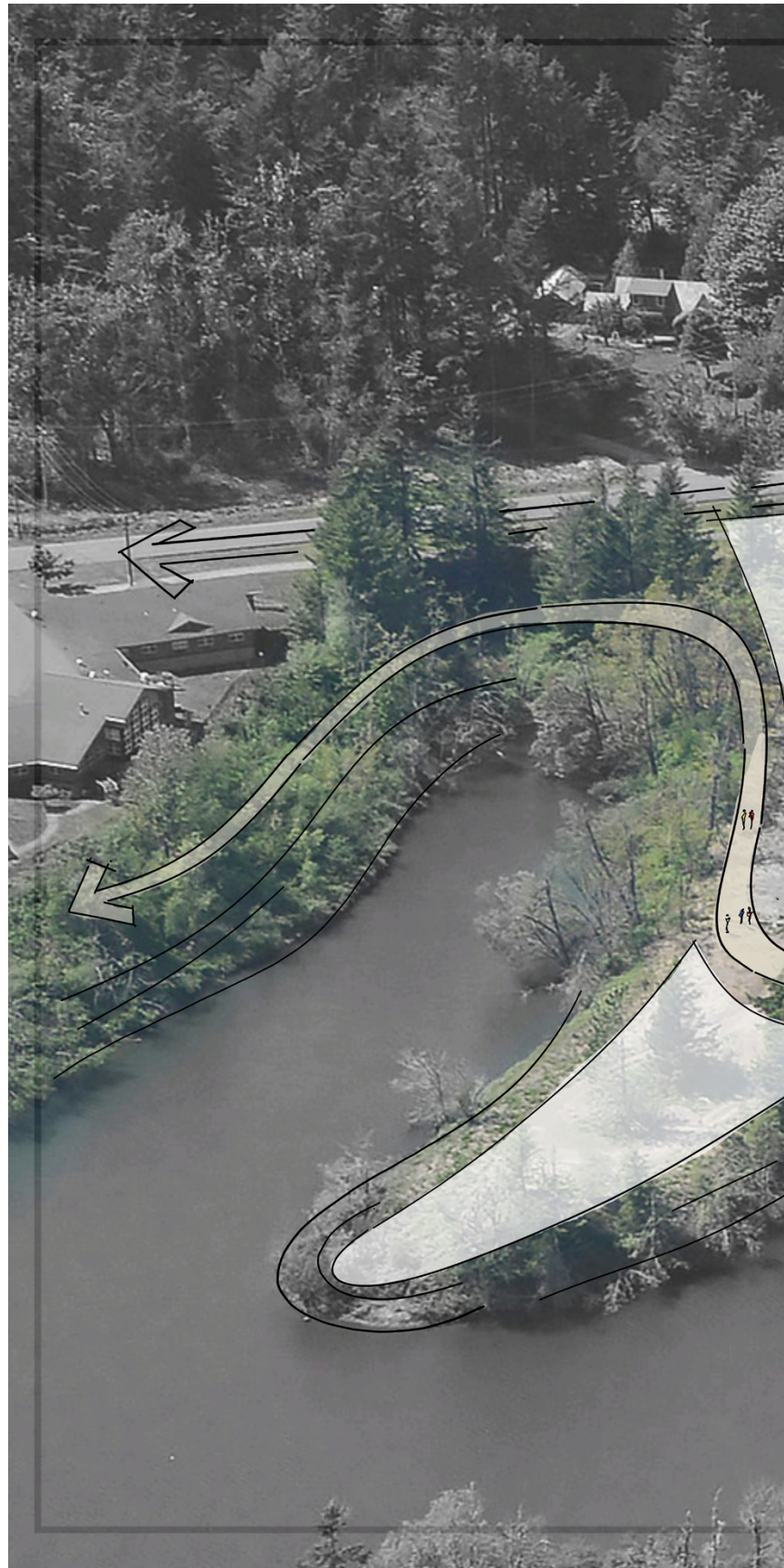
## WEST ROCK COVE SHORELINE TRAIL EASEMENT ENHANCEMENT

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.*

### 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 private landowner and assisted living facility to understand opportunities and constraints for development of the existing pedestrian easements.

