

CITY OF NORTH BEND

North Bend Shoreline Public Access and Trail Plan

JULY 2025



Acknowledgments



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Agency Reference:
SEASPC-2325-NorBen-00032_120623
Facet Number:
2308.0024.00

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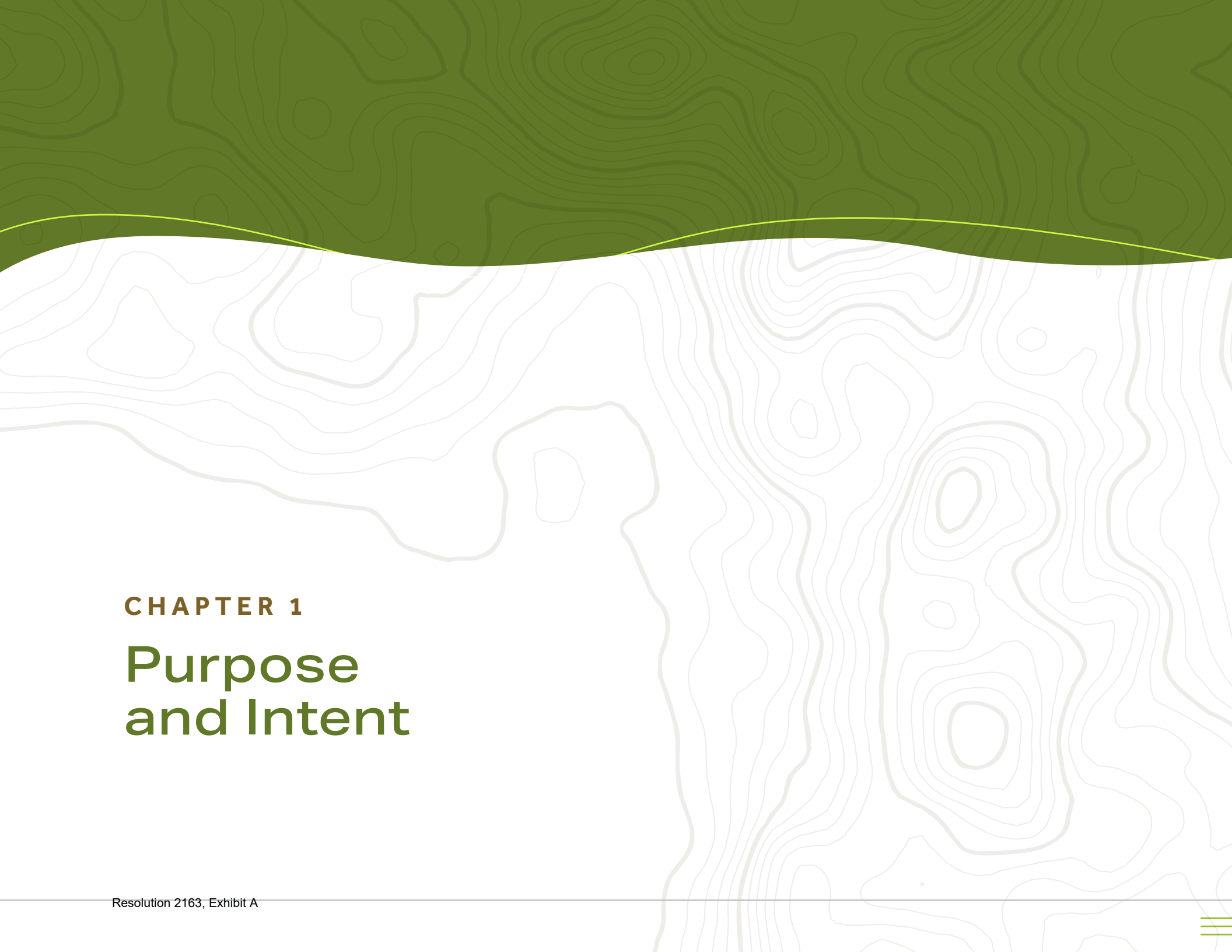
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CHAPTER 1

Purpose and Intent



CHAPTER 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. This Public Shoreline Access Plan addresses shorelines jurisdiction, 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 Plan help implement both the City's Shoreline and Parks Elements of their Comprehensive Plan and become eligible for future grant funding considerations as potential project ideas progress. This plan aims to identify the best locations for improvements to and expansions of visual and physical public shoreline access, to focus City and community resources effectively. *The goal of this project is to document concept-level options for future capital improvements or further planning studies through the following ways:*

1. **Increase public access** and recreational opportunities to publicly owned shoreline areas (RCW 90.58.020(5)).
2. **Protect private property rights**, public access rights, and public safety (WAC 173-26-221(4)).
3. **Foster** a prompt, predictable, and uncomplicated shoreline permitting process.
4. **Alleviate Trailhead congestion**, shoreline degradation, trash accumulation, and trespass at informal and/or poorly planned shoreline access areas.

The next step for these options is to continue to vet feasibility, follow mitigation sequencing, advance design, maintain public support, and obtain funding to move them forward. The plan intends to both protect and enhance environmentally sensitive areas by proposing improvements in balance with restoration. 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.

The projects described in this document 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.



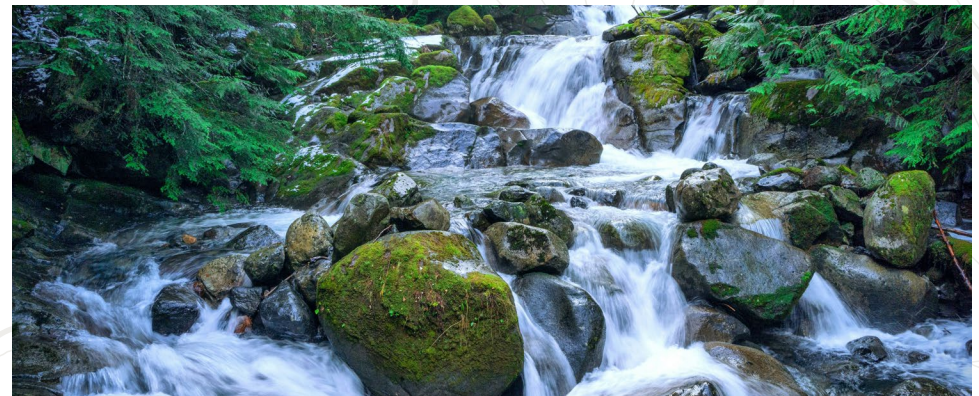
Alleviate trailhead congestion, shoreline degradation, trash accumulation, trespass, and other neighborhood impacts at informal and/or poorly planned shoreline access areas.

1.1.1 Needs

The City of North Bend and surrounding region have experienced steady population growth within the last 20 years. This growth has led to higher demand for recreational opportunities, especially those associated with the Snoqualmie River. While recreation impacts are not as severe as other development types, they can still impact wildlife, the habitats they rely on, and the public land we value. The City can plan and manage where, how, and what type of recreation use occurs.

As supported by the Shoreline Management Act (SMA) at the state level, planning for shoreline public access enhancements—in tandem with targeted environmental protection measures—is a great opportunity to coordinate investments that protect shoreline resources and the environment. Engaging the public helps identify shoreline use and recreational priorities when planning for access.

This plan serves as a supplement 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 Department of Ecology 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:

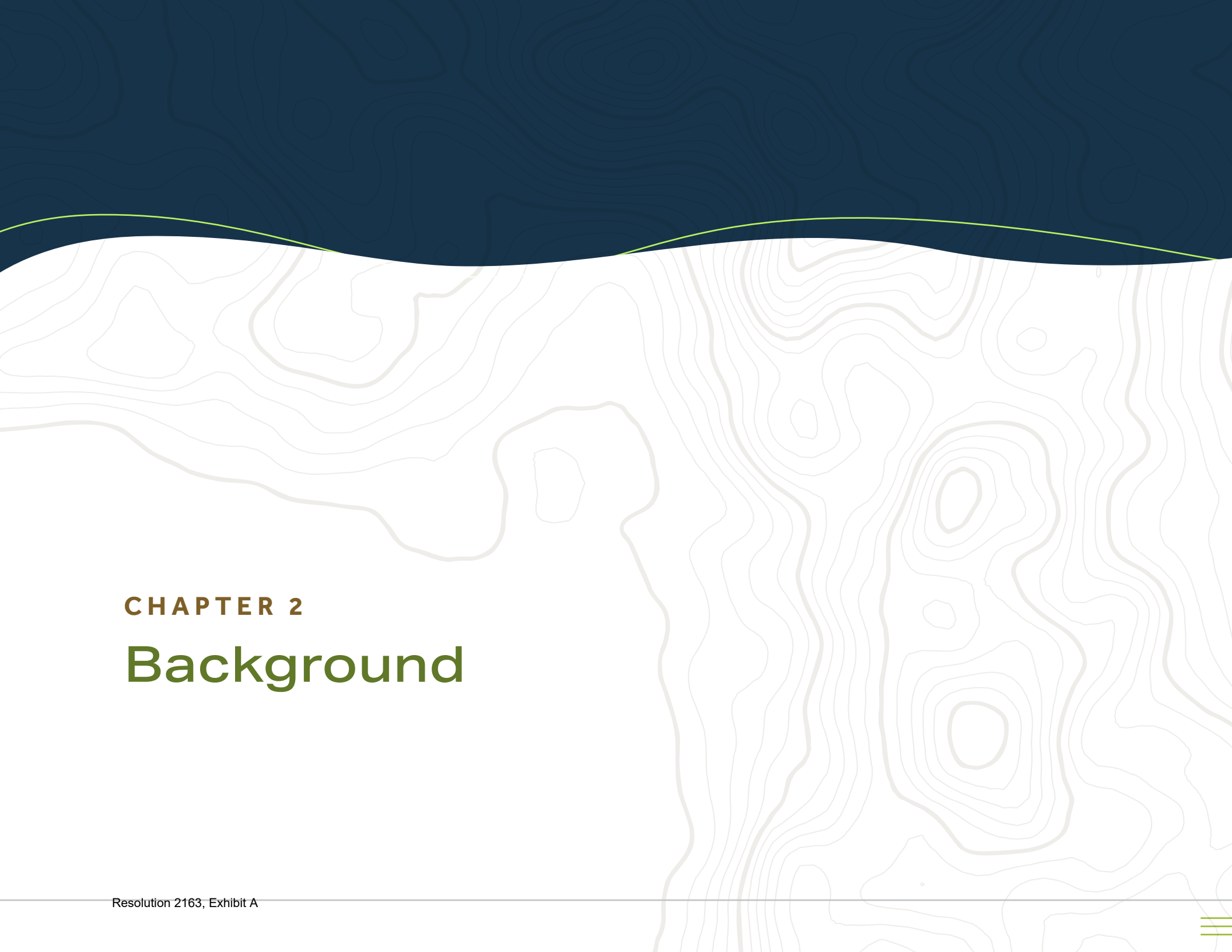


Gather feedback via engagement efforts with both the community, Tribes and stakeholders in a variety of formats. Information gathering will focus on understanding public access program needs, identifying gaps, and prioritizing opportunities for improvements. Engagement efforts include an online survey, 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.





CHAPTER 2

Background



CHAPTER 2

Background

2.1 Regional Context and Connectivity

Positioned approximately 30 miles (48 km) east of Seattle (on the edge of its metropolitan area) along Interstate 90, North Bend lies at the foot of the Cascade Range, near Snoqualmie Pass. As of the 2020 census, its population is 7,461.

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.



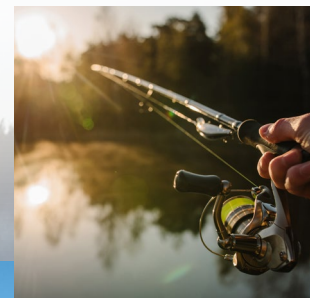
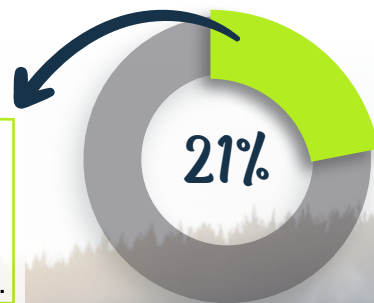
North Bend boasts a diverse parks, recreation, and open space system, enhanced by a variety of outdoor resources and opportunities offered by county, state, and federal agencies.

More than **21%** of the land within city 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 often just a short distance from city limits.

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) (see Figure 1 on next page).

A Shoreline Master Program (SMP) serves as a comprehensive framework encompassing goals, policies, regulations, and a Shoreline Environment Designation 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 North Bend 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 Shoreline Management Act framework.

Public access is identified as one of the top priorities of Washington's SMA. Therefore, planning efforts under this Act are designed to ensure compliance with this core policy while prioritizing goals and policies that enhance the environment. ***Planning under this Act and state law must ensure:***

"As a part of the SMP, prepare and implement a Shoreline Restoration Plan that includes identification of key areas for public access, restoring habitat connectivity of critical areas, protection and improvement projects, consistent with the City of North Bend Shoreline Analysis Report." [Chapter 9 – Shoreline Element (Res. 2086, Exhibit A) North Bend Comprehensive Plan 2024 (Ord. 1824)]

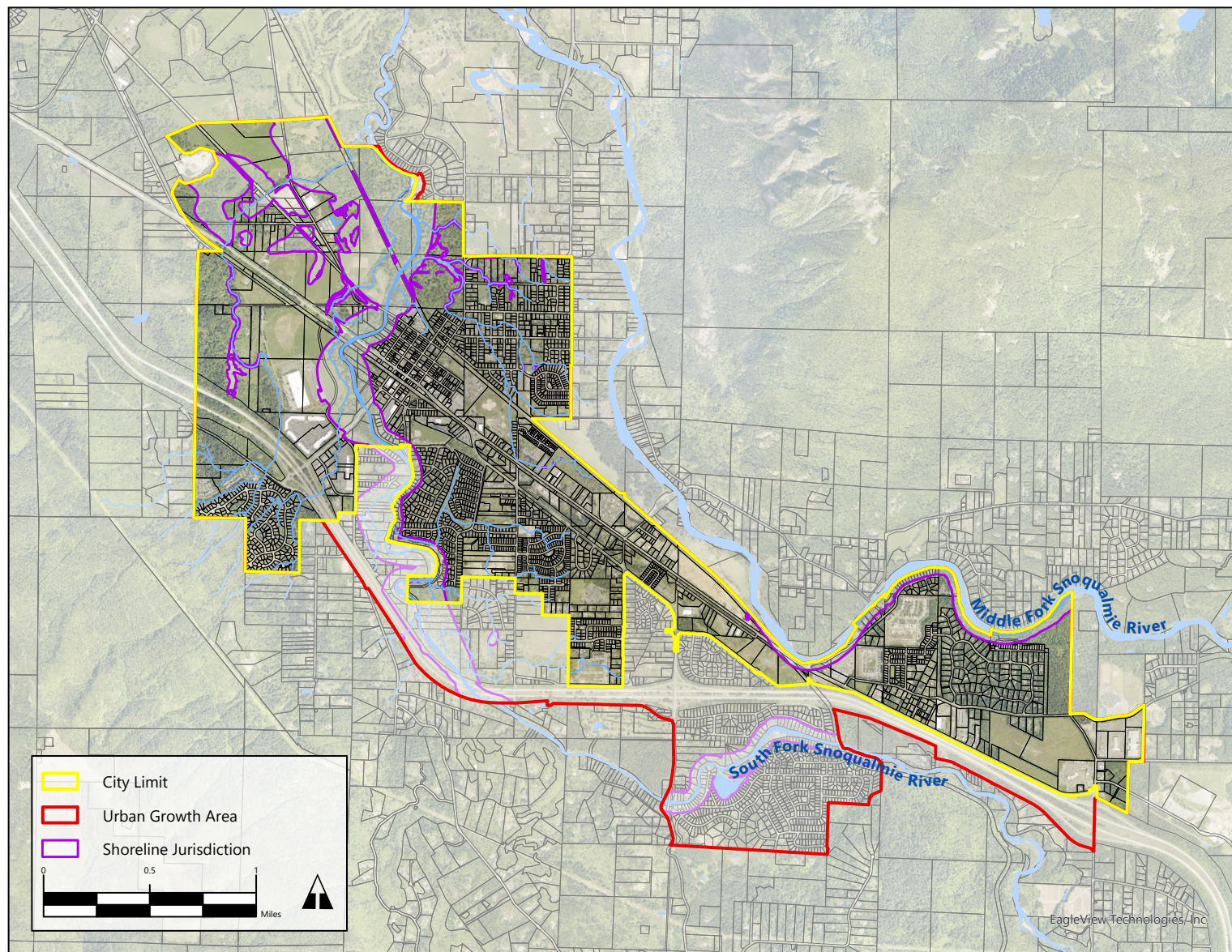
To further this, the City must also ensure:

"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)]

And:

"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)]

Figure 1: Shoreline Jurisdiction Boundary, Urban Growth Area, and North Bend City Limits



2.3 Project Partners

Table 1: These project partners were identified and invited to participate 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
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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@northbendescares.com
Snoqualmie Indian Tribe	Ezekiel Rohloff, Ryan Lewis, Jaime Martin, Joe Impeccoven	Ezekiel.rohloff@snoqualmietribe.us; Ryan.lewis@snoqualmietribe.us; Jaime.martin@snoqualmietribe.us; Joe.Impeccoven@SnoqualmieTribe.us
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North Bend Downtown Foundation	Jessica Self (<i>Executive Director</i>)	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
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CHAPTER 3

Design Alternatives Evaluation



Photo: im3rd Media



CHAPTER 3

Design Alternatives Evaluation

ANALYSIS APPROACH

The City's shoreline public access planning relied on a diverse range of data sources and analytical methods as well as a diverse approach to soliciting review and receiving comments from the public to originate and evaluate design alternatives. Project analysis began with inventory of the project area (Figure 2: Wildlife Movement & Public Lands). Inventory was reviewed against research and existing planning documents. Finally, public input was integrated throughout the process.

The initial inventory was based on an online survey (see Appendix C) and close collaboration and site visits with Si View Metro Parks. This inventory resulted in documentation of 16 project ideas based on survey results, local knowledge, informal recreation patterns, and several years of informally solicited public comments, as reported by Parks staff. All

projects were in or connected to the shoreline jurisdiction. Then, a GIS methodology was used to inventory and analyze locations based on physical features, parcels/land use, and circulation networks. Additional site visits were conducted to further inventory existing conditions and access and ground-truth GIS information.

Next, background research, local landscape ecology, and the levee system were reviewed for applicability to this project. Research also included review of existing long-range planning efforts and documents that could include planning or projects within the same study area (Parks Plan, Comprehensive Plan, SMP, etc.). Finally, the approach incorporated public feedback to evaluate themes and types of public access.

Outreach included discussions with the city staff and representatives, an advisory board and the community (see Figure 2: Open House 1 - outreach exercise). Events varied from virtual to in-person and small group discussions to large open house events. The analysis and outreach refined the original list of 16 project ideas down to six design alternatives. The public then had the opportunity to rank these six projects and their preferred project types during a charrette. Final design alternatives were then further evaluated based on the public ranking, cost, alignment with long-range planning efforts, timeframe for construction, permitting requirements, and environmental impacts, resulting in a comprehensive score ranking.

Figure 2: Open House 1: Outreach Exercise



3.1 Inventory

3.1.1 Local Knowledge

The initial inventory, conducted prior to the first public meeting, focused on gathering and documenting local knowledge by way of the online survey results and interviews and site visits with Si View Metropolitan Park District staff. This process focused on understanding whether there was existing informal recreation occurring in the project area, or if any project ideas had been repeatedly and informally proposed by the community on the survey or to the Park District staff. Project types included regional trail connections, river trail network segment extensions, water access points, water crossings, and trailheads. Projects were noted if they were in or connected to shoreline jurisdiction. They were displayed using graphics on an overview map and presented at the first public meeting. This public meeting gave city staff an opportunity to get feedback and make corrections to proposed project locations or inaccurate map data. Comments on the first public meeting maps were collected both passively by allowing attendees to mark-up maps, and actively during discussions that were documented through note taking. See Appendix D for the public meeting summary and the graphics displayed.

3.1.2 GIS Mapping /Geospatial Methodology

Utilizing available existing conditions GIS data, an inventory of local trails and facilities was created. This included pedestrian pathways, recreational trails, and sites within shoreline jurisdiction. The exercise objective was to establish a basis of information to support plan design and a framework for site analysis. The site analysis identified opportunities to address gaps and reduce conflicts. In addition, rights-of-way intersecting with shoreline jurisdiction were inventoried and reviewed for their potential as improvement project locations. A feature was defined as a public amenity and could include a beach area, trail, stair access, picnic area, restroom, or area cleared of vegetation to create physical or visual water access.



Inventory Categories



1. Physical Features



2. Existing Trails or Public Open Space



3. Shoreline Experience

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 private property, 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 minimizing recreation impacts were applied to inventoried features to help determine which areas were most suitable for new amenities, while preserving other areas adjacent to these access improvements. By using the mapped data in conjunction with research and outreach (see Section 3.3), key sites for improvement concepts 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.



Photos: Facet

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 (See Figure 3: GIS Site Suitability Results Map).

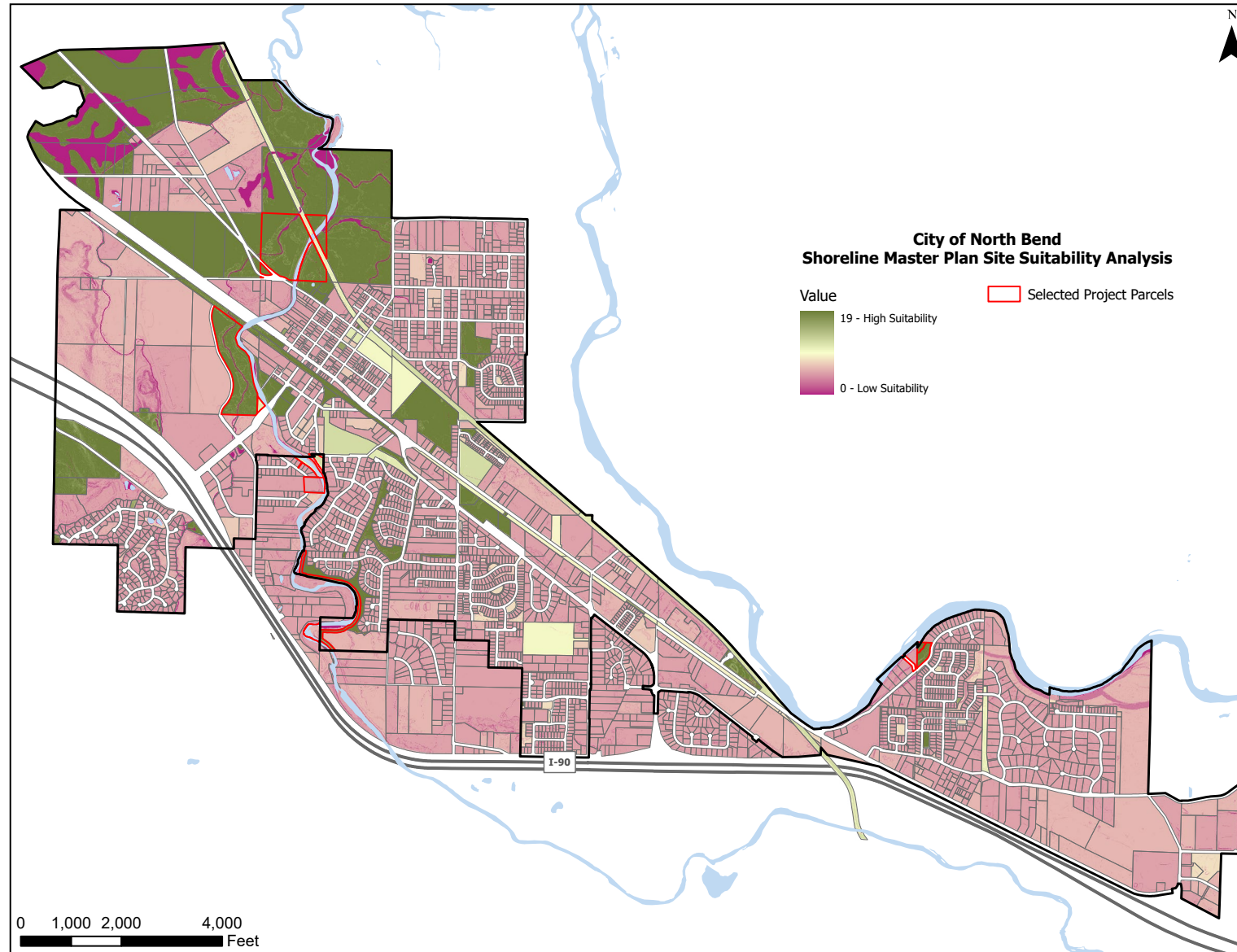
3.1.3 Site Visits

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 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 might cause.

