

NORTH BEND PARKS COMMISSION MEETING
(Joint meeting with the Economic Development Commission)

April 30, 2025, 6:00pm (EARLY START TIME)
North Bend City Hall, 920 SE Cedar Falls Way, North Bend, WA

This meeting will be held in-person at City Hall.

A Teams meeting link may be set up, upon request, should a member of the public or Parks Commission wish to attend remotely. Contact Planning Manager Mike McCarty at planning@northbendwa.gov to request a Teams link to attend the meeting remotely.

AGENDA:

Note: The content of this meeting will be much easier to engage in-person than remotely. Please attend in-person if possible.

1. Call to Order, Opportunity for Public Comment
2. Minutes of February 26, 2025 Parks Commission Meeting
3. Bicycle Mobility Plan Update – Associate Planner Caitlin Hepworth (see attached materials)
 - a. Introduction (5 minutes)
 - b. Review Initial Vision Results from Each Commission (10 minutes)
 - i. Word Bubble
 - ii. Vision Board
 - c. Open Discussion (30 Minutes)
 - i. Identify Mutual Project Goals, Values, Opportunities
 - d. Craft Vision Statements (45 Minutes)
 - i. Each commissioner will have about 5 minutes to write a vision statement
 - ii. Share each statement and identify common components
 - iii. Vote for Preferred Statement / Craft Final Statement
 - e. Vote for Plan Name (20 Minutes)
 - i. Rank Choice Vote
 - ii. Draft Ideas prepared by Staff with additional slots available for commissioners to pitch additional ideas at joint meeting
 - iii. Staff Initial Suggestions:
 - Cycling Mobility Plan
 - Cycling Master Plan
 - North Bend Moves
 - Pedal Forward North Bend
 - Cyclist Circulation Plan
 - Pedal to Pavement
 - Let's Bike North Bend
 - Cycling Infrastructure Plan
 - iv. (Additional slots available for suggestions)
 - f. Plan date for bike tour in Spring
 - g. Q+A on Draft Community Survey Questions

Agenda sent to: Parks Commissioners, Mayor, City Administrator, City Clerk, CED Director, Principal Planner, Senior Planner, Public Works Parks Lead

4. Shoreline Access and Trail Plan (see attached draft)
 - a. Follow-up from April 26 workshop feedback.
 - b. Revisions based on feedback:
 - i. Added information on levees.
 - ii. Minor revisions to mapping of trails.
 - c. Recommendation sought from Parks Commission to Council on the final draft plan.
5. Ballarat Plaza Project (informational only)
 - a. Follow-up from April 26 workshop feedback.
 - b. Based on feedback on parking concern, corresponding parking improvements planned within the Ballarat Ave. S. right-of-way just southeast of WH Taylor Park. Public Works is commencing design of this parking project.
6. Tanner Trail Project (informational only)
 - a. Public Works is now commencing design of this project.
 - b. Incorporating pump-track/mountain bike sidings.
 - c. Will bring conceptual plans to the Parks Commission at a future meeting.
7. Other minor business items:
 - a. Trash can spelling correction
 - b. Parks Commission Farmers' Market Booths – July 10 and August 14.
 - i. July 10 4-6pm: _____ and _____
 - ii. July 10 6-8pm: _____ and _____
 - iii. August 14 4-6pm: _____ and _____
 - iv. August 14 6-8pm: _____ and _____
 - c. Similarly, City booth at Meadowbrook Youth Outdoor Adventure Jamboree, June 25, 11am – 3pm.

Minutes of the North Bend Parks Commission Meeting of Feb. 26, 2025

Minutes are draft until approved at the following Parks Commission Meeting

The meeting was an in-person meeting at North Bend City Hall. The official meeting followed public workshops held on two topics: 1) The North Bend Shoreline Public Access and Trails Plan (overseen by Senior Planner Jamie Burrell and city consultant Facet); and 2) The Ballarat Avenue Plaza Project (overseen by Public Works Director Mark Rigos and city consultant Site Workshop). The Parks Commission meeting following those workshops was formally called to order at 8:07 p.m.

Attendance:

- Parks Commissioners in attendance: Brian Duncan, Minna Rudd, Tim Talevich and Ethan Eusebio. Absent: Eric Thompson, Matt Miller and Kyle Braun.
- Staff in attendance: Mike McCarty

Minutes of the Jan. 22, 2025 Parks Commission Meeting

Commission Chair Rudd inquired whether the minutes could include a copy of the vision board that the Commission created during discussion on the Bicycle Mobility Plan at the last meeting. Also, commissioner Eusebio created his own version as he attended the meeting virtually. McCarty said those images could be added to the minutes. Rudd moved to approve the minutes as amended; Duncan seconded. The motion passed unanimously.

Miscellaneous Topics

The Commission briefly discussed several topics brought up by commission members:

- Booth spaces are available again this year at the Si View Farmers' Market. Parks Commission has staffed a Parks booth in the past with displays on park-related capital projects and plans, and to answer questions. McCarty pointed out there are currently several projects that could be featured in the booths, including the two topics covered in the workshops. Openings are available in June and August. The Commission decided to wait until its next meeting to choose a date and have sign-ups to staff the booth.
- Regarding the Bike Plan, plans are being made to get an update with the Economic Development Commission at the next Parks Commission meeting on March 26.
- The new trash receptacles have been installed downtown. A few of them are being moved to new locations based on initial feedback.

Adjournment

The meeting was adjourned at 8:21 p.m.

Minutes prepared by Tim Talevich

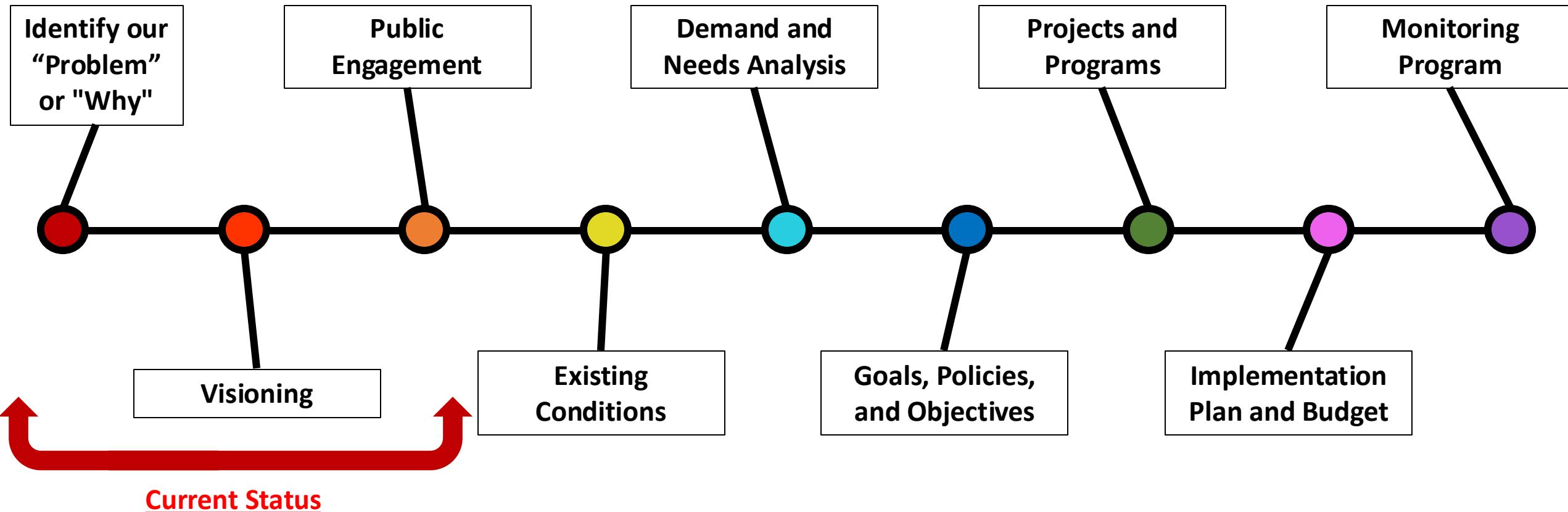


EDC and Parks Commission: Joint Meeting on Bike Plan Visioning

March 26, 2025



BIKE PLAN ROUGH OUTLINE



Agenda

- Initial Results(5 min)
- Open Discussion (30min)
- Vision Statements (45 min)
 - Voting
- Plan Naming (20 min)
 - Voting



A photograph of a paved road winding through a dense forest. Several cyclists are riding away from the camera on the road. The forest is lush and green, with tall trees and sunlight filtering through the canopy.

INITIAL VISIONING RESULTS (5 MIN)

RECAP: VISION EXERCISE #1: DREAMS WORD CLOUD

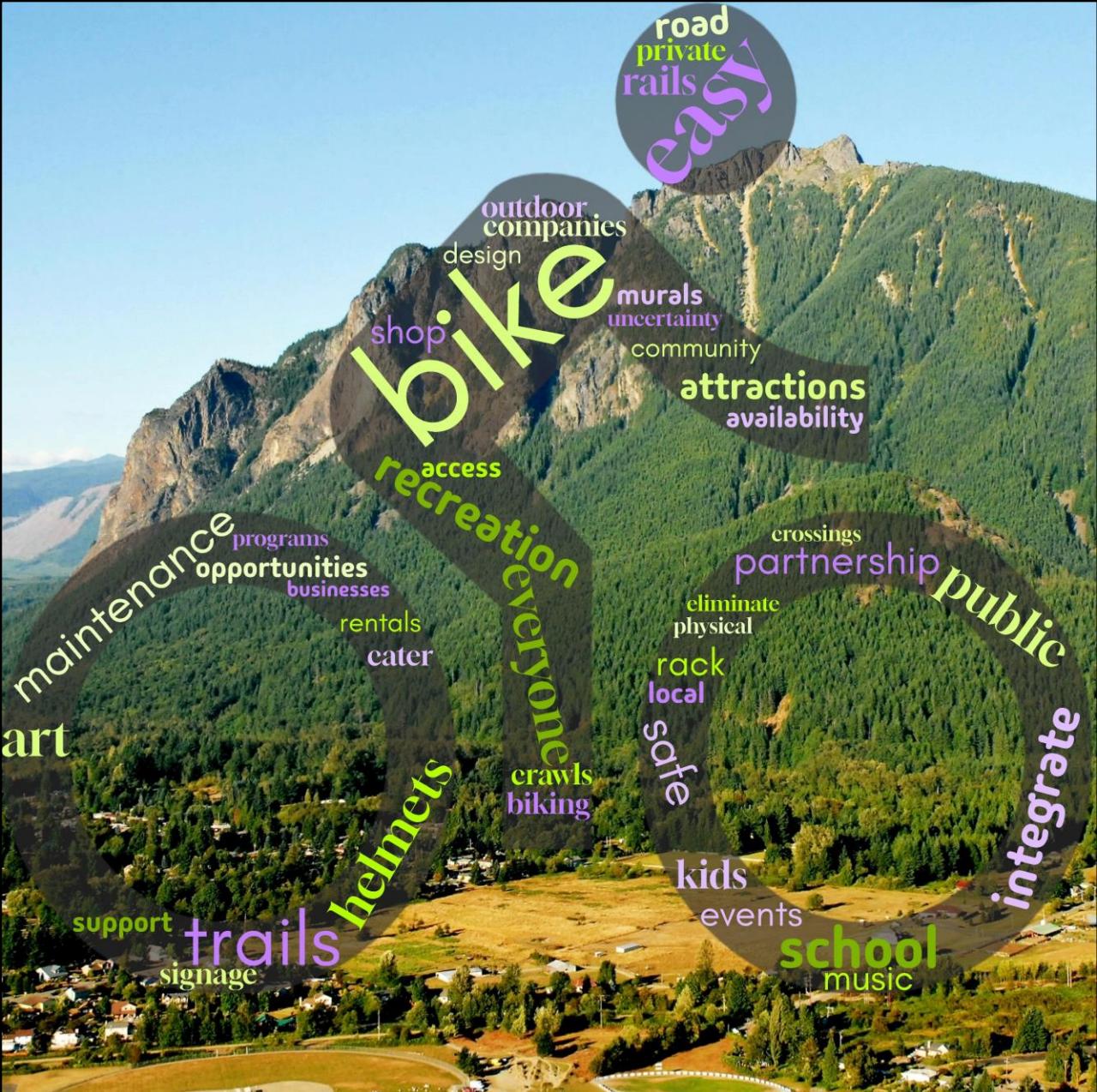


Prompt:

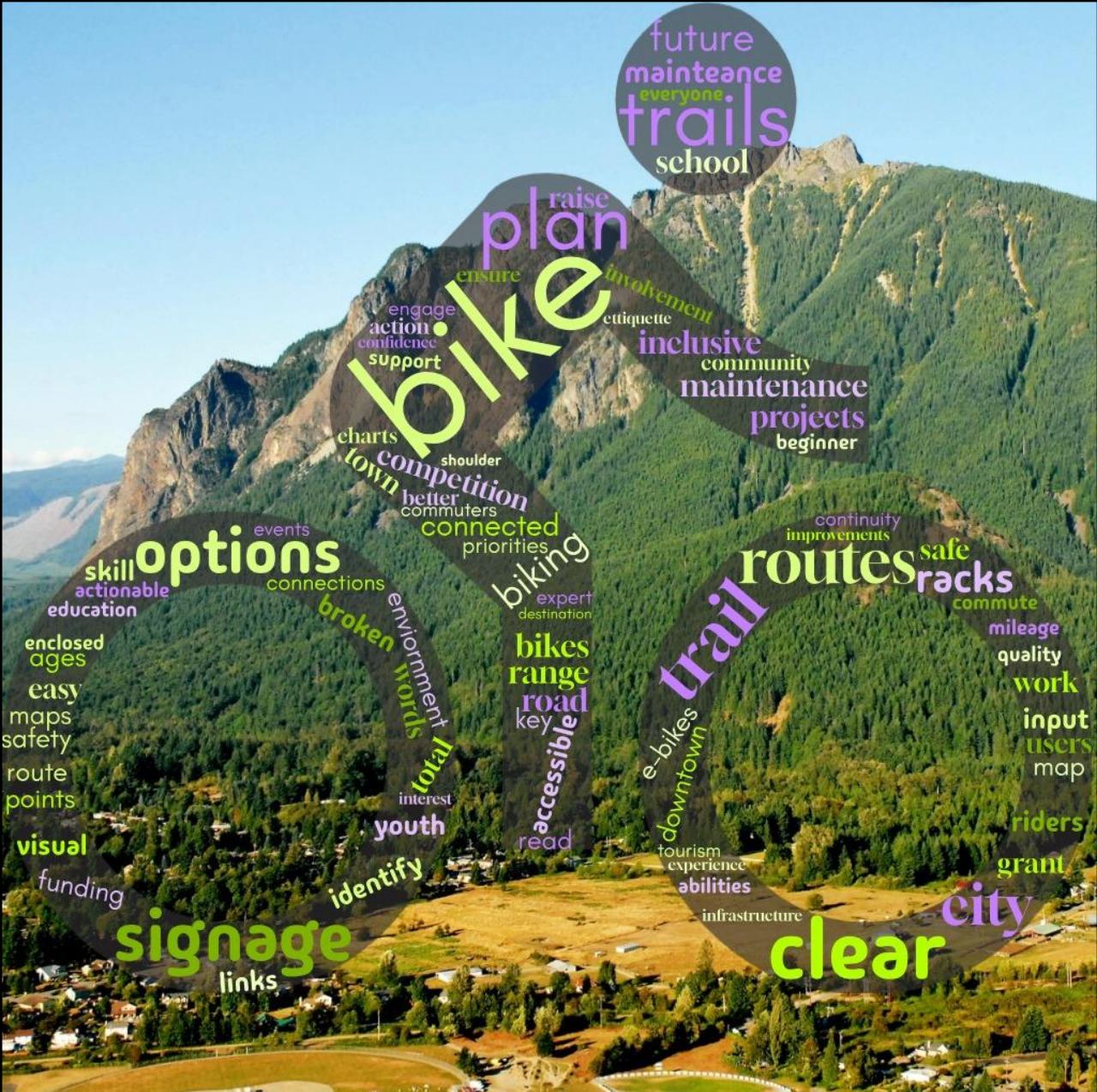
What do you hope the plan accomplishes? What should be considered in the plan?

Using notecards and pens, write out words and short sentences of ideas, projects, programs, and values that staff should consider.