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



SA.8 West Rock Cove shoreline trail easement enhancement			
<b>Description/Proposed Feature and Amenity</b>	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"> <li>• 1,000 LF of trail</li> <li>• QTY: 1 new hand carry boat launch and boat wash station</li> <li>• Remove boat launch</li> </ul>	<b>Category</b>	<b>Score</b>
		GIS Score	5.3
		Alignment with Existing Long Range Planning	Yes (1)
		Community Support	4
		<b>Score Summary</b>	20
		<b>Project Readiness Score</b>	11
<b>Cost</b>	<b>\$549,000.</b>		
<b>Project Readiness</b>	Coordination with multiple parties prior to design implementation <b>X</b> Can be executed immediately <b>X</b> 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>		
<b>Public Access Type</b>	<b>X</b> Physical Access (Beach/Boat Launch) <b>X</b> Visual (Trail/View Point) <input type="checkbox"/> Other (Trailhead, Non-Physical, etc.)		
<b>Project Type</b>	<input type="checkbox"/> Maintenance/Rehabilitation <input type="checkbox"/> Infrastructure Improvement <input type="checkbox"/> New Infrastructure <b>X</b> Restoration of Ecological Functions <input type="checkbox"/> Acquisition/Easement <input type="checkbox"/> Other – Educational resource		
<b>Summary of Public Comments</b>	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.		
<b>Need Addressed</b>	<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		
<b>Proposed Next Steps</b>	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.		
<b>Permits Required</b>	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.		
<b>Mitigation Sequence &amp; Environmental Impact</b>	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.		
<b>Potential Issues/ Additional Information</b>	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.		
<b>Ongoing Maintenance &amp; Estimated Annual Cost</b>	To be determined.		
<b>SMP Amendment</b>	Not applicable.		
<b>Comprehensive Plan Objectives Met</b>	1.12, 2.2, 2.5, 6.1, 6.3, 6.5, 6.6, 7.2, 7.4, 9.6, 9.7, 9.10	<b>Downtown Plan for SUCCESS!</b>	Not applicable.
<b>Recommended Option</b>	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