Figure 3: GIS Site Suitability Results Map





3.2 Research and Use of Supporting Documentation

3.2.1 Alignment with Research

The following section summarizes the findings of the background research conducted to help form and evaluate design alternatives. Analysis began with a thorough review of research, followed by a landscape ecology analysis, and a deeper understanding of the levee system's opportunities and challenges.

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.

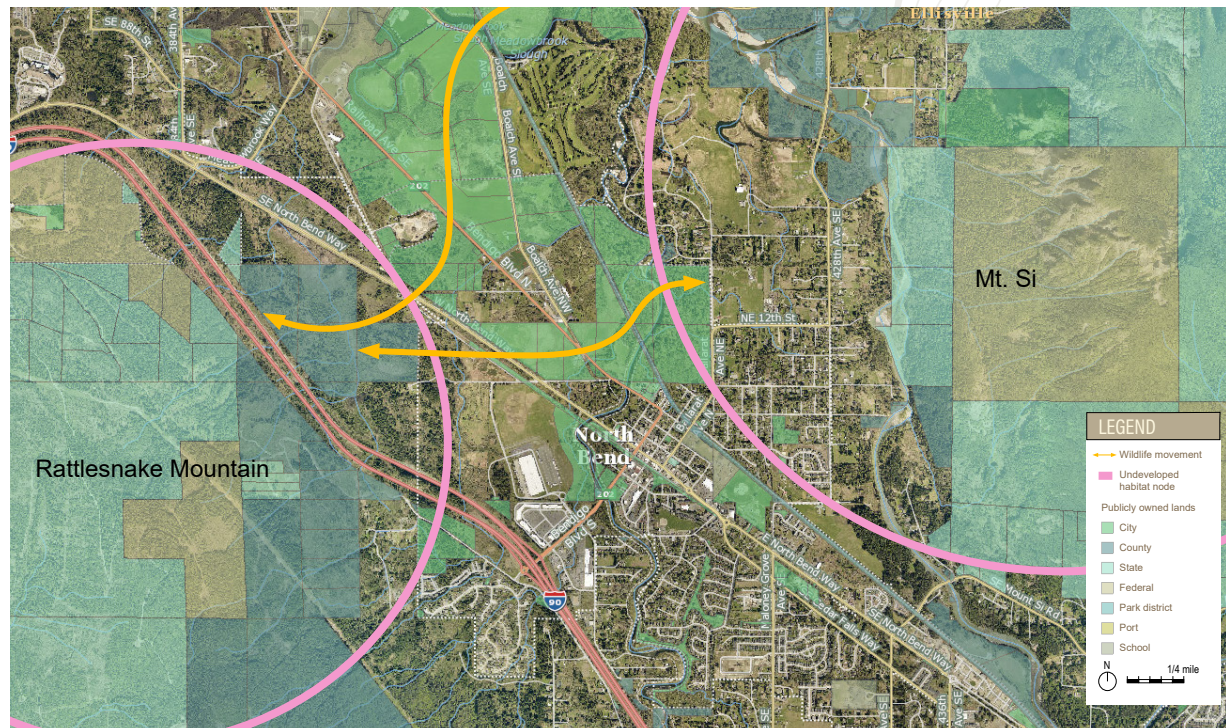
LANDSCAPE ECOLOGY

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 looked at the Snoqualmie River Valley at the landscape scale and focused on how the location of conceptual projects alone could minimize impacts (see Figure 4).

Figure 4. Wildlife Movement & Public Lands

(Data sources: King County i Map, 2025; WDFW PHS Mapper, 2025)



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 were 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 spaces 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.

Based on this research, the undeveloped open space areas along the Snoqualmie River north of the Snoqualmie Valley Trail are important to large scale ecological connections across the Snoqualmie Valley. This area is not currently dissected or perforated by substantial recreation impacts and there is an opportunity to preserve this intactness by avoiding this location for recreation development in future planning efforts and instead focusing on conservation and preservation.



Photo: King County

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 limits 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 L.

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.



Photo: Dave Hoefler

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 City 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 or obtain those rights at the time each property is developed. In turn -only if an agreement is reached by the private property owner and city for a recreational easement or property acquisition- RCW 4.24.210 protects these owners from liability claims for injuries to recreation users.

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 native vegetation would need a permit, while hand removal of invasive species does not require one. 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.

3.2.2 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 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, and the City's Shoreline Master Program.

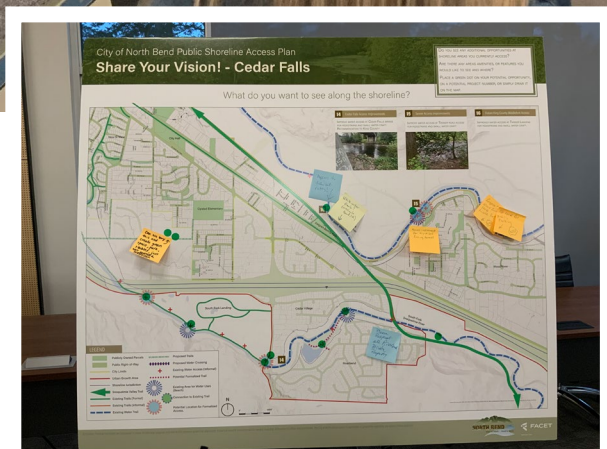
Select documents have been summarized below as they relate specifically to potential conceptual projects.

3.2.2.1 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 (see Appendix L). 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 aligning with the areas providing additional flood storage are more 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.





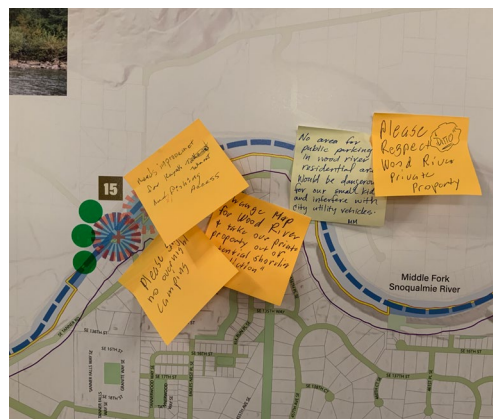
Photos: Facet

3.3 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 prioritizing public access to shorelines is important to the North Bend community. This survey is not scientific or statistically valid and therefore only reflects the perspectives of survey participants. 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.

3.3.1 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 image boards of example amenity types. 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.



3.3.2 Advisory Group Charrette

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 charrette 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.



3.3.3 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 Community and Economic Development Department from the Tribe on September 23, 2024 (Appendix A), 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.

3.3.4 Open House #2

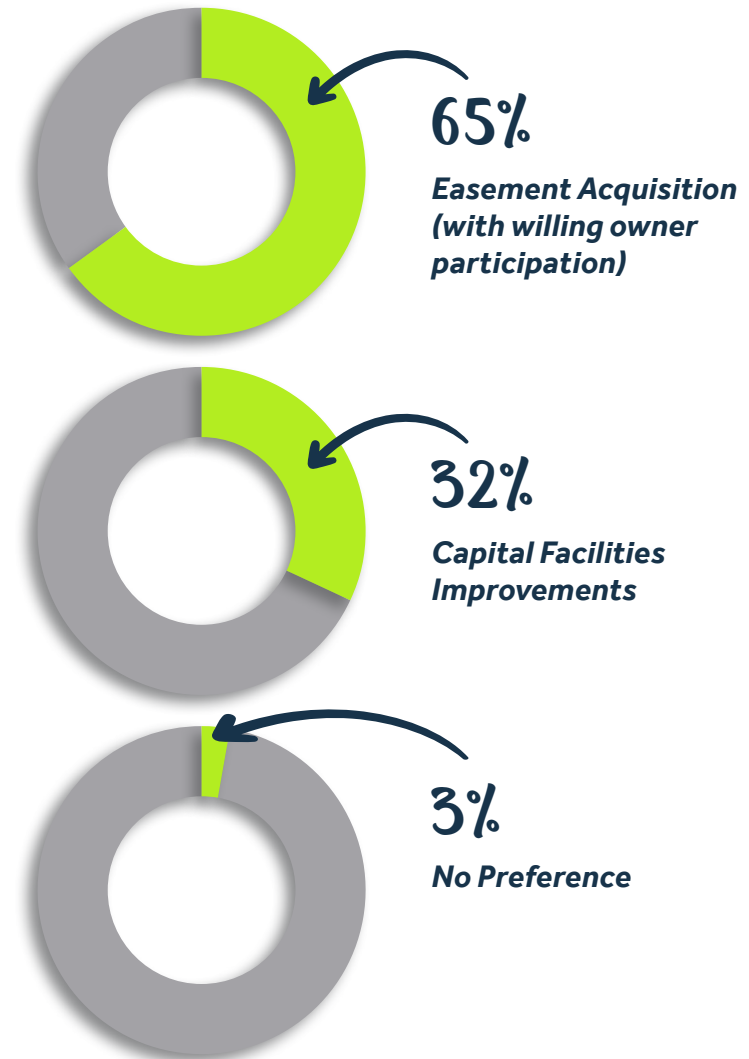
A second in-person open house was held on February 26th, 2025. At this open house, the team presented public outreach results and five distilled project concepts, plus a sixth city-wide project objective that was not a specific location concept but rather a vote of general support for the creation of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



Photo: Facet

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?



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:



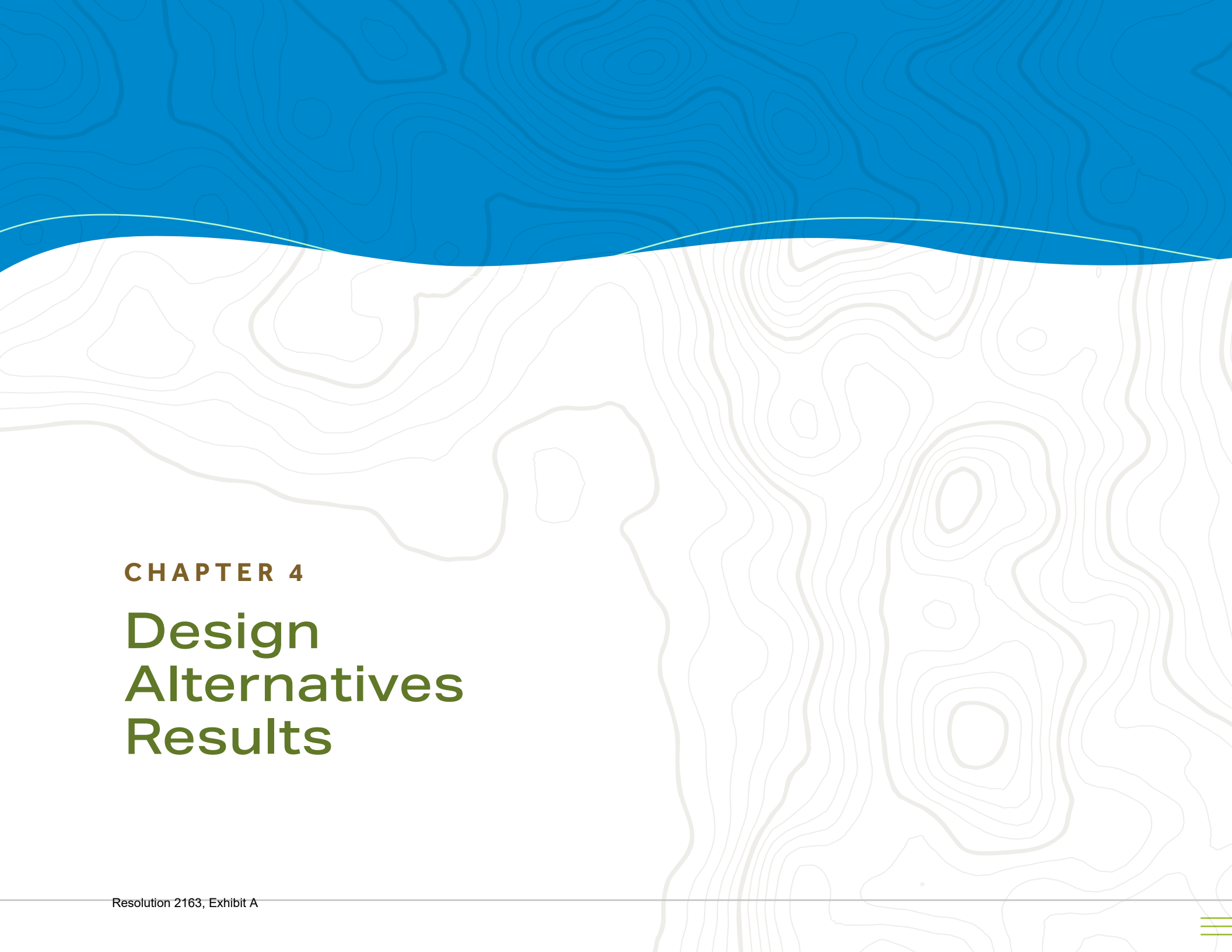
Key discussion points included a dialogue on the benefits and challenges of closing gaps in trails that cross private property, clarity on property ownership of trails, and requests for clear signage and maps about river information and tribal cultural significance. An in-depth open house summary can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





CHAPTER 4

Design Alternatives Results



CHAPTER 4

Design Alternatives Results

4.1.1 Design Alternatives and Recommendations

The design alternative analysis approach was a process that narrowed down project ideas through multiple phases of review and public input.

Round One: The initial online survey and local knowledge research effort produced 16 project ideas. **Round Two:** Further analysis and outreach narrowed those down to 7 projects, and **Round Three:** further review and site visits produced the final six projects. These final projects then became the focus of a final review and ranking by the public.

ROUND ONE:

The first round included 16 project ideas. These ranged in location relative to the shoreline (floodway versus riverfront), jurisdiction (city or county-owned), neighborhood, project type (regional trail connection or water access), and whether the project would be a new feature or would propose formalizing an existing informal feature.



Photo: Walkie Talkie

Community input, project type, ownership, and presence of existing impacts were factors that determined if a project was high or low priority to advance to Round Two. Community input was received as comments during the first open house. Projects with negative public meeting comments were given lower priority. Based on the overall public input to prioritize riverfront projects (for trails or access), all regional trail connection projects (located in the floodway and without physical or visual access to water) were given lower priority. Further projects located outside of city-limits were given lower priority. On the other hand, projects where existing informal features had already impacted a site's habitat value were given higher priority. A summary of these comments and prioritizations can be seen on the table in Appendix D.

ROUND TWO:

The annotated posters and feedback collected from the first public meeting were then presented to the Advisory Board for further feedback and ranking. The City discussed the projects and methods for prioritization with the board and met with Snoqualmie Tribe members to discuss the projects and prioritizations. From these discussions the projects were further narrowed down to five projects. Two of the previously high priority projects were lowered in priority based on the strong concerns that formalized recreation opportunities located north of the Snoqualmie Valley Trail would negatively impact elk and other animals. A summary of these comments and prioritizations can be seen on the table in Appendix A (Snoqualmie Tribe Letter) and F.

ROUND THREE:

The City conducted one final review and site reconnaissance with the five top priority projects in mind for the final round of project ideation. Through this process and further coordination with the King County Flood Control District, the team originated one additional project idea.

Public input ranked water access highly, however, the presence of the levee system was a challenge to the feasibility of a water access project. The levees end at the Snoqualmie Valley Trail, but in the areas without levees where water access would be more feasible, projects were not prioritized based on negative impacts on wildlife. A review of the capital project list for the flood control district revealed the potential to remove or setback the levee south of where the Snoqualmie Valley Trail crosses the Snoqualmie River. Based on this input the team created one more project idea to propose beach access south of the trail crossing.

DESIGN RECOMMENDATIONS

The following pages describe the six resulting proposed projects for water access. One of these projects is a city-wide, non-site-specific recommendation to expand the existing public shoreline trail network along the Snoqualmie River. The other five projects are site-specific concept plans. 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

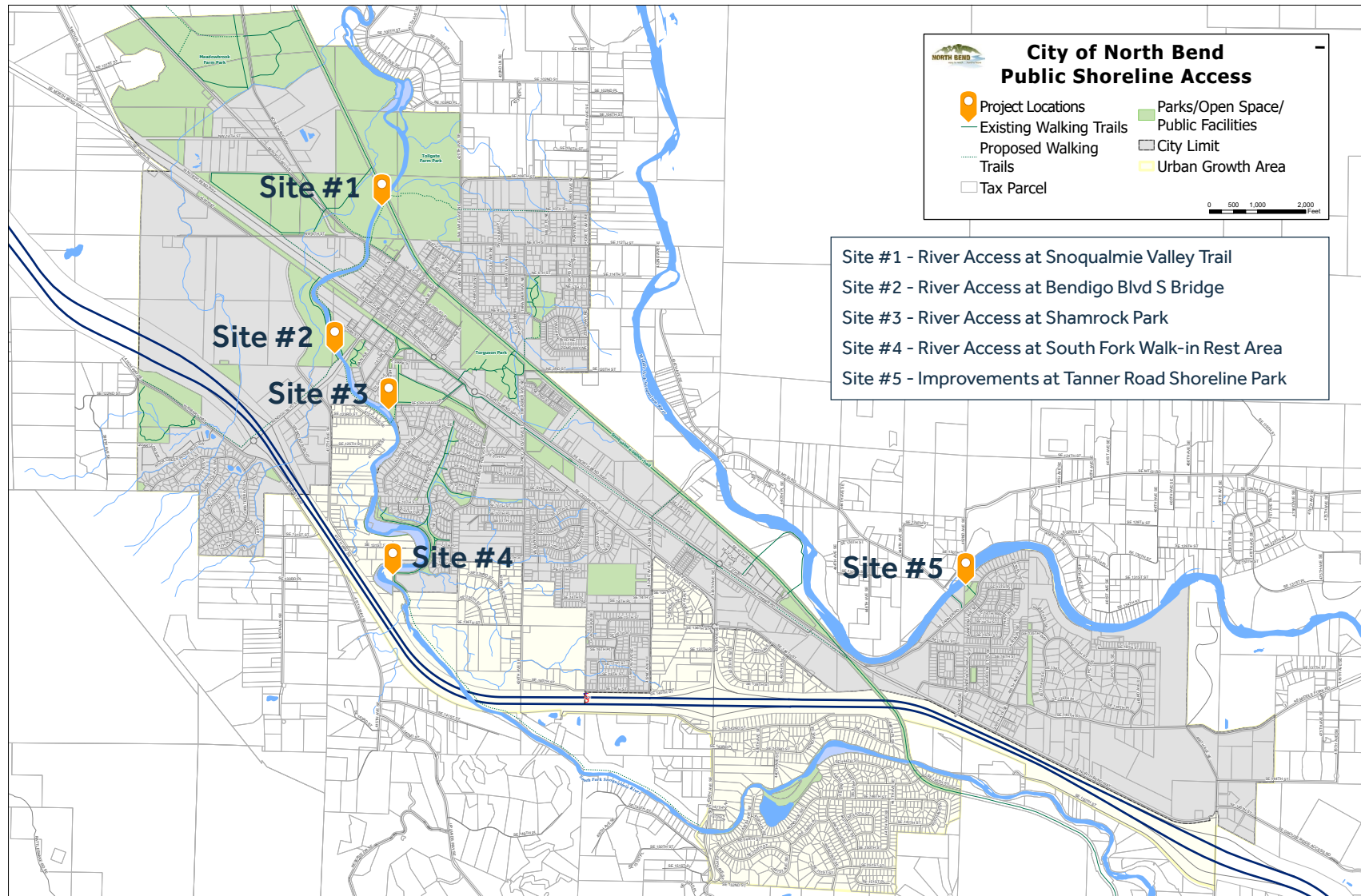
as a core design element. Finally, each project varies in its readiness for commencement, and the necessary planning, funding, regulatory approvals and coordination needed to move forward a design vary. This is especially relevant to the projects located on or near the existing levees, and the coordination 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, and do not represent actual design or routes that should be taken by the public at any point in time. Refer to the City Parks Department or Si View Parks District sanctioned maps for trail routes throughout the city. The following concepts include approximate cost estimate ranges for implementation, and the permits required to move the projects forward. If any of these plans advance, they will be coordinated with the County and Eastside Fire and Rescue, including safety and evacuation routes.

Photo: Peter Robbins

Project Sites



Project Concepts Overview

The following pages depict possible improvements to water access areas in North Bend. Each concept includes proposed amenities and activities that would be present on site. These were selected based on community feedback.

The first page of each project concept outline includes a macro and micro site map (see examples below), bullet text outlining why the project location was selected, how impacts would be minimized, and relevant amenities and activity icons (see legend to the right).

The second and/or third page of each project concept outline shows photos of existing site conditions, sketches of proposed site designs, and/or precedent images of amenities and activities.



Amenities



Garbage can



Restroom



Parking



Boat launch



Picnic table



Educational signage



Trail



Views

Activities



Rafting



Photography



Walking



Canoeing



Walking along public shore trail



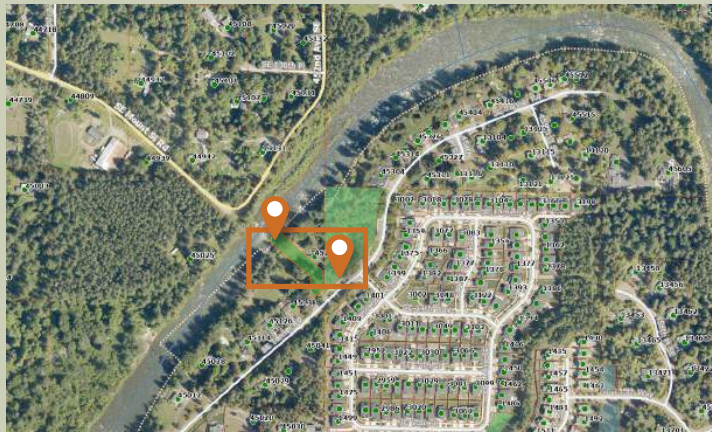
Launching boats



Safe swimming

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 boats. A restroom and trash receptacle at the parking lot, and safer natural stairs down to the river, possibly including a boat slide or rail.



Public land (shown in top 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)

Red rectangle Bench (not to scale)

Red dot Garbage can (not to scale)

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 stairs down using same material type
- Gated access is managed by City

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

Amenities



Activities



Project: Improvements at Tanner Road Shoreline Park



Existing conditions of potential boat launch stairs



Proposed sketch of potential boat launch stairs and ramp



Existing conditions of potential restroom location



Proposed sketch of potential restroom



Barrett Park restroom – Credit Romtec



Poudre river acces – Credit Thomas O'Keefe

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	☐ Beach ☒ Stair ☒ Trail ☐ Restoration ☒ Boat launch ☐ Acquisition/Easement ☐ Infrastructure Rehabilitation ☒ Other	GIS Score	18
Cost	☒ \$50K – 500K ☐ \$500K - \$1.5M ☐ \$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	58
Proposed Outreach, Collaboration, and/or Consultation	TBD		
Alignment with Long-Range Planning Docs	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	☒ Can be executed immediately ☐ Enact by 2035 ☐ Enact by 2045 and beyond.		
Permits Required	The shoreline environment designations (SEDs) are Shoreline Residential and (below the OHWM) Shoreline Aquatic. Non-motorized boat launches as well as water oriented public parks/recreation and accessory uses are permitted in both environments. Sites are limited to 55% impervious surface coverage in this SED. Boating facilities, such as non-motorized boat launches, shall be located at least 50 feet from the mouth of any fish-bearing tributary entering the Middle or South Fork Snoqualmie Rivers, cannot be within wetlands or their associated buffers, and must have adequate utility services and vehicular or pedestrian access. Please refer to North Bend Municipal Code 14.20.360(C) for boating facility design standards. The underlying zoning for the site is low density residential (LDR). Open Space, Park, Trail, and Recreation use is allowed in this zone. Clear & grade, shoreline substantial development permit, floodplain development permits, SEPA, WDFW HPA permit.		
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) | 3 Restroom | 7 Large woody material |
| Public Land (King County) | 4 Native planting | 8 Split rail fence |
| 1 Beach | 5 Connection to Snoqualmie Valley Trail | A Vignette view |
| 2 Gravel/mulch trail | 6 Utility pole | Bench (not to scale) |
| | | Garbage can (not to scale) |

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

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

Amenities



Activities



Project: River Access at Snoqualmie Valley Trail



Existing conditions of potential beach and trail

Project: River Access at Snoqualmie Valley Trail



Proposed sketch of potential beach and shoreline trail connecting to the Snoqualmie Valley Trail

CITY OF NORTH BEND – PROJECT EVALUATION MATRIX

Public Shoreline Access Plan

RIVER ACCESS AT SNOQUALMIE VALLEY TRAIL

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	☒ Beach ☐ Stair ☒ Trail ☒ Restoration ☐ Boat launch ☐ Acquisition/Easement ☐ Infrastructure Rehabilitation ☐ Other	GIS Score	17
Cost	☐ \$50K – 500K ☐ \$500K – \$1.5M ☒ \$1.5M <	Feasibility Score	9
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	51
Proposed Outreach, Collaboration, and/or Consultation	The levees will be set back on both sides of the river. Continued coordination with the KCFCD is necessary, especially as it relates to design coordination tied to public access requirements prescribed under NBMC 14.20.320.		
Alignment with Long-Range Planning Docs	This trail is identified in the 2024 North Bend Comprehensive Plan - Parks and Open Space Element. 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	☐ Can be executed immediately ☐ Enact by 2035 ☒ Enact by 2045 and beyond.		
Permits Required	The shoreline environment designations (SEDs) are Shoreline Natural and (below the OHWM) Shoreline Aquatic. Water oriented public parks/recreation and accessory uses are permitted in both SEDs. In the natural environment, only passive water-oriented recreation is allowed. Sites with fragile and unique shoreline conditions, such as high-quality wetlands and wildlife habitats, shall be used only for non-intensive recreation, passive, and low-impact activities, such as trails. Sites are limited to 5% impervious surface coverage in this Shoreline Natural SED and a maximum trail width of 5-feet. Development in the Shoreline Natural SED, when feasible, should be designed and located to preclude the need for shoreline stabilization, flood control measures, native vegetation removal, or other shoreline modifications. See North Bend Municipal Code 14.20.210 for more information. The underlying zoning for the site is Parks/Open Space or Public Facility (POSPF). Open Space, Park, Trail, and Recreation use is allowed in this zone. Clear & grade, shoreline substantial development permit, floodplain development, SEPA, WDFW HPA permit, Corps Section 401 WQC/Section 404 of CWA.		
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.		