- Other communities to emulate
- Education and Safety
- Opportunities with Businesses
- Project ideas
- Missing amenities
- Opportunities to work with Local Creatives
- Values and Ethics
- Support Tourism Growth



EDC



PARKS

JOINT WORD CLOUD





RECAP: VISION EXERCISE #2: FUTURE FORECASTING

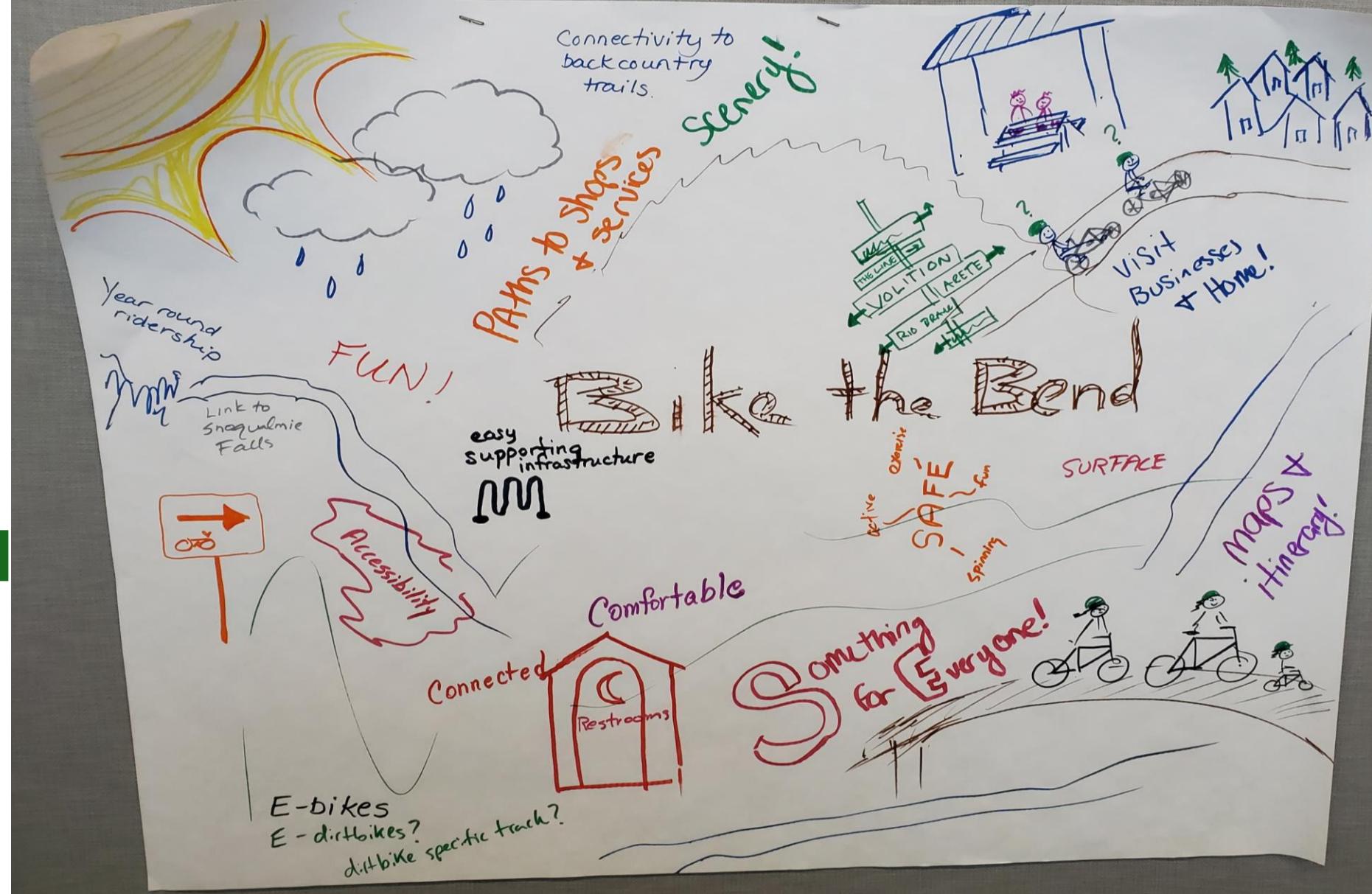
Prompt:

What do we want our bike network to look and feel like in the future?

Using supplies provided by staff, work together to create a vision board:

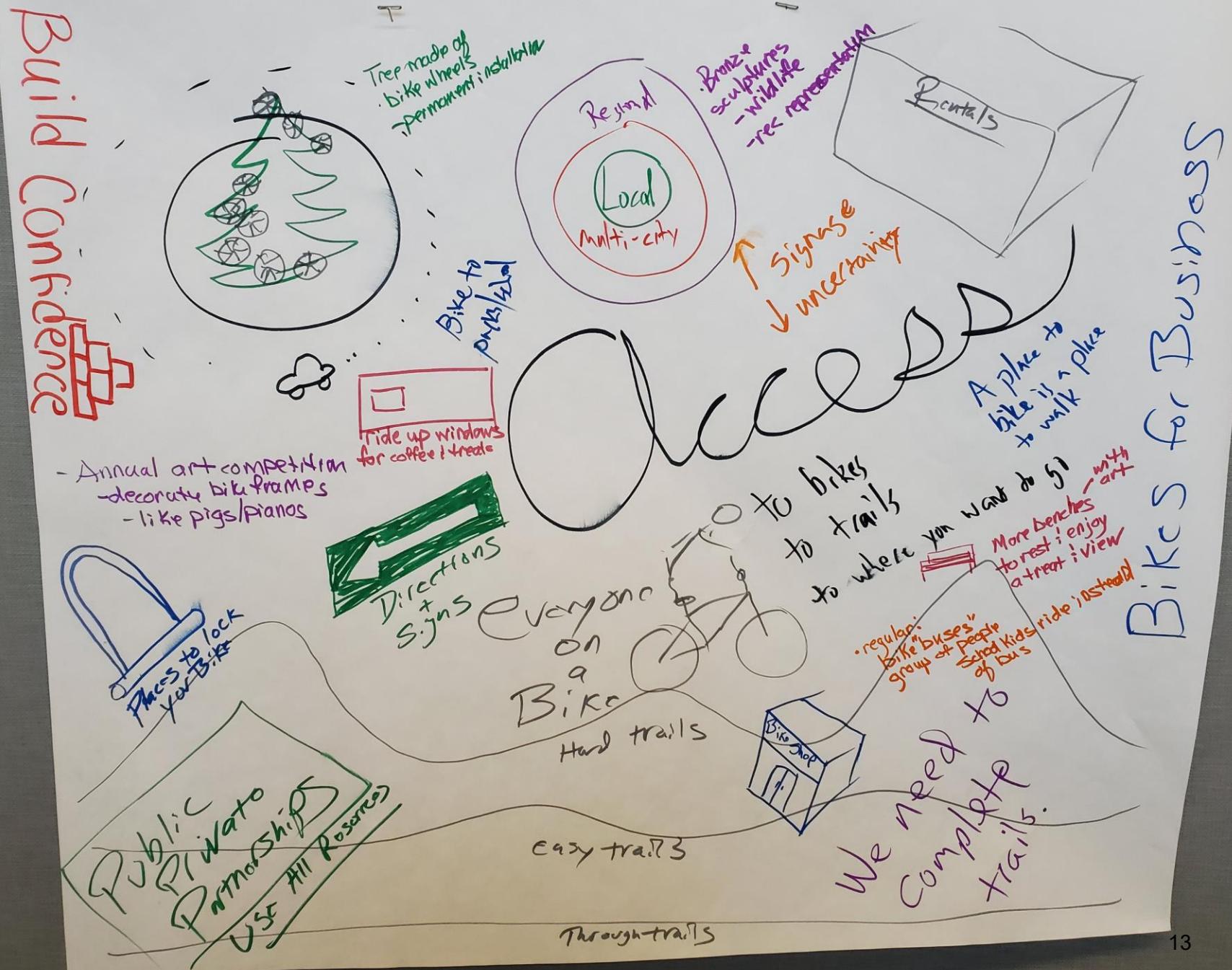
- Large Words / Small Words
- Stickers and Magazines
- Draw What You Envision
- Get Creative!

PARKS COMMISSION



EDC

Joint EDC and Par





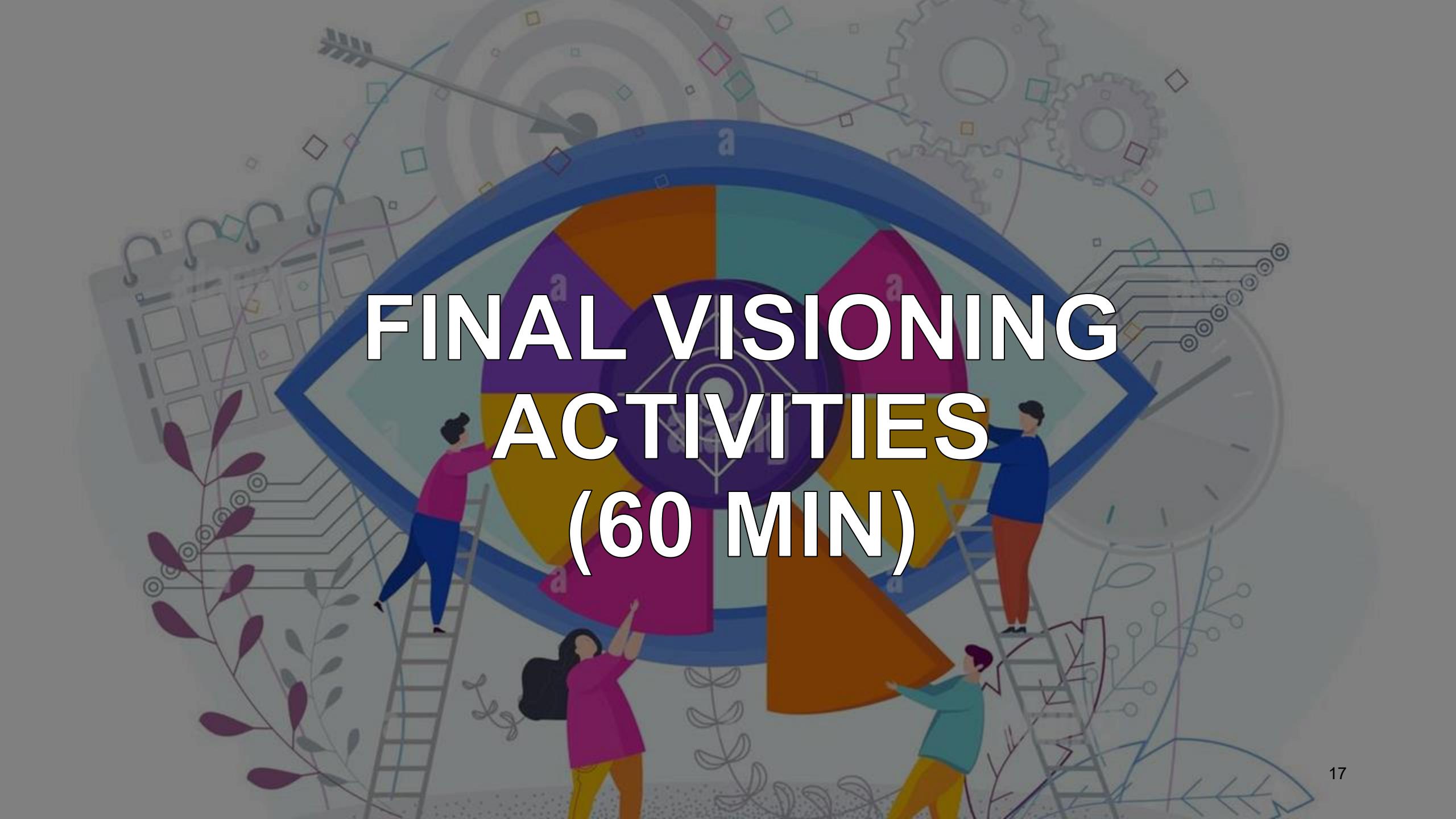
OPEN DISCUSSION (30 MIN)

DISCUSSION – WORD CLOUDS

- 1.What did you notice was similar or different about each word cloud?
- 2.What words were larger or smaller that surprised you?
- 3.What did Parks and EDC have in common?
- 4.Does the joint word cloud capture everyone's big priorities?
- 5.What words or phrases should be larger (more important) than shown on the screen? What about smaller (less important)?

DISCUSSION – VISION BOARD

- 1.What did you notice was similar or different about each vision board
- 2.What takeaways do you have about the other group's board? Is there something they thought of you wish you included?
- 3.What did Parks and EDC have in common?
- 4.What are the most important components seen in each vision board?

A collage of various business and technology-related icons and symbols, including a target with an arrow, gears, a calendar, a DNA helix, a clock, and stylized leaves, all in muted colors.

FINAL VISIONING ACTIVITIES (60 MIN)

VISION EXERCISE #3: CRAFTING A VISION STATEMENT (45 MIN)



Prompt:

Each Commissioner will write a vision statement in the next 5-7 minutes and will present their statement to the group. A majority vote will take place at the end of this exercise OR we will craft a blended statement. Staff will map themes from each statement.

Consider the discussion we had on the Word Cloud and Vision Board. Try your best to sum up our community vision for the plan and what we hope it achieves. Think of common elements discussed earlier tonight.

WHAT IS A VISION STATEMENT?

- Declares goals for the future
- Describes desired results
- Hopes and dreams
- Embodies our ambitions
- Inspiring
- How we want to shape the community
- How we want to be perceived
- Sentence or short paragraph
- Bullet Points are ok!
- Future-Centered
- Clear and Concise



EXAMPLE STATEMENT:

1. “We envision a city where **all people** enjoy real transportation **choices** that offer **safety, optimize infrastructure, and support vibrant neighborhoods.**” –Boise Transportation Action Plan
2. “Seattle is an **equitable, vibrant, and diverse** city where moving around is **safe, fair, and sustainable**. All people and businesses can **access their daily needs** and **feel connected** to their community.” – Seattle Transportation Plan



EXAMPLE STATEMENTS:

3. “Issaquah thrives as a **welcoming community** creating a **sustainable legacy** for future generations that **honors its rich history and passion for the natural environment.**” – Issaquah Citywide Strategic Plan

4. “Mount Vernon is a city that is characterized by a **"hometown" atmosphere**, where residents and government **work together** in a **trusting environment**. We encourage personal and economic **vitality** and **pride** in our accomplishments. We promote **cooperation with our neighbors** to create a greater community that is **a preferred place to live, work, and play.**” – Mount Vernon Vision Statement

VISION EXERCISE #3: CRAFTING A VISION STATEMENT (45 MIN)



Prompt:

Each Commissioner will write a vision statement in the next 5-7 minutes and will present their statement to the group. A majority vote will take place at the end of this exercise OR we will craft a blended statement.

Consider the discussion we had on the Word Cloud and Vision Board. Try your best to sum up our community vision for the plan and what we hope it achieves. Think of common elements discussed earlier tonight.

VISION EXERCISE #4: NAMING OUR PLAN (20 MINUTES)



Prompt:

We are going to vote on a preferred name for the plan.

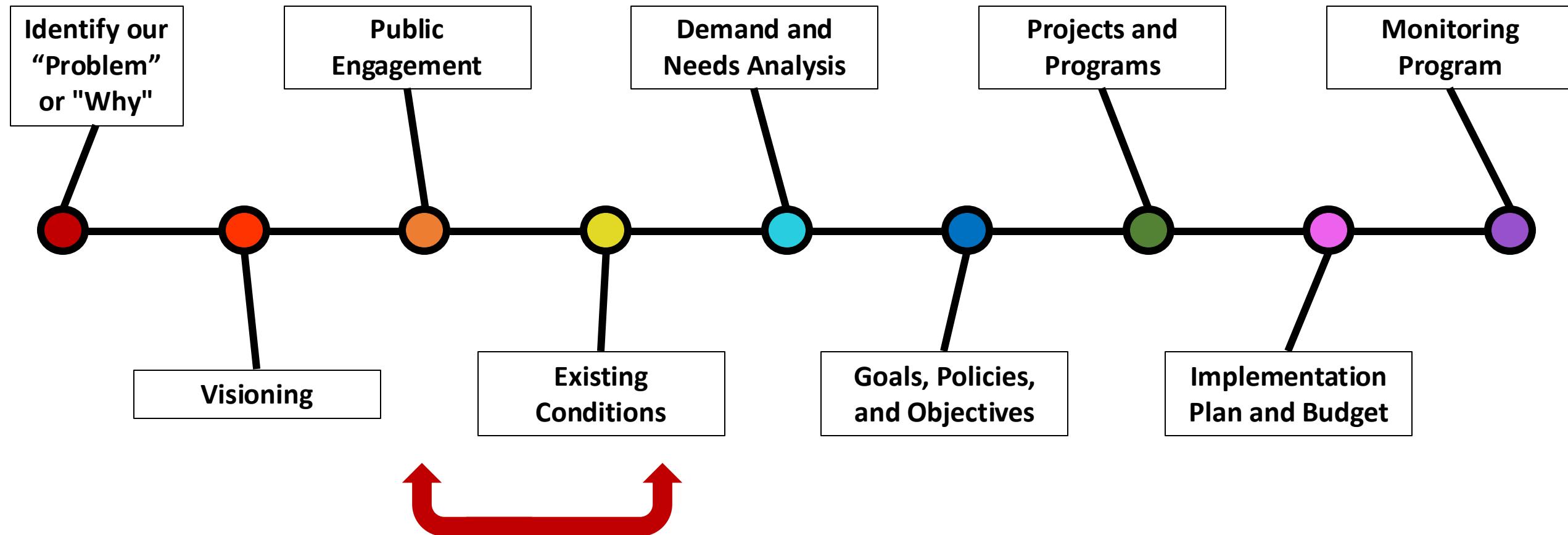
We will have about 10-15 minutes for discussions and name pitches. Using the prepared sheets in front of you, identify your top 5 preferred choices to name the plan. Staff will print out ballots after any write in suggestions are made in discussion.