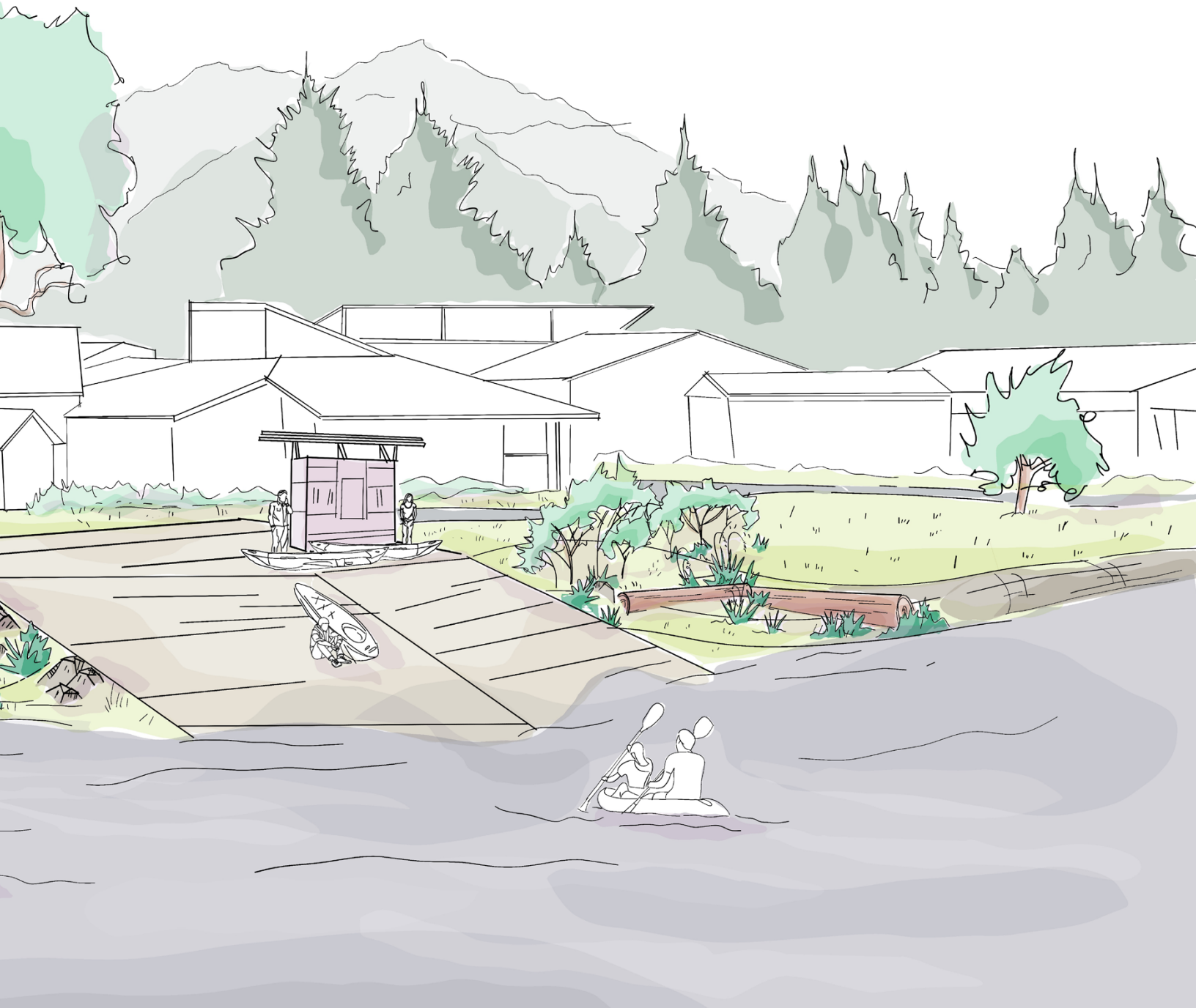
## COLLABORATE WITH THE COUNTY ON SHORELINE IMPROVEMENTS TO THE COUNTY FAIRGROUNDS SITE