Resolution 2163, Exhibit A

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.



- | | |
|---|---|
| ■ Public land (City of North Bend) | 3 Picnic tables |
| ■ Public land (King County) | 4 Native planting |
| 1 Beach | A Vignette view |
| 2 Existing gravel/mulch trail | ● Garbage can (not to scale) |

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

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

Amenities



Activities



* Note this project location is not currently public. The first step would be to continue coordinating with the landowner, who has expressed openness to the water access idea.

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



Goodell Creek Boat Launch – Credit Thomas O’Keefe



Existing conditions



Proposed sketch of potential picnic tables and water access

CITY OF NORTH BEND – PROJECT EVALUATION MATRIX

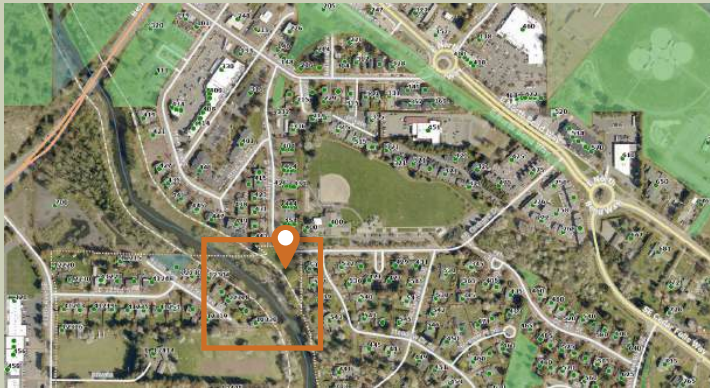
Public Shoreline Access Plan

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	☐ Beach ☐ Stair ☒ Trail ☒ Restoration ☐ Boat launch ☒ Acquisition/Easement ☐ Infrastructure Rehabilitation ☐ Other	GIS Score	5
Cost	☒ \$50K – 500K ☐ \$500K – \$1.5M ☐ \$1.5M <	Feasibility Score	10
Proposed Feature and Amenity	Picnic benches, trash receptacles, native plant restoration.	Public Engagement Score	12
		Score Summary	27
Proposed Outreach, Collaboration, and/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 Docs	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	☐ Can be executed immediately ☐ Enact by 2035 ☒ Enact by 2045 and beyond.		
Permits Required	The shoreline environment designations (SEDs) are Shoreline Urban Conservancy – Recreation & Open Space (UC-ROS) and (below the OHWM) Shoreline Aquatic. Water oriented public parks/recreation and accessory uses are permitted in both environments. Sites within the UC-ROS SED are limited to 15% impervious surface coverage. The UC-ROS SED supports public open space, ecological restoration, and water-oriented uses. See North Bend Municipal Code 14.20.220 for more information. The underlying zoning for the site is Constrained Low Density Residential (CLDR). Open Space, Park, Trail, and Recreation use is allowed in this zone. Clear & grade, building, shoreline substantial development permit, floodplain development permits, SEPA, WDFW HPA permit, Corps Section 401 WQC/Section 404 of CWA.		
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) | 3 ADA ramp | A Vignette view |
| 1 Lawn to remain | 4 Native planting | Bench (not to scale) |
| 2 Gravel/mulch trail | 5 Pedestrian bridge | Garbage can (not to scale) |
| | 6 Staircase | |

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 not be a new impact on the riprap face of the levee
- Proximity to city center
- Positive feedback from potential willing landowner on the other side of the river

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

Amenities



Activities



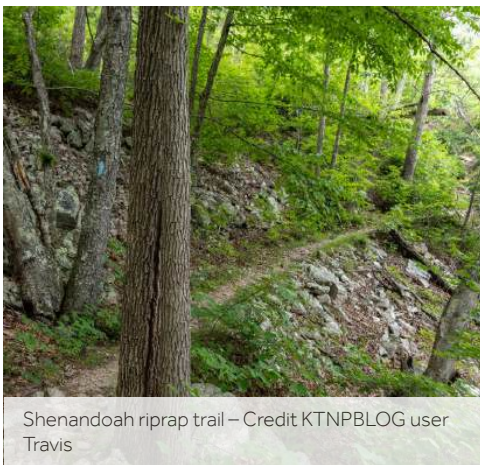
Project: River Access at Shamrock Park



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



Existing conditions of potential levee trail



Shenandoah riprap trail – Credit KTNPBLOG user
Travis



Proposed sketch of potential levee trail

CITY OF NORTH BEND – PROJECT EVALUATION MATRIX

Public Shoreline Access Plan

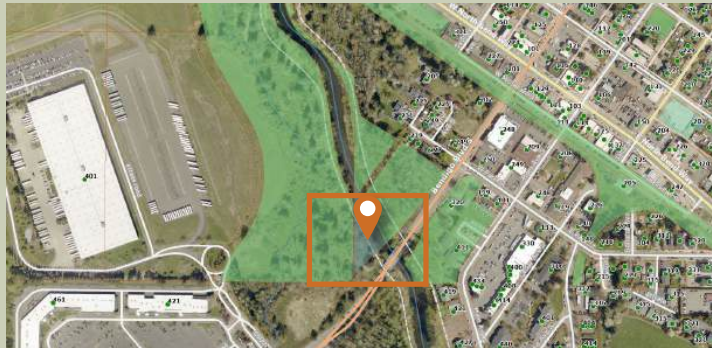
RIVER ACCESS AT SHAMROCK PARK

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	☐ Beach ☒ Stair ☒ Trail ☐ Restoration ☐ Boat launch ☐ Acquisition/Easement ☐ Infrastructure Rehabilitation ☒ Other	GIS Score	7
Cost	☐ \$50K – 500K ☐ \$500K – \$1.5M ☒ \$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	44
Proposed Outreach, Collaboration, and/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 Docs	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	☐ Can be executed immediately ☒ Enact by 2035 ☐ Enact by 2045 and beyond.		
Permits Required	The shoreline environment designations (SEDs) are Shoreline Residential, Urban Conservancy – Recreation & Open Space (UC-ROS), and (below the OHWM) Shoreline Aquatic. Water oriented public parks/recreation and accessory uses are permitted in all three environments. Sites within the UC-ROS SED are limited to 15% impervious surface coverage, while sites in the Shoreline Residential are allowed up to 55%. The UC-ROS SED supports public open space, ecological restoration, and water-oriented uses. Visual and physical access should be implemented whenever feasible and adverse ecological impacts can be avoided in the Shoreline Residential SED. See North Bend Municipal Code 14.20.220 and 240 for more information. The underlying zoning for the site is Parks/Open Space or Public Facility (POSPF). Open Space, Park, Trail, and Recreation use is allowed in this zone. Clear & grade, shoreline development, floodplain development permits, SEPA, WDFW HPA permit, Corps Section 401 WQC/Section 404 of CWA.		
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.		

Resolution 2163, Exhibit A

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.



- | | | |
|----------------------------------|-----------------------------|----------------------------|
| Public land (City of North Bend) | River access stairs | Vignette view |
| Public land (King County) | Native planting/restoration | Bench (not to scale) |
| Existing gravel/mulch trail | Large woody material | Garbage can (not to scale) |
| | Split rail fence | |

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

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

Amenities



Activities



Project: River Access at Bendigo Blvd S Bridge



Proposed sketch of potential water access



Mill Creek Park North – Credit Mrs. Weber



Red Lock River Access – Credit National Park Service

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	☐ Beach ☒ Stair ☒ Trail ☐ Restoration ☐ Boat launch ☐ Acquisition/Easement ☒ Infrastructure Rehabilitation ☐ Other	GIS Score	10
Cost	☐ \$50K – 500K ☒ \$500K – \$1.5M ☐ \$1.5M < KCFCD 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 setback and bridge replacement projects.	Public Engagement Score	22
		Score Summary	44
Proposed Outreach, Collaboration, and/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 Docs	Levee setback is a restoration priority in this location per shoreline analysis. This site is identified in the KCFCD 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	☐ Can be executed immediately ☒ Enact by 2035 ☐ Enact by 2045 and beyond.		
Permits Required	The shoreline environment designations (SEDs) are Commercial Conservancy (CC), Shoreline Urban Conservancy – Recreation & Open Space (UC-ROS), and (below the OHWM) Shoreline Aquatic. Water oriented public parks/recreation and accessory uses are permitted in all three environments. Sites within the UC-ROS SED are limited to 15% impervious surface coverage, while sites in the CC are allowed up to 60-65% dependent on which fork they are located on. The UC-ROS SED supports public open space, ecological restoration, and water-oriented uses. The CC SED promotes visual and physical access to the shoreline whenever feasible and adverse ecological impacts can be avoided. See North Bend Municipal Code 14.20.220 and 230 for more information. The underlying zoning for the site is Parks/Open Space or Public Facility (POSPF). Open Space, Park, Trail, and Recreation use is allowed in this zone. Levee setback to be permitted by others. Proposed improvements may require clear & grade, shoreline substantial development permit, floodplain development permits, SEPA, WDFW HPA permit, Corps Section 401 WQC/Section 404 of CWA.		
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.		

*Cannot be calculated, due to global gaps both City-wide and UGA wide.
Resolution 2163, Exhibit A

Project: Trail Network Expansion

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

Why Here?

- Identified in City's existing Parks Element (2024) and Si View Metro Parks Comprehensive Parks Plan (2017)
- Supported by Parks Element Goal 1: *Preserve and enhance the visual and physical accessibility of significant natural resources having scenic and public recreational value, while also preserving and enhancing critical habitat for fish and wildlife.* & Policy 1.1: *Integrate a balance of passive and active park and wildlife habitat areas throughout the City designed to serve the needs of all segments of the population.*

Activities



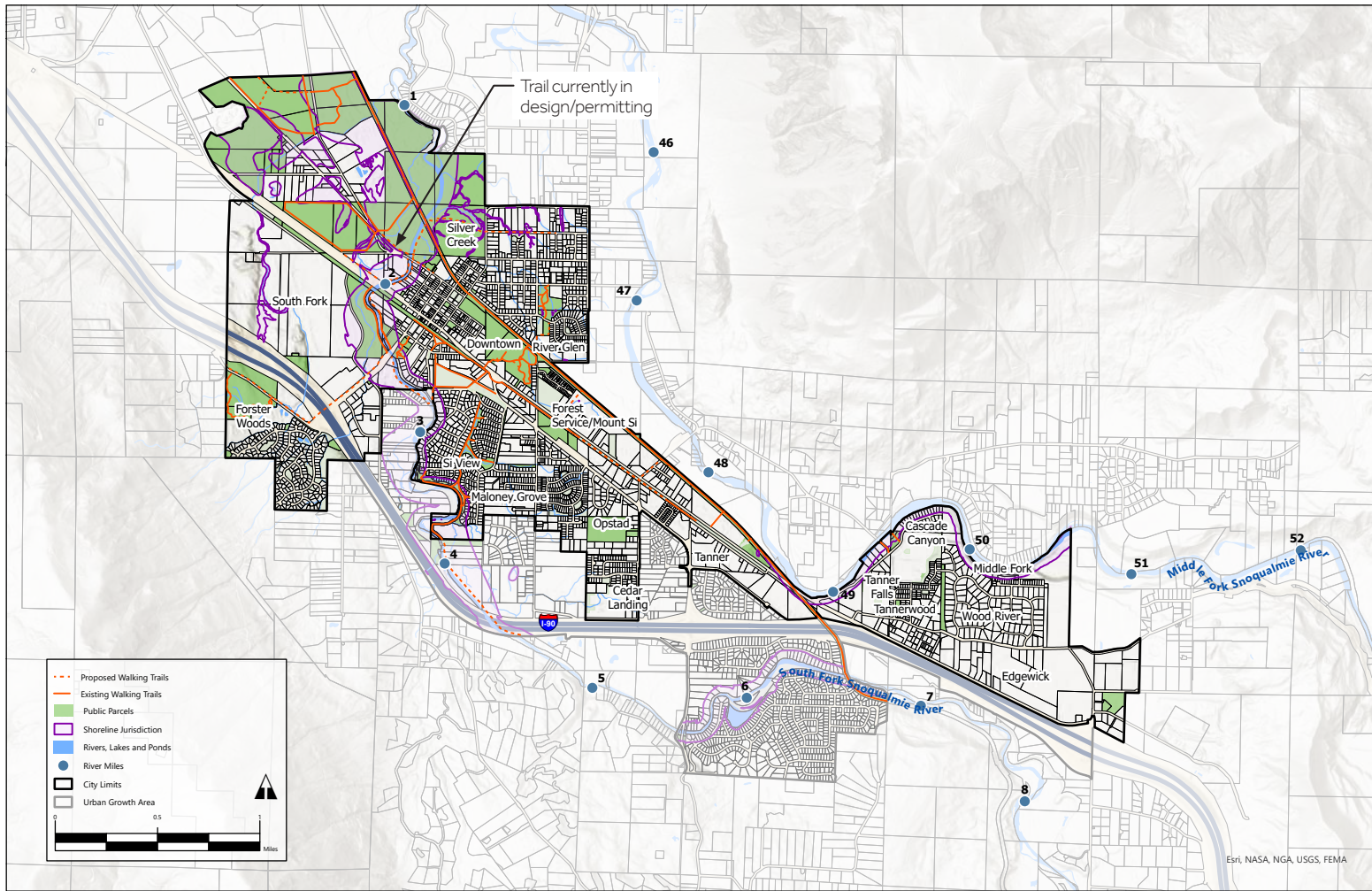
How Are Impacts Minimized?

- Design to incorporate fencing/signage to separate access area from adjacent forested and private areas.
- Nearby informal paths between the trail and the water to be closed and restored
- Opportunities for invasive species removal



Shenandoah riprap trail – Credit KTNPBLOG user Travis

Project: Trail Network Expansion



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	☐ Beach ☒ Stair ☒ Trail ☐ Restoration ☒ Boat launch ☐ Acquisition/Easement ☐ Infrastructure Rehabilitation ☒ Other	GIS Score	N/A
Cost	☐ \$50K – 500K ☒ \$500K – \$1.5M ☐ \$1.5M <	Feasibility Score	9
Proposed Feature and Amenity	Trail connection(s).	Public Engagement Score	31
		Score Summary	40
Proposed Outreach, Collaboration, and/or Consultation	Given the extent of improvements over the coming years and possibly decades, engagement will occur on a case-by-case basis as either recreational easements or property becomes available. Public notice will be consistent with noticing procedures located in NBMC Chapter 20.03.		
Alignment with Long-Range Planning Docs	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	☒ Can be executed immediately ☐ Enact by 2035 ☐ Enact by 2045 and beyond.		
Permits Required	TBD		
Environmental Impact/Mitigation Sequencing	All SEDs are observed in this scenario. Trails are also a permitted use in all SEDs. In the Natural SED, only passive water-oriented recreation is allowed. Sites with fragile and unique shoreline conditions, such as high-quality wetlands and wildlife habitats, shall be used only for non-intensive recreation, passive, and low-impact activities, such as trails. Sites are limited to 5% impervious surface coverage in this Shoreline Natural SED and a maximum trail width of 5 feet.		



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 a public use easement negotiation 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 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: 1) how recently the area was developed and how unlikely it will be that the SMP mechanism will apply, and 2) feedback from the property owners unwilling to negotiate a public use easement. This network will continue to be refined over time with more feedback.

CHAPTER 5

**Public Access Plan
Implementation**



CHAPTER 5

Public Access Plan Implementation

5.1 Permitting Pathway

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.

5.1.1.1 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 floodplains 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.



Within each SED there is a set of allowed, prohibited, and conditional uses. Each SED has specific policies and regulations around shoreline modifications and development. 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.

5.1.1.2 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), which provides the 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.

5.1.1.3 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 1000 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.

5.1.1.4 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.

5.1.2 STATE AND FEDERAL REGULATIONS

5.1.2.1 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 waters of the U.S. which can include rivers, streams, wetlands, shoreline waterbodies, tributaries to shorelines, and in some cases 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 apply for 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.

5.1.2.2 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.

Ecology also issues conditional use permits (CUPs) and shoreline variances. A CUP is needed if a proposed use is listed as a conditional use in a shoreline environment designation, or if the SMP does not address the use. A CUP may be required even if a proposed use is otherwise exempt from the requirement to obtain a substantial development permit. Some proposals may require both a substantial development permit and a conditional use permit. Variances can be granted only where there are "extraordinary circumstances relating to the physical character or configuration of property such that the strict implementation of the master program will impose unnecessary hardships on the applicant or thwart the policies set forth in RCW 90.58.020" [WAC 173-27170].



A JARPA may also be submitted to Ecology to apply for 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 to critical areas are proposed. When direct impacts are proposed, buffers are applied based on Corps and Ecology joint regulatory guidance.

5.1.2.3 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.

5.1.3 SMP AMENDMENT CONSIDERATIONS

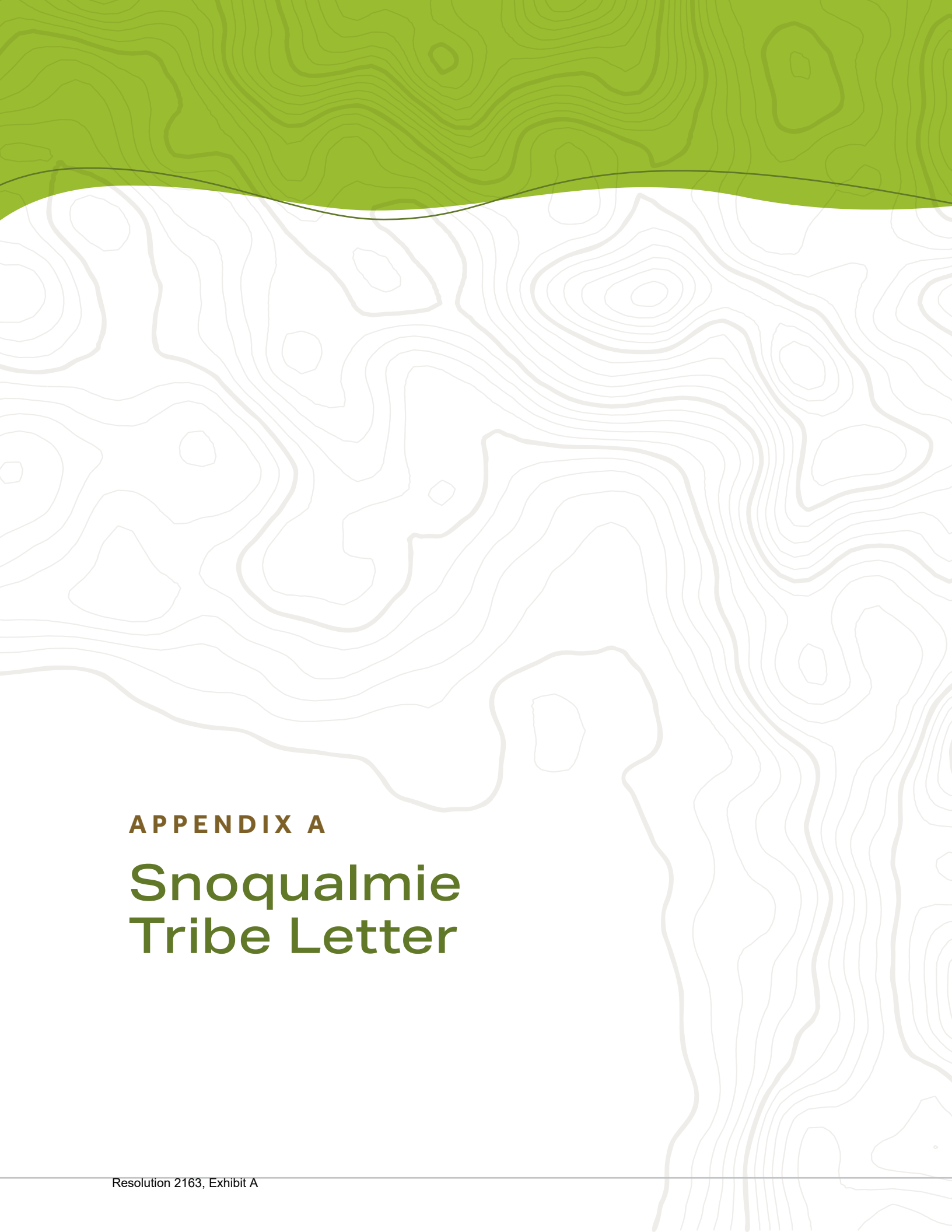
Looking at the existing SMP (NBMC 14.20), specifically NBMC Table 14.20.270. Shoreline Use and Modification Matrix - the Natural SED allowances may be problematic for one or more proposed projects. Specifically, the limitation of a maximum 5-foot trail not consisting of impervious surfaces, in addition to prohibiting structures within this SED. As a way to address these limitations, the City may require SMP code amendments to allow flexibility where the project is clearly tied to a larger planning process (e.g. a master or park planning document), designed to minimize environmental impact and preserve buffer functions, limit structures (instead of prohibit) to those that serve essential recreational or interpretive function, and add a definition for multi-use trails. Timing-wise, the City may either await the next SMP periodic update or start a locally-initiated SMP update process in consultation with Ecology.

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. Applicability for these grant opportunities falls under the 'Timeframe for Design and Implementation' scoring rubric, further described under Appendix H.

- 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 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 U.S. Environmental Protection Agency (EPA) and Department of Ecology provide 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. The Rebuilding American Infrastructure with Sustainability and Equity grants (RAISE) Grant (funded through 2026 by USDOT) enables funding at the federal level to support transportation and multi-modal projects that have local and regional impact. Grant applications focus on project readiness, economic benefit and accessibility, and consideration of climate change.



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APPENDIX A

Snoqualmie Tribe Letter



09/23/2024
 City of North Bend
 920 SE Cedar Falls Way
 North Bend, WA 98045

Re: North Bend Shoreline Access Plan

Dear Jamie Burrell,

I am writing on behalf of the Snoqualmie Indian Tribe to share comments regarding the North Bend Shoreline Access Plan. The Snoqualmie Tribe [Tribe] is a federally recognized sovereign Indian Tribe. We were signatory to the Treaty of Point Elliott of 1855; we reserved certain rights and privileges and ceded certain lands to the United States. As a signatory to the Treaty of Point Elliot, the Tribe specifically reserved among other things, the right to fish at usual and accustomed areas and the “privilege of hunting and gathering roots and berries on open and unclaimed lands” off-reservation throughout the modern-day state of Washington. As the Salish Sea region has grown in population, the Snoqualmie Tribe’s Ancestral Lands have been heavily impacted by recreation.

Thank you for the opportunity to review and comment. Below is a categorized and summarized list of comments regarding the North Bend Shoreline Access Plan.

Environmental and Ecological Concerns | We acknowledge the plan’s intent to enhance recreational opportunities within the area. However, we must emphasize that such enhancements should not come at the expense of the environment and its ecological functions. The natural habitats and ecosystems within the Snoqualmie River corridor are vital for the health of our community and the broader environment. Any recreational development must be carefully balanced to ensure that it does not degrade these critical resources.