VISION EXERCISE #4: NAMING OUR PLAN (20 MINUTES)



Potential Names	Choose a Rank for Up to 5 Potential Names				
	1st	2nd	3rd	4th	5th
Cycling Mobility Plan					X
Cycling Master Plan					
North Bend Moves	X				
Pedal Forward North Bend					
Cyclist Circulation Plan		X			
Pedal to Pavement					
Let's Bike North Bend					X
Cycling Infrastructure Plan					
Write In:				X	
Write In:					
Write In:					
Write In:					
Write In:					

NEXT STEPS





THANK YOU FOR PARTICIPATING!!

Cycling Mobility Plan – Community Wide Survey

Internal Drafting Notes

- The Community survey should capture general trends and things a GIS map could not
- The survey should capture:
 - Demographics
 - Bike and MTB use frequency and skill level
 - Priorities for investment (infrastructure, amenities, safety, education, encouragement, etc)
 - Concerns and barriers
 - Preference in path types
- The GIS map is being actively explored and considered as an additional item for the project webpage as a means of engagement.
- The GIS map would capture:
 - Where people want to see new bike path/lane connections
 - New bike trails
 - Where people should be able to park their bike
 - Priority areas for complete connections
 - Areas of concern/improvements needed

Introduction

Purpose

The City of North Bend is developing a non-motorized cycling and mountain biking mobility plan and is looking for feedback from the community on their cycling habits, preferences, concerns, and priorities.

The purpose of the Cycling Mobility Plan is to:

1. Improve non-motorized cycling transportation routes to improve community connectivity
2. Enhance and expand parks and recreation opportunities related to cycling and mountain biking
3. Develop a holistic community approach to encouraging bike use, increase perceptions and policies on safety, and promoting accessibility to cycling.
4. Identify a tourism marketing approach that elevates the city's recreation opportunities, increase our visibility to the cycling community, and promote economic development throughout North Bend.

The project does not include considerations to motorized bikes, such as e-Bikes or motorcycles. The plan solely focuses on infrastructure, amenities, and associated supportive features related to human powered, non-motorized bikes.

A Note about Demographic Data Questions

The survey includes four (4) demographic questions at the beginning of the survey. The purpose of the demographic questions is to identify if results are skewed and reflect the perspectives of a homogenous demographic group. If survey results are skewed, the city has a plan in place to conduct additional public engagement to seek feedback from underrepresented communities. Survey results will be compared to demographic data collected in the *American Community Survey 1-Year Estimates, 2023* from the US Census Bureau.

Survey participants may choose to provide this information or may skip through the questions.

Submitted survey responses are completely anonymous and cannot be tied to any single participant.

Raw survey results will be saved to the City's digital cloud for recordkeeping.

Survey results will be translated into tables and visual charts after the survey closes. Results will be available for public review in two documents on the project webpage: the *Survey Data Results* and a *Public Engagement Summary*. Survey findings will additionally be summarized within the final version of the **Bike Mobility Plan**.

Key Terms to Keep in Mind

There are a handful of key terms to keep in mind as you complete the survey, as identified below.

- Bike/Bicycle: A non-motorized, human-powered bicycle that has two wheels attached to the frame and is powered by a pedal cycle.
- Biking: For the purpose of this survey, biking refers to the use of a bicycle for non-mountain biking uses. Biking refers to a utilitarian, urbanized use rather than a recreational use with challenging obstacles or mountainous terrains.
- Cycling: Riding a non-motorized, human-powered bicycle for transportation, leisure, social, or recreational purposes. This term is inclusive of biking and mountain biking.
- Mountain Bike/Biking: A bicycle with a light, sturdy frame, broad deep-treaded tires, and multiple gears designed to ride on mountainous terrain.
- E-Bikes / Electric Bikes: A motorized or motor-assisted bicycle that has a similar appearance to a bike but with motorized or electric operational features. There are no survey questions regarding E-Bikes.

Commented [CH1]: I need some kind of distinction for the purpose of the plan. May need to ask Tim or MTB for advice.

Section 1: Demographics

1. Question	Potential Answers	Intent
Question Type: Single answer		
Are you a resident or business owner in North Bend?	Yes, I live or work within city limits No, I live or work just outside North Bend city limits No, but I live or work in the Snoqualmie Valley No and I do not live or work in North Bend or the Snoqualmie Valley, but I am interested in this project	Collecting demographic information allows staff to quantify what perspectives are being included in survey results, provides context to said results, and helps staff identify if additional outreach to different demographic groups is necessary to prepare an inclusive plan.

2. Question	Potential Answers	Intent
Question Type: Select all that apply		
What is your race/ethnicity?	White (not Hispanic or Latino) Asian Black or African American American Indian or Alaska Native Native Hawaiian or Other Pacific Islander Middle Eastern or North African Multiracial Something Else Prefer not to say	Collecting demographic information allows staff to quantify what perspectives are being included in survey results, provides context to said results, and helps staff identify if additional outreach to different demographic groups is necessary to prepare an inclusive plan.

3. Question	Potential Answers	Intent
Question Type: Single answer		
What is your age? Please select one of the following age ranges.	18 or under 19-24 25-34 35-44 45-54 55-64 65 or older	Collecting demographic information allows staff to quantify what perspectives are being included in survey results, provides context to said results, and helps staff identify if additional outreach to different demographic groups is

		necessary to prepare an inclusive plan.
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4. Question	Potential Answers	Intent
Question Type: Single Answer		
What is your income level? Please select one of the following income ranges.	Less than \$25,000 \$25,000 - \$49,000 \$50,000 – \$75,000 \$75,000 - \$99,000 \$100,000 - \$149,000 \$150,000 - \$199,000 Over \$200,000 Prefer not to answer	Collecting demographic information allows staff to quantify what perspectives are being included in survey results, provides context to said results, and helps staff identify if additional outreach to different demographic groups is necessary to prepare an inclusive plan.

5. Question	Potential Answers	Intent
Question Type: Single Answer		
What is your gender identity?	Male Female Nonbinary Something Else Prefer not to say	Collecting demographic information allows staff to quantify what perspectives are being included in survey results, provides context to said results, and helps staff identify if additional outreach to different demographic groups is necessary to prepare an inclusive plan.

Section 2: Cycling and Joint Questions

6. Question	Potential Answers	Intent
Question Type: Select all that apply		
What does an average week in transportation look like? Identify the modes of transportation you use in and around North Bend.	Walk Drive Carpool / Rideshare Bus Bike E-Bike	Gauge what kind of modes of transportation are commonly used within the community.

Commented [CH2]: Questions are color coded for internal purposes.

Blue - cycling only questions
Purple - cycling and mountain biking questions
Green - mountain biking only questions

	Taxi	
	Other	

7. Question	Potential Answers	Intent
Question Type: Single Answer		
What kind of cyclist do you consider yourself to be during peak season months (May – October)?	<p><u>Utilitarian</u>: I use my bike at least once a month for transportation to work, school, shopping, etc.</p> <p><u>Recreational</u>: I use my bike at least once a month for recreational purposes on trails, bike paths, mountain biking, skate parks, pump tracks, etc.</p> <p><u>Active-User</u>: I use my bike at least once a month for both transportation and recreation.</p> <p><u>Passive-User</u>: I do not cycle at least once a month during peak season but occasionally bike for transportation / recreation.</p> <p><u>Non-Cyclist</u>: I do not cycle or mountain bike at all.</p>	<p>Understanding why people cycle which helps identify the infrastructural priorities and provides context to respondent's answers.</p> <p>This question also helps addresses, in part, how often people cycle. This is a key benchmark to re-visit in the future to see if the plan has been successful in encouraging use.</p>

Commented [MM3]: Is intent to have them select only the one that they would most identify with, as many would want to select multiple answers here.?

Commented [CH4R3]: The intent is to select one answer with the "Active" and "Passive" section being more of a catchall for transportation vs recreational users.

8. Question	Ages	Potential Skill Levels	Intent
Question Type: Fill In		Each skill level from Q6 should have a column.	Identify the household ages and skill characteristics
Are there other members of your household that like to bike or mountain bike during peak season months (May – October)? If so, please indicate how many people in each age range and skill level also participate.	18 or under		
	19-24		
	25-34		
	35-44		
	45-54		
	55-64		
	65 or older		

		Intent
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9. Question	Potential Answers	
Question Type: Select all that apply		
Why do you like to bike or mountain bike? Select all that apply.	Exercise and Physical Health Commuting to Work or School Shopping and Running Errands Dining Social and Visiting Friends Group Rides and Community Events Passive Recreation – riding along paved trails like the North Bend Rail Trail Active recreation – mountain biking on trails like Tennant Trail Active recreation – cycling on unpaved trails like the Snoqualmie Valley Trail I don't like to use bikes or am unable to.	Confirm why users to get out on their bikes.

10. Question	Potential Answers	Intent
Question Type: Single Answer		
What do you consider your skill or comfort level to be for bicycling? Select one of the following.	<u>Strong and Fearless</u> : I am very comfortable riding my bike on streets, with or without a bike lane. <u>Enthused and Confident</u> : I am comfortable riding a bike but prefer at least a striped bike lane or bike path separate from the roadway. <u>Interested but concerned</u> : I am moderately comfortable on a bike but need a separated bike path from the roadway. I am not comfortable sharing the road with cars. <u>Not interested or uncomfortable</u> : I am not comfortable riding a bike and do not feel safe even with a separated bike lane.	Different types of cycling paths serve different users. It is critical to understand what skill levels are in our community to consider project types that support different skill levels.

	<u>Non-cyclist</u> : I am unable to use a bike or choose not to.	
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11. Question	Potential Answers	Intent
Question Type: Single Answer		
How far would you travel on an average day to visit a biking or mountain biking trail/park?	I prefer to stay close to home and would visit a trail within a 15-minute walk or biking distance away. Otherwise, I would not go as often.	This question addresses travel distance and proximity needs.
	I am willing to travel 20-30 minutes by bike to a facility, or a 10-minute drive.	
	I do not mind loading up my bike and driving/taking transit across town to get to a destination.	
	I am willing to travel whatever distance to get to a good quality facility.	
	Other:	

12. Question	Potential Answers	Intent
Question Type: Select <u>all that apply</u> up to five (5).		
What are the biggest challenges or barriers you face in riding a bicycle through town?	Aggressive or bad drivers Lack of bike lanes/paths/trails There are no bike paths that lead to where I want to go There are no bike paths or trails I can access from my home Poor design of bike paths/lanes / narrow roads Biking takes more time to get where I want to go than driving my car Sharing roads with cars/ traffic Bike theft / concerns of criminal activity Lack of bike amenities (bike parking, fix-it stations) Bike lanes end abruptly	Understand what barriers exist for people to encourage them to ride bikes within the community. Identifies what programmatic or infrastructure projects would improve the greatest number of people.

Commented [MM5]: We may want to change this to select your top three/four/five. Otherwise people may select so many that results don't give us good info.

Poor condition of bike path/lanes
Finding a bike that fits me well / not having the right gear
Wayfinding Signage / I don't know where trails go
Being visible / lack of motorist awareness
Knowing the rules of the road for biking in North Bend
Unpleasant weather (too hot/ too wet / snow or ice)
Difficult terrain (too many hills)
Not enough bike paths separated from cars
Other: open entry
Nothing
N/A – I do not ride a bike

13. Question	Potential Answers	Intent
Question Type: Select all that apply up to five (5).		
Which of the following would encourage you to cycle more often?	More connections between off-street trails (i.e. Tennant Trail to Snoqualmie Valley Trail) Complete bike lanes or paths that lead to points of interest (i.e. North Bend Way to downtown) Fun features in parks or trails (pump tracks, skills park, single tracks, traffic gardens) More streets that feel safer for cyclists Lower speed limits for cars Community Events and Competitions (i.e Bike to School Day, Bike Everywhere Day, races, bike rodeos) More safety programs and signage for drivers Safety and educational materials for cyclists More bike racks for parking Sheltered bike parking More rest areas	Understand what would facilitate greater ridership and encouragement in the community.

Commented [MM6]: Same comment as above about limited selection.

More affordable bikes	
More affordable or accessible repair services	
Community bike-share program	
More information on how to bike in North Bend	
More “destinations” dispersed throughout the city	
Closure of a street once a month during peak season	
Other: open entry?	
Nothing	

14. Question	Potential Answers	Numeric Answers	Intent
Question Type: Numeric Value			
You are tasked with preparing the city budget associated with cycling and mountain biking investments for the next 5 years. You have a total of \$100 to invest between each of the following areas. Assign a budget for each topic according to your priorities.	Trails Installation, Expansion, or Improvements		Identify top priority area overall.
	Park Installation, Expansion, or Improvements		
	Safety Infrastructure, Programs, and Enforcement		
	Equity and Inclusion Programs		
	Encouragement and Educational Programs		

15. Question	Potential Answers	Intent
Question Type: Rank choice with maximum 5 choices.		
Please identify your top five priorities when it comes to investing in expanding accessibility to bicycling in North Bend.	Investing in new bike paths and bike lanes	Understand what the community's priorities in municipal investment would be.
	Connecting existing multi-modal bike path or trail networks	
	Complete bike connections to points of interest, such as parks, shopping areas, places of worship, transit stops, etc.	
	Hosting more cycling community events	

Installation of more “fun” and “exciting” bike features, such as pump tracks, skills parks, or single tracks
Expanding mountain biking trail networks
Marketing and tourism materials focused on cycling and mountain biking opportunities
Improving safety regulations around cycling and cars and greater enforcement of traffic safety laws
Bicycle Signals at Intersections
Providing education opportunities to improve cycling confidence
Creating more “places of interest” throughout the city
Adding automated speed cameras near parks, schools, and transit stops.
Having more access to places I can repair my bike
Greater access to transit and more bus bike racks
Other: open entry

16. Question	Potential Answers	Intent
Question Type: Rank choice		
Please rank your top choices where bike parking is located and bike paths should connect to.	Downtown core businesses	Confirm the priority of where city staff should invest more bike infrastructure.
	Shopping centers (i.e. outlet mall, QFC, Safeway)	
	Park and Ride / Transit Stops	
	City Parks and Trails	
	Municipal Buildings (City Hall, Community Center, Senior Center)	
	Schools	
	Neighborhoods	
	Regional Parks and Trails	
	Other:	

17. Question	Potential Answers	Intent
Question Type: Rank choice		
Please rank the following by your preferred bike path type.	Shared road with cars Painted on-street bike lane Parking Protected Bike Lane Painted on-street bike lane with barrier curb or post Painted on-street bike lane with traffic separator Concrete separated bike lane Landscape island separated bike lane Off-street bike path or trail	Identify the preferred path types as it reflects the community's skill and confidence level. While not all bike paths can be off-street, capturing preferences is necessary to evaluate amending PWS.

Commented [CH7]: Staff will add photos at final editing stage to depict each of these path types.

18. Question	Potential Answers	Intent
Question Type: Short Answer (up to 500 words)		
If you are a parent with school aged children, please describe if your child(ren) bike to school. If your child(ren) do not bike to school, please describe what prevents your child(ren) from riding and what you believe the best way to encourage greater ridership would be? This question is specific to parents of school aged children. If you do not have school aged children, please select "NA".	Yes, my child(ren) ride a bike to school. (short answer up to 500 words). No, my children do not ride bikes to school N/A – I do not have school aged children.	Identify key barriers to children riding bikes to local schools.

Commented [MM8]: I would suggest adding another short answer question specific to parents of school-age children about what limits their children from riding bikes to school (if possible) and what would best encourage them to have their children ride bikes to school.

19. Question	Potential Answers	Intent
Question Type: Short Answer		
How would you complete the following sentence: "People who ride bikes around North Bend are..."	(short answer up to 100 characters).	I can create a word cloud out of the responses of this fill in the blank statement.