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			
<b>Description/Proposed Feature and Amenity</b>	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.	<b>Category</b>	
		GIS Score	
		Alignment with Existing Long Range Planning	
		Community Support	
		<b>Score Summary</b>	
		<b>Project Readiness Score</b>	
<b>Score</b>	7.1		
<b>Cost</b>	\$107,000.		
<b>Project Readiness</b>	Near-term		
<b>Public Access Type</b>	<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.)		
<b>Project Type</b>	<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		
<b>Summary of Public Comments</b>	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.		
<b>Need Addressed</b>	<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		
<b>Proposed Next Steps</b>	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.		
<b>Permits Required</b>	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.		
<b>Mitigation Sequence &amp; Environmental Impact</b>	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.		
<b>Potential Issues/ Additional Information</b>	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.		
<b>Ongoing Maintenance &amp; Estimated Annual Cost</b>	To be determined.		
<b>SMP Amendment</b>	Not applicable.		
<b>Comprehensive Plan Objectives Met</b>	2.16, 6.3, 7.3, 7.4, 9.7, 9.10	<b>Downtown Plan for SUCCESS!</b>	Connect the Neighborhood
<b>Recommended Option</b>	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><b>Visit Stevenson</b></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><b>Community</b></p> <ul style="list-style-type: none"> <li>Jobs in the City</li> <li>Library</li> <li>Schools</li> <li>Start a Business</li> <li>Utilities</li> <li>- Visit Stevenson</li> <li>Driving Directions</li> <li>History</li> <li>Interpretive Center Museum</li> <li>Local Weather</li> <li>Public Art</li> <li>Public Transportation</li> </ul>
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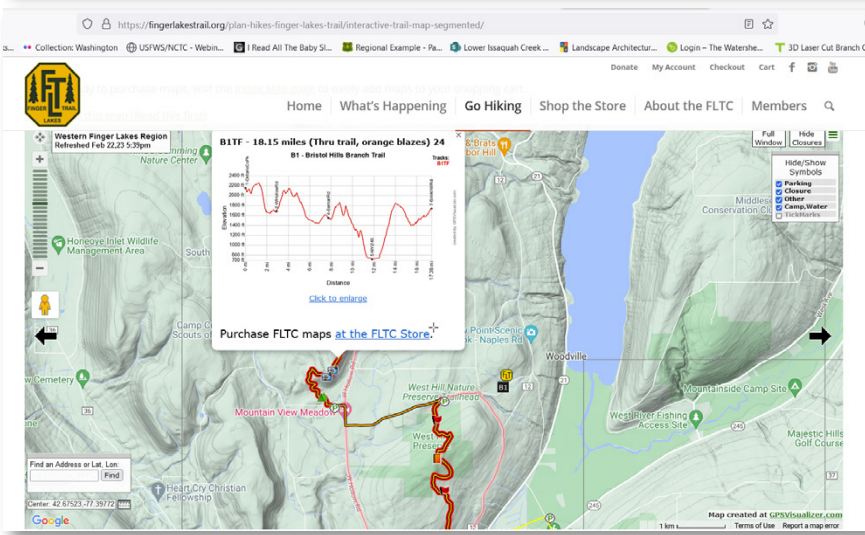
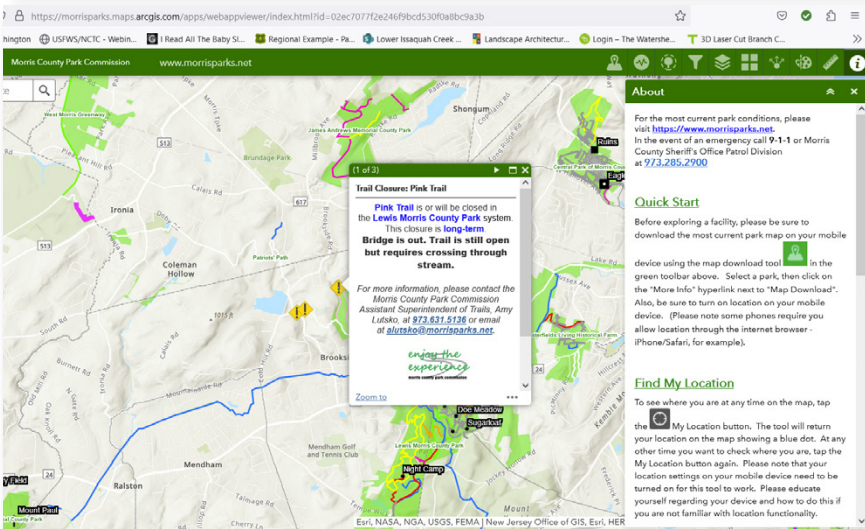
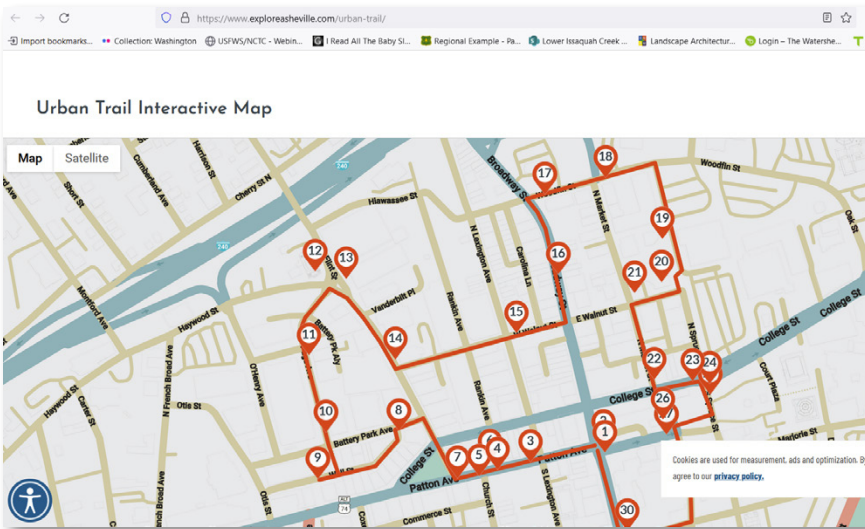
## EXISTING CONDITIONS