Floodplain Restoration and Flood Storage | The need for floodplain restoration and enhancing flood storage in the Upper Valley is paramount. These efforts are essential not only for mitigating flood risks but also for maintaining and re-establishing the natural hydrological processes that support the river’s health, along with the water supply for many residents including the City of North Bend. We urge the plan to specifically prioritize and seek funding for floodplain restoration projects that enhance flood storage capacity while preserving the natural landscape and biodiversity. Floodplain reconnection is a key attribute of the Upper Snoqualmie [Resilient River Corridor Management Plan](#), and we request that North Bend’s Plan reference the Corridor Plan, even if they do not perfectly overlap spatially, as conditions in



the City of North Bend directly influence conditions across the entire watershed. Floodplain reconnection in the Upper Snoqualmie has also been identified as a needed action for Climate Resiliency for the Snoqualmie watershed. And recent research has demonstrated the economic benefits to jurisdictions that prioritize and invest in floodplain restoration. (<https://www.americanrivers.org/wp-content/uploads/2020/06/AR-Economic-Outcomes-Report.pdf>) We urge the City to take a long-term view of the many benefits of floodplain reconnection and restoration, which can enhance shoreline access along with many natural functions.

Shoreline Protection | Protecting shoreline resources is another critical concern. Paving or trampling along the shoreline can cause significant harm to these sensitive areas. We recommend implementing measures that minimize human impact on the shoreline, such as designated pathways and boardwalks that prevent direct contact with the natural habitat. These measures will help protect the shoreline while still allowing for public access and enjoyment.

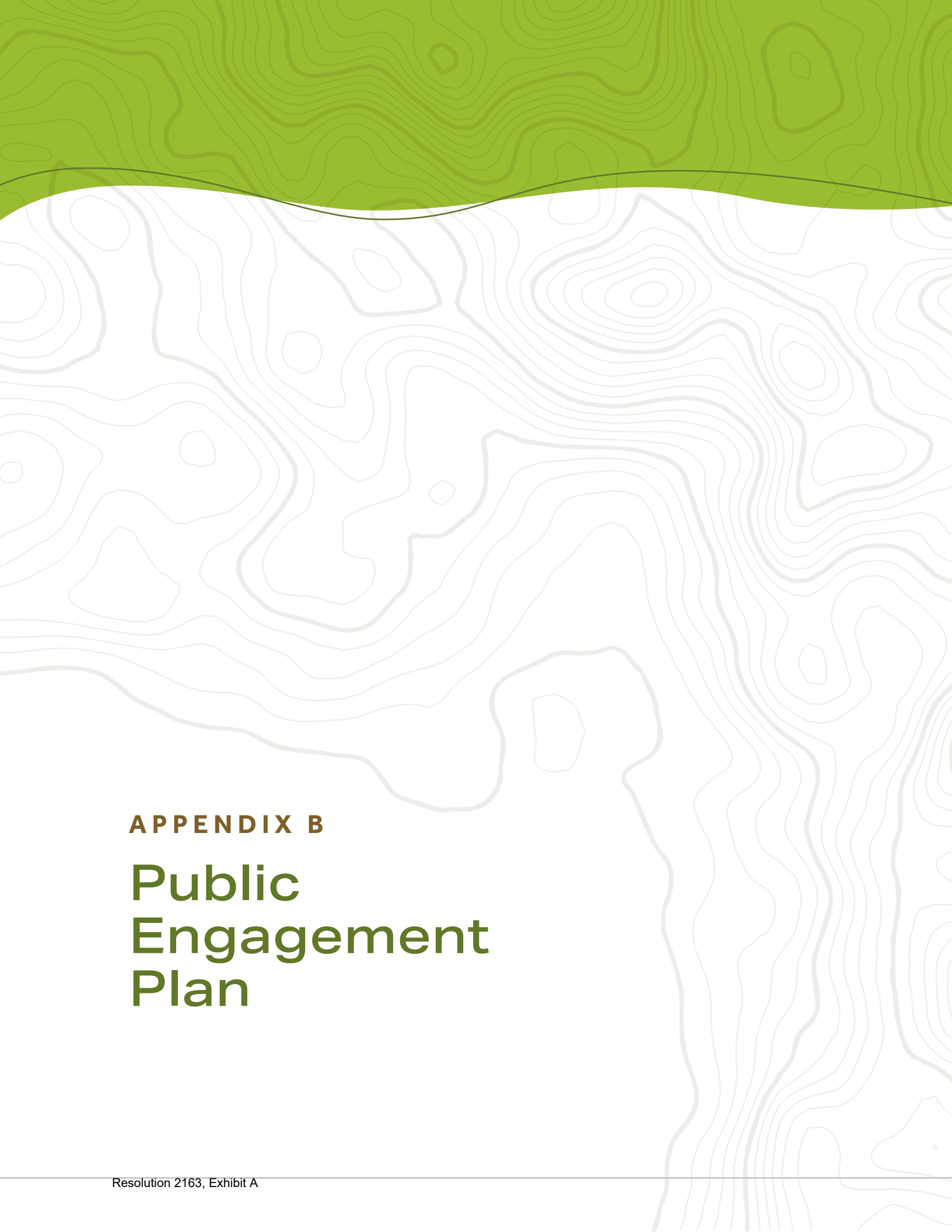
Balancing Public Access and Environmental Protection | While we support the goal of enhancing public access to the Snoqualmie River, it is crucial to balance this with the need to protect and preserve the environment. We suggest incorporating educational programs and signage to inform visitors about the importance of the river's ecological functions and the need to minimize their impact. By fostering a sense of stewardship among the public, we can ensure that the river remains a vibrant and healthy ecosystem for future generations.

In conclusion, the Snoqualmie Indian Tribe urges the City of North Bend to carefully consider these comments and incorporate them into the final plan. We look forward to working collaboratively to achieve a balanced approach that respects both the natural environment and the community's recreational needs.

Thank you for your attention to these important matters.

Sincerely
DocuSigned by:
Jaime Martin
55ECFF68F5D44FA...

Executive Director, Government Affairs & Special Projects
Snoqualmie Tribe

The background of the page features a topographic map design. The upper portion is a solid green band, while the lower portion is white with intricate, light gray contour lines. A wavy line separates the green band from the white area.

APPENDIX B

Public Engagement Plan



Formerly DCG/Watershed

City of North Bend

Shoreline Access Plan

PUBLIC ENGAGEMENT PLAN

AUGUST 2024

Prepared for:

City of North Bend
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Senior Planner
425-888-7642

Agency Reference: 2024-11

Facet Reference: 2308.0024.00

Prepared by:

Kyle Braun, PLA
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PEP: Community Survey Questions

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1. Introduction

The City of North Bend's current public access and trails system along shorelines of the state (shoreline jurisdiction) including the Middle Fork and South Fork of the Snoqualmie River provide environmental, health, and aesthetic benefits to the entire community. Even with quality existing public access points and trails found along these shorelines, these trails do not connect in a seamless way. As such, the City desires to further the public access goals of the Shoreline Master Program (SMP) via an Integrated Public Shoreline Access Plan, providing a roadmap for incentivizing public access in-tandem with or prior to future development. This effort is also largely supported by the community, which is documented in the 2022 Parks Survey, that noted shoreline and river access as a top concern for many of the participants.

This plan aims to bring community stakeholders together in evaluating existing and potential public access within shoreline jurisdiction (the South Fork Snoqualmie River and the Middle Fork Snoqualmie River; their floodways; land within 200 feet of the ordinary high-water mark of these waterways and associated wetlands within the 100-year floodplain), surrounding the Snoqualmie River. The City applied for and received a Department of Ecology SMP competitive grant to conduct this effort.

Like many cities in King County and the Snoqualmie Valley, the North Bend community is also faced with the need to support growth and development and provide adequate amenities to both existing residents and the robust tourism industry's present in North Bend and the upper Snoqualmie Valley. This plan intends to provide public stakeholders with a roadmap for future public access improvements, providing the necessary documentation needed for the City to apply for future funding from various sources such as the state Recreation and Conservation Office (RCO).

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

1.1 Overview of Public Shoreline Access Planning Project

The project comprises three distinct but overlapping tasks: (1) Public Shoreline Access Planning, including a high-level review of the existing shoreline inventory and characterization report and updated constraints and opportunities analysis, (2) Draft SMP amendment, and (3) Public Involvement. Tasks 1 and 2 will yield concrete work products that are informed by the feedback and input received from the public involvement effort (Task 3). Public involvement will engage stakeholders—both internal and external—to solicit feedback and document attitudes and perceptions about public access needs and improvements.

2. Engagement Goals and Strategies

The goals and strategies that will guide the public involvement effort are derived from the City's Comprehensive Plan Chapter 10 – Shoreline Element, especially Public Access and Recreation Element goals and Policies.

- **Goal A** : Enhance North Bend's river shore recreation value by creating a natural linked greenway system.
- **Goal B**: Implement a public access system in accordance with the City's Parks, Recreation, Wildlife Habitat and Open Space Plan that increases the amount and diversity of public access consistent with private property rights, public safety and the natural shoreline character.

PUBLIC ACCESS

- **PAR P-1**: Public access should be located and designed to respect private property rights, maintain privacy of private property, be compatible with the shoreline environment, protect ecological functions and processes, and protect aesthetic values of the shoreline.
- **PAR P-2**: Acquire or obtain access rights, dedications, and easements to riverfront parcels, including levees and dikes, as available. Such rights should be pursued as opportunities and funding becomes available. Partner with other jurisdictions for funding and obtaining easements.
- **PAR P-3**: Where appropriate, promote the development and enhancement of public access to the river to increase fishing, kayaking and other water-related recreational opportunities.
- **PAR P-4**: Develop guidelines for creating contiguous greenways that protect the riparian environment and related wildlife habitats when opportunities arise.
- **PAR P-5**: As a part of the SMP, prepare and implement a Shoreline Restoration Plan that includes identification of key areas for public access, restoration, protection and improvement projects, consistent with the City of North Bend Shoreline Analysis Report.
- **PAR P-6**: Provide public access in the shoreline jurisdiction in association with the following uses: developments with five or more dwellings; commercial development; industrial development; and public agency development. Ensure public access is consistent with the City's adopted Parks, Recreation, Wildlife Habitat and Open Space Plan.
- **PAR P-7**: Ensure developments, uses, and activities on or near the shoreline do not impair or detract from the public's access to the water or the rights of navigation.
- **PAR P-8**: Provide public access as close as possible to the water's edge of the Middle and South Forks of the Snoqualmie River without causing significant ecological impacts and consistent with appropriate trail standards.
- **PAR P-9**: Identify opportunities for public access on publicly owned shorelines. Preserve, maintain and enhance public access afforded by shoreline street ends, public utilities and rights of-way.
- **PAR P-10**: Design public access to provide for public safety and comfort and to minimize potential impacts on private property and individual privacy.

- **PAR P-11:** Provide public access and interpretive displays as part of publicly funded restoration projects where significant ecological impacts are addressed.
- **PAR P-12:** Maintain and enhance City parks, trails and public access facilities adjacent to shorelines in accordance with City and County plans.
- **PAR P-13:** Encourage waterfront development to provide a means for visual and pedestrian access to the shoreline area wherever feasible.
- **PAR P-14:** Encourage the acquisition of suitable upland shoreline properties to provide access to publicly owned shorelands. Encourage public access to the South Fork Snoqualmie and Middle Fork Snoqualmie on shoreline street ends, public utilities and rights of way.

RECREATIONAL DEVELOPMENT

- **PAR P-15:** Allow for passive and active shoreline recreation that emphasizes location along shorelines in association with the City's Parks, Recreation, Wildlife Habitat and Open Space Plan and Si View Metropolitan Park District Comprehensive Plan.
- **PAR P-16:** Give priority to shoreline recreational development in order to provide access, use, and enjoyment of North Bend's shorelines.
- **PAR P-17:** Encourage the coordination of local, state, and federal recreation planning to satisfy recreational needs.
- **PAR P-18:** Promote recreational developments and plans that conserve the shoreline's natural character, ecological functions, and processes.
- **PAR P-19:** Encourage a variety of compatible recreational experiences and activities to satisfy diverse recreational needs.
- **PAR P-20:** Give water-dependent recreation priority over water-enjoyment recreation uses. Give water-enjoyment recreational uses priority over non-water-oriented recreational uses.
- **PAR P-21:** Integrate and link recreation facilities with linear systems, such as hiking paths, bicycle paths, easements, and scenic drives.
- **PAR P-22:** Pursue opportunities to expand the public's ability to enjoy the shoreline in public parks or public open spaces through dining or other water-enjoyment activities.
- **PAR P-23:** Promote non-intensive recreational uses which avoid adverse effects to the natural hydrology of aquatic systems, do not contribute to flood hazards, and avoid damage to the shoreline environment through modifications such as structural shoreline stabilization or native vegetation removal.

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

3. Documentation of Public Involvement Effort

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

Table 1. Summary of Documentation of Public Involvement

Subject	Documentation Description	Responsible Party
Extent of outreach	- An inventory of all outreach methods, such as posters, emails, mailings, etc., used to engage the public. - Approximate quantity of public contacts targeted per outreach method, such as number of households. - Extent of geographic area where outreach was conducted.	City
Event participation	- Number of participants/respondents, such as completed sign-in sheets from planned events or total of respondents to survey or other engagement exercise. - Summary of feedback received, such as formal responses received or written summary of participant discussion.	Event facilitator (City or Facet)

4. Stakeholder Outreach and Engagement

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

4.1 Stakeholder Identification

4.1.1 Demographics

According to the Census.gov 2020 American Community Survey, Census Tract 9503, representing the City of North Bend, includes a population of 7,461 residents across 2,797 households, with 5,192 employed. While stakeholder participation is encouraged broadly by any interested parties, the project team aims to capture feedback that reflects the specific demographics of the greater North Bend community. Specifically, the following groups should be represented in the feedback received.

- **Working Families with School-Aged Children.** Several statistics captured by the 2020 American Community Survey conducted by the U.S. Census paint a picture of working families with school-aged children as a key demographic in North Bend. Specifically, roughly one fifth of the population of North Bend is under the age of 18 (22.8%) and the average persons per household is 3.09. Roughly three fifths of the population is in the civilian labor force (69.6%) and an overwhelming majority of persons over age 25 have at least a high school diploma

(95.8%). Further, a large number of households have a computer with broadband internet. Altogether, this suggests that digital engagement and outreach to schools and workplaces could be effective means of outreach. Further, it suggests that a middle- to high-school reading level would be appropriate for use in outreach and engagement materials.

- **Long-term Residents.** According to the U.S. Census data, most residents have lived in the same house a least 2 years prior to the census date (91.8%), with the largest influx of people moving into this area between 2010 and 2017 (30.9% of total residents). This is supported by the large number of owner-occupied housing units (32.6%), also captured by the Census. The number of long-term residents and owner-occupied housing units both support the idea that direct mailing could be an effective outreach tool.
- **Seasonal Residents and Tourists.** According to the U.S. Census data, approximately 6% of all residences within this census tract are vacant, denoting the potential presence of vacation rentals and/or seasonal residents. It is also well known that the City of North Bend is a popular weekend destination for residents outside the City. Business and organizations that support tourism through recreation could benefit greatly from additional shoreline and water access. Direct engagement of recreation-related businesses and organizations, such as through direct outreach or mailing, could be an effective means of engagement that could increase support for the trail planning effort.

Table 2. Summary of Demographic Engagement

Demographic Group	Potential Outreach Avenues, Liaisons, and Partners in Outreach
Working families with school-aged children	• Elementary, middle, and high schools • Parent-Teacher organizations • Youth advocacy and engagement organizations • Si View Community Center and Pool
Long-term residents	• Neighborhood and community organizations • Establish social media channels • Community destinations (e.g., senior center, parks, pool, festival, farmers market, block party)
Seasonal Residents and Tourists	• Lodging and hotel accommodations • Tourism/recreation-related businesses • Economic development commission • Tourism bureaus and advocates • Recreational user groups

4.1.2 Interest Groups

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

Table 3. Preliminary Summary of Stakeholder Interest Groups

Interest	Potential Stakeholders
Residential property owners	• Shoreline property owners • Owners of short-term rentals (e.g., Airbnb, VRBO)
Commercial, industrial, and institutional property owners	• Business owners and operators • Commercial property management companies • Recreation providers (Compass Outdoors, for example)
Community and Recreational Groups	• Mountains to Sounds Greenway • Evergreen Mountain Bike Alliance • Si View Running Club • King County Search and Rescue • North Bend Senior Center • American Whitewater
First Nations, Environmental groups and public agencies	• Si View Metropolitan Parks District • Tribes (Snoqualmie, Muckleshoot, etc.) • Mountains to Sounds Greenway Trust • Washington Department of Natural Resources • King County (Flood District, Parks, Natural Resources, etc.) • Washington Department of Transportation
Utility providers	• Puget Sound Energy • King County Flood District • Tanner Electric • City of North Bend • Sallal Water • Comcast
Economic development groups	• North Bend Chamber of Commerce • North Bend Downtown Foundation
City staff	• Planning, engineering, and development department staff • Parks and recreation staff • Utility department staff • Public Works department maintenance staff

4.1.3 Advisory Group

The project will convene an advisory group composed of entities representing various interest groups, outlined above, within the community. These entities represent a wide range of interests and priorities, ensuring that diverse perspectives are considered throughout the project process. The advisory group will play a crucial role in informing the project, acting as representatives of different community priorities.

Table 4. Potential Advisory Group Members

Organization	Name	Email
City of North Bend Parks	Mike McCarty	-
City of North Bend Planning	Jamie Brunell	-
Si View Metropolitan Parks District	Minna Rudd	-
City of North Bend Public Works	Mark Rigos	-
City Council & Si View Metropolitan Parks District Commissioner	Mark Joselyn	-
North Bend Senior Center	TBD	-
North Bend Escapes	TBD	-
Snoqualmie Tribe	TBD	-
Economic Development Commission	TBD	-
North Bend Downtown Foundation	TBD	-
Compass Outdoors	TBD	-
Mountains to Sounds Greenway	Trevor Kostanich	-
American Whitewater	Thomas O'Keefe	-
King County	TBD	-

5. Outreach Strategy

The project will rely on the City's existing network of public outreach and community engagement for project notifications. City staff will be encouraged to share opportunities for public participation through established channels and relationships, such as social media, email lists, community calendars, and other tools. Coordinated content, such as a City email blast, graphic, or digital handout can be useful in disseminating information consistently. If desired, Facet can assist the City with reviewing draft content or editing narrative information to engage a public audience.

5.1 Public Engagement

5.1.1 Community Survey

To begin, a high-level informational survey will be conducted to get an understanding of what residents of North Bend consider shoreline access. This will provide an understanding of specific priorities, and areas of interest within the City, and will help formulate more targeted outreach to the public and stakeholders. The first opportunity for this public outreach would be the creation of a story map public survey that was presented with a QR code at North Bend Block Party on July 20th, 2024 at the City of North Bend's booth. In addition to the block party, the link to the survey will also be broadcasted through the City's existing social media and community outreach channels.

Outreach Goals:

- Inform the community that the project is starting and the project goals and anticipated outcomes.
- Inform the community about the project resources including the project schedule, project website and key contacts.
- Inform the community about past access planning activities that will inform this project
- Solicit feedback on community priorities and values related to shoreline access

5.1.2 Outreach Meetings and Events

Following completion and analysis of the community survey, a series of meetings will be held in 2024 through the design development and planning stages. Later in the project cycle, meetings will be held with the Planning Commission and City Council to discuss the draft and final planning documents, including potential code revisions and adoption. An overview of the meeting sequence and strategy is provided below.

Outreach Meeting #1 (1 of 3) – Public Open House 1

- Meeting Goals:
 - Present background information including planning activities that will inform this project, early analysis on existing conditions, and feedback from the first survey.

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

Outreach Meeting #2 (2 of 3) – Advisory Group Charrette

- Meeting Goals
 - Understand the priorities of different user groups represented
 - Define shared values between different entities representing the broader community
 - Solicit feedback on outreach and determine whether any user groups are underrepresented and are in need of targeted outreach
 - Identify shared resources for supporting project implementation
- Attendees and format: City staff and select advisory group members invited to participate in a second working session, invite-only in-person working charrette
- Discussion: Review of key takeaways and highlights from public open house, review and expansion of community vision, distill opportunities and constraints
- Facet will develop exhibits and facilitate exercises designed to capture the following feedback:
 - Specific concerns and targets for shoreline access improvements.
 - Preliminary identification of key nodes, system gaps, and potential connections.

Outreach Meeting #3 (3 of 3) - Public Open House 2

- Meeting Goals:
 - Solicit feedback on project recommendations including project vision, proposed projects, and policy updates.
 - Inform the community on next steps
- Attendees and format: Internal and external stakeholders, members of the public, in-person open public meeting
- Discussion: Project update and progress, review of preliminary plan diagram and concepts, and next steps of plan adoption and funding
- Facet will develop exhibits and facilitate exercises designed to capture the following feedback:

- Qualitative feedback on preliminary plan diagram and concepts, including alignments, connections, design standards and recommendations, and proposed facilities.

Optional Outreach Meeting #4 – Advisory Group Meeting

- Meeting Goals:
 - Solicit any remaining feedback on project recommendations including project vision, proposed projects, and policy updates.
 - Inform the community on next steps
- Attendees and format: Internal and external stakeholders, members of the public, in-person open public meeting
- Discussion: Project update and progress, review of final plan maps and graphics, and next steps of plan adoption and funding
- Facet will develop exhibits and facilitate exercises designed to capture the following feedback:
 - Qualitative feedback on preliminary plan diagram and concepts, including alignments, connections, design standards and recommendations, and proposed facilities.

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

- Joint Parks and Planning Commission Virtual Meeting (1 of 2)
- Planning Commission Virtual Meeting (2 of 2)
- City Council Virtual Work Session Meeting or Council Work Study (1)

5.1.3 Schedule of Public Engagement

The following table summarizes the schedule of public engagement consistent with the overall project schedule and target for plan adoption by June 30, 2025.

Table 5. Public Engagement Schedule

Date	Milestone / Notes	Responsible Party
July 2024	• Draft and finalize Public Engagement Plan (PEP)	Facet/City
July 2024	• Conduct community survey	Facet/City
July/August 2024	• Finalize date and location of first meetings (Public Open House 1 and Advisory Group Charrette) • Publish to City calendar and notify internal team • Send “save-the-date” or meeting invitation	City

Date	Milestone / Notes	Responsible Party
September 2024	- Promote Public Open House 1 - Finalize date and location of Public Open House 2, publish to City calendar, and send "save-the-date"	City
September 2024	- Prepare draft meeting agenda - Prepare meeting materials - Facilitate Public Open House 1	Facet
October 2024	- Facilitate Advisory Group Charrette - Promote second Public Open House 2	Facet/City
October 2024	- Developing draft plan diagram and concepts - Prepare draft meeting agenda - Prepare meeting materials	Facet
November 2024	- Revise plan diagrams and concepts - Advance trail plan report	Facet
January 2025	Facilitate Public Open House 2	Facet/City
February 2025	- Revise plan diagrams and concepts - Advance trail plan report	Facet
February 2025	- Prepare for first Planning and Parks Joint Commission Virtual Meeting - Attend first Planning and Parks Joint Commission Meeting	Facet/City
March/April 2025	- Prepare for second Planning and Parks Commission Meeting - Attend second Planning and Parks Joint Commission Meeting - Receive recommendation from Planning Commission to forward SMP Amendments to Ecology, final review	Facet/City
May/June 2025	- Prepare for and attend CED Committee - Deliver final documents for Ordinance and Integrated Shoreline Public Access & Trails Plan	Facet/City
Project Completion	Final Adoption by City Council	City



PEP: Community Survey Questions



TECHNICAL MEMORANDUM

Date:	July 2, 2024
To:	Jamie Brunell, City of North Bend
Cc:	Mike McCarty, ACIP, Rebecca Deming
From:	Kyle Braun, PLA Back-up Project Manager, Landscape Architect
Project Name:	North Bend Public Shoreline Access Plan
Project Number:	2308.0024.00

Online Survey Questions

INTRODUCTION TO THE SURVEY:

The City of North Bend is advancing planning related to public access to the Middle Fork and South Fork Snoqualmie River shorelines. To understand the community's priorities for shoreline access, the City is developing an Integrated Public Shoreline Access Plan as part of the Shoreline Master Program (SMP). This plan will address shorelines, including rivers, floodways, land within 200 feet of the high water mark, and associated wetlands within the 100-year floodplain. This plan aims to create a cohesive network of access points and trails, enhancing recreational opportunities for residents and visitors. Your feedback in this survey will help guide this planning process, ensuring the needs and preferences of the community are fully considered.