Mountain Biking Questions

20. Question	Potential Answers	Intent
Question Type: Single Answer		
What do you consider your skill or comfort level to be for mountain biking? Select one of the following.	<u>Advanced or Pro</u> : I am highly confident in my ability to ride in any terrain and have considerable experience in technical terrains. I can climb and descend comfortably as long as I need to.	Different types of cycling paths serve different users. It is critical to understand what skill levels are in our community to consider project types that support different skill levels.
	<u>Intermediate Plus</u> : I am comfortable riding most types of terrain in different conditions. I regularly go on moderate technical features and can handle some steep climbs.	
	<u>Intermediate</u> : I have at least 2 years of experience and have confidence in basic skills like braking, using gears, turning, and small jumps. I can handle moderate climbs.	
	<u>Novice</u> : I am a newer user with 0-2 years of experience. I feel comfortable on easy trails and/or I am still gaining confidence.	
	<u>Non-user</u> : I am unable to use a mountain bike or choose not to.	

21. Question	Potential Answers	Intent
Question Type: Rank choice		
Please rank the following by your preferred mountain bike trail type.	<u>Trail riding</u> : A mixture of uphill and downhill riding that is leisurely and fun.	Identify the preferred path types as it reflects the community's skill and confidence level. While not all paths can be developed within the city, responses to this question will help guide future
	<u>Enduro</u> : Trails with significant climbs and long downhill descents. Commonly used for racers.	

Commented [CH9]: Staff will add photos at final editing depicting each trail type

<p><u>Downhill</u>: Trails that are primarily intended for downhill riding and have an emphasis on steepness, difficulty, and speed with features like jumps, drops, technical corners, and natural obstacles.</p> <p><u>Cross-Country</u>: Trails that are long with varied terrain and are all about endurance.</p> <p><u>Dirt Jumping</u>: Riding bikes over jumps made of dirt or soil and becoming airborne. Trails can be either a circular track, single tracks, or downhill trails.</p> <p><u>Skills Course</u>: A circular loop or trail that is a specialty park designed to build skills and confidence of novice or intermediate riders. Skill features typically include a variety of obstacles and technical features.</p> <p><u>Pump Tracks</u>: A looped circuit of banked corners and smoother rollers intended to be used by riders generating moment by up and down body movements.</p> <p><u>Singletracks</u>: A trail that is typically the width of one bike. Singletracks are typically smooth and flowing but may feature technical terrain obstacles, banked turns, switch backs, hills, drops, etc. It is designed specific to mountain biking with no other use types (hiking, walking, four-wheeling).</p>	<p>investment, partnerships, and acquisitions.</p>
--	--

22. Question	Potential Answers	Intent
Question Type: Rank choice with maximum 5 choices.		
Please identify your top five priorities when it comes to	Investing in new mountain biking trails	

investing in expanding accessibility to mountain biking in North Bend.	<p>Improve accessibility to trails from downtown with more bike lanes/paths</p> <p>Dedicated bike parks, such as a terrain parks, skills course, or pump stations</p> <p>More community bike rentals</p> <p>Greater accessibility to fix-it stations</p> <p>Access to Bathrooms</p> <p>Access to drinking water</p> <p>More fun features along trails, such as ramps or single tracks</p> <p>Community events for mountain bikers</p> <p>Providing education opportunities to improve mountain biking confidence</p> <p>Greater access to transit and bus bike racks that accommodate mountain bikes</p> <p>Greater variation in terrain and more challenging trails</p> <p>Greater availability of novice and intermediate trails</p> <p>More maps and wayfinding signage at trailheads</p> <p>More waste bins at trailheads</p> <p>More interesting features along trails, such as sculptures</p> <p>Additional rest areas such as benches, shelters, or picnic tables</p> <p>Additional parking stalls at facilities/parks/trails</p> <p>Other: open entry</p>	Understand what the community's priorities in municipal investment would be.
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23. Question	Potential Answers	Intent
Question Type: Select all that apply		
What other mountain bike trails or amenities would you like to see further developed or proposed in North Bend?	<input type="checkbox"/> Pump Tracks <input type="checkbox"/> Jumps/Ramps <input type="checkbox"/> Single tracks <input type="checkbox"/> Flow tracks <input type="checkbox"/> Enduro tracks	Identify a preferred direction on future investments and improvements to mountain biking features.

Commented [CH10]: Staff will add photos at final editing phase depicting each mountain bike amenity

Cross country trails	
Riding trails	
Skills course	
Other:	
None of the above	

24. Question	Potential Answers	Intent
Question Type: Single Answer		
Have you ever traveled more than 100 miles to ride a mountain biking trail or attend an event/competition?	Yes, I have traveled more than 100 miles for a trail/event/competition Yes I have traveled for a trail/event/competition, but it was less than 100 miles No, but I would consider it depending on the trail/event/competition No, and I would not consider it.	Determine the value of hosting special events/competitions and whether a major investment project would attract visitors

25. Question	Potential Answers	Intent
Question Type: Short Answer		
Identify your favorite mountain biking trail or park and describe why it is memorable. If none, write N/A.	(Short Answer up to 500 characters)	Identify beloved trails to observe what works for other communities and draw inspiration for our own approach to new or improved facilities.

26. Question	Potential Answers	Intent
Question Type: Short Answer		
How would you complete the following sentence: "People who mountain bike are..."	(short answer up to 100 characters).	I can create a word cloud out of the responses of this fill in the blank statement.

Final Questions

27. Question	Potential Answers	Intent
Question Type: Short Answer		

Is there anything else city staff should consider when developing the bike mobility plan?	(short answer up to 500 characters).	Collect any final thoughts or key missing ideas/needs that should be considered for the bike plan.
---	--------------------------------------	--

28. Question	Potential Answers	Intent
Question Type: Single Answer and Short Answer		
Would you like to sign up for updates on the Bike Mobility Plan?	Yes: prompt email No	Identify people who may want to sign up for the newsletter

Concluding Statement

THANK YOU!!!

The City greatly appreciates your time spent providing feedback for the **Bike Mobility Plan**. Once the survey closes, staff will conduct an analysis for the survey responses and provide the data on the **Bike Mobility Plan webpage**. Towards the end of the summer, a public engagement summary of all engagement activities will be prepared and also posted on the project webpage.

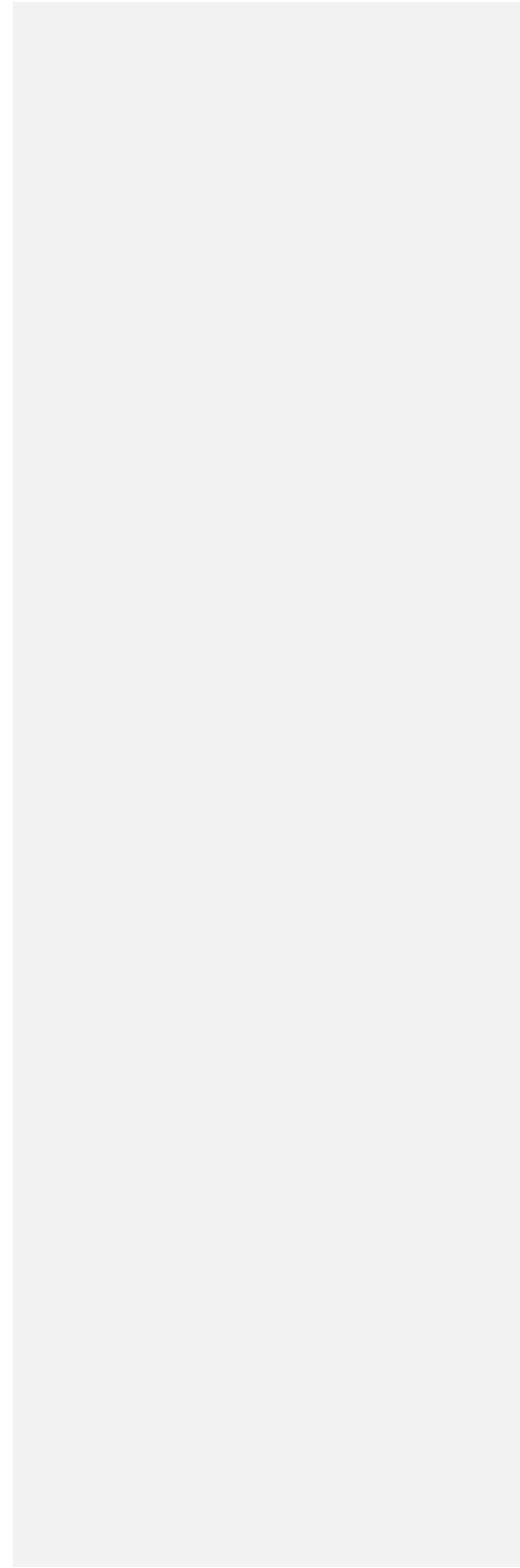
There are more opportunities to provide additional feedback this summer. The following are additional opportunities to provide public comment:

- Project Webpage: You are able to submit a public comment on the project at any time prior to the end of September, 2025 for public comments. You may submit a general comment and sign up for the newsletter [here](#).
- Interactive Improvement Map: The project webpage has an interactive map where you can identify key interest points and desired improvements on the map in real time. This map will be open until the end of September 2025.
- Event Booth: Outdoor Adventure Jamboree, June 25th, 2025
- Event Booth: Evergreen Mountain Bike Festival at Raging River, July 14-15th, 2025.
- Event Booth: North Bend Block Party, July 19th, 2025.
- **Bike Mobility Plan Open House, September XX** from 6pm to 8pm.
- Public Hearings: Public hearings will occur in the fall, estimated to occur between November 2025 through January 2026. Public hearings with the Planning Commission and City Council will include opportunities for the public to provide final comments on the project.

Commented [CH11]: We should confirm a suitable date for an open house, in mid to late September.

If you would like to provide additional feedback for consideration on the **Bike Mobility Plan**, please contact the Project Manager:

- Caitlin Hepworth, AICP, Associate Planner
- hepworth@northbendwa.gov



Cycling Mobility Plan – Interest Group Survey

Internal Drafting Notes

- Who is participating in this survey vs the community survey?
 - Community Survey: Everyone and Anyone working or living in NB
 - Interest Group Survey: Agencies and Organizations with a specialized interest or knowledge in alternative modes of transportation (non-motorized or multi modal), parks and trails, economic and downtown core development, or bikes/mountain biking.
- What do we want to get out of this survey that is different than the community wide survey?
 - Deeper insight on priorities between programs (education, safety, encouragement, events, investing in marketing)
 - Open ended feedback on improvement considerations?
 - Priority of new path types for utilitarian and rec biking
 - Understand barriers in the community better
 - Open ended feedback on community opportunities / underutilized spaces
 - Priority of goals / project objectives

Introduction

Purpose

North Bend is developing a non-motorized cycling and mountain biking mobility plan and is looking for specialized feedback from a selection of special interest groups on their preferences, concerns, and priorities. The purpose of the plan is to:

The City of North Bend is developing a non-motorized cycling and mountain biking mobility plan to accomplish the following:

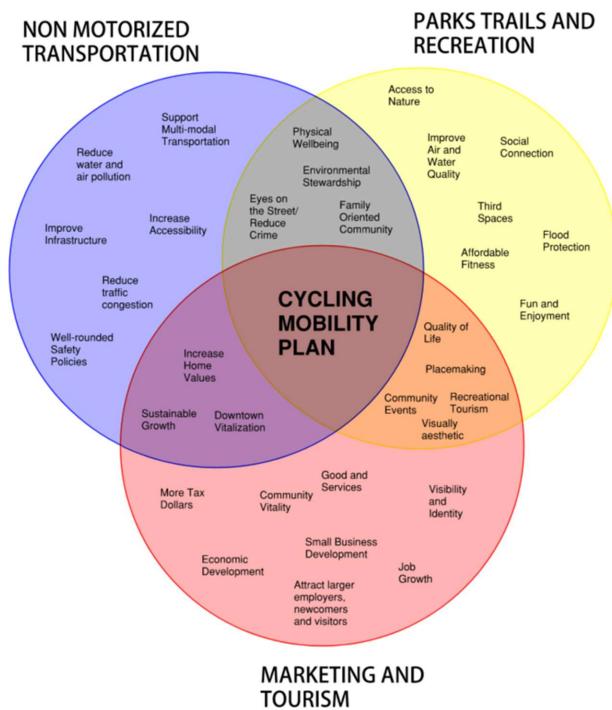
1. Improve non-motorized cycling transportation routes to improve community connectivity
2. Enhance and expand parks and recreation opportunities related to cycling and mountain biking
3. Develop a holistic community approach to encouraging bike use, increase perceptions and policies on safety, and promoting accessibility to cycling.
4. Identify a tourism marketing approach that elevates the city's recreation opportunities, increase our visibility to the cycling community, and promote economic development throughout North Bend.

The purpose of this *Interest Group Survey* is to collect specialized feedback from community experts, cycling and mountain biking advocates, organizations working with and representing diverse demographic groups, and organizations impacted by economic development policies to gather critical

feedback for the plan. Your feedback is key to city staff seeing the plan through your community's perspectives, elevating voices of less represented populations, and incorporating impactful programmatic actions early in plan implementation.

The project does not include considerations to motorized bikes, such as e-Bikes or motorcycles. The plan solely focuses on infrastructure, amenities, and associated supportive features related to human powered, non-motorized bikes and mountain bikes.

VEN DIAGRAM GRAPHIC



Commented [CH1]: This is a first draft at making this diagram I envision for the plan. I have not fleshed it out completely but would like initial feedback/suggestions. It will look visually better in the future iterations.

I think it would be beneficial to include it for the interest group survey so each participating entity sees how there is overlap between competing interest groups.

Next Steps after the Survey

Once the survey is closed, results will be translated into tables and visual charts after the survey closes. Results will be available for public review in two documents on the project webpage: the *Survey Data Results* and a *Public Engagement Summary*. Survey findings will additionally be summarized within the final version of the **Bike Mobility Plan**.

There are more opportunities to provide additional feedback this summer and fall. The following are additional anticipated opportunities to provide public comment:

- Project Webpage: You are able to submit a public comment on the project at any time prior to the end of September, 2025 for public comments. You may submit a general comment and sign up for the newsletter here.
- Interactive Improvement Map: The project webpage has an interactive map where you can identify key interest points and desired improvements on the map in real time. This map will be open until the end of September 2025.
- TBD Event Booth: Youth Open House at *The Trail Youth*
- TBD Event Booth: Mount Si High School
- Event Booth: Outdoor Adventure Jamboree, June 25th, 2025
- Event Booth: Evergreen Mountain Bike Festival at Raging River, July 14-15th, 2025.
- Event Booth: North Bend Block Party, July 19th, 2025.
- Event Booth: Snoqualmie Valley Food Bank, **TBD**
- Bike Mobility Plan Open House, **September XX** from 6pm to 8pm.
- Public Hearings: Public hearings will occur in the fall, estimated to occur between November 2025 through January 2026. Public hearings with the Planning Commission and City Council will include opportunities for the public to provide final comments on the project.

Commented [CH2]: We should confirm a suitable date for an open house, in mid to late September.

Key Terms to Keep in Mind

There are a handful of key terms to keep in mind as you complete the survey, as identified below.

- Bike/Bicycle: A non-motorized, human-powered bicycle that has two wheels attached to the frame and is powered by a pedal cycle.
- Biking: For the purpose of this survey, biking refers to the use of a bicycle for non-mountain biking uses. Biking refers to a utilitarian, urbanized use rather than use on challenging or mountainous terrains.
- Cycling: Riding a non-motorized, human-powered bicycle for transportation, leisure, social, or recreational purposes. This term is inclusive of biking and mountain biking.
- Mountain Biking: A bicycle with a light, sturdy frame, broad deep-treaded tires, and multiple gears designed to ride on mountainous terrain.
- E-Bikes / Electric Bikes: A motorized or motor-assisted bicycle that has a similar appearance to a bike but with motorized or electric operational features. There are no survey questions regarding E-Bikes.

Commented [CH3]: I need some kind of distinction for the purpose of the plan. May need to ask Tim or MTB for advice.

Section 1: Organization Info

1. Question	Potential Answers	Intent
Question Type: Single answer		
Does your organization operate in North Bend?	Yes, we operate within city limits	Confirm context of perspective as an entity with more or less familiarity with North Bend.
	No, we operate just outside North Bend city limits	

	No, we operate in the overall Snoqualmie Valley region	
	No we do not operate in North Bend or the Snoqualmie Valley, but we are interested in this project	

2. Question	Potential Answers	Intent
Question Type: Single answer		
What kind of organization do you represent?	Government Agency or Municipality Business Non-Profit None of the above Other: (short answer)	Confirm context of perspective as an entity – what kind of organizations are we getting feedback from and who do they serve/represent

3. Question	Potential Answers	Intent
Question Type: Single answer		
How many clients or customers does your organization roughly serve?	More than 30,000 15,000 – 30,000 5,000 – 15,000 1,000 – 5,000 Less than 1,000 None	Confirm context of perspective as an entity – what kind of organizations are we getting feedback from and who do they serve/represent

4. Question	Potential Answers	Intent
Question Type: Short Answer		
In general, who does your organization primarily represent or serve?	Short Answer (150 character limit)	Confirm context of perspective as an entity – what kind of organizations are we getting feedback from and who do they serve/represent. Determine if an underrepresented group is represented by one of the participating organizations.