### 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				
<b>Description/Proposed Feature and Amenity</b>	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		<b>Category</b>	<b>Score</b>
			GIS Score	N/A
			Alignment with Existing Long Range Planning	No (0)
			Community Support	2
			<b>Score Summary</b>	14
<b>Cost</b>	<b>\$19,000.</b>			
<b>Project Readiness</b>	<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>			
<b>Public Access Type</b>	<input type="checkbox"/> Physical Access (Beach/Boat Launch) <input type="checkbox"/> Visual (Trail/View Point) <input checked="" type="checkbox"/> Other (Trailhead, Non-Physical, etc.)			
<b>Project Type</b>	<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			
<b>Summary of Public Comments</b>	This would address frustration over the lack of a central trusted source. There appears to be general support for this idea.			
<b>Need Addressed</b>	<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			
<b>Proposed Next Steps</b>	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.			
<b>Permits Required</b>	None.			
<b>Mitigation Sequence &amp; Environmental Impact</b>	None direct. Indirectly anticipated to benefit multiple areas by reducing trampling and trailblazing.			
<b>Potential Issues/ Additional Information</b>	None known.			
<b>Ongoing Maintenance &amp; Estimated Annual Cost</b>	To be determined.			
<b>SMP Amendment</b>	None anticipated.			
<b>Comprehensive Plan Objectives Met</b>	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	<b>Downtown Plan for SUCCESS!</b>	Not applicable.	
<b>Recommended Option</b>	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	
<b>Description/ Proposed Feature and Amenity</b>	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.
<b>Cost</b>	\$6,000.
<b>Timeframe</b>	Short-term (Can be executed immediately)
<b>Public Access Type</b>	- Physical Access (Beach/Launch) - Visual (Trail/View Point) X Other (Trailhead, Non-Physical, etc.)
<b>Project Type</b>	- Maintenance/Rehabilitation - Infrastructure Improvement - New Infrastructure - Restoration of Ecological Functions X Acquisition/Easement - Other
<b>Summary of Public Comments</b>	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.
<b>Need Addressed</b>	X Continuous pedestrian experience - Connection between districts X Neighborhood Amenity X Visitor Trailhead - Non-motorized water access - Reconnection to the Columbia River.
<b>Proposed Outreach and/or Coordination</b>	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	
<b>Description/ Proposed Feature and Amenity</b>	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.
<b>Cost</b>	\$10,000, plus additional patrol costs, as necessary, yet to be determined
<b>Timeframe</b>	Short-term (Can be executed immediately)
<b>Public Access Type</b>	- Physical Access (Beach/Launch) - Visual (Trail/View Point) X Other (Trailhead, Non-Physical, etc.)
<b>Project Type</b>	X Maintenance/Rehabilitation - Infrastructure Improvement - New Infrastructure - Restoration of Ecological Functions - Acquisition/Easement - Other
<b>Summary of Public Comments</b>	This project resource was identified in early discussions with upper Rock Creek community stakeholders who oppose increased traffic and potential for trespassing.
<b>Need Addressed</b>	- Continuous pedestrian experience - Connection between districts X Neighborhood Amenity - Visitor Trailhead - Non-motorized water access - Reconnection to the Columbia River.
<b>Proposed Outreach and/or Coordination</b>	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	
<b>Description/ Proposed Feature and Amenity</b>	Development of an aquatic management plan and application of state-approved herbicides in Rock Cove to treat aquatic invasive species, such as milfoil.
<b>Cost</b>	\$53,000.
<b>Timeframe</b>	Short-term (Can be executed immediately)
<b>Public Access Type</b>	- Physical Access (Beach/Launch) - Visual (Trail/View Point) X Other (Trailhead, Non-Physical, etc.)
<b>Project Type</b>	X Maintenance/Rehabilitation - Infrastructure Improvement - New Infrastructure - Restoration of Ecological Functions - Acquisition/Easement - Other
<b>Summary of Public Comments</b>	This project resource was identified during the 2nd public meeting (Charrette) as a key option to improving the recreational capabilities of Rock Cove.
<b>Need Addressed</b>	- Continuous pedestrian experience - Connection between districts X Neighborhood Amenity - Visitor Trailhead X Non-motorized water access - Reconnection to the Columbia River.
<b>Proposed Outreach and/or Coordination</b>	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><b>Comprehensive Plan</b></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><b>Downtown Plan for SUCCESS!</b></p> <p>Vision: Reconnect to the River, Establish 5-Minute Loops</p>
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## SV.1