PRELIMINARY SURVEY:

Shoreline Access

- 1. On a scale of 1 to 5 with 5 meaning "extremely important" and 1 meaning "not at all important", how important are North Bend shorelines and shorelines access within the city.**
 - a. 5, Extremely important
 - b. 4
 - c. 3
 - d. 2
 - e. 1, Not at all important

- 2. How often do you visit shorelines in North Bend for recreation?**

- a. One or more times a week
- b. One or more times a month, less than once a week
- c. More than once a year, less than once a month
- d. Once a year or less
- e. Never

3. How important is it to be able to do each of the following on shorelines, and rivers in North Bend? (1 to 5 with 5 meaning "extremely important" and 1 meaning "not at all important")

5, Extremely important

4

3

2

1, Not at all important

- a. Enjoy shoreline features, such as views or waterfront attractions
- b. Walk, hike, run, or bicycle on trails
- c. Picnic
- d. boating/paddling (kayaking, rafting, paddle boarding, etc.)
- e. Fish
- f. Wading
- g. Swimming

4. What does shoreline access mean to you?

- a. Ability to physically touch and enter water safely.
- b. Ability to view water from shoreline.
- c. Ability to recreate (kayak, paddle board) on water through public access points.
- d. Ability to swim from shoreline.
- e. Other

5. When recreating or enjoying the shoreline and/or shoreline access locations what do you look for in the facilities?

- a. Primitive trails or experience
- b. Accessible features and amenities.
- c. Easy to find and get to.
- d. Restored natural habitat
- e. Convenient parking
- f. Shallow and safe water to swim and touch (family friendly)

- g. Views of nature, wildlife, or water
- h. Ease of access for watercraft or PFD's such as paddle boards
- i. Other (open response)

6. Which shorelines and water access in North Bend do you visit most? (Select 3)

(Include basemap currently being developed by City GIS, need points for each of these locations)

*Access outside North Bend city limits, therefore not subject to project planning or future improvements.

- a. Shamrock Park
- b. Riverfront Park
- c. Gardiner Weeks Park
- d. Tanner Landing Park*
- e. SE 114th St (Bluehole)*
- f. Tollgate Farm Park (upstream of SVT trestle)
- g. Tollgate Farm Forest (downstream of SVT trestle)
- h. New Si View Park
- i. Tanner Road
- j. South Fork Levee via Cedar Falls Road*
- k. 424th Ave SE (Maloney Grove)
- l. SE 103rd Pl (Access to Tollgate Farm Forest) *
- m. Riverbend

7. Areas not included on list above (place a pin on other areas where you access the water in the interactive maps [HERE](#))

[Integrate the interactive map, adjust this question to ask users to select the location and/or place a pin for places they visit most]

8. What do you usually do when you visit the areas you selected above?

- a. Open form

9. What features do you like about the areas you selected?

- a. Open form

10. Do you feel that shoreline access meets the needs and is equitable for all community members?

- a. Yes
- b. No
- c. Other

11. Are there specific shoreline activities you'd like to see better supported or managed?

- a. Yes
- b. No
- c. Other

12. How safe do you feel at shoreline access points? (1 to 5 with 5 meaning "extremely safe" and 1 meaning "not at all safe")

- a. 5, extremely safe
- b. 4
- c. 3
- d. 2
- e. 1, not at all safe

13. What makes you feel safe at shoreline access points, and are there specific access points that feel safer than others?

- a. Open Form

14. What makes you feel unsafe at shoreline access points, and where are these located?

- a. Open Form

15. Are you satisfied with the current level of public access to the shoreline?

- a. Yes
- b. No
- c. Other

16. Are there any other comments and considerations you would like to share with the city about this planning process?

- a. Open form

Demographics (Optional at end)

1. What is your relationship to the City of North Bend?

- a. I own a home inside the city limits
- b. I rent a home inside the city limits
- c. I own a business in North Bend
- d. I work in North Bend
- e. I am a student in North Bend
- f. I am a visitor to North Bend

2. Are you willing to share your address, approximate address, or neighborhood? This will help the city to understand who is participating in this survey.

- a. Open Form

3. What is your age?

- a. 12 and under
- b. 13-19
- c. 20-29
- d. 30-39
- e. 40-49
- f. 50-59
- g. 60-69
- h. 70-79
- i. 80-89
- j. 90+

4. Do you identify as any of the following groups? (choose all that apply)

- a. White
- b. Black or African American
- c. Hispanic or Latino
- d. Asian or Asian American
- e. Native American or Alaskan Native
- f. Native Hawaiian or Pacific Islander
- g. Other (please specify)
- h. Prefer not to answer

5. How many people live in your household? (choose one)

- a. Just me
- b. Me and one other person
- c. Three people

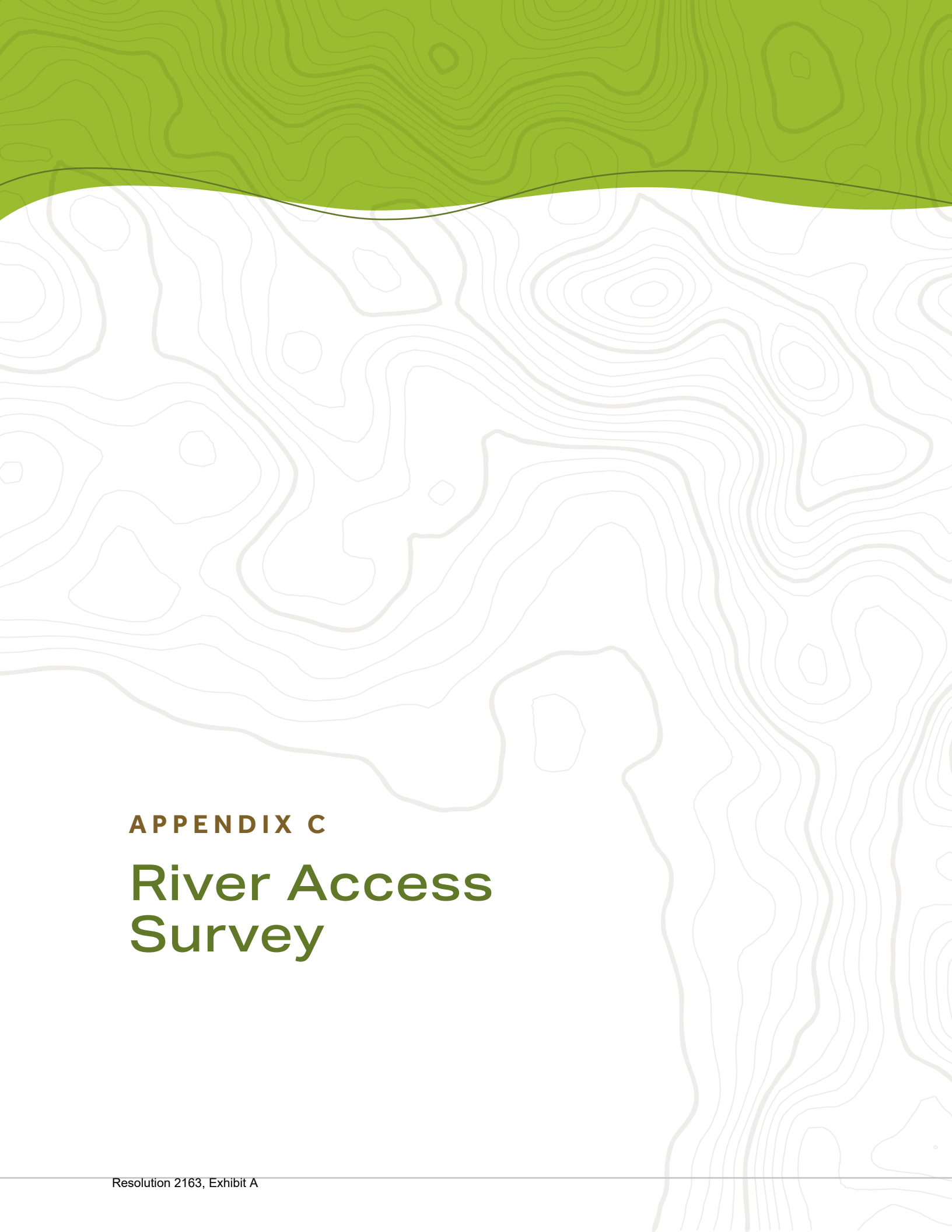
- d. Four people
- e. Five or more people

6. How many people in your household are younger than 18? (choose one)

- a. None
- b. One
- c. Two
- d. Three
- e. Four or more

7. What is your household income? (choose one)

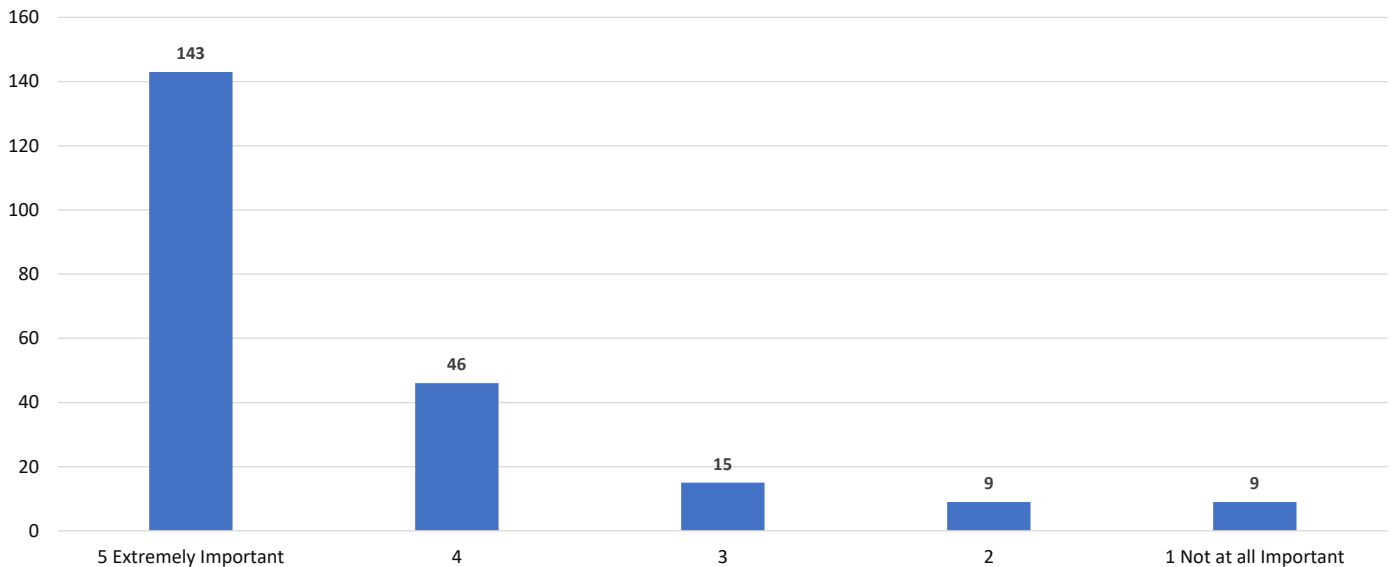
- a. Less than \$30,000
- b. \$30,000 to \$50,000
- c. \$50,000 to \$70,000
- d. \$70,000 to \$100,000
- e. \$100,000 to \$200,000
- f. \$200,000 or more
- g. Prefer not to answer

The background of the page is a topographic map. The top portion is a solid green band. Below it, the map features white space with intricate, wavy contour lines in a light gray color. These lines represent elevation changes and are more densely packed in some areas, particularly on the right side of the page.

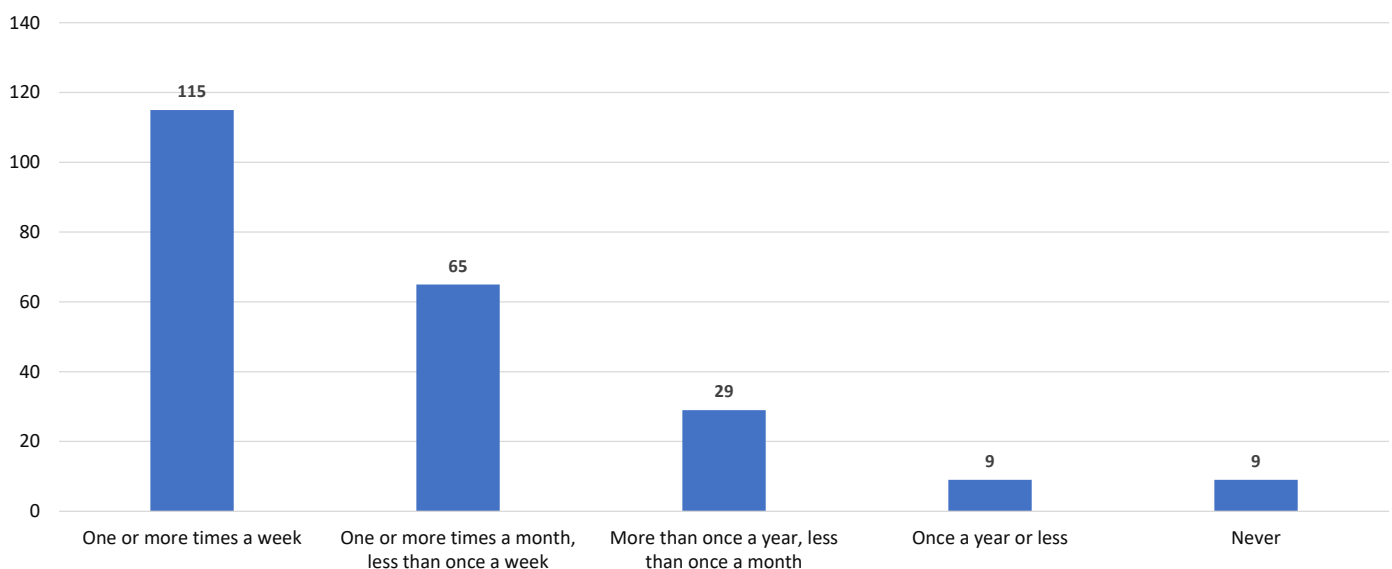
APPENDIX C

River Access Survey

1. On a scale of 1 to 5 with 5 meaning “extremely important” and 1 meaning “not at all important”, how important are North Bend shorelines and shoreline access within the City?

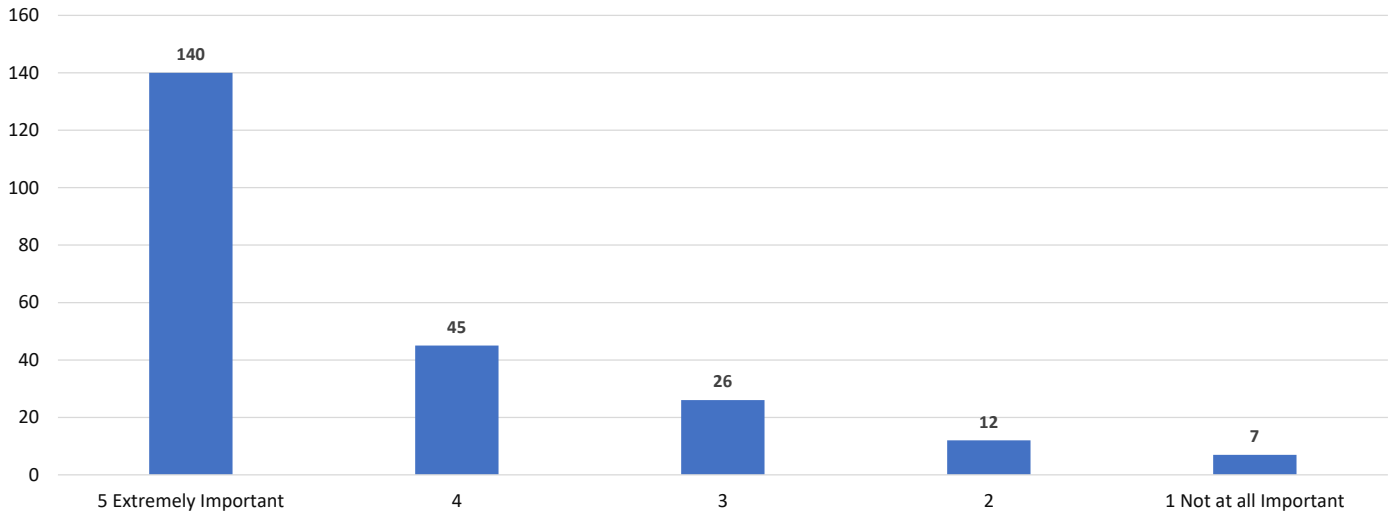


2. How often do you visit shorelines in North Bend for recreation?

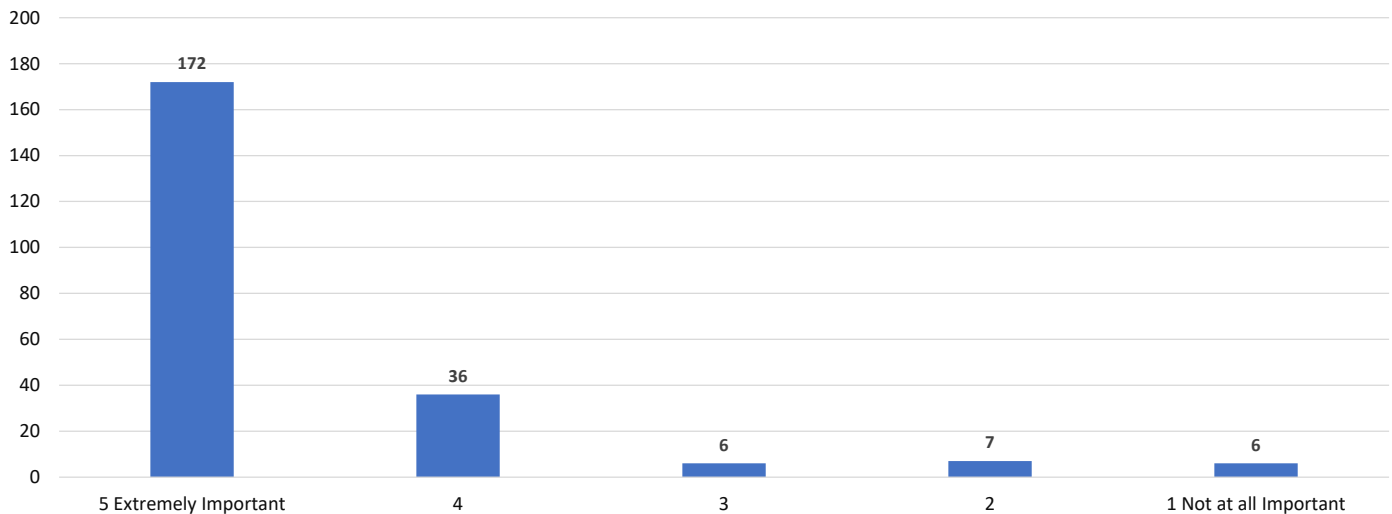


3. How important is it to be able to do each of the following on shorelines and rivers in North Bend? (1 to 5 with 5 meaning “extremely important” and 1 meaning “not at all important”)

Enjoy Shoreline features, such as views or waterfront attractions

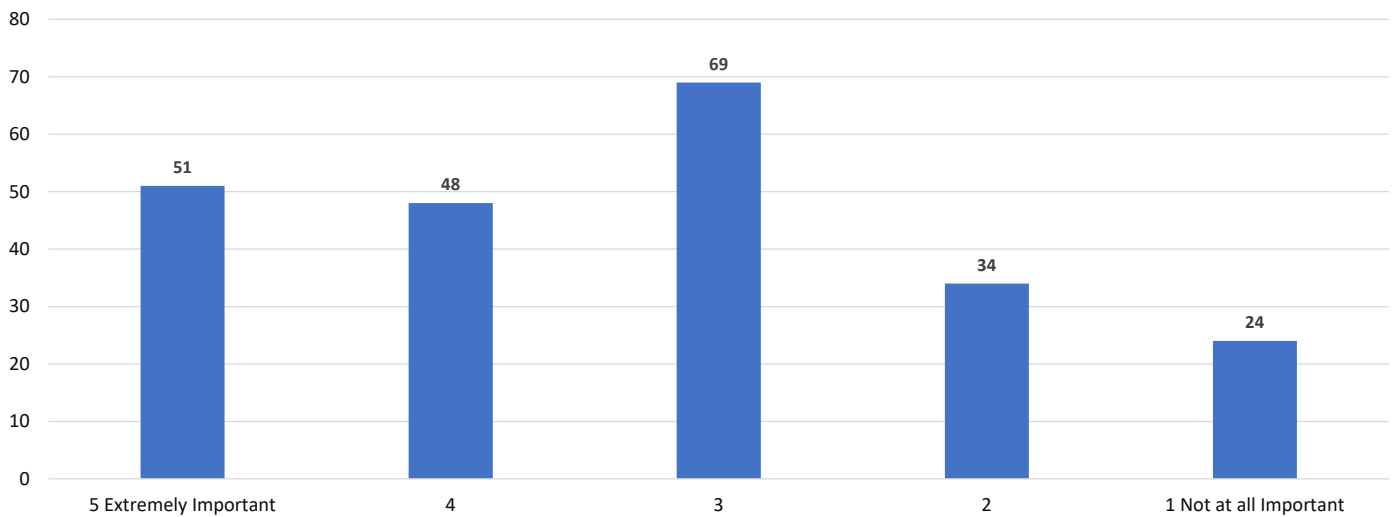


Walk, hike, run, or bicycle on trails

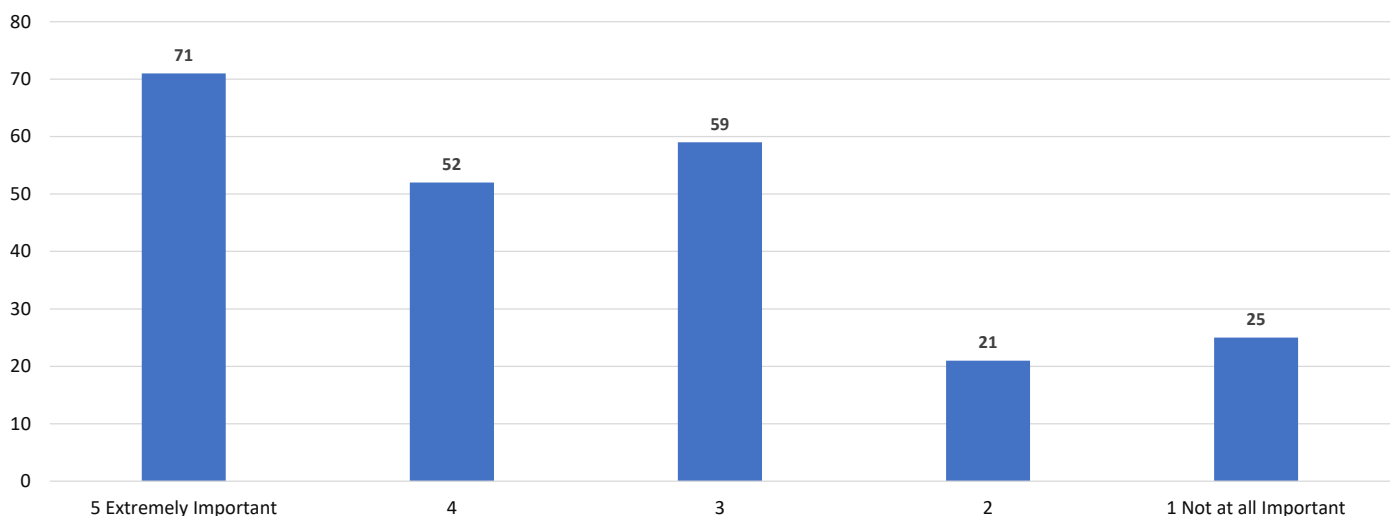


3. How important is it to be able to do each of the following on shorelines and rivers in North Bend? (1 to 5 with 5 meaning “extremely important” and 1 meaning “not at all important”)