5. Question	Potential Answers	Intent
Question Type: Single answer		

Does your organization have special knowledge or expertise on trails, cycling, biking, or mountain biking?	Yes	Identify knowledge experts participating in the survey and provide context in results to less familiar agencies participating.
	No	
	Other: (short answer)	

Section 2: Priorities and Perceptions

6. Question	Potential Answers	Intent
Question Type: Single Choice		
Roughly what percentage of employees and/or customers of your organization bike to your facility?	75-100%	Identify rough baseline use for special interest groups
	50-75%	
	25-50%	
	0-25%	

7. Question	Potential Answers	Intent
Question Type: Select all that apply		
What do you believe your employees/customers biggest barriers are to cycling to your facilities?	Aggressive or bad drivers Lack of bike lanes/paths/trails separate from cars More convenient to drive / too far of a bike trip Cost – bikes are too expensive to buy and maintain Bike theft / concerns of criminal activity Biking is too time consuming Lack of bike amenities (bike parking, fix-it stations) Unpleasant weather (too hot/ too wet / snow or ice) Not enough fun or exciting cycling trails, parks, or activities. Difficult terrain (too many hills) Lack of wayfinding signage or maps Physical Ability / Age Other: open entry?	Understand barriers for specific user types

8. Question	Potential Answers	Numeric Answers	Intent
Question Type: Numeric Value			

<p>You are tasked with preparing the city budget associated with cycling and mountain biking investments for the next 5 years. You have a total of \$100 to invest between each of the following areas. Assign a budget for each topic according to your priorities.</p>	Trails Installation, Expansion, or Improvements		<p>Identify top priority area overall.</p>
	Park Installation, Expansion, or Improvements		
	Safety Infrastructure, Programs, and Enforcement		
	Equity and Inclusion Programs		
	Encouragement and Educational Programs		

Section 3: Safety, Education, and Encouragement

9. Question	Potential Answers	Intent
Question Type: Single Choice		
Do you believe that the city addresses community concerns on driving and cycling safety laws?	<p>The City proactively address community concerns about drivers and cyclists sharing roadways.</p> <p>The City address safety concerns in a timely manner.</p> <p>The City is somewhat delayed in addressing safety concerns but eventually find solutions.</p> <p>The City is very delayed or do not adequately address safety concerns.</p> <p>I have not ever had safety concerns about cycling through town.</p> <p>I don't know if the city address safety concerns.</p>	<p>Identify rough baseline for special interest groups. What is the community's perception of safety and enforcement?</p>

10. Question	Potential Answers	Intent
Question Type: Rank Choice		
The city is evaluating opportunities for <u>programmatic projects</u> to encourage cycling.	<p>Host more Cycling Events/ Competitions</p> <p>Participate annually in <i>Bike to School</i> or <i>Bike to Work Day</i></p>	<p>Identify priorities for programmatic improvements that tend to be lower cost / short term implementation</p>

<p>Please rank your top five priorities in order of preference</p>	<p>Work with SVSD to develop a Bike Bus to schools</p> <p>Create a Bike Rack Dedication/Sponsorship Program</p> <p>Develop an Employer Guide to bike commuting</p> <p>Amend the zoning code to require bike parking with new developments or major redevelopment projects</p> <p>Host an annual biking forum to solicit community feedback</p> <p>Amend Public Works Standards to require any substantial development project to include bike lanes as part of required public improvements.</p> <p>Temporary single-day street closures during daytime of peak season</p> <p>Develop a Bike Advisory Committee to provide continued advisory and advocacy towards city development of bike programs, education, and infrastructure projects</p> <p>Develop a family friendly biking guide</p> <p>Amend the zoning code to require more standards around bike amenities</p> <p>Amend Public Works Standards to require more bike lanes throughout the community.</p> <p>Incorporate more interesting features along bike paths, like art or ramps.</p> <p>Other: (short answer)</p>	<p>activities. Identify preference and priority between education, encouragement, and safety initiatives</p>
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11. Question	Potential Answers	Intent
Question Type: Rank Choice		
The city is evaluating opportunities for <u>programmatic</u>	Work with SVSD and SVPD to provide more safety materials	Identify priorities for programmatic improvements

<p>projects to improve perceptions of safety around cycling. Please rank the following in order of preference.</p>	and presentations in public schools	<p>that tend to be lower cost / short term implementation activities. Identify preference and priority between education, encouragement, and safety initiatives</p>
	Cyclist Educational Materials and Videos	
	Motorist Educational Materials and Videos	
	Strengthen traffic laws on drivers, e-bikes, and cyclists	
	Better enforcement of existing traffic laws	
	Adoption of a <i>Vision Zero</i> ordinance	
	Other: (short answer)	

Section 4: Engineering and Planning

12. Question	Potential Answers	Intent
Question Type: Rank Choice		
The City is considering new park investments oriented towards cycling and mountain biking. Please identify the top priorities for new park features.	Traffic Garden	Identify priorities for park features
	Pump track	
	Skills Course	
	Jumps	
	Loop Trails	
	Progressive Ramps	
	Single Tracks	
	Other: (short answer)	

13. Question	Potential Answers	Intent
Question Type: Rank Choice		
The city is evaluating intermediate and long-term solutions to improve cyclist safety along streets. Please rank your top five infrastructure priorities in order of preference (1 is highest and 5 is lowest top priority).	Improve existing sidewalks along arterial roadways to become multimodal paths	Identify priorities for intermediate or long term infrastructure improvements.
	Expand the bike network to reach underserved neighborhoods	
	Address missing linkages between existing trails	
	Retrofit existing bike lanes to have a barrier, such as flexible bollards	

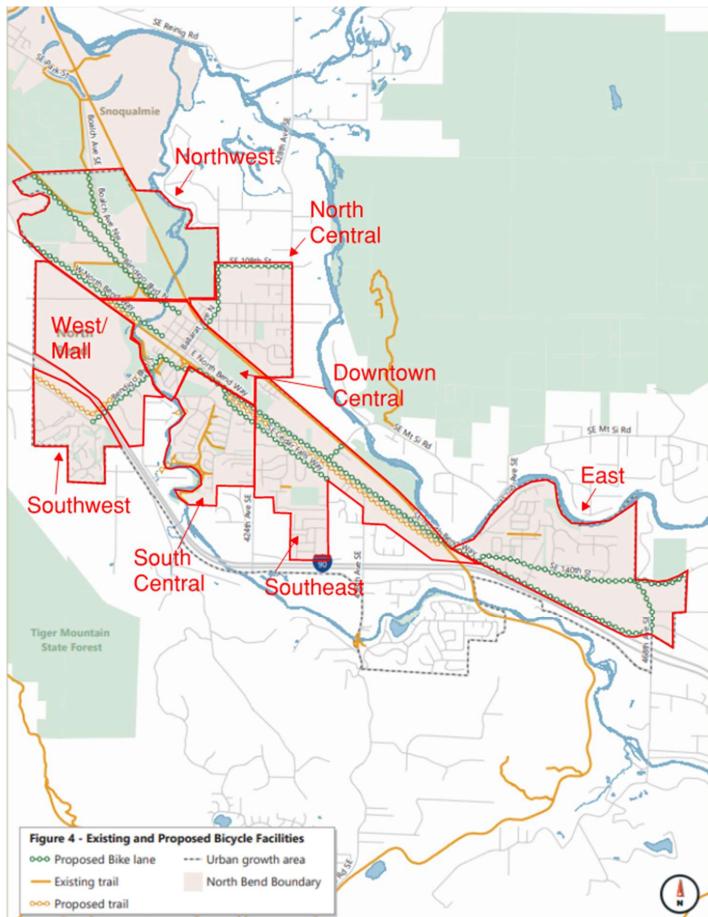
Wayfinding signage guiding cyclists to destinations and cycling routes	
Develop “slow zones” with max speeds of 20 MPH.	
Add driver signage to yield to cyclists	
Add advisory shoulders to low-speed residential streets without any cycling infrastructure	

14. Question	Potential Answers	Intent
Question Type: Rank choice		
Please rank which path types would encourage your employees/customers to cycle your facilities more often.	Shared road with cars Painted on-street bike lane Parking Protected Bike Lane Painted on-street bike lane with barrier curb or post Painted on-street bike lane with traffic separator Concrete separated bike lane Landscape island separated bike lane Off-street bike path or trail	Identify the preferred path types as it reflects the community's skill and confidence level. While not all bike paths can be off-street, capturing preferences is necessary to evaluate amending PWS.

Commented [CH4]: Is it possible to insert a photo in this section specifically? I think people will otherwise get confused by the different options

15. Question	Potential Answers	Intent
Question Type: Single Choice		
Shown below is a map showing the city's existing bike and pedestrian network and proposed improvement projects.	North Central Northwest Downtown Central West/Mall Southwest South Central Southeast East	Identify priority investment areas based on geographic area of the city.
What areas of the city should be prioritized for future improvement projects?		

Commented [CH5]: Sample graphic, I put this together really quickly. Would be nice to have a cleaned up version developed by Stephanie.



Section 5: Equity and Inclusion

16. Question	Potential Answers	Intent
Question Type: Select a maximum of three responses.		
The city is evaluating opportunities to improve equitable access to cycling. Please select your top three (3) choices to support greater	<p>Offer a Bike Micro-Grant program for low-income households</p> <p>Host a bike donation/recycle program</p>	Identify priorities in equity investments toward cycling.

community equity and inclusion.	Expansion of bike-share program near parks.	
	Prioritize new cycling routes in historically underserved neighborhoods	
	Prioritize supportive cycling amenities (bike parking, bike shelters, signage, fix it stations, etc.) in proximity to key services and goods (community center, food bank, grocery stores, park and rides)	
	Work with nonprofits to host more diverse cycling events in North Bend geared toward women, BIPOC, seniors, kids, etc.	
	Work with King County to establish a tool library with Bike repair equipment	
	Host an annual bike workshop to help teach community members how to fix and maintain bikes.	
	Host a webpage with bike grant opportunities offered by government organizations, nonprofits, or businesses.	
	Other: (fill in answer)	

17. Question	Potential Answers	Intent
Question Type: Short Answer		
Does the community that you serve have any unique needs that would not be addressed in Question 16? If so, please describe	(short answer up to 500 characters).	Determine if there are any unique needs in the community to consider.

Section 6: Final Question

18. Question	Potential Answers	Intent
Question Type: Short Answer		

Is there anything else city staff should consider when developing the bike mobility plan?	(short answer up to 500 characters).	Collect any final thoughts or key missing ideas/needs that should be considered for the bike plan.
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Concluding Statement

THANK YOU!!!

The City greatly appreciates your time spent providing feedback for the **Bike Mobility Plan**. Once the survey closes, staff will conduct an analysis for the survey responses and provide the data on the **Bike Mobility Plan webpage**. Towards the end of the summer, a public engagement summary of all engagement activities will be prepared and also posted on the project webpage.

If you would like to provide additional feedback for consideration on the **Bike Mobility Plan**, please contact the Project Manager:

- Caitlin Hepworth, AICP, Associate Planner
- hepworth@northbendwa.gov



Formerly DCG/Watershed

City of North Bend

Public Shoreline Access Plan - Draft

APRIL 2025

Prepared for:

City of North Bend
Jamie Brunell
Senior Planner
425-888-7642

Agency Reference:

2024-11

Facet Number: 2308.0024.00

Prepared by:

Alex Capron, AICP
Marina French, PLA
Brandon Herman, AICP, PLA
Laura Keil



Kirkland Office
750 6th Street S
Kirkland, WA 98033
425.822.5242

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Tables

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Figures

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Appendices

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APPENDIX B. Public Engagement Plan

APPENDIX C. River Access Survey

APPENDIX D. Open House Meeting 1

APPENDIX E. Advisory Group Charette

APPENDIX F. Open House Meeting 2

APPENDIX G. Community & Economic Development Committee Meeting

APPENDIX H. Project Scoring Methodology

APPENDIX I. GIS Scoring Methodology

1. Purpose and Intent

1.1 Introduction to the Planning Process

The City of North Bend is advancing planning related to public access to the Middle Fork and South Fork Snoqualmie River shorelines. The Plan addresses shorelines, including rivers, floodways, land within 200 feet of the high-water mark, and associated wetlands within the 100-year floodplain. To understand the community's priorities for shoreline access, the City has developed this Integrated Public Shoreline Access Plan as part of the Shoreline Master Program (SMP). This project aims to identify the best locations for improvements to and expansions of visual and physical public shoreline access, for focusing City and community resources effectively. The goal of this project is to document concept-level options for future capital improvements or further planning studies. The next step for these options is to continue to vet feasibility, advance design, maintain public support, and obtain funding to move them forward. The plan intends to both protect and enhance environmentally sensitive areas by programming improvements away from selected areas. This plan also aims to create a cohesive network of access points and shoreline trails, enhancing recreational opportunities for residents and visitors. The ideas introduced are informal concepts for further discussion, not planned actions.

1.1.1 Needs

The city of North Bend has experienced steady population growth within the city and region. This growth has led to higher demand for recreational opportunities, especially associated with the Snoqualmie River. While recreation impacts are not as severe as other types of development, it can still impact wildlife and the public land we value. Nationally, the number of "casual participants" in outdoor recreation (less than once a month) has steadily grown for more than a decade. This trend indicates that recreation management may not be able to rely upon local knowledge and cultural norms to dictate responsible use of recreation areas. Newer, less experienced visitors tend to be less aware of their impacts and how to recreate safely. The community can plan and manage where, how, and what type of recreation use occurs.

As supported by the Washington Advisory Code at the state level, planning for shoreline public access enhancements in tandem with targeted environmental protection have great benefits as an opportunity to replace site-by-site requirements. Engaging the public helps identify shoreline access types and amenity desires as well when planning for access.

This plan serves as a partner document to the city's adopted Shoreline Master Program codified under North Bend Municipal Code (NBMC) 14.20, the Shoreline Analysis Report, Parks Element of the City's Comprehensive Plan, and other agency long-range planning efforts. This plan was funded by the Shoreline Master Program Competitive Grant Pilot Program for the 2023-25 biennium (Grant Number SEASPC-2325-NorBen-00032).

1.1.2 Goals and Objectives

The Shoreline Public Access & Trail Plan will:

- Gather feedback via engagement efforts with both the community, Tribes and stakeholders in a variety of formats. Information gathering will focus on understanding public access program needs, identifying gaps, and prioritizing opportunities for improvements. Engagement efforts include an online survey, two public open houses, and an advisory group charrette.
- Establish a defensible and transparent plan that aligns with site inventory and analysis, existing plans, community and advisory group feedback, and GIS scoring. The plan will include mapping of existing shoreline public access and recreational features and developing concepts for key sites or corridors. Proposed public access improvements will be reviewed through a mitigation sequencing lens to ensure no net loss of shoreline ecological function.

2. Background

2.1 Regional Context and Connectivity

North Bend is a city located in King County, Washington, USA, on the edge of the Seattle metropolitan area. As of the 2020 census, its population was recorded at 7,461. Positioned approximately 30 miles (48 km) east of Seattle along Interstate 90, North Bend lies at the foot of the Cascade Range, near Snoqualmie Pass.

The city's character has evolved significantly since the closure of Weyerhaeuser's Snoqualmie sawmill, transitioning into a thriving residential area for commuters working in Seattle and Bellevue. North Bend gained prominence through David Lynch's television series **Twin Peaks**, which featured several local filming locations. Additionally, it hosts Nintendo North Bend, the primary production and distribution hub for the video game console manufacturer in North America.

The area now known as North Bend holds deep historical significance for the Snoqualmie Indian Tribe, who have lived in the region for thousands of years. The Snoqualmie Prairie, located southeast of Snoqualmie Falls, served as the ancestral territory for hunting, foraging, and community life. This prairie is situated within the upper Snoqualmie Valley, encompassing landmarks such as the Snoqualmie River fork confluence, Mount Si, and the western slopes of the Cascade Range.

North Bend boasts a diverse parks, recreation, and open space system, enhanced by a variety of outdoor resources and opportunities offered by county, state, and federal agencies. More than 21% of the land within the City's limits and Urban Growth Area (UGA) is publicly owned, encompassing parks, public facilities, wildlife habitats, and open space areas. Consequently, the outdoor recreation options available in and around North Bend are exceptional. Activities such as hiking, fishing, horseback riding, cycling (both mountain and road), rock climbing, skiing, river sports, nature observation, and exploration of scenic landscapes are all easily accessible, often just a short distance from the city boundaries.

Mount Si, rising dramatically from the Valley floor, is home to popular trailheads just a five-minute drive from downtown. Snoqualmie Pass, a renowned ski destination, is located only thirty minutes away. This region also provides access to year-round recreational opportunities within the Mount Baker-Snoqualmie National Forest, including nationally recognized destinations such as the Alpine Lakes Wilderness Area and Pacific Crest Trail.