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

# SV.2



SV.2 Iman Cemetery Road Street-End Park	
<b>Description/ Proposed Feature and Amenity</b>	Differentiate publicly accessible areas from danger areas and adjacent private property. Install doggy pot.
<b>Cost</b>	Unknown
<b>Timeframe</b>	Enact by 2040 and beyond
<b>Public Access Type</b>	- Physical Access (Beach/Launch) X Visual (Trail/View Point) - Other (Trailhead, Non-Physical, etc.)
<b>Project Type</b>	- Maintenance/Rehabilitation X Infrastructure Improvement - New Infrastructure - Restoration of Ecological Functions - Acquisition/Easement - Other
<b>Summary of Public Comments</b>	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.
<b>Need Addressed</b>	- Continuous pedestrian experience - Connection between districts X Neighborhood Amenity - Visitor Trailhead - Non-motorized water access -Reconnection to the Columbia River.
<b>Proposed Outreach and/or Coordination</b>	Develop conceptual plans to engage adjacent landowners and potential neighborhood users.

# SV.3



SV.3 Upper Rock Creek Bridge	
<b>Description/ Proposed Feature and Amenity</b>	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.
<b>Cost</b>	Unknown
<b>Timeframe</b>	Enact by 2040 and beyond
<b>Public Access Type</b>	- Physical Access (Beach/Launch) X Visual (Trail/View Point) - Other (Trailhead, Non-Physical, etc.)
<b>Project Type</b>	- Maintenance/Rehabilitation - Infrastructure Improvement X New Infrastructure - Restoration of Ecological Functions X Acquisition/Easement - Other
<b>Summary of Public Comments</b>	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.
<b>Need Addressed</b>	X Continuous pedestrian experience X Connection between districts - Neighborhood Amenity - Visitor Trailhead - Non-motorized water access -Reconnection to the Columbia River.
<b>Proposed Outreach and/or Coordination</b>	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	
<b>Description/ Proposed Feature and Amenity</b>	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.
<b>Cost</b>	Unknown
<b>Timeframe</b>	Enact by 2040 and beyond
<b>Public Access Type</b>	- Physical Access (Beach/Launch) X Visual (Trail/View Point) - Other (Trailhead, Non-Physical, etc.)
<b>Project Type</b>	- Maintenance/Rehabilitation - Infrastructure Improvement X New Infrastructure - Restoration of Ecological Functions X Acquisition/Easement - Other
<b>Summary of Public Comments</b>	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.
<b>Need Addressed</b>	X Continuous pedestrian experience X Connection between districts - Neighborhood Amenity - Visitor Trailhead - Non-motorized water access X Reconnection to the Columbia River.
<b>Proposed Outreach and/or Coordination</b>	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	
<b>Description/ Proposed Feature and Amenity</b>	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.
<b>Cost</b>	Unknown
<b>Timeframe</b>	Enact by 2040 and beyond
<b>Public Access Type</b>	- Physical Access (Beach/Launch) X Visual (Trail/View Point) X Other (Trailhead, Non-Physical, etc.)
<b>Project Type</b>	- Maintenance/Rehabilitation - Infrastructure Improvement X New Infrastructure - Restoration of Ecological Functions - Acquisition/Easement - Other
<b>Summary of Public Comments</b>	Some support from Fire District commission, however broader engagement with fire fighters is necessary.
<b>Need Addressed</b>	- Continuous pedestrian experience - Connection between districts - Neighborhood Amenity X Visitor Trailhead - Non-motorized water access X Reconnection to the Columbia River.
<b>Proposed Outreach and/or Coordination</b>	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.