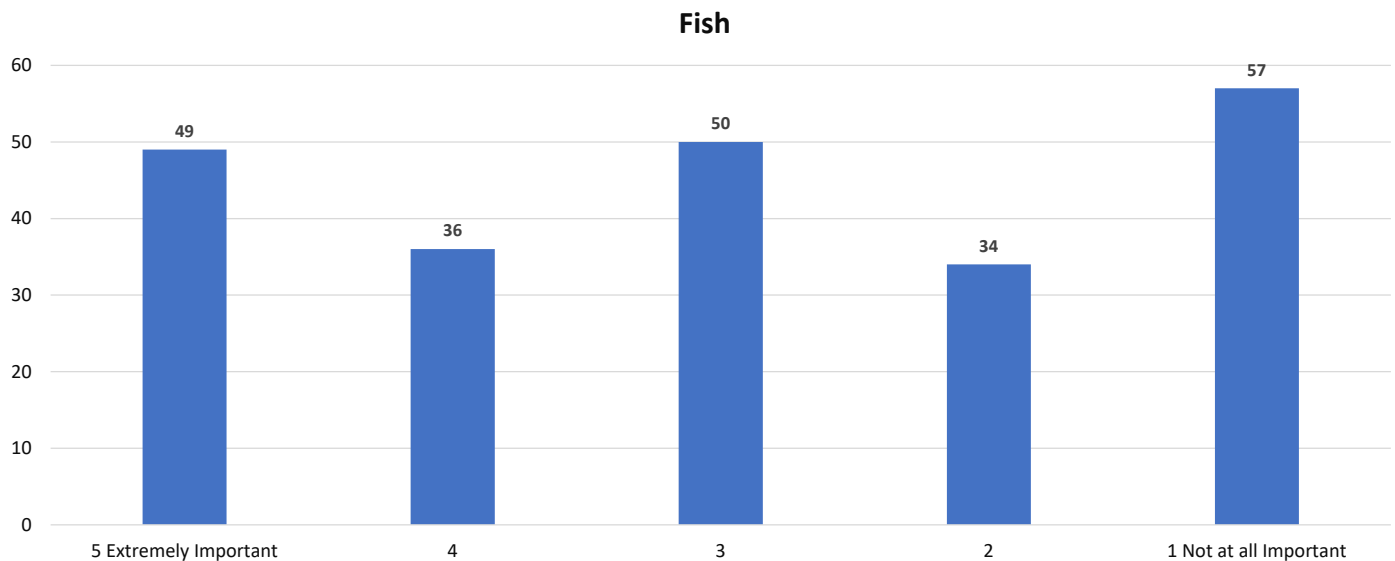
Picnic



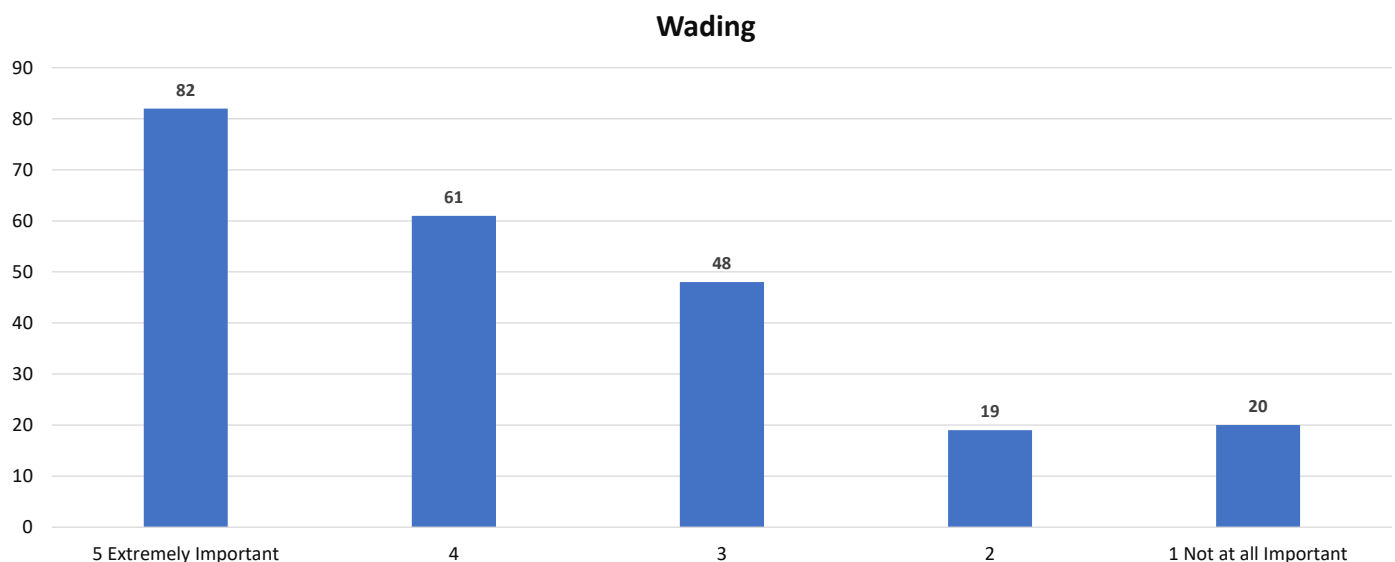
Boating/paddling (kayaking, rafting, paddle boarding, etc.)



3. How important is it to be able to do each of the following on shorelines and rivers in North Bend? (1 to 5 with 5 meaning “extremely important” and 1 meaning “not at all important”)

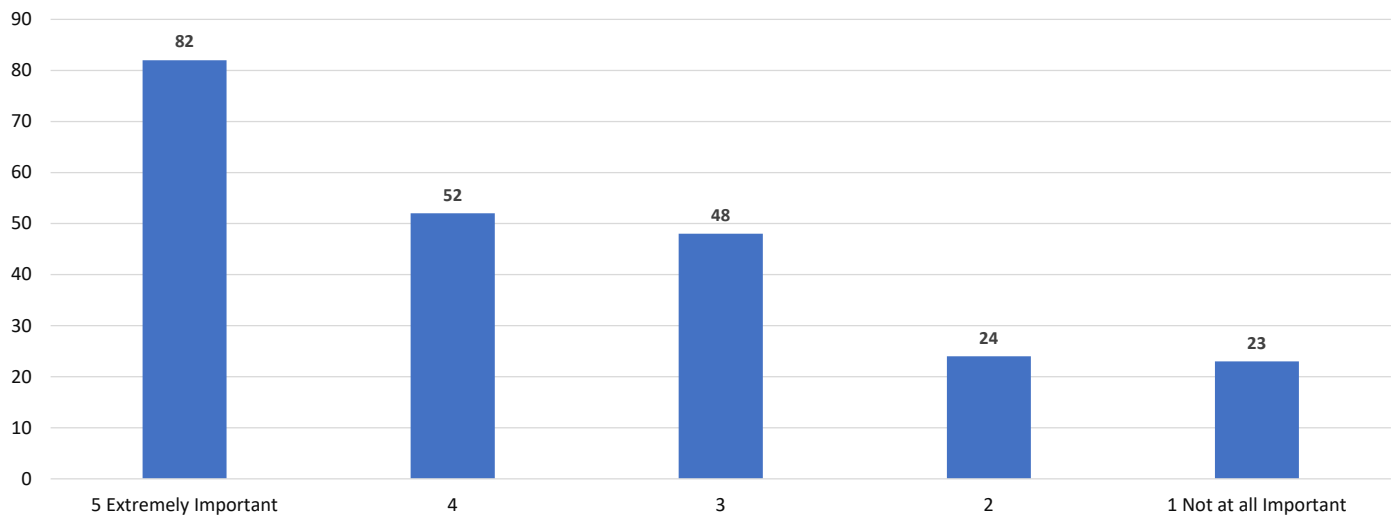


3. How important is it to be able to do each of the following on shorelines and rivers in North Bend? (1 to 5 with 5 meaning “extremely important” and 1 meaning “not at all important”)

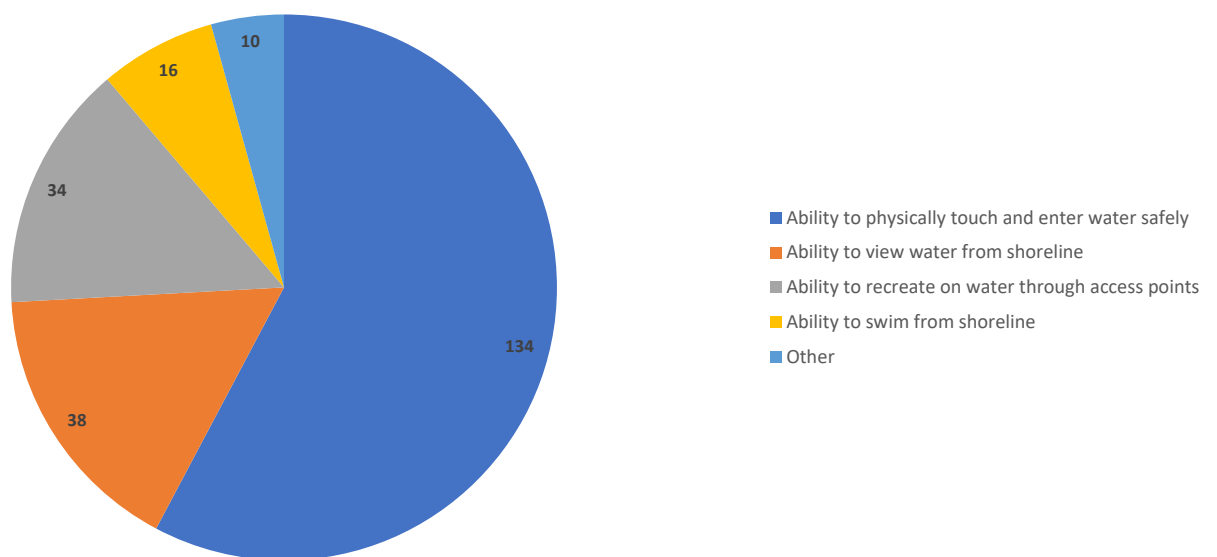


3. How important is it to be able to do each of the following on shorelines and rivers in North Bend? (1 to 5 with 5 meaning “extremely important” and 1 meaning “not at all important”)

Swimming



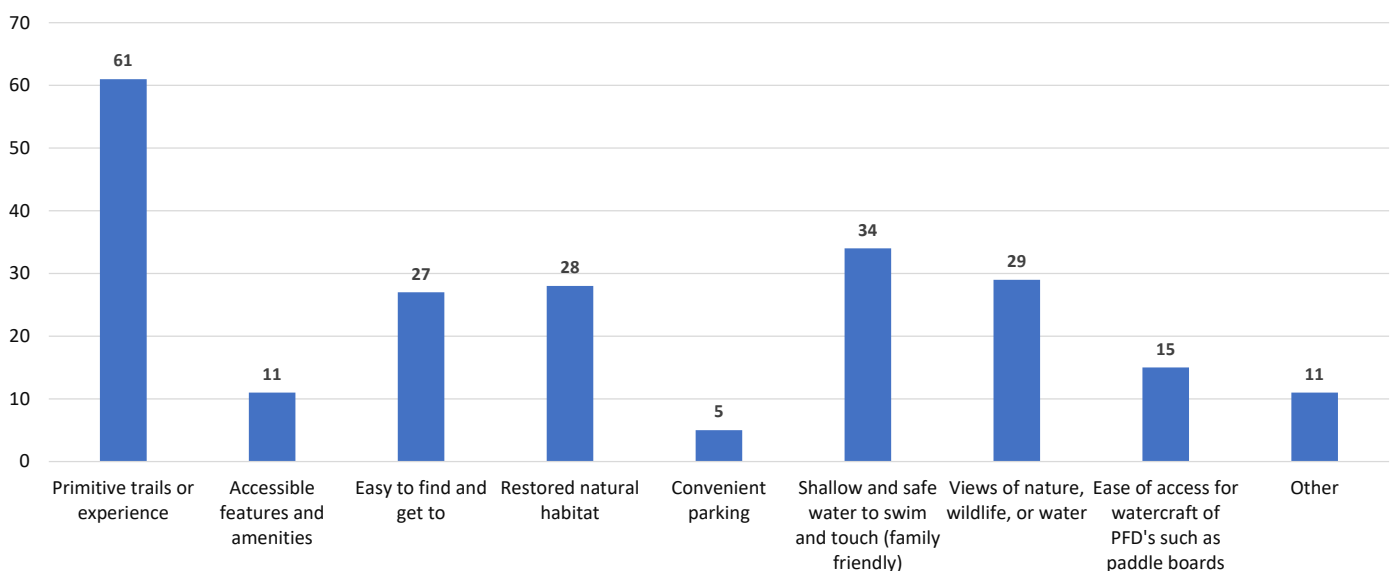
4. What does shoreline access mean to you?



4. What does shoreline access mean to you?

Other Responses
Ability to swim, recreate, splash, view, touch, Wade. Basically all of it but safely.
Love walking along side the river and would greatly appreciate having access to these areas that can be walked, hiked and biked along.
I want to see access to the trails along the shore line to RIDE my HORSE
Access for my dog!
All of the above
Walk
Intrusion of my property!!!
More unwanted tourists that leave garbage behind, are rude and destroy our backyard beauty. Do not destroy our community giving more access to tourists. The locals know we're to go. Save Noth Bend!!!

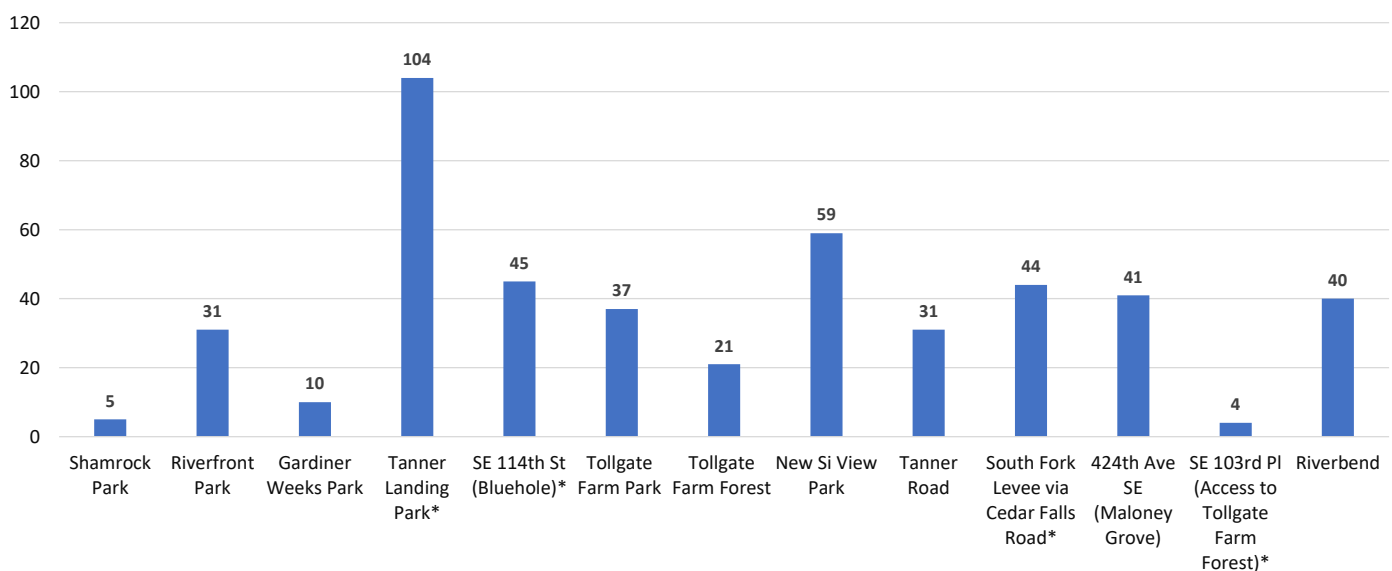
5. When recreating or enjoying the shoreline and/or shoreline access locations what do you look for in the facilities?



5. When recreating or enjoying the shoreline and/or shoreline access locations what do you look for in the facilities?

Other Responses
All above.
All of the above except primitive trails or experience.
Deep pools for swimming and fishing
Don't use them
Equine friendly trails
Family friendly plus restrooms nearby so people aren't peeing and pooping by the water!
I look for most of these but each location differently and depends on what access I want at a given time
I would like to be able to take my horse to the shore
Not intrusive of habitat/space that needs to be preserved. No intrusive structures, no clear cutting, minimal impact possible on the body of water - overly easy access for people not boating leads to crowding, people who don't manage risks or impacts
Trails along side the river for walking & biking
Walking and biking!

6. Which shorelines and water access in North Bend do you visit the most?



7. What do you usually do when you visit the areas you selected above?

Responses

(Used to) walk my dog, look at rocks, birdwatching, kayaking

After reading the above list I was really surprised to see so many access points to the rivers. I've lived in North Bend for eight years and this is new information to me. I don't know how I missed knowing this.

Bike and run around area

Bike or walk on the South Fork levee. When our kids were living at home, they'd go down the levee trail to go wading in the South Fork on hot days.

Bike through the trails. Hang out. Put feet in. Throw rocks with small kids. Look at birds and trees.

Bike, run or swim

Bike, walk, picnic

Boat. Bike

Canoeing and swimming

Catch and release fly fishing

Relaxing

Enjoying nature and the views

Cool down, swim, relax.

cool off on hot days

Depends on the activity I want to do and the season. Swim, fish, wade, view

Dog swim, tube float, beach chair/read

Enjoy it

Enjoy nature and peace and quiet without hordes of people

Enjoy the beauty of the surroundings and I enjoy getting in a good workout along the riverbanks.

Enjoy the native ecology, rest

Enjoy the trail along the river and the views. Set up chairs on the shoreline and relax.

enjoy the view

Enjoying un-developed and less-disturbed natural habitats by walking along the river levee, identifying and learning about native plants, visiting the handful of old growth trees in the area, riding bikes, sitting along the river and reading, and occasionally, swimming.

Family hangs out at the river and relaxes and lets kids play in the water

Family water play (picnic, sand play, water play, etc)

Fish

Fish for steelhead and salmon

Fish, enjoy mtn. View. Let kids play.

Fish, let kids play in the water, visit with friends

Fish, wade in water

Float south fork on tubes...

float the river

Float, Wade in the water

Fly fish

Fly fishing, hiking along the river

Foraging and enjoying nature clean up trash

Go for a run. Take a dip.

Hang out with family

Hike

Hike

Hike

Hike, bike or kayak.

I like to wade in the water in my neighborhood which is in unincorporated King county and erroneously listed as within North Bend City limits on this survey.

I use over half the parks listed above to walk along the river, either by myself, with dogs, or in a small group.

I usually walk my dogs and let them enjoy some off-leash exploring & water-play when it's not too busy. I also wade in the stream and lake, take pictures, and pick up broken glass. I also hang around for sunset whenever possible.

One of my dogs loves to eat blackberries over on the far side of the lake. We go here about 5x per week during the off-season (if the water is low enough to access the back beach).

This is our Happy Place.

I walk my dogs in my NEIGHBORHOOD parks - I don't access the river in public parks, just our PRIVATE Riverbend access points.

I walk on the trails.

In summer, wade in water during run breaks. Otherwise, enjoy peaceful views of the water

In warm weather, the family goes swimming, wading, and plays in the water and on the beach. Other seasons are for walking on the beach, skipping rocks, and letting the dog take a swim.

Kayak or paddle board. Swim.

Kayak, hike, mountain bike

Kayak, swim

Launch/takeout watercraft

Let dogs swim, enjoy the views, walk along the river trails

Look at nature/walk dog

Look at the river while walking/running

Look at the river.

Look at water as can't access

Lounge

Most of my river access time is trail running. I enjoy swimming at the Blue Hole.

Mostly walk along the riverside

7. What do you usually do when you visit the areas you selected above? *Continued*

Responses

Packraft
picnic
Picnic
Picnic, Play in the sand, Skip rocks, Listen to nature
Picnic, Fish, Wade, Swim, Skip rocks with kids
Picnic, wade in the water with kids
Play in play areas or hike
Relax
Relax and picnic with family. Splash and play in the water with our kids.
Ride my bike , walk my dog
Ride my horse
Run, walk dogs, fish
Run, walk, bike, swim and float down river.
Sight seeing.
Sit and enjoy the view, sounds of nature
Sit and enjoy the views, dip our feet in the water
Sit by the water. Get sad at all the trash
Sit eat wade
Sit in my lawn chair in the water and picnics
Sit in peace.
Sit on the shore and relax, wad feet in water, drink and snack with friends
Sit with friends and family and dip in the water.
Stop and enjoy the view. Look for ducks. Listen to the roar of the moving water.
Swim
Swim
swim
Swim
Swim and relax with our little kids. There are no good pool options in the valley, so we're trying to help them become water-safe swimming in the river.
Swim the dog.
Swim with family, fish, paddle board
Swim with kids. Put in/take out kayaking, sit and enjoy nature.
Swim, explore rocks
Swim, Fish, kayak, picnic, float, bike.
Swim, kayak, tube
Swim, paddle board, off leash dog
swim, paddle, fish
Swim, paddle, fish, float, walk the river,
Swim, picnic, canoe
Swim, picnic, walk dog, kayak
Swim, play fetch with dog
Swim, play with family
Swim, raft
Swim, splash, very important to us that our dogs get to swim. If this turns into a "no dogs allowed" situation, we will be very unhappy.
Swim, SUP, picnic
Swim, wade in water with toddler, play fetch with dog, raft/kayak down South Fork, picnic on shore.
Swim, walk, tube, chill
Swimming, boating
take a walk
Take in nature
take my dog for a swim
Take the dog for a swim.
Take walks and enjoy the scenery.
Taking a walk and enjoying the views.
Tanner Landing the most - of those on the list. Walk a bit - although trails are limited without leaving the park. Often play in the water with our dog or sit on the rocks with our feet in the water.
We also go out middle fork road often which I realize is not part of this survey.
View
Wade enjoy views with grandson, Cool off, Fish , Find semi private spot
Wade in the water, have a party, sit and talk, hike
Wade in, bring a floaty if it's shallow enough to relax and not float away. Working on getting the nerve up to swim and SUP.
Wade, cool off, float
Wade, reflect, seek refuge and quiet.
Wade, ride the trails, let the dog swim
wade, sit and relax. ride by on mountain bike
Wade, swim
Wade, swim, play with my dog!
Wade/swim/raft
Wading, swimming, hiking.
Wading, want to swim safely

7. What do you usually do when you visit the areas you selected above? *Continued*

Responses

Walk along the river, access the rocky beach, stack rocks into cairns, look for wildlife - particularly birds/ducks and deer, listen to the running water, enjoy viewing other humans in or at the water, sit and be still in nature

Walk along the river, find a spot to stop, snack, and throw rocks with my kids

Walk along the shore

Walk and hike

Walk and run on trails

Walk around, wade in the river, watch nature

Walk dog

Walk in water, play with dog

Walk on trail to NB

walk on trail, swim, walk dog

walk on trails

Walk or swim

Walk shoreline, wade in with kids.

Walk the dog (on and off leash), walk with my toddler, wade, skip stones, trail run, ride bikes.

Walk the dog. Picnic

Walk, bike, enjoy the quiet scenery

Walk, bike, sit by the water, enjoy nature, take pictures, listen to podcasts by the water

Walk, bring a chair and relax near/in water, kids play on the beach area, let the dog swim

Walk, enjoy

Walk, picnic, access water

Walk, put a kayak in

Walk, relax at river, skip rocks

Walk, run, go down to the water.

Walk, run, swim

Walk, run, wade in the water

walk, sit and watch and listen to nature and sounds of the river

Walk, sit by the river, find solitude, wade and cool off.

Walk, swim, show visitors

Walk, train running, mountain bike, SUP, fly fishing, swim, sun bathe

Walk, view scenery, contemplate peace and quiet or natural sounds of rushing water

walk, wade, fish

walk/hike

Walk/hike; bike; wade, skip rocks

Walk/run

Walking, running, picking berries, skipping rocks etc..

Watch wildlife, wade, float, paddle board.

We go down to the water. Sometimes we swim or wade in on hot days.

We haven't had the opportunity to explore shorelines because of lack of accessibility.

We run along trails on south fork levee.

We wade enjoy views and swim (usually too cold) at Tanner landing.

We walk along the shoreline daily to enjoy nature, wildlife, and views of the water and mountains.

Whitewater kayaking, paddle boarding, walking the SVT, wading to fish.