Many individuals choose North Bend as their home, and visitors are drawn here, largely due to its small-town atmosphere and impressive array of local and regional outdoor recreation opportunities. Over the years, surveys conducted by the City and various recreation organizations consistently highlight community priorities such as preserving the small-town character and protecting natural areas. As North Bend experiences rapid growth, addressing the city's evolving needs for parks, recreation, wildlife habitats, and open space will be vital to maintaining its appeal as a desirable rural community.

2.2 Shoreline Management Act

In November 1972, Washington State citizens voted to enact the Shoreline Management Act (SMA) of 1971. The SMA's primary objectives include protecting the environment along shorelines, promoting public access to these areas, and encouraging suitable development that supports water-related uses. These policies are especially pertinent for shorelines of statewide significance, such as the Middle Fork Snoqualmie River, which boasts a flow exceeding 1,000 cubic feet per second (cfs).

A Shoreline Master Program (SMP) serves as a comprehensive framework encompassing goals, policies, regulations, and a usage map to manage shoreline development in alignment with the SMA (RCW 90.58). It adheres to the Washington State Department of Ecology's SMP Guidelines (WAC 173-26) and Shoreline Management Permit and Enforcement Procedures (WAC 173-27). The SMP provisions fulfill the mandates of the SMA and integrate with the City's broader land use regulation system. Under RCW 36.70A.480, the SMP's goals and policies are considered integral to the City's comprehensive plan, as required by the Growth Management Act. All other SMP components, including regulatory uses, form part of the City's development regulations within the Growth Management Act framework.

Public access is identified as one of the top priorities of Washington's SMA. Therefore, the City's planning efforts under this Act are designed to ensure compliance with this core policy while addressing development and conservation needs. 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)]

2.3 Project Partners

These project partners were identified and participated in the analysis, planning, and/or review process:

Organization	Name	Email
City of North Bend Parks	Mike McCarty	Mmccarty@northbendwa.gov
City of North Bend Planning	Jamie Burrell	jburrell@northbendwa.gov
Si View Metropolitan Parks District	Travis Stombaugh, Kyle Braun	tstombaugh@siviewpark.org ; kbraun@siviewpark.org
City of North Bend Public Works	Mark Rigos	mrigos@northbendwa.gov
City Council & Si View Metropolitan Parks District Commissioner	Mark Joselyn	Mjoselyn@northbendwa.gov , mjoselyn3@comcast.net
Mount Si Senior Center	Susan Kingsbury-Comeau	susan@mtsiseniorcenter.org
North Bend Escapes (Airbnb on river)	Rick Arons	rick@northbendescapes.com
Snoqualmie Indian Tribe	Ezekiel Rohloff, Ryan Lewis, Jaime Martin, Joe Impecoven	ezekiel.rohloff@snoqualmietribe.us ryan.lewis@snoqualmietribe.us jaime.martin@snoqualmietribe.us Joe.Impecoven@SnoqualmieTribe.us
Economic Development Commission	Martin Maisonpierre (Chair of Commission)	mmaisonpierre@northbendwa.gov
North Bend Downtown Foundation	Jessica Self (Executive Director)	jessica@northbenddowntown.org
Compass Outdoors	Luke Talbot	luke@compassoutdooradventures.com
Mountains to Sounds Greenway	Trevor Kostanich	Trevor@relevantplanning.com ; trevorkostanich@gmail.com
American Whitewater	Thomas O'Keefe	okeefe@americanwhitewater.org
King County Parks	Richelle Rose	richelle.rose@kingcounty.gov
King County Water and Land Resources	Elissa Ostergaard, Norah Kates	Elissa.Ostergaard@kingcounty.gov nkates@kingcounty.gov
King County Flood Control District	Michelle Clark (Executive Director) Chrys Bertolotto (Project/Program Manager)	micelle.clark@kingcounty.gov ; cbertolotto@kingcounty.gov

3. Design Alternatives Evaluation

3.1 Analysis Approach

The City's shoreline public access planning relied on a diverse range of data sources and analytical methods to discover and justify future improvements and expansions. Site visits were conducted to review existing conditions and access. Following this, the GIS methodology was used to group and analyze layers within three categories: physical, parcels/land use, and circulation networks. Within each category, specific criteria were assigned scores, with higher scores representing locations that are more suitable or advantageous for public access improvements. Second, the approach incorporated community feedback to evaluate themes and types of public access. The public then had the opportunity to rank their preferred project types during a charrette. Finally, projects were evaluated based on cost, alignment with long-range planning efforts (Parks Plan, Comprehensive Plan, etc.), timeframe for construction, permitting requirements, and environmental impacts, resulting in a comprehensive score ranking.

GIS analysis of physical features of the landscape within and surrounding shoreline jurisdiction included priority habitats (known elk migration corridors), existing buildings, wetlands, floodways, geologically hazardous areas, and aquatic areas. Areas that intersected these features received a score of zero. Parcel ownership and land use were assessed on a sliding scale, ranging from City-owned parcels (12) and right-of-way to other public ownership, such as Si View Metropolitan Parks District, County, Federal or State-owned, all the way to private ownership of developed and undeveloped property. In terms of land use, existing parks received a higher score compared to non-park areas. These scores were merged using ESRI's ArcGIS union tool and converted to a raster format for both physical and parcels/land use data. The raster calculator function then summed these values, and the ESRI's zonal statistics tool generated a composite score for these two analysis types.

Circulation analysis focused on shoreline connections, combining trails and using buffers from the shoreline edge to establish gradient levels of walkability and identify where gaps existed. These gradients were categorized into a scoring framework, with classifications such as low, medium, and high walkability for each project.

In summary, this plan:

- Identified visual and physical public access enhancement projects via:
 - An established scoring system utilizing community feedback
 - A GIS methodology framework that considered physical, land use/ownership and City-wide circulation data
 - Use of supporting documentation and high-level implementation constraint factors

3.2 Inventory of Existing Facilities

Analysis: GIS Mapping /Geospatial Methodology

Utilizing available GIS data of existing conditions, an inventory of existing trails and facilities was created. This included pedestrian pathways, recreational trails, and sites within the city and the project area. The objective of this exercise was to establish a basis of information to support the master plan design and framework for site analysis. The site analysis identified opportunities for new features to address gaps and reduce conflicts. In addition, rights-of-way intersecting with shoreline jurisdiction were inventoried and reviewed for their potential as improvement projects.

The inventory was sorted into three categories, 1) physical features, 2) existing trails or public open space, and 3) shoreline experience. The physical features category identified physical barriers and obstacles to public access, including buildings, steep slopes, and wetlands. The existing trails or public open space category identified linear facilities, sidewalks, trails, parks, public rights-of-way, and any other public open space. The shoreline experience category identified attractions and destinations both formal and informal based on public input and mapped features.

Research findings related to how to minimize recreation impacts were applied to inventoried features to help determine which areas were most suitable for new features. By using the mapped data in conjunction with research and outreach (see Section 3.3), locations for improvement concepts for key sites were identified. The different inventory layers were assigned scores based on how suitable the presence or absence of that feature would be for a proposed project. For example, a location on a flat slope would have a high score (most favorable) whereas a steep slope would have a low or zero score (least favorable). Similarly, a wetland would have a low or zero score. Scoring for existing trails and public open spaces looked at proximities or potential connections to the shoreline jurisdiction area. Any areas with opportunities to make those connections received additional points. In locations where the public identified existing informal access, favorite views, or other popular shoreline experiences, additional points were assigned.

Locations were prioritized using the following factors and more:

- Avoids sensitive areas (like mapped wetlands)
- Targets publicly owned land
- Fills a gap between existing public areas to provide physical or visual access
- Targets areas in proximity to population density
- Aligns with locations that are near to or overlap current project proposals in other planning documents

See the GIS Methodology section for more information.

3.3 Conceptual Project Analysis & Support Results

The following section details our analysis approach to further describe the types of analysis and research used to inform the recommended conceptual projects. Analysis began with a thorough review

of precedent research, followed by a landscape-scale analysis, a GIS mapping analysis, and finally local scale site visits and on-the-ground analysis. This included research and observations of the levee system along the South Fork of the Snoqualmie River. Research done to support project ideas included reviews of existing planning documents to find alignment with other plans, a community outreach effort to understand the needs and desires of the community and finally funding and management considerations.

Analysis: Precedent Research on Recreation Impacts

To meet the goal of proposing projects that would minimize impacts to existing habitats it was important to understand how recreation impacts habitat and wildlife. Based on this research, the two most important factors to consider were where to locate new access areas and what types of access would be appropriate.

The degree of impact that recreation has on a natural area is based on many factors including frequency of use, the type of recreation, the season or timing of the use, and how sensitive the habitat is. Some examples of recreation impacts include the spread of invasive plant and animal species, altered soil characteristics, degraded water quality, habitat fragmentation, and lower availability of food, shelter and water. In general, research recommends concentrating recreation use in less sensitive areas. Further, locating recreation use closer to existing impacted areas such as roadways or high intensity use areas can focus impacts and keep them from spreading beyond a managed area. Higher intensity use requires higher intensity of both direct and indirect management. It is important for management to be adaptive and to monitor for and correct impacts.

Analysis: Landscape Ecology

While the GIS Analysis focused on the city-scale, analysis can zoom out even further to a larger landscape scale to look at spatial patterns and connections, and how these influence proposed project locations. This analysis also attempts to respond to the concern from citizens about increased regional demand on the Snoqualmie River, and the role North Bend can play in that context.

Zooming out, we can look at the Snoqualmie River Valley at the landscape scale and focus on how the location of conceptual projects alone can minimize impacts. The Snoqualmie River Valley runs between and connects the two large, natural, and mostly undeveloped areas of Rattlesnake Mountain and Mt. Si. At this scale spatial patterns of wildlife movement, seed dispersal, animal foraging patterns, groundwater, and stream flows are more easily visualized. These patterns are impacted in two main ways: through dissection and perforation. Dissection is when roads or trails interrupt a connection between two spaces. For example, when elk migrate across the valley, migration is disturbed by road crossings that could harm the animals. Perforation is when trailheads or developed areas disturb an otherwise natural area. Recreation can be planned for locations that are already affected by impacts, and to protect areas that have high habitat quality or connectivity.

The northwest area of North Bend has large, publicly owned, open space areas that facilitate a regionally important connection between the two large natural areas. Meadowbrook Farm and specifically Tollgate Farm Open Space areas surround a long stretch of the Snoqualmie River. Any new recreation or activity proposed in this area would need to be sensitive to impacts on wildlife.

Analysis: Site Visits

The next analysis step was to visit potential project locations identified through mapping exercises and initial community feedback and observe local conditions. During these site visits the following features were observed:

- Vegetation. Health of plants, presence of native vegetation, presence of invasive plants, signs of trampling.
- Potential for restoration. Opportunities for infill of native vegetation or invasive plant removal, to diversify plant species present, to add habitat features.
- Signs of wildlife use or sensitive environmental features
- Existing impacts. Informal access paths, beaches, trash.
- Adjacent uses and connections. Proximity to buildings, parking, other amenities.
- Accessibility. Steepness, materials.
- Current public use and visibility.

These features were considered in the design of conceptual projects and the mitigation sequencing for any potential impacts that a project would cause.

Analysis: Containment Levee System

A unique aspect of the shorelines within the City of North Bend is the presence of the containment levee system maintained by King County Flood Control District. It was important to understand the opportunities and constraints on shoreline access related specifically to these levees. The presence of levees also limit the ecological restoration opportunities along the shoreline.

Levees on the Snoqualmie river were first installed in the 1930s to straighten and stabilize the river, protect farmland or roads, and later in the 1960s to protect towns. The levees along the South Fork of the Snoqualmie River in North Bend were raised and strengthened in 1964. Since that time, they have continued to be monitored and repaired. These levee sections are continuous but vary in the level of protection they offer, and King County is currently studying this entire area for risks of levee breach. The County has identified several flood risk reduction projects including near-term and long-term actions. All King County projects aim to meet a levee design to control a 500-year-flood event. These projects were reviewed to find opportunities for alignment with shoreline access plans. For more details, see the Capital Investment Strategy in Appendix A.

The levee system on the South Fork Snoqualmie River totals 6.25 miles from River Mile 5.4 (upstream of I-90) to River Mile 2.1 (Snoqualmie Valley Trail Crossing) on both banks of the river. The system crosses private and public property. The King County Flood Control District maintains this system using Maintenance Easement Agreements between each property and the County. Regular maintenance is critical to ensure the County can identify problems early and address them before they escalate into larger issues. Maintenance activities may include repairing areas damaged by erosion, removal of encroachments such as structures, fences, or other obstructions within the easement, and removal of debris.

The terms of each maintenance easement agreement between the County and each property may vary, but none include public recreation access. Most of these easements were written in the 1960s and grant the County the right to repair, monitor, maintain and sometimes rebuild the levee. Because these easement areas are clear of obstructions, vegetation, and include the flattened area of the levee crown, they all have the same attributes as an ideal trail development area. From a suitability analysis perspective, objective mapping ranks these areas highly because they are already environmentally impacted and would be cheaper and easier areas for trail installation and permitting due to existing physical conditions. On the other hand, all privately owned areas were ranked low or not considered at all in our analysis. Permission to use these maintenance easements to walk through a private property is at the discretion of the individual owner of that property. Feedback from community outreach events included a discussion of how in the past, many property owners were tolerant of neighbors trespassing through their property to walk along the levee system. But over time, this is no longer the norm as properties have been sold to new owners and the town has grown and developed. To allow public recreation access along the levee, the City would need to negotiate the purchase of a public access easement with each individual property owner.

From the standpoint of mitigation opportunities, levees disconnect floodplains from the river corridor and limit the quality of instream and riparian habitats. The County has discretion in how much vegetation is allowed to grow on or near the levees, but any proposals to add or remove vegetation would need a permit. Similarly, any proposals to remove riprap or use soft-shoreline stabilization techniques that add material to the stream bank would need to be approved and coordinated with County proposals to set back or remove levee portions.

3.3.1 Support: Alignment with Existing Long-Range Plans

The city of North Bend, Si View Parks District, and other regional partners have developed numerous planning documents for areas that overlap the shoreline jurisdiction. The efforts and analysis of these documents were reviewed, and any proposals or projects that aligned with potential conceptual projects were noted. A project that is supported in multiple documents is considered as having a better chance of success for funding, implementation, and community support. Some of the plans reviewed include: North Bend Comprehensive Plan adopted Parks and Open Space Element, 2024, Si View Parks District Comprehensive Plan, 2017, Riverfront Park Master Plan, Site Workshop, Herrera, 2023, North Bend Downtown Master Plan, MAKERS, WHPacific, 2008, North Bend Shoreline Analysis Report, The Watershed Company and ICF International, 2011, 10-year Recreation Strategy for WDFW Managed Lands, June 2022, Upper Snoqualmie Resilient River Corridor Management Plan, Snoqualmie Tribe, Natural Systems Design, Headwater People, June 2022, and the Levee Breach Mapping and Risk Assessment, King County Flood Control District, 2025.

Select documents have been summarized below as they relate specifically to potential conceptual projects.

3.3.1.1 Levee Breach Mapping and Risk Assessment – King County Flood Control District

The King County Flood Control District published a strategic planning document detailing the assessment of levee breach risks in King County, focusing on five levee systems including the South Fork Snoqualmie River within North Bend city limits. The project aims to identify weak areas in the levee systems, understand the consequences of potential breaches, and determine next steps for improving public safety. If any of these locations overlap with potential conceptual projects, it would be important to understand any opportunities to partner on the design, development, and funding of these projects.

Climate change is expected to increase the frequency of flood events, raising the risk of levee breaches and failure. This document expressed the need to provide additional flood storage lower in the system, or in the central portion and northwest corner of city limits within the South Fork Snoqualmie. A proposed concept project that aligned with the areas that could provide additional flood storage would be likely to be supported by the King County Flood Control District. These project areas are also distinct based on the opportunity to propose a levee setback or removal that could allow for the design of a beach or gently sloping bank down to the shoreline. Removing or relocating the levee would facilitate both easier access for the public as well as opportunities for floodplain connectivity and more significant environmental restoration.

3.3.2 Support: Community Feedback

The project's public involvement began with the co-creation of a Public Engagement Plan (Appendix B) with the city. The strategy included multiple methods of community outreach including online surveys, in-person open houses, meeting with an advisory group, and presentations.

Public outreach began with the creation of a public survey to inform the community about the project goals and to solicit feedback on community priorities. This survey was presented at the North Bend Block Party on July 20th, 2024, and broadcast across the City's existing social media and outreach channels. The survey garnered 221 participants, and answers indicated that investing in shorelines is important to the North Bend community. Most respondents currently use the shoreline for swimming and wading, closely followed by walking, then boating, with few mentions of fishing. When asked about which shorelines were most visited, a clear majority utilize an existing public park with shoreline access: Tanner Landing Park.