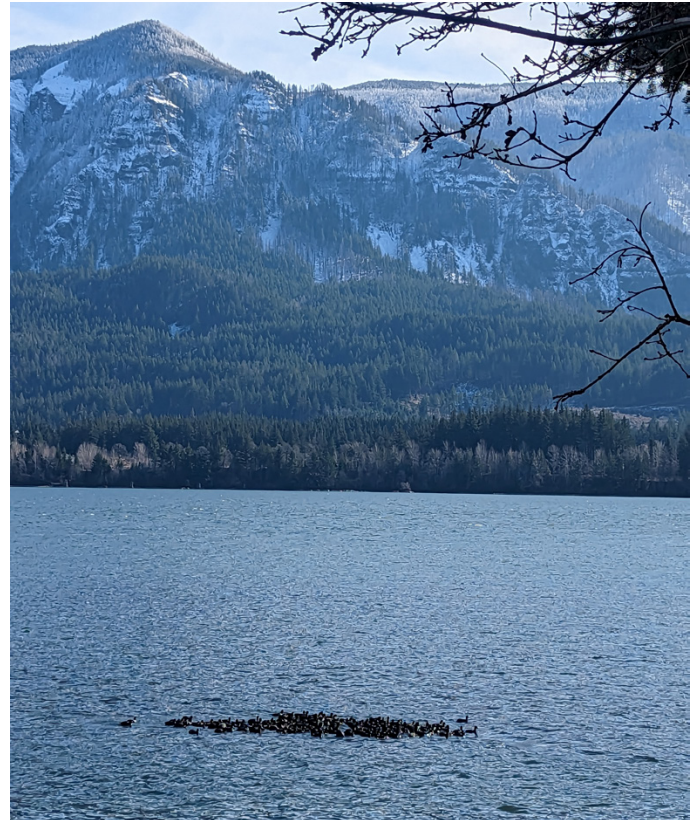
*Restoration planting along the Columbia River waterfront.*

## 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.*





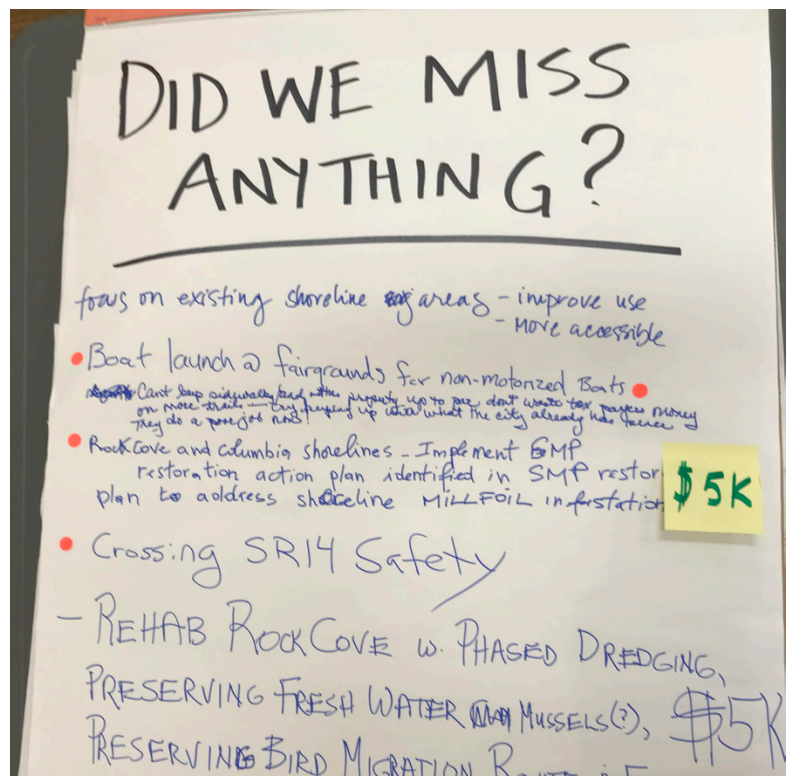
## CHAPTER 6

# 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.