8. What features do you like about the areas you selected? *Continued*

Responses

Access
Access
Access and ideally deeper water.
Access to exit river
Access to public green space. These places need to be preserved for the community and all to enjoy.
Access to water
Access, beauty
access, proximity, nature
access, variable water conditions (relatively safe areas for kids, deeper holes for adults)
accessibility
Accessible by bike, usually has locals only and is never too busy
All natural features. Lots of trees. Nice walking path.
All the areas are pleasant, but Tanner Landing has only one picnic table to sit and it is often moved around to different locations which is fine, but that kind of determines where I can go with the dog.
Availability of nature-immersive experience unimpacted by noise and sight of auto traffic and buildings
Beach access, trails, nature, easy to access
Beautiful place, peaceful, not far from my home, can access the water, not crowded, parking available.
Beauty
Being able to access trails and adequate parking
Being able to get down to the river
bench, trail
Bike path, dog park
Close to home
Close to home,
Close to home, easy to use trail
Close to my house. Deep water.
Combination of natural experience with an urban environment
continuous access along south fork river bank
convenience, easy parking
deep enough to get immersed
Development hasn't taken over riverside land.
Direct view of water
Dirt trails - primitive but accessible enough for a bike and dog.
ease of access and calm water, safe for kids
Ease of access to family-friendly areas along the river, where our kids can play without it being too deep or too fast.
Easily accessible
Easy access
Easy access by train bridge, across the street from the Pour House, slow moving water and shallow. Good for a swim for us or the dogs.
Easy access to riverfront and slow moving water.
Easy access to the water, river is calmer in swim areas, near where I live
Easy access to the water.
Easy access, but scary because of shady characters there right off of the SVT
easy access, multiple access points for environmentally friendly and healthy commuting
Easy access, walking trail
Easy parking and to walk to.
Easy parking, accessibility, shallow water.
easy public access.
Easy river access where my kids can swim and wade. And beautiful trails at Tollgate and Tanner to enjoy being close to the river.
Easy to access from our house in riverbend via trails.
Easy to access, beauty, safety, great feature to our area.
Easy to access, quiet places to enjoy the River.
Easy to access, safe for kids, not too crowded, etc.
easy to get to
Easy to walk to from where I live
Easy-ish to get to, not trashed out
Existence of a trail, shaded, a spot available to safely access the river
feels natural and not built up. rarely very busy
Fish. Solitude. Views. No trash.
Gardiner weeks park- That it is right downtown

Tolgate farm park- I only access the river from the SVT- never parked at tolgate to get there.
Gentle slope to water from top of dike
Get to on foot/bike from downtown
Good access to whitewater river stretches. Close to home. Deep enough to swim. Shoreline to hang out on.
How close we are to the water.
I can mostly find peace and quiet to enjoy nature

8. What features do you like about the areas you selected? *Continued*

Responses

I enjoy the fact that these areas are relatively un-developed and have less-disturbed natural ecosystems. Being able to walk through forested areas along the riverway without heavily developed parks (e.g., concrete features, planted grass, lack of native plants and/or forest, etc.) is a restorative activity for me, and enables a lot of the activities that I participate in at these areas (birding watching, identifying plants, etc.). There are few sections of the river proximal to the downtown area with these types of natural habitats and/or forest, and thus, these areas are significant to me.

I like that my access to the river is quiet and respected by myself and other members of my neighborhood which lies within unincorporated King county and not within North Bend City limits.

I love it when it is uncrowded/empty. I love the views, the cold & clear water. I love having the space to allow my dogs some freedom to run & play while not inconveniencing others. I love to watch how the lake and lakebed change based on water levels. And I love to watch birds and fish and mammals doing their thing. We often see Great Blue Heron, occasionally eagles, and - much more rarely - bear, coyotes, deer.

I value above all else that there is healthy, native ecology

It is heavily wooded and more "wild", the river runs quiet and then cascades over small rapids so is interesting and noisy: I have seen ducks and deer.

It is mostly about feeling safe leaving my car unattended

It's calm enough for safe swimming for children in mid to late summer, has some shallow and deeper parts, and has a fun jumping rock on the opposite shore.

It's usually not too crowded during the week, people using the areas are typically quiet and respectful, and they are close enough that I can go often

Lack of crowds

Large, easily assessable beaches

Long trails, access to the rivers

Lots of shade and river access, relatively easy to find private space, nice (but short) trail along the river

Lots of space to accommodate a lot of people.

Many sites are generally flat and could be accessed by a track chair if available as part of an accessible parks program that many states offer.

Natural

No development

Natural and untouched

Natural beauty and access.

Natural beauty. Quiet.

Natural habitat

Shallow areas that are safe for kids

Natural setting, peaceful, shady, plentiful sand, clean, easy access, safe water, removed from roads

Natural setting. Primitive trails, but enough trail to not have to wade through brambles :)

Natural/undeveloped look, clean water, views

Nature

Nature and it's beauty

Near my home, easy to walk or bike to, not crowded, somewhat primitive, no loud music or people with glamping setups

nearby, good swimming area, quiet, uncrowded, lots of room

Next to my home

nice beaches, good access

Nice trails

No tourists, just locals.

Not bisected by roads & traffic.

Not crowded no litter

Not heavily impacted by people whatsoever; no alteration of river's appearance from the corridor itself, doesn't attract traffic of people not launching crafts

Not overcrowded

Not too busy, not overdeveloped.

not too crowded

Parking, Views

Partial wilderness and relative seclusion.

Peace and quiet. Natural surroundings

Pretty walk, shaded

Primitive access but easy to get to. Calm water for swimming

Primitive trails, direct water access, views, wading, dog can swim off-leash.

Primitive, quiet

privacy

Private

Proximity

Proximity to home/downtown

Proximity to our place and or public park

Quiet

Quiet location, maintained trail, mostly safe for walking

Quiet, close to home,

Quiet, easy access, low traffic, close to home

Quiet, serene lovely vista.

River access and trails

Riverbend access is very convenient for the residents

Rural. Rough. Primitive. Quit making all the places I love so neat and shiny.

Allow more than one answer.

Lame survey.

Safe, easy access that still looks natural at the site. An example would be Tanner: the parking is set back from the river, and there are trees everywhere, river access sites are

8. What features do you like about the areas you selected? *Continued*

Responses

Shaded. Deep calm water. Scenic trail

Since equine access is getting smaller and smaller it's so Nice to have these trails to ride on

Slow moving water and lots of shoreline access

Some public spaces and that we respect private property and keep trespassers off

That it's PRIVATE to our development

That the parks are sweet places that don't invade on the secluded parts of North Bend. Dislike Tanner landing because a quiet spot has now become a tourist nightmare. So many cars and people ruining a local area.

That they have rocks to sit on, it's away from other people and I can park nearby - I'm not very familiar with the other places.

The beauty and the ability to get out into nature and hike, run, walk and bike alongside our rivers, lakes, streams and ponds.

The blue home is an awesome community spot, River front and River bend have ba nice naturey feel. The levee above the blue home used to be one of the best walks in town, and was a blessing for the community.

The only access I really know about

The primitive forest and ability to see the river.

The river is accessible.

The river is gorgeous, and changes with the seasons and the weather, it's relaxing just to see it ebb and flow. Swimming at Blue Hole is great on a hot day, with the levee improvements getting down to the water is a bit tougher--steps would be great. River paths are usually shaded, making them great for trail running on a hot day. And they also get less wind due to the trees, which is sometimes a benefit.

The trails are open with good views and access to the river. The levee trail at 436th is especially nice. Not very crowded certain times of the day.

The view.

There is decent access for fishing

there is water to see and it is cooler than the city.

They are close to town or where I live, have good parking that ensures that I don't disturb my neighbors, and have primitive river access.

They are well created

They belong to WoodRiver.

They're accessible via bike trails. Not too busy. Have shallow areas.

They're in my back yard and relatively provate

Trail hike, deep water, parking

Trails and people

Trails, parking, quiet, natural, dogs

Trails.

Very easy access from my home, trail path along the water front, fishing access and small beach areas.

View and accessible

Views

Views

views and sounds of the river, away from roads

Views of the river. There are no where near enough views and trails of the beautiful river areas in our communities (North Bend & Snoqualmie).

Walk or swim

Walkable from home and great swimming at the blue hole

Walkable from my home and just a few steps to feel like you're in the woods.

Water access for all, forest, wild life, no concrete.

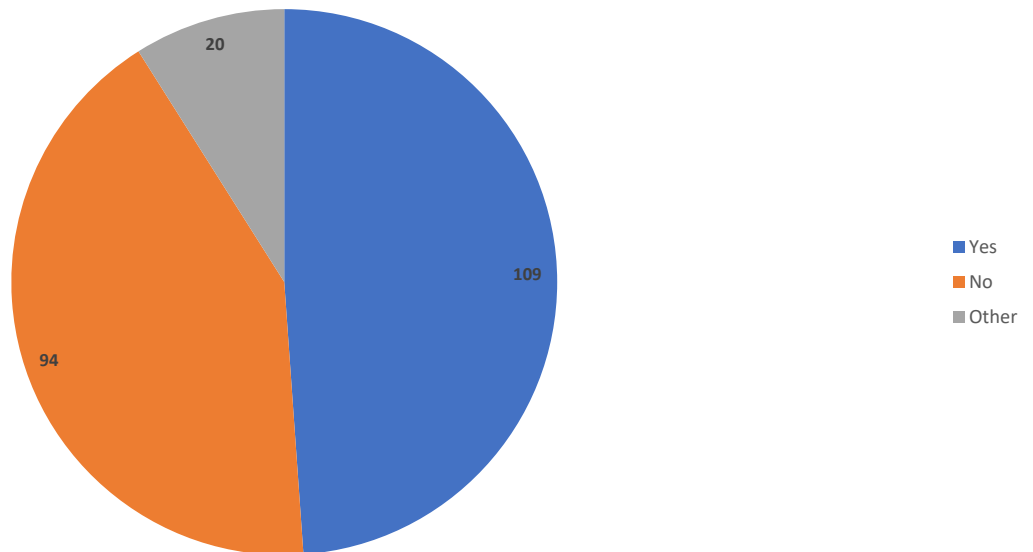
Water, rock hounding, views of Mt Si and rivers.

Wild areas

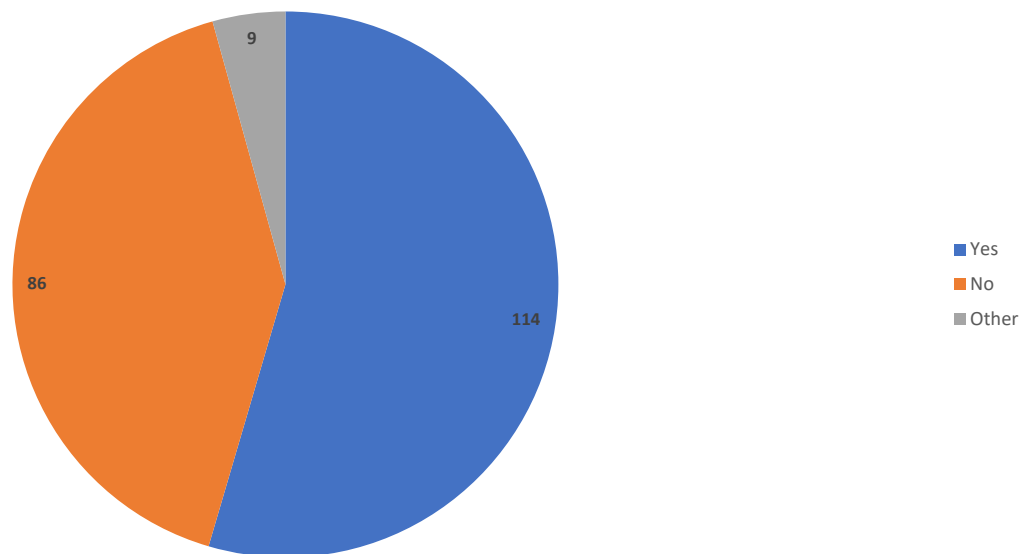
Wild, yet accessible, private

Within walking distance of my house.

9. Do you feel that shoreline access meets the needs and is equitable for all community members?



10. Are there specific shoreline activities you'd like to see better supported or managed?



10. Are there specific shoreline activities you'd like to see better supported or managed?

Other Responses

Access for differently abled.

added access; all river shoreline should be accessible to public

Bird watching, identifying and learning about native plants, habitats, and indigenous culture, and walking through preserved natural habitats and extant forests.

I trust your judgment

It would be fun to have an area with cliff jumping and/or rope swings.

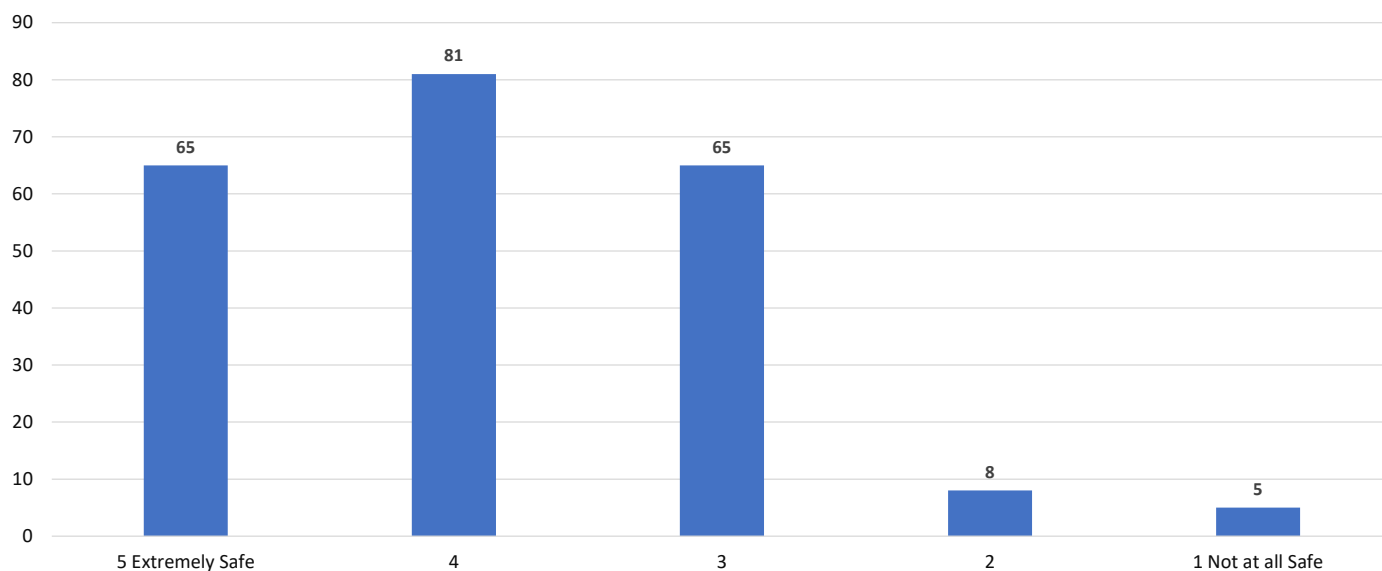
Keep it wild without invasive plants

No, but my concern is safety on the river, that people are going to get caught in debris and drown.

unsure

Yes - takeout for the middle fork; property owner near current tanner "ramp" is NOT pleased about boater presence; location has become overgrown at times, and is generally speaking not the safest to have people walking out rafts

11. How safe do you feel at shoreline access points? (1 to 5 with 5 meaning "extremely safe" and 1 meaning "not safe at all")



12. What makes you feel safe at shoreline access points, and are there specific access points that feel safer than others?

Responses

A gradual walk in rather than climbing over riprap and steep dikes like at the blue hole.
ability to get to the water with the dogs. Tanner Landing is ok, but when water levels are low, there are too many boulders for safety.

Absence of homeless people
Access on areas where the water is slower/safer to be near
access through private property

As a white man, I generally feel reasonably safe at river access points when I might feel more vulnerable as a woman or person of color. The most inviting river access points have good sight lines and nearby trails or public presence.
Because I only access in points that my neighbors use I feel safe.
Better grading at Tanner road kayak accesses
Calm water, easy access to shoreline, clean.
clean and accessible
Clean is really important. No garbage or broken glass.
Close to town/usually at least a few people around
Designated parking to avoid ambiguous access issues and disrupting the nearby residents.
Ease of access to river.
Ease of access
Ease of access from top of dike to water without falling or climbing down rocks
Ease of entering the water.
Ease of getting down to the river, steepness of path, presence of brush. Beach behind 10th in New Si View is a favorite, but can be difficult to manage getting floaties or a wagon of supplies down to the shoreline.
Easy access and no particular access point is safer than others where I access the river.
easy river access, flat shoreline
Easy to reach

For the most part I feel safe. Sometimes if there aren't many other people around and I am alone, I might feel uncomfortable when a solo stranger shows up. I move or leave when I feel uncomfortable in those case. Doesn't happen very often and is part of being in the wilderness alone. Otherwise I feel the shorelines are safe. I suppose if there were concerns about drowning there could be life vests available to borrow or toss to someone.

Free of foreign objects
General safety of North Bend
Good parking that is safe for loading and unloading kayaks, bikes and recreational equipment without being in the way of traffic. Good trails free of major obstructions.
Good spots along the river with fewer water hazards.
Good trail grooming / maintenance, lack of trash
Gradual decline into the access point.
Gradual depth. I don't want to step off into the deep end or a swift current. So prefer access points of gradual depth.
Have no idea since I had not visited shoreline access points listed.
I am a guy. My guess is that most women would not feel comfortable at most of these locations by themselves
I don't feel like we need to make every shoreline manicured and safe. So I disagree with the point of view of this question
I feel safe as all access point are clean and quaint. Some homeless under bridges are protective of their homes.
I feel safe because I respect the land and the water
I feel safe entering the shoreline to give my horse the opportunity to drink from the river
I feel safe when access is not hindered by debris such as trees that have fallen down. Sometimes this is on the trail to the water and sometimes in the water.
I feel safest when there are others around me recreating and I'm not by myself.
I have educated myself on how rivers work so that I can feel safe around them
I have not found water safety information for each park
I like access points that are easy to get to, with some people around, but aren't crowded.
I prefer when there's something of beach area to picnic/set stuff down and a low slope.
I won't enter the water if fast flow above ankles
I'm not actually going into the river much
It is owners Private Property.
I've always felt safe accessing the shoreline at these locations throughout my entire life, including as a young child. This has not changed as I have gotten older or have continued to visit the park.
Lack of other people
Low barrier entry, don't have to scramble to get in or out, can safely portage a kayak
Most access points have ample parking with spaces that are away from busy roads, but with steep, unmanaged declines to the river, they lack safe access to the water.

Walking from downtown North Bend to one of the river levees through the new Si View neighborhood feels safe, although actual river access is not.

Myself
N/A
Nature isn't meant to be safe, some places deserve more caution than others, that's okay
navigable access points, no homeless encampments
NB is generally a safe town, there are some homeless that I worry about some, but otherwise no major concerns. For accessing the river itself, a bit more beach entry would be nice but not essential.
Need more police presence to keep the crazed drug addicts from violating people and property.
No current, shallow
No deep drop offs, fewer slippery large rocks and more smaller round rock
No drug using, graffiti, garbage, clear entry and exit. View from main trails.
No evidence of pollution or crime, friendly and kind residents
No homeless, few people
No obstacles down stream, like downed trees, that can trap swimmers
No tourists

12. What makes you feel safe at shoreline access points, and are there specific access points that feel safer than others? *Continued*

Responses

Not an abundance of traffic; low traffic of individuals not boating at designated points that create safety concerns for all present; maintained (not eroding) path edges. I feel very safe at the boating "takeout" at the end of Mahoney Grove Ave - no traffic, low visibility that makes boaters, their vehicles, and their gear a target for theft/vandalism, low impact on surrounding community (currently no house in immediate sight of the dead end of that road); not a designated trail head which allows designated space for gear heavy recreators to keep themselves and others safer

Not too many people, which makes it easy to keep track of everyone.

Not too steep, stable footing, gradual type entry up to shallow or slow moving water

nothing comes to mind, most areas I've been feel quite safe.

NS

Obviously some are more maintained better than others

Only use the one in my backyard

Open access and clearings provide nice areas to sit

Open spaces, adequate parking, lack of homeless shelters and debris,

Parking that's not right on the road, cleanliness

Parking, trail access

People!! Community !!

Personal safety and community present

Pristine nature that hasn't been adulterated by humans

Public visibility of the place to avoid thefts etc.

Remediate trash and debris restoration of the natural habitat

river conditions vary in different locations; safer parking in some areas;

River flow means less safe different times of year

Riverbend access points feel more safe than the levee trail.

SAFE is a relative term. With a few people in the area you can feel relatively safe. If you are alone and there are no people anywhere nearby, you may not feel very safe. So this is

Safety isn't really a concern except for children. Who should be watched closely and wearing life jackets by the river.

Safety starts with available swim lessons, and parent supervision.

Seems well maintained never felt dangerous

Shallow slow water.

Signage about strong currents or unseen dangers

signage, fence in dangerous areas

Since I can't get to the water at any of the access points, I can't say if any areas feel safer than others.

Steep entry, not well marked entry points, no access for special needs individuals.

Swimming/water activities in parks or secluded places involves risk. People need to be aware of their abilities and use safety devices (wet suits, waders, life preservers) when appropriate.

Tanner landing has great access points

That I can hike down to the water without having to jump

That people especially rafters respect the river and don't pollute

The more public access points feel safer. Those close to people's homes feel less safe. They occasionally result in negative or harassing comments from the property owners near the river.

The ones we go to feel safe because there is a big shoreline and shallow water.

the paths being up off of the river

The safety aspect is related to the exposure to Nature and potential to encounter wildlife that may be unpredictable. It does not include personal safety due to bad actors / agents, etc

There is not a lot of questionable activities going on.

They are large publicly accessible spaces.

Trail access

Under the bridge at riverfront park on bendigo sometimes has rough looking folk and graffiti.

Visibility. Ease of walking to water.

Visible from trail

We are blessed to have a relatively low crime rate in North Bend. Furthermore, most shoreline access areas that I visit are well traveled and adjacent to amenities where it would be possible to summon help if needed.

We feel safe walking the entire shoreline except when it's dark due to the possibility of running into bears or cougars.

We only visit Tanner Landing Park, very accessible.

Well enforced banks, hand rails if needed, secure footing.

What's to be afraid of?

Why would I ever feel unsafe? Just let it be natural.

13. What makes you feel unsafe at shoreline access points, and where are these located?

Responses

A lot of access points are just footpaths irresponsibly made by visitors that have eroded over time, but creating official paths would increase traffic and diminish the primitive natural state of these areas.

Some areas, especially under roads, or even occasionally at Riverfront Park, are inhabited by transients who have left garbage and evidence of fire.

Ad hoc, sloped, dirt paths to access water from trails or proximity to water rapids, such as the ones along South Fork.

Any park that does not have water safety specifics for that location. Parks that do not have areas to safely enter and exit the water (if that should be allowed at the location). More than water safety, I worry about safety from other people but I don't know how to rectify that for parks that aren't formally developed. I prefer more native parks but that can come with higher insecurity.

At times stones are added to river access points along the South Fork River trail, likely to prevent erosion. These stones make the steep paths dangerous to walk on.

Automotive traffic, particularly at the cedar dalls way bridge.

Blue Hole signage limiting access to Silver Creek is misleading, signs should come down. Steps down repaired levee access and a bit more of a flat entry at the bottom would improve safety.

Car traffic, drug abuse

Cars, difficult walk to get to the water. The bridge on 436th is a good example.

Climbing over the boulders that comprise the levy (particularly at 114th st) can be precarious even for a healthy, active adult. I like it being more primitive and understand that flood control is the priority for levy design, but perhaps any new river access should offer something suitable for a wider range of people.

crazed drug addicts which increasingly are moving out from seattle and making north bend a less safe place.

Dangerous parking (on the road/right next to it), lots of trash, transient camping

Debris in the river, fast currents

Deep, cold water and swift currents.

Obviously can't do anything about the temperature

Dirty or messy situations

Dogs off leash (very common!) everywhere, particularly in new si view access points.

Erosion along trail

Fast deep water.

Fast moving water, banks unstable, trash, sometimes people

Fences

Foot traffic is causing bank erosion.

For me it's about my car potentially being vandalized that keeps me away from North bend. I have been going to Carnation for hikes on the river

Hard to access

Having vehicles broken into. Not enough space to load kayaks, bikes, etc out of the way of traffic.

Hearing about hostile landowners who dislike the parking situation. I also occasionally see people living out of vehicles at some access points, which isn't confidence inspiring.

Hidden and lack facilities and look abandoned

High fast water

High visibility from road/houses - lots of gear, and vehicles left unattended for hours at a time frequently, vulnerable to theft/vandalism. Badly eroding edges of trails or roads creating hazards for falls/injury while handling gear, particularly in wet conditions

Homeless and their garbage. Across from Pour House.

homeless encampments

Homeless people

Homeless people

Homeless people

homeless people in Gardiner Weeks park

Homeless people occasionally showing up

Homeless, trash, (don't see any in North Bend)

Homeless.

Human beings

Human beings

I can't walk very long or far. so all access points are unsafe for me.

I don't feel unsafe at shoreline access points I frequently visit. I feel they are accessible for me.

I feel less safe when there is trash or other debris or it's obvious someone has been camping in the area. The only areas I've experienced this are Tollgate Forest downstream from the SVT bridge

I feel safe

I need information about the access points.

I only access the water at the swimming hole near New Si View and right now it is good. There have been times in the past where trees have come down over the river. It has always been confusing as to who is responsible to "clean" something like that up.

I typically feel completely safe at these shoreline access points at all times of day.

If I see one or more strange/unfriendly people or a cougar or a mama bear with a couple cubs.

In North Bend, there are homeless along the River in multiple locations.

Inadequate parking, homeless shelters and debris, hidden spaces

It is a private area owned by 109 owners

It's a river there is a certain level of inherent unsafety

I've seen some homeless people hanging around South fork River access on the SVT

Litter, graffiti, homeless people. This is happening under the trestle and road bridge at North Bend Way and the South Fork Snoqualmie river right near town.

Loose rocks or steep drop/rise for access

Lots of loose rocks, tree roots (Tanner Landing), uneven footing, steep hills, narrow over grown trails, or potential homeless people living under i90 (along south fork or along riverfront park)

Maloney Grove has a steep access point and feels less safe.