Most survey participants reported a desire for greater trail connectivity across the city. There was a mix of support and opposition for trail connections across private property: 13 open-ended responses encouraged private property owners to grant easements for more public river access, while 6 urged the avoidance of impact to private property. The importance of trail expansion was followed by interest in more shallow and safe water access points, nature and water views, and finally restored natural habitat. Multiple comments mentioned litter prevention, with desired amenities including garbage cans, ADA access, restrooms, and picnic tables.

A complete summary of survey results can be found in Appendix C. Following the completion and analysis of the community survey, a series of meetings with the public, advisory board, and city commissions, committees, and council were held through all stages of the project.

3.3.3 Open House #1

An in-person open house was held on September 25th, 2024. This meeting brought the public further into the conversation on community priorities and values related to shoreline access. The project team displayed several maps with 16 project location ideas. The team took input from the public on these locations as well as different shoreline access amenity types and programming desires using precedent image boards. Public desires derived from the open house included formalizing certain informal shoreline access points and trails, clarity on property ownership and clearly differentiating between public and private trails, shoreline access improvements, and parking considerations. A complete meeting summary can be found in Appendix D.

3.3.4 Advisory Group Charette

On October 24th, 2024, an advisory group meeting took place to discuss public input and alternatives to prioritize projects, with invitees including the Snoqualmie Tribe, Si View Parks District, Snoqualmie (WIRA 7) Technical Coordinator, King County Flood Control District, American Whitewater Mt. Si Senior Center, and North Bend Downtown Foundation. A total of 11 people attended the hybrid meeting. Discussions and feedback from the group included the importance of identifying and leveraging multi-benefit projects, to review projects based upon proximity and opportunities to bundle them together, to separate users to avoid conflict when designing shoreline access, to acknowledge wildlife migration corridors, and to use split rail fencing or other means to limit access to conservation areas. A complete summary of Advisory group charette notes can be found in Appendix E.

After this meeting the advisory group was given a survey and asked to rank project prioritization factors. Results ranked alignment with existing plans as the most important factor in prioritizing a project, followed by environmental impact, permitting and coordination, timeframe for design and implementation and cost as the least ranked factor from this group.

3.3.5 Engagement with Snoqualmie Tribe

The city and project team also engaged with the Snoqualmie Tribe throughout the project. The Snoqualmie Tribe was asked to be on the Advisory Committee. A formal comment letter regarding the Shoreline Access Plan was sent to the city from the Tribe on September 23, 2024, followed by additional correspondence. In this letter the Tribe listed their concerns regarding public access to sensitive shoreline areas. The city then met with members of the Tribe on February 6th, 2025, to discuss the project approach. Key discussion points included impacts on elk and beaver habitat, and restoration standards. Following this meeting, the project team created a landscape ecology analysis map to ensure protection of wildlife corridors during the planning process.

3.3.6 Open House #2

A second in-person open house was held on February 26th, 2025. At this open house, the team presented public outreach results and five distilled project concepts, plus a sixth city-wide project objective that was not a specific location concept but rather a vote of general support for the creation of future public shoreline trails. A live survey marked the transition from the presentation to the question and answer and exercise portion of the meeting. The survey question was as follows:

Would you rather see the city prioritize easement acquisition (with a willing property owner) or see recreational facility improvements?

- Easement Acquisition (with willing owner participation) – 65%
- Capital Facilities Improvements – 32%
- No Preference – 3%

Participants also had the opportunity to rank the six identified projects through a cost priorities exercise. Each attendee was given five \$1,000 bills to allocate to one or several projects between the six. Results are summarized below:

- River Access and Cove at Snoqualmie Valley Trail - \$25K
- River Access at Shamrock Park - \$30K
- River Access S Fork Walk-in Area (with willing property owner conveying easement)- \$12K
- Bendigo Blvd Levee Setback - \$22K
- Tanner Road Shoreline Park - \$31K
- Trail Network Expansion (with willing property owner(s) conveying easement) - \$31K

Key discussion points included a dialogue on the benefits and challenges of closing gaps in trails that cross private property, clarity on property ownership of trails, and requests for clear signage and maps about river information and tribal cultural significance. An in-depth open house summary can be found in Appendix F.

Presentations

The city and project team met with the Community & Economic Development Committee (CED) on March 11th, 2025 to respond to concerns raised by Councilmember Elwood during the second open house. It was clarified that trail easements would be with a willing property owner, and that public engagement scoring is just one of several project prioritization items for this project. Incorrect data and mapping shown during the second open house meeting have since been updated by the city. A summary of the CED meeting can be found in Appendix G.

Public engagement continued with a CED meeting presentation on May 20, 2025, to review a draft of this report. 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 City Council on June XX, 2025.

4. Master Plan Implementation

4.1.1 Design Alternatives and Recommendations

After reviewing analysis and support document research, a synthesis of background research, objective analysis, public outreach, on site analysis, and a design-ideation process generated an integrated shoreline access and trail plan. The following pages describe the six resulting proposed projects for water access. Four of the projects are located along the South Fork of the Snoqualmie River, and one project is on the Middle Fork. The water access types for each project vary from visual access to physical access with steps, platforms, beaches or ramps. The size of the proposed impact footprint varies, but every project has environmental restoration as a core design element. Finally, each project varies in its readiness for commencement, and the necessary planning, funding, regulatory approvals and coordination needed to move forward a design vary. This is especially relevant to the projects located on or near the existing levees, and the coordination necessary with the King County Flood Control District.

Projects fall into two broad categories: Actionable Projects and Forward-Looking Visions. An Actionable Project represents a nearer-term, more attainable project. A project scorecard has been created for each Actionable Project which includes a summary of its analysis score, public input rating, descriptions of proposed amenities, and additional information related to permitting, mitigation sequencing, and the overall project score. A Forward-Looking Vision is a project that was identified prior to and during the planning process but is less likely to be implemented in the near term. The project idea may not have a specific location, and additional design, community acceptance and project refinement are necessary before it can be proposed as an Actionable Project.

Each of these plans are conceptual level in nature, including approximate cost estimate ranges for implementation, and the permits required to move the projects forward.



Figure 1. Selected Projects.

The projects described in the following pages are recommended for the City of North Bend. The goal of moving forward these project concepts is to improve SMP implementation and address unmet shoreline planning needs in line with the community vision and local economy, including:

- 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)).
- Protect private property rights, public access rights, and public safety (WAC 173-26-221(4)).
- Foster a prompt, predictable, open, and uncomplicated shoreline permitting process.
- Alleviate trailhead congestion, shoreline degradation, trash accumulation, trespass, and other neighborhood impacts at informal and/or poorly planned shoreline access areas.

Project: Improvements at Tanner Road Shoreline Park

The concept sketches illustrate possible improvements to the existing parking area and informal access to the Middle Fork of the Snoqualmie River for hand-carry boat. A restroom and trash receptacle at the parking lot, and a safer natural stair down to the river, possibly including a boat slide or rail.



- Public land (shown in left map)
- 1 Staircase and boat rail
- 2 Existing gravel/mulch trail
- 3 Restroom
- 4 Native planting
- A Vignette view (boat launch stairs)
- B Vignette view (restroom)
- Bench
- Garbage can



Existing conditions of potential boat launch stairs



Barrett Park restroom—Credit Romtec



Poudre river access—Credit Thomas O'Keefe



Existing conditions of potential restroom location



Why Here?

- Publicly owned
- Located next to existing road
- Located next to existing parking area
- Existing shore is covered in natural boulders. Proposed condition would be to create safer stair down using same material type
- Gated access is managed by City

Amenities



Activities



How Are Impacts Minimized?

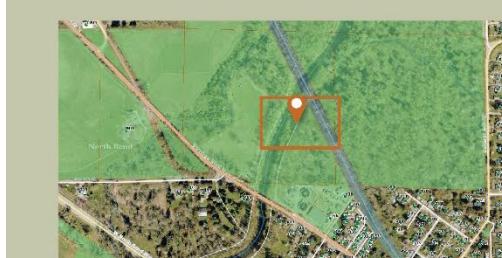
- Location already used as hand-carry boat launch
- No vegetation disturbance anticipated for stairs, minimal for bathroom
- Design could incorporate fencing/signage to separate access from forested areas
- Bathroom and garbage cans make waste management easier for park users



City of North Bend – Project Evaluation Matrix			
Public Shoreline Access Plan			
Improvements at Tanner Road Shoreline Park			
Description	Improvements to the existing parking area and informal access to the Middle Fork of the Snoqualmie River for hand-carry boats. It includes a restroom, trash receptacle at the parking lot, and a safer natural stair down to the river, possibly including a boat slide or rail.	Category	Score
Public Access Type	<input type="checkbox"/> Beach <input checked="" type="checkbox"/> Stair <input checked="" type="checkbox"/> Trail <input type="checkbox"/> Restoration <input checked="" type="checkbox"/> Boat launch <input type="checkbox"/> Acquisition/Easement <input type="checkbox"/> Infrastructure Rehabilitation <input checked="" type="checkbox"/> Other	GIS Score	aa
Cost	<input type="checkbox"/> \$50K – 500K <input checked="" type="checkbox"/> \$500K -\$1.5M <input type="checkbox"/> \$1.5M <	Feasibility Score	9
Proposed Feature and Amenity	Access improvements including stairs, boat slide or rail, restroom, and trash receptacle.	Public Engagement Score	31
		Score Summary	
Proposed Outreach, Collaboration, &/or Consultation	TBD		
Alignment with Long-Range Planning Documents	American Whitewater mapped take-out location		
Summary of Public Comments	The public was supportive of improvements in this space to make boat access universal and include changing area/restroom and trash receptacles for boaters. Prior to this project the city received many comments on the need for restrooms and trash cans here.		
Timeframe	<input checked="" type="checkbox"/> Can be executed immediately <input type="checkbox"/> Enact by 2035 <input type="checkbox"/> Enact by 2045 and beyond.		
Permits required	Clear & grade, shoreline development, floodplain development permits, and SEPA		
Environmental Impact/Mitigation Sequencing	Avoidance: River access stairs and boat slide/rail, and restroom will be designed to avoid streams and wetlands to the extent feasible to meet the project objectives. Minimization: Stairs will be perpendicular to critical areas buffers to minimize impacts. Rectify/Compensate: Mitigation will be provided to ensure no net loss of ecological function.		

Project: River Access at Snoqualmie Valley Trail

The concept sketches illustrate a potential location for safe water access and amenities adjacent to the Snoqualmie Valley Trail. This concept draft proposes removing a portion of the levee, adding a restroom, and restoring native plants along the South Fork of the river.



- Public land (City of North Bend)
- Public Land (King County)
- 1 Beach
- 2 Gravel/mulch trail
- 3 Restroom
- 4 Native planting
- 5 Connection to Snoqualmie Valley Trail
- 6 Utility pole
- 7 Large woody material
- 8 Split rail fence
- A Vignette view
- Bench
- Garbage can



Why Here?

- Publicly owned
- Located on impacted area (levee)
- Located close to existing trail and road
- Opportunity to shorten levee and improve habitat
- Proximity to city center
- Benefits/amenities shared with Snoqualmie Valley Trail users
- Opportunity for gentle slope water access and gravel beach near beginning of levee

Amenities



Activities



How Are Impacts Minimized?

- Location is already impacted
- Design could incorporate fencing/signage to separate high intensity use from restoration areas
- Area is accessible for frequent management and maintenance

City of North Bend – Project Evaluation Matrix			
Public Shoreline Access Plan			
River Access at Snoqualmie Valley Trail			
Description	Provide safe water access to the South Fork and enhance amenities adjacent to the Snoqualmie Valley Trail.	Category	Score
Public Access Type	<input checked="" type="checkbox"/> Beach <input type="checkbox"/> Stair <input checked="" type="checkbox"/> Trail <input checked="" type="checkbox"/> Restoration <input type="checkbox"/> Boat launch <input type="checkbox"/> Acquisition/Easement <input type="checkbox"/> Infrastructure Rehabilitation <input type="checkbox"/> Other	GIS Score	aa
Cost	<input type="checkbox"/> \$50K – 500K <input type="checkbox"/> \$500K -\$1.5M <input checked="" type="checkbox"/> \$1.5M <	Feasibility Score	8
Proposed Feature and Amenity	Trail connection, beach, levee setback or removal, restroom, and native plants along the South Fork	Public Engagement Score	25
		Score Summary	
Proposed Outreach, Collaboration, &/or Consultation	The levees will be set back on both sides of the river, with the long-term intention of removing them. Continued coordination with the KCFCD is necessary.		
Alignment with Long-Range Planning Documents	This trail is identified in the 2024 North Bend Comprehensive Plan. This site is identified in the King County Flood Control District's Capital Investment Strategy, 2017.		
Summary of Public Comments	The public comments were largely supportive of improvements to this space with a restroom and trail connection.		
Timeframe	<input type="checkbox"/> Can be executed immediately <input type="checkbox"/> Enact by 2035 <input checked="" type="checkbox"/> Enact by 2045 and beyond.		
Permits required	Clear & grade, shoreline development permit, floodplain development, SEPA		
Environmental Impact/Mitigation Sequencing	The proposed trail extends through shoreline buffer with access to the beach. Avoidance: Trail will be designed to avoid streams and wetlands to the extent feasible to meet the trail and river access objectives. The restroom will be located outside of the shoreline buffer with maintenance access from the Snoqualmie Valley Trail. Minimization: Critical area impacts to be minimized by locating trail in outer buffer with distinct access point. Split-rail fencing will be used to separate users from restoration areas. Rectify/Compensate: Mitigation will be provided to ensure no net loss of ecological function.		

Project: River Access at South Fork Walk-in Rest Area*

The concept sketch illustrates a potential acquisition and development project location for safe water access and amenities adjacent to the existing levee trail. If possible with a willing seller, this concept draft proposes formalizing a walk-in only water access area, adding seasonally available amenities such as seating and trash receptacles, and restoring native plants along the South Fork of the river.



Goodell Creek Boat Launch – Credit: Thomas O'Keefe



Existing conditions

Why Here?

- Adjacent to existing Public Trail segment
- Area is already used as a water access point
- Site already has a gentle slope and gravel areas clear of vegetation
- Site is a unique natural deposit area/inner-bend located waterward of the levee
- Environmental factors prevent development on this portion of a Private parcel

Amenities



Activities



How Are Impacts Minimized?

- Location already used as water access area
- No vegetation disturbance anticipated
- Design could incorporate fencing/signage to separate access area from adjacent forested and private areas.
- Nearby informal paths between the trail and the water could be closed and restored
- Opportunities for invasive species removal

City of North Bend – Project Evaluation Matrix			
Public Shoreline Access Plan			
River Access at South Fork Walk-in Rest Area*			
Description	Potential acquisition and development of safe water access and amenities adjacent to the existing levee trail. With willing property owners to convey an easement, this project formalizes a walk-in only water access area, adding seasonally available amenities such as seating and trash receptacles and restoring native plants along the South Fork of the river.	Category	Score
Public Access Type	<input type="checkbox"/> Beach <input type="checkbox"/> Stair <input checked="" type="checkbox"/> Trail <input checked="" type="checkbox"/> Restoration <input type="checkbox"/> Boat launch <input checked="" type="checkbox"/> Acquisition/Easement <input type="checkbox"/> Infrastructure Rehabilitation <input type="checkbox"/> Other	GIS score	aa
Cost	<input checked="" type="checkbox"/> \$50K – 500K <input type="checkbox"/> \$500K -\$1.5M <input type="checkbox"/> \$1.5M <	Feasibility Score	10
Proposed Feature and Amenity	Picnic benches, trash receptacles, native plant restoration.	Public Engagement Score	12
		Score Summary	
Proposed Outreach, Collaboration, &/or Consultation	*Note this project location is not currently public. The first step would be to continue coordination with the landowner who has expressed openness to the water access idea.		
Alignment with Long-Range Planning Documents	This site has been informally discussed over the years based on the proximity to public trails, and the current informal use of the beach area. No formal plans or documentation of this potential acquisition had been created prior to this project.		
Summary of Public Comments	The public raised concerns about this project's proximity to private property. It was clarified that this project focuses on public access and maintaining property rights, and the acquisition of easements to riverfront parcels (including levees and dikes) will only occur if the owner is interested in participating. The city directly reached out to property owners who would be directly involved in such dedications or easements, should a project move forward. No projects will move forward from this plan without further feasibility, funding, and willing property owners as needed.		
Timeframe	<input type="checkbox"/> Can be executed immediately <input type="checkbox"/> Enact by 2035 <input checked="" type="checkbox"/> Enact by 2045 and beyond.		
Permits required	Clear & grade, building, shoreline development, floodplain development permits, and SEPA		
Environmental Impact/Mitigation Sequencing	Proposed trail and picnic area to cross through shoreline buffer and provide waterfront access. Avoidance: Trail and picnic areas will be designed to avoid streams and wetlands to the extent feasible. Minimization: Critical area impacts to be minimized by locating features in outer buffer with distinct access point and signage. Rectify/Compensate: Mitigation will be provided to ensure no net loss of ecological function.		

Project: River Access at Shamrock Park

The concept sketches illustrate a potential location for safe water access and amenities at Shamrock Park. This concept draft proposes installing a barrier-free sloped path down the face of the existing levee, including a hand-rail. Minor improvements above the levee include trash receptacles, clear connections to Si View Park and a possible future pedestrian bridge crossing that would continue to build non-motorized connections across the city.



- Public land (shown in top map)
- 1. Lawn to remain
- 2. Gravel/mulch trail
- 3. ADA ramp
- 4. Native planting
- 5. Pedestrian bridge
- 6. Staircase
- A. Vignette view
- Bench
- Garbage can



Shuksan picnic area, North Fork Nooksack river – Credit Thomas O'Keefe



Shenandoah riprap trail – Credit KTNPBLOG user Travis



Existing conditions



Why Here?

- Publicly owned
- Located next to existing road
- Located next to existing parking area
- Located next to existing park and amenities
- Proposed trail would impact waterward face of levee
- Proximity to city center
- Positive feedback from potential willing landowner on the other side of the river

Amenities



Activities



How Are Impacts Minimized?

- Trail proposed on area already impacted (levee)
- Trail placement would minimize vegetation disturbance and remove invasive plants
- Design could incorporate educational signage
- Area is accessible for frequent management and maintenance
- Trash receptacles can reduce littering

City of North Bend – Project Evaluation Matrix			
Public Shoreline Access Plan			
River Access at Shamrock Park			
Description	Water access improvements at Shamrock Park on South Fork Levee. Installation of a barrier-free sloped path down the face of the existing levee, including a handrail. Minor amenity improvements along the top of the levee include trash receptacles, and a possible future pedestrian bridge crossing that would continue to build non-motorized connections across the city to Si View Park.	Category	Score
Public Access Type	<input type="checkbox"/> Beach <input checked="" type="checkbox"/> Stair <input checked="" type="checkbox"/> Trail <input checked="" type="checkbox"/> Restoration <input type="checkbox"/> Boat launch <input type="checkbox"/> Acquisition/Easement <input type="checkbox"/> Infrastructure Rehabilitation <input checked="" type="checkbox"/> Other: Pedestrian Bridge	GIS Score	aa
Cost	<input type="checkbox"/> \$50K – 500K <input type="checkbox"/> \$500K -\$1.5M <input checked="" type="checkbox"/> \$1.5M <	Feasibility Score	7
Proposed Feature and Amenity	ADA trail, stairs, trash receptacles, restoration planting alongside proposed trail and stairs.	Public Engagement Score	30
		Score Summary	
Proposed Outreach, Collaboration, &/or Consultation	The Si View Levee will be raised to provide 500-year flood level protection. Then cascade levee lowering can be implemented with river access. Continued coordination with the KCFCD is necessary.		
Alignment with Long-Range Planning Documents	This site and pedestrian bridge are included in the 2024 North Bend Comprehensive Plan. This site is identified in the King County Flood Control District's Capital Investment Strategy.		
Summary of Public Comments	The public comments generally supported this river access project since there is existing parking and amenities. Desires to utilize natural rock walkways to access the river were expressed. The site is currently used by river rafters.		
Timeframe	<input type="checkbox"/> Can be executed immediately <input checked="" type="checkbox"/> Enact by 2035 <input type="checkbox"/> Enact by 2045 and beyond.		
Permits required	Clear & grade, shoreline development, floodplain development permits, and SEPA		
Environmental Impact/Mitigation Sequencing	Proposed trail, stairs, and bridge to cross through shoreline buffer and provide visual and physical water access. Avoidance: Trail will be designed to avoid streams and wetlands to the extent feasible to meet the trail objectives. Minimization: Trail will be perpendicular to critical areas buffers to minimize impacts or be in areas of previous ecological disturbance. Rectify/Compensate: Mitigation will be provided to ensure no net loss of ecological function.		

Project: River Access at Bendigo Blvd S Bridge

The concept illustrates a potential location for safe water access and river restoration adjacent to the Bendigo Blvd S Bridge on an existing portion of levee. This concept draft proposes creating a compact and well-maintained stair access area that could be associated with a future bridge replacement project. The concept focuses recreation impacts to one area while taking measures to protect and enhance the adjacent restoration associated with the future levee setback project.



Why Here?

- Publicly owned
- Work could be coordinated with future levee setback project or future bridge improvement project
- Located on impacted area (levee)
- Located close to existing trail and road
- Opportunity to shorten levee and improve habitat
- Proximity to city center



- Public land (City of North Bend)
- Public land (King County)
- Existing gravel/mulch trail
- River access stairs
- Native planting/restoration
- Large woody material
- Split rail fence
- Vignette view
- Bench
- Garbage can



Amenities



Activities



How Are Impacts Minimized?

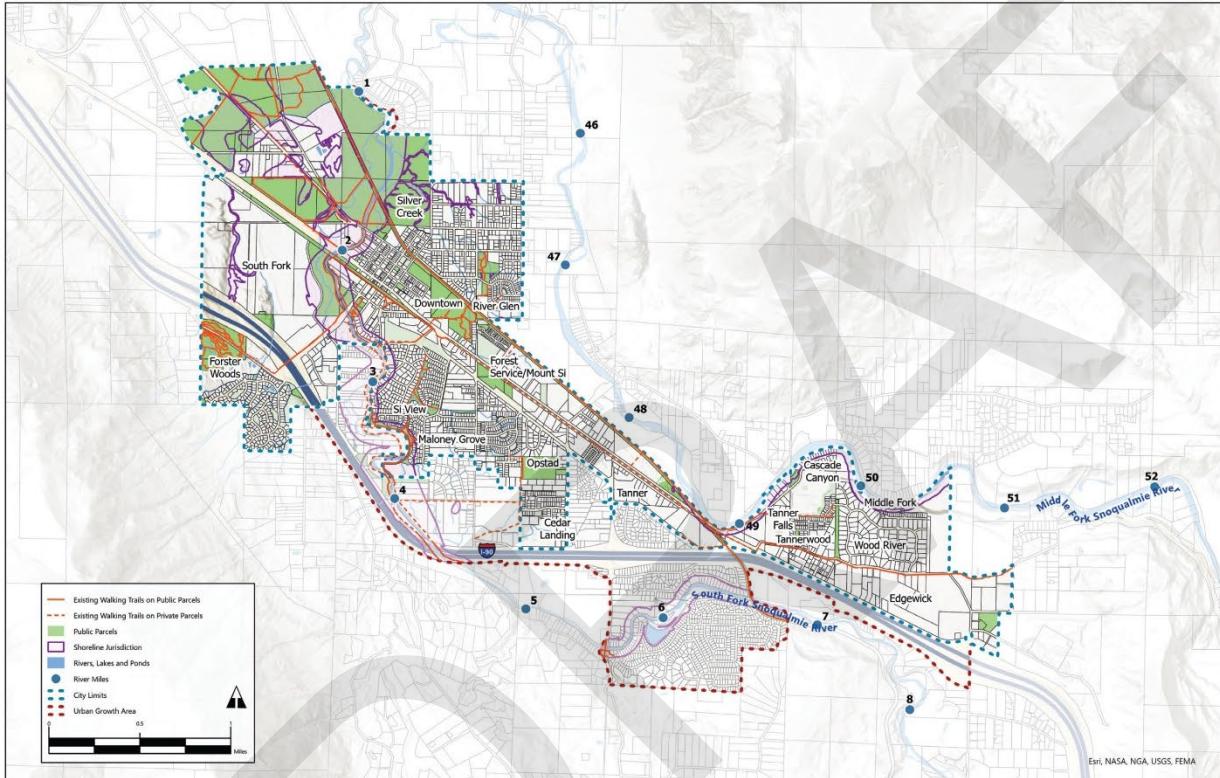
- Location is already impacted
- Design could incorporate fencing/signage to separate high intensity use from restoration areas
- Area is accessible for frequent management and maintenance



City of North Bend – Project Evaluation Matrix			
Public Shoreline Access Plan			
River Access at Bendigo Boulevard South Bridge			
Description	Provide safe water access and river restoration adjacent to the Bendigo Boulevard Bridge on an existing portion of levee. Create a compact and well-maintained stair access area. Protect and enhance adjacent restoration area associated with the future levee setback project.	Category	Score
Public Access Type	<input type="checkbox"/> Beach <input checked="" type="checkbox"/> Stair <input checked="" type="checkbox"/> Trail <input checked="" type="checkbox"/> Restoration <input type="checkbox"/> Boat launch <input type="checkbox"/> Acquisition/Easement <input checked="" type="checkbox"/> Infrastructure Rehabilitation <input type="checkbox"/> Other	GIS Score	aa
Cost	<input type="checkbox"/> \$50K – 500K <input checked="" type="checkbox"/> \$500K -\$1.5M <input type="checkbox"/> \$1.5M < *Cost calculated as a design addition to the levee setback project, not including the levee setback costs.	Feasibility Score	12
Proposed Feature and Amenity	Trail and accessibility to the shoreline in coordination with future levee setbacks and bridge replacement projects.	Public Engagement Score	22
		Score Summary	
Proposed Outreach, Collaboration, &/or Consultation	The levee will be set back on both sides of the river, and Bendigo Bridge will be replaced with a larger bridge of at least a 400-foot span to minimize the creation of a hydraulic backwater that contributes to flooding. Continued coordination with the KCFCD and WSDOT is necessary.		
Alignment with Long-Range Planning Documents	Levee setback is a restoration priority in this location per shoreline analysis. This site is identified in the King County Flood Control District's Capital Investment Strategy.		
Summary of Public Comments	In general, the public supported public access improvements for swimmers and boaters, as well as opportunities to add signage.		
Timeframe	<input type="checkbox"/> Can be executed immediately <input type="checkbox"/> Enact by 2035 <input checked="" type="checkbox"/> Enact by 2045 and beyond.		
Permits required	Levee setback to be permitted by others. Proposed improvements may require clear & grade, shoreline development, floodplain development permits, and SEPA		
Environmental Impact/Mitigation Sequencing	Proposed stairs to cross through shoreline buffer and provide waterfront access. Avoidance: Stairs and adjacent trail will be designed to avoid streams and wetlands to the extent feasible. Minimization: Critical area impacts to be minimized by locating trail in outer buffer with distinct access point alongside existing bridge. Rectify/Compensate: Mitigation will be provided to ensure no net loss of ecological function. Adjacent restoration area will be protected and enhanced.		

Project: Trail Network Expansion

The concept illustrates potential opportunities for trail extension and connection across North Bend.



Shenandoah riprap trail - Credit KTNPBLOG user Travis



INTEGRATED PUBLIC SHORELINE ACCESS PLAN / CITY OF NORTH BEND



City of North Bend – Project Evaluation Matrix			
Public Shoreline Access Plan			
Trail Network Expansion			
Description	This concept illustrates opportunities for trail extension and connection across North Bend.	Category	Score
Public Access Type	<input type="checkbox"/> Beach <input type="checkbox"/> Stair <input checked="" type="checkbox"/> Trail <input type="checkbox"/> Restoration <input type="checkbox"/> Boat launch <input checked="" type="checkbox"/> Acquisition/Easement <input type="checkbox"/> Infrastructure Rehabilitation <input type="checkbox"/> Other	GIS Score	aa
Cost	<input type="checkbox"/> \$50K – 500K <input type="checkbox"/> \$500K - \$1.5M <input checked="" type="checkbox"/> \$1.5M <	Feasibility Score	9
Proposed Feature and Amenity	Trail connection(s).	Public Engagement Score	31
Proposed Outreach, Collaboration, &/or Consultation	TBD	Score Summary	
Alignment with Long-Range Planning Documents	Identified in City's existing Parks Element (2024) and Si View Metro Parks Comprehensive Parks Plan (2017).		
Summary of Public Comments	The public comments were largely supportive of creating a shoreline trail network and trail extension and connectivity improvements. Concerns were raised about issues with trespassing through private property. A dialogue on the benefits and challenges of closing gaps in trails that cross private property arose during public meetings.		
Timeframe	<input type="checkbox"/> Can be executed immediately <input type="checkbox"/> Enact by 2035 <input checked="" type="checkbox"/> Enact by 2045 and beyond.		
Permits required	TBD		
Environmental Impact/Mitigation Sequencing	Avoidance: Riverside trails will be designed to avoid streams and wetlands to the extent it is feasible to meet the trail objectives. Minimization: Incorporate fencing/signage to separate access areas from adjacent forested and private areas; align formalized trails with existing informal trails that are already clear of vegetation; nearby informal paths between trail and the water to be closed and restored; opportunities for invasive species removal. Rectify/Compensate: Mitigation will be provided to ensure no net loss of ecological function.		

4.1.2 Additional Discussion: Shoreline Trail Network

A proposal to create a continuous shoreline trail along the South Fork of the Snoqualmie River is both highly supported and highly contentious since much of the shoreline is privately owned. A history of permissive landowners combined with maintenance to keep levee crowns clear has resulted in public use of informal trail segments and confusion about regulations and ownership. The City does maintain a section of publicly accessible trails along the levee in the Si View neighborhood, and within other city-owned parcels, but any proposal to extend those trail segments would require the city to negotiate a public use easement with a willing landowner.

The city is planning for future opportunities. The existence of the levee system is a unique situation, and one that influences the city's decision to propose future public trail easements on private property, an otherwise unusual scenario. Because of the presence of the maintenance easements, the levee tops will be maintained as a continuous, unobstructed linear network for as long as the levees exist. This offers a scenario where the city can maintain a vision to grow and connect a public trail system along the shoreline. Local land-use policies and regulations driven by the Shoreline Management Act include provisions for public access to public waters and shores, including recreational opportunities, when parcels are redeveloped at a specific threshold of size or density. In these situations, the subdivision is required to provide public access. The city can use a long-range plan to require developers to build shoreline trail segments that will become more continuous over time.

The proposed shoreline trail has therefore continued to include segments that cross through private property. Some sections have been excluded based on two factors: how recently the area was developed and therefore how unlikely it will be that the SMP mechanism will apply, and feedback from the property owners that they are unwilling to negotiate a public use easement. This network will continue to be refined over time with more feedback.

5. Master Plan Implementation

5.1 Permitting Pathway

5.1.1 Local Permitting

Critical Areas Ordinance

All projects within shoreline jurisdiction will almost certainly fall within a critical area or one of its buffers. Part of the GIS scoring analysis was to look at how to adequately approach given projects from a Mitigation Sequencing standpoint, in the following order from highest to lowest:

- a) Avoid
- b) Minimize
- c) Mitigate

d) Rectify/Restore

Further, if mitigation cannot be adequately captured on-site, a watershed-scale mitigation approach off-site may be considered to establish an agreement off-site.

5.1.2 State & Federal Regulations

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.

5.1.2.1 Shoreline Master Program (SMP)

The South and Middle Fork of the Snoqualmie River are designated as Shorelines of the State. 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 North Bend 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.

5.1.2.2 Critical Areas Ordinance (CAO)

Critical areas in shoreline jurisdiction are regulated by the SMP under NBMC 14.20. The SMP adopts by ordinance the City's Critical Areas code (NBMC Chapter 14.06 NBMC, Wetland Critical Areas, Chapter 14.07 NBMC, Critical Aquifer Recharge Areas, Chapter 14.09 NBMC, Streams and Other Fish and Wildlife Habitat Areas, Chapter 14.11 NBMC, Geologically Hazardous Areas, and Chapter 14.12 NBMC, Floodplain Management under Ord. 1688 on May 21, 2019, with some exceptions, which provides an additional layer of regulation for critical 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. The presence or absence of wetland features would need to be confirmed by a site-specific delineation.

5.1.2.3 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.

5.1.2.4 Construction Permits Etc.

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

5.1.3 State and Federal Regulations

5.1.3.1 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.

5.1.3.2 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.

5.1.3.3 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.

5.1.4 SMP Amendment Considerations

Looking at the existing SMP (NBMC 14.20), no amendments appear to be needed to allow for these project concepts to move forward.

5.2 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 Salmon Recovery Funding 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.

APPENDIX A. Capital Investment Strategy

APPENDIX B. Public Engagement Plan

DPRAE

APPENDIX C. River Access Survey

DRRAFT

APPENDIX D. Open House Meeting 1

DPAGE

APPENDIX E. Advisory Group Charette

DPAGE

APPENDIX F. Open House Meeting 2

DPAGE

APPENDIX G. Community & Economic Development Committee Meeting

APPENDIX H. Project Scoring Methodology

APPENDIX I. GIS Scoring Methodology