13. What makes you feel unsafe at shoreline access points, and where are these located? *Continued*

Responses

No issues, except kids getting into dangerous water currents

North of the trestle on svt trail there is a little access point. It is secluded and I don't feel safe there. It is also only accessible by walking in.

To get to the water at Gardiner weeks park seems impossible.

Not applicable.

Not me but some are concerned about homeless

not properly maintained

nothing comes to mind

NS

Only unsafe place is along iron horse trail towards snoqualmie. Lots of drugs and homeless now so we avoid.

overgrown trees; fast current

Overgrowth of weeds. Clean up the riverfront areas of blackberries, and other invasive species that just ruin the area.

Parking (worried about vandalism). Access to the shoreline is limited and hard to get to at most places.

Partially submerged trees that can trap swimmers

People knowledge and respect of others and nature

People occasionally sleep in their vehicles at the dead end access point at the end of Maloney Grove Ave. Mostly I suspect this has been transient construction workers, because they leave early & return late in the day as if they've gone to work somewhere. Also, it tends to peak when there are large blocks of new homes going in nearby.

People swimming w/o any lifejackets

People that live on Reining Rd and the activities that occur their do not feel safe

Poor footing. Lack of visibility.

Poor lighting

rocky, boulder stretches. Not much you can do here

See above

See comment above about negative interactions from property owners who live close by. This has happen at the blue hole and an other pots on the middle fork on the Mt Si road. I've also had some uncomfortable encounters with some homeless folks when fishing on parts of the south fork.

some areas accessible only by trail; homeless camps near some South Fork bridges; very unsafe river conditions between SVT and Circle River development (trees across river, strainers)

Some areas of river bank have private encroachment.

Some of the access points on the south and middle fork

Some of the access points on the SVT heading toward Tollgate don't always feel safe because sometimes people camp there, I think people who are unhoused. I don't want to shame anyone for being unhoused, but as a woman who recreates alone, it's alarming to be wandering out in the woods seemingly alone and then stumble upon someone camping. I don't know how to fix this, but perhaps connecting people with local services that can help them?

some paths down to water can be rough, having at least one nice path for each access point would be nice

Stairs down to the blue home would be rad

steep decline to get to the water or too many obstacles like boulders.

Steep unsafe entry points.

Steep, unmanaged declines to the river to access the water. No shore once at the river. I find this throughout all of the shorelines.

Parking at the access point on Cedar Falls Road.

Walking to the access points for the South Fork River levees both upstream and downstream of Tollgate SVT Railroad trestle from North Bend Way, particularly with dogs.

Walking to the access points for the river levees both upstream and downstream of South Fork River from Bendigo Blvd., particularly with dogs.

Homeless populations living along the rivers

Sunset!!

Suspicious people and activities

That rafters drink excessively and drop their garbage in the river

13. What makes you feel unsafe at shoreline access points, and where are these located? *Continued*

Responses

The access points are usually well marked and populated with fellow outdoor enthusiasts just trying to enjoy nature and the water. The only time I've felt unsafe was while biking past groups of homeless men, living, blocking and heckling bicyclists using the Snoqualmie Valley trail system near Mt Si Golf Course. Those incidences were scary, so I tend to stay away from that part of the trail system.

The collapsing trail in the east side of the park.

The hostile and incorrect signage put up by nearby neighbors at 114 Bluehole makes the area feel unsafe.

The riprap at blue hole is really loose and could cause injury and there isn't a safe route to the water for kids. Dry stacking the riprap into steps or a terrace like area would be a huge improvement.

The river only gets really high after a lot of rain, so it's not hard to know when to be cautious about walking on the trail.

The trails down to the water can be very steep and slippery. It would be nice to have better maintained trails/steps down to the water.

There are some river access spots near SVT & levee trails where there are/have been signs of encampments, so I'm more cautious, and frequent those spots less often - but I've never been harrassed or had any actual trouble.

Too many loud people playing loud boom boxes

Too many strange young kids

Too steep and vegetation overgrowth

Trail access

Transients living nearby. Trash

Trash - generally under bridges.

Trash, drug paraphernalia, dangerous trails,

Trash/fishing gear, no easy shoreline to walk

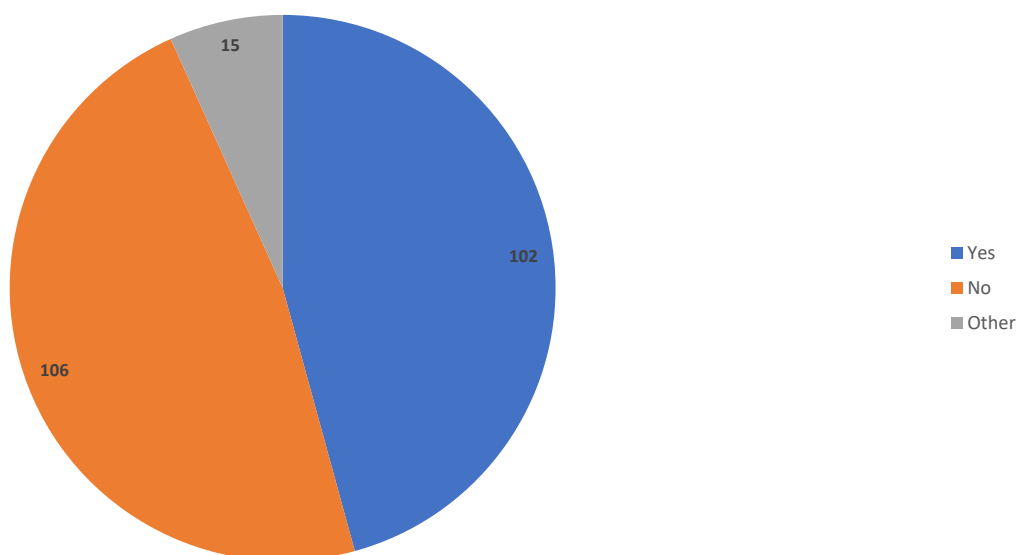
Under the bridge at riverfront park on bendingo sometimes has rough looking folk and graffiti.

We feel that the delay of improving the flood control infrastructure around both Si Views and the city makes the river unsafe during the rainy season.

When homeless people or people with substance abuse issues are congregating or camping at access points.

When you sometimes see broken glasses

14. Are you satisfied with the current level of public access to the shoreline?



14. Are you satisfied with the current level of public access to the shoreline?

Other Responses

Existing access points are pretty good but North Bend area could use more based on growing population.

Generally yes, but would love Middle Fork access south/east of Blue Hole, along levee and past Christmas Tree farm.

I like that the current spots are low traffic/visibility. My worst fears of development is increasing competition and traffic with individuals who don't respect the intended purpose of ramps or boater parking

Kind of. Would be nice to have bike racks and more bike path connections.

Mostly satisfied, one of the reasons I love living in North bend. But could be more options.

N/A

Partially would welcome more

Some are ok

There can always be more as rivers should be treated as a natural resource. Not personal property.

There is great access but there could always be more.

Unsure; I'm not sure of all the current access points.

Yes, but there is significant room for improvement to make it more accessible and inviting

Yes, with the exception of the handful of property owners who have fenced the South Fork levee to prevent public access.

15. Are there any other comments and considerations you would like to share with the City about this planning process?

Responses

1. Can the gate at the end of Maloney Grove Ave that is blocking access to the levee trail be replaced with something easier to navigate for people with bikes, strollers, or wagons & children? And improve the surface of the short road leading from that gate up to the levee.

2. Can the access trail between South Fork Park and the levee trail be improved and signage added? If this was done, there would be no real need for improvements at the Cedar Falls Rd/South Fork levee intersection, because access would be via South Fork Park where there are already improvements.

3. The areas directly under I-90 are very rocky and sometimes difficult to navigate, especially for any wheeled devices like bikes, strollers, or wagons. Can this surface be improved?

114 Bluehole should have the hostile signs which incorrectly state the area is off access, taken down.

Access should only be allowed in places that will NOT impact private property owners.

Accessible paths for ADA and all users would be good. Better restrictions for dangers such as bridges or currents

Balancing private property rights with community access is always a challenge, but encouraging landowners to grant easements for river access is a great approach when it's possible.

Barriers along levees paid with government funding along middle and south forks need to be removed.

Be ready for a big litter cleanup and fire.

Blue hole is sporadically blocked by private landowners.

Congratulations.

Connect everything with bike and walking trails protected from cars.

Draw attention to current access points that see many people

Find parking. People park in front yard often for access which then hinders what I can do like mow my own grass or have guests over because they are already parked there.

Plus people come and circle through our neighborhood way too fast even with kids playing outside. Part of the reason we moved to a cul de sac was to have the ease of letting our kids play without having to be too worried about traffic but people zip through anyways

Have continuous trail walking access of river bank on southfork of river.

15. Are there any other comments and considerations you would like to share with the City about this planning process?

Responses

I am frustrated that many individual property owners all along the South Fork seem to have staked out "their" spot along access trails and put up no trespassing signs on either side of what seem like public right of ways.

This disrupts the trail access, effectively preventing people from getting from one side to the other. This is especially horrendous near the Safeway where everyone has chopped up various parts of the trails so you cannot go through to the other side. I am not sure if this is legal but it sure feels illegal and exclusionary on what seems to be public land.

I appreciate all natural forested areas. I especially appreciate the remaining old growth trees.

I do NOT want trails marring the riverbank and increasing the traffic of the Middle Fork. It is a beautiful river that is extremely prone to erosion effects with the glacial till, claybeds, and natural landslides that ends up passing through an already very populated area. The road is already completely unsafe on most weekends in fair weather because of Mailbox peak and the Middle Fork trailhead; please do not bring more traffic to that area.

I have heard that the County is planning to install more formal access to paddlers leaving Tanner Landing Park -- it is important to me that community members who live nearby are prioritized in planning. I love the natural and dynamic nature of the middle fork at Tanner Landing and am not supportive of formal infrastructure.

I have never noticed any trash or disruptions when visiting the shoreline but the trash bin in the parking area is usually overflowing. May be beneficial to add more recycling and trash receptacles.

I realize this is not a city issue, but private owners blocking access on our local levies is horrible.

I think it is confusing to the general public about who is responsible for what on the river and the levies that accompany them. And, I think you need to include the levy because you need to use it to access the river. Which also brings up the challenge of people blocking public access to the levy and the river. What part is public and what part is not? And, how can you own something that the community depends on to protect the town if there was a big flooding event? Lastly, if improved access is created, how will this effect the integrity of the levy?

I think it would be nice if we had something like McCormick Park in Duvall with good beach access, parking, facilities.

I think there are more than enough trails and access with causing more taxes and stealing peoples' land.

I thought there was a plan to add beach access near the back of the former riverbend golf course. That would be a great spot.

I wish our town had walkways, restaurants, along the rivers in downtown NB (like Bend, OR or similar).

I wish there were more trails along the levees.

I would like the shoreline trail in the new si view neighborhood to continue further into town. Access to the shoreline behind the apartments by the senior center., so it's one continuous trail from one end of north bend to the other.

I would like the shoreline trails connect to a greater trail system

I would like to see a comprehensive trail plan that would enable people to walk long distances on interconnected trails or routes that maximize shoreline access while preserving property rights of existing property owners and minimizing impacts to wildlife habitat. A good example is Bellevue's Lake-to-Lake Trail and the various trails in the adjacent parks, although it is unfortunate that so much of the route is on city sidewalks. The current fragmented state of shoreline access points that require either automobile travel or foot travel on city streets to connect is less desirable.

I would like to see the trails along shoreline, especially on levees built and maintained with public funds, stay open to the public. When they get blocked off by private individuals, that seems very unfair considering the public provides the funding for maintaining the levees.

I would love to be able to walk along the dike from Maloney Grove all the way to city businesses - coffee, restaurants, stores

I would love to see a beach park style project close to downtown and our rivers. It would be nice to have an established location with bathrooms, picnic tables, and a swimming area. We have many great, natural trails along the river but a "formal" waterfront area for the public and mixed use would be nice.

I'd like to have a river trail from River Bend to downtown NB. There is a small amount of personal property on the river near the Senior Center and Si View Park with fencing that keeps this from happening. A complete trail along this section of the south fork would be a big asset for the city.

I'd like to see a whitewater slalom course, and whitewater surf wave established on the south fork by new or old ai view.

I'd love to serve/assist however I can. What a wonderful challenge!

I'm disturbed by individual property owners attempting to block access to public swimming holes. Specifically the blue hole now feels far less welcoming than it once did.

i'd love to see a whitewater park in the snoqualmie river! Also a bike/foot trail next to the S fork snoqualmie connecting Bendigo Blvd to South Fork landing. A pedestrian bridge across the S fork improving bicycle and foot travel between downtown and the Safeway area.

If there is a way to eventually improve the trail system so that they are all interconnected. With connected access to the downtown Snoqualmie and downtown North Bend corridors that would be fantastic. Also, if there is a way to gain public access along the forks of the Snoqualmie for everyone to enjoy, I'd be all for that. Similar btw to the Burke-Gilman trail system which anyone can enjoy even those who are differently-abled.

I'm glad to see North Bend prioritizing open access to natural resources for recreation. As a resident myself and someone who prefers to play nice with my neighbors, I'd love to see good parking designations and clear guidance for access near shorelines.

I'm new here so don't have much experience, just happy that you're asking us what we want

In addition to access, more needs to be done to maintain ecological health and prevent and remove litter and man made debris especially after high water season.

In general would love to see as many green belts as possible in the city and as connected as possible. Keeping the natural beauty and native flora. It is great to get the feeling that you are stepping into nature and out of the town.

Invasive species (blackberries especially) impede access and hurt the river ecology.

Lack of a pedestrian connection between cedar falls way and riverbend (149th between 437th place SE and 438th ave SE) feels especially unsafe.

It is particularly important to me that the Riverfront Park area remains a natural habitat that is not developed into a parking area, manufactured park, and/or access point that has the potential to disturb the wetland ecosystem that exists in this area. I use this park as a natural habitat destination proximal to downtown North Bend, which are not particularly abundant. Protecting and/or further restoring the area with native plants and/or by removing invasive plants is important to me; creating and/or including signage that provides indigenous names and history (as facilitated by the Snoqualmie Tribe) would also be a welcome addition to me! Furthermore, this area acts a critical buffer zone for groundwater permeation during flood events for the adjacent neighborhood, and thus, alteration of the area (by capping land with hardpack gravel, concrete, packed trails, etc.) would increase the risk posed to the neighborhood during flood events (as experienced in 2006 and 2009).

It seemed to be that in the past I was able to walk from Cedar Falls Way all the way into North Bend. Now the levee is blocked by residential and commercial properties. Are all of these properties in compliance? I've noticed this on both sides of the South Fork in particular. I did review the map.

It would be great if there were more ADA-accessible access points near town!

It would be great to have a dog friendly shore access park, similar to what Marymoore has.

It would be great to see more pedestrian access heading towards blue hole, specifically on picket ave. There is a concrete block that makes it almost impossible for a bike, stroller, or cart to pass through. Moving the concrete block a few feet to the west would be an extremely easy fix.

It would be nice if some, not all, trails were ADA accessible. My mother in law is in a wheelchair and I cannot think of a river trail that she could walk with us on and see the kids play at the river

It would be nice to have a map on the park site that shows the water access, views of water, etc locations.

It would be nice to have more access to swimming holes. Currently the only place we can find to really swim is Rattlesnake Lake. Are there other spots where it could be made safe with a tiny bit of infrastructure?

It would be outstanding if the city could create more extensive walking / fishing access along the river

Resolution 2163, Exhibit A

15. Are there any other comments and considerations you would like to share with the City about this planning process? *Continued*

Responses

It's confusing to know what is public/private property so that we can be respectful of any private property rights. Signs that show where private property starts, or even just a map explaining it, would be really helpful.

It's not clear what the plans are for Riverbend. Please leave Riverbend alone.

Keep it clean

Keep it wild

Let's focus on the people in north bend and not the radical socialist environmental politicians in olympia.

Maintaining the wilderness of shoreline is valuable; please do not build/develop on all available shoreline areas

More connected trails, more paved, accessible trails

More shoreline access is increasingly important as this community grows. There are several places that seem to be privately-owned that are unclear whether the public can use or not. It seems that some areas are increasingly blocked off by private landowners and people aren't sure where they can go.

More shoreline trails would be great.

Need to open walking/trail access from new Si View all the way to Bendigo Blvd and beyond to NBW at Tollgate

No

No

No one should be able to block trail. Walk along river from Frisbee golf course to NB. You can NOT walk without meeting gates/fence.

North Bend

North Bend

North Bend

North Bend could have world class aquatic programs right in town with a little more investment.

Outdoor recreation opportunities along our rivers can be wonderful for everyone to enjoy, as long as the river and banks are protected from pollution and erosion.

Parts of the river are fenced off from access.

Please don't sell the riverfront to developers. Placing development in front of the river restricts access to what should be public green space.

Please add more trails to the shoreline. The longer, the better.

Please do not make it "no dogs allowed". You will see that rule broken so fast.

Please don't over-develop our natural beauty!

Please open the opportunity for people with a variety of disabilities to come together and contribute to the planning process. A commitment to ensuring all shoreline initiatives are accessible would mean everything to families in North Bend.

Please publish all the shoreline access locations.

Please put a river trail in from the SVT north of the waste water plant, all the way along the west/southside of the river, around Mt. Si Golf Course along north side of Three Forks natural area and then reconnect with SVT near the dog park. Very hard crushed limestone or paved trail to provide access to more people. Huge asset to the city.

Please remember there is a equine community in this city

Please respect private property and update map to show wood river subdivision natural area as private

Property owners cutting off access is a brutal hit the the community.

Quit developing the hell out of wild places. All we need is invasive plants dealt with.

Recommend finding one or two areas with natural beaches that could be enhanced with walking trails and other features making it inviting. There are also many nearby sites in Snoqualmie and Unincorporated KC that might be better suited to these types of facilities than in the city.

River access is very important for life in North Bend. Both more public and improved areas (like Tanner Landing), as well as areas that are more natural, secluded, but still accessible by trails and walking paths (like access through Si View or the levee). Any planning should be done to keep both of these sorts of locations in mind. It is important to have places that are larger, public, with improved infrastructure, but is just as important to have places that are more natural and wild.

Riverbend is in unincorporated King county and not within North Bend City limits. You are overreaching your boundaries.

Riverbend is outside of city limits and should have an asterisk

See # 13

Should not be expanding access or making it easier. This obviously would lead to more people accessing it causing a whole host of new problems for our nature and for our community.

Signage about safety. PFD recommendation at access areas with fast moving water. Signage about not moving rocks or plants, negative impacts to environment.

Snoqualmie

Snoqualmie

Take into consideration the private properties along these rivers. The lack of respect. The trespassing & littering that currently exists.

Thank you for considering river access and trails on river dikes; greatly appreciated.

15. Are there any other comments and considerations you would like to share with the City about this planning process? *Continued*

Responses

Wood River is private.

Would love to get a reply on the lake in Riverbend that is non existent. It would take minimal effort to reestablish the wildlife and water flow

Would love to see more public access along levees and river trails

Yes. Why is Riverbend listed within the city's planning area & not marked as unincorporated? This is a major concern for me & several (most of) my neighbors

Yes... Happy to share my thoughts.

Craig Glazier c: 425-365-3399

Thank you for considering what improvements could be made

The access should be centrally located to town and with ample parking. I don't think it should be in one of the neighborhoods as that will be more of a private park just for that neighborhood. Downtown by the museum seems like a great place to improve river access.

The public access levee needs to run as far as possible. The fact that you cannot get from new Si View to downtown on the levee is very annoying!

Signs need to be removed from blue hole that state that it is private, it is not, and the person putting the signs up should be communicated with and the law further enforced as required.

There are homeowners along the shoreline at new si view that feel they own point of the river that are along access points and they will confront people enjoying the beach areas and ask them to leave

There are numerous locations on the rivers that are private property. Users of these locations should be advised that they are on private property.

There are signs at the Blue Hole stating that there is no access for non silver creek residents. Is this signage correct?

There is a section of the bank right off the bridge at North bend that is closed for some dining area, that's ridiculous. The whole bank should be open and connect to the rest of the trails.

There is a spot families in new Si View have accessed for many years at the bend in the river to the south of the neighborhood. I've heard recently that access points have been blocked from the path on the eastern shore and families have been reprimanded for being there.

Waterside trails: please make the utility trails on the levees available for walking and biking

We are next to the river and people trespass all the time on our property despite no trespassing signs from us and the government.

We greatly enjoy the river as it is and don't want there to be major changes.

We have such beautiful rivers around the City. Need more "beachy" type access points that are not overrun by crowds like Rattlesnake Lake. Easy means, able to bring small children down to the river with a wagon, etc. Parking should close by and safe!

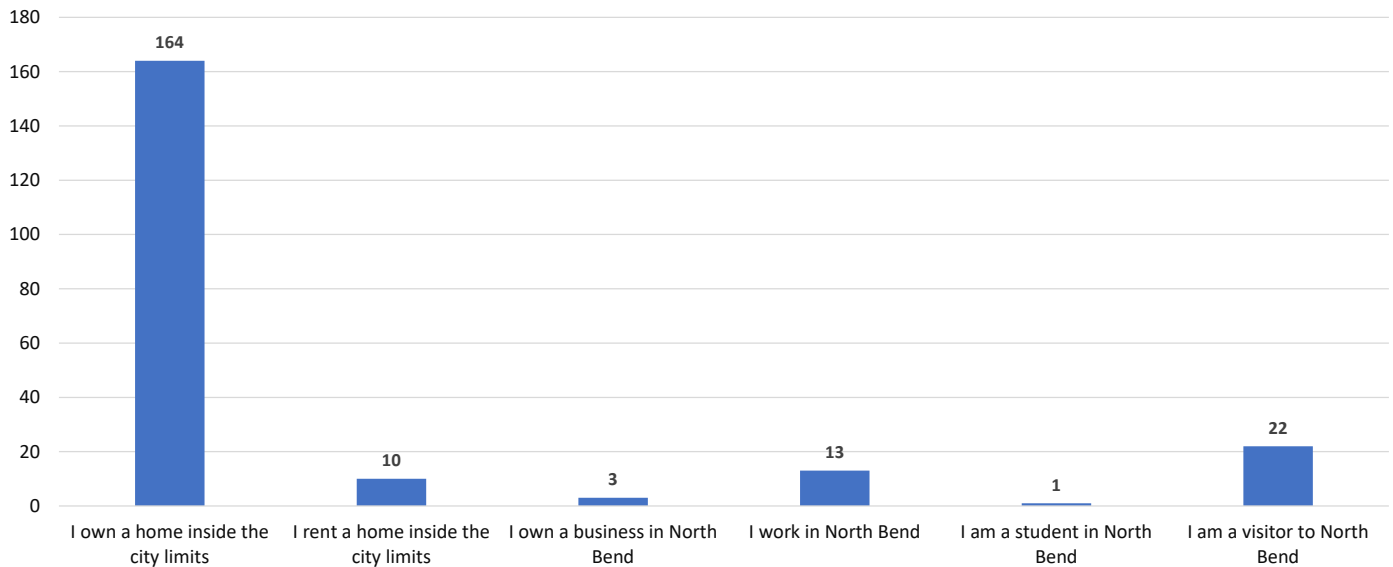
We like North Bend as it is. Do not over develop and take the charm from our city.

We need fish signage with posted regulations. People don't know the regulations and otherwise poach anyway. I regularly "educate" these dumb people.

We need to have continuous paths along shoreline through private properties. Many countries have these measures in place. Like the south fork we should be able to run along for all of its length within north bend and beyond.

While access is easy for me and my family, it can be difficult for people with limited mobility. Having a couple access point with steps/ramps and railings would be nice while keeping areas as natural possible.

What is your relationship to the City of North Bend?



Are you willing to share your address, approximate address, or neighborhood? This will help the City to understand who is participating in this survey.

Responses

100 e 4th street
 1021 Patkanim Ave SE
 10233 428th Ave SE, North Bend, WA 98045
 1029 Pickett Ave
 1057 Stilson Ave SE
 1105 Rachor PL NE
 1131 SE 11th Street
 1196 SE 14th Place
 12414 412th Ave SE
 12918 412 th Ave SE
 130 SE 10th St
 137/9 463rd Ave SE
 1373 Salish Ave SE
 14221 441st Pl se North Bend, WA
 14425 445th Ave S, North Bend WA 98045
 14633 450th Ave SE, North Bend 98045. (Home-owner, Riverbend)
 14946 441st Ave SE
 1906 SE 12th St, North Bend, WA 98045
 210 Melakwa PL NE
 221 E Third Street, North Bend
 231 Sydney Ave S North Bend
 285 SE 10th Circle
 3016 SE 16th St. North Bend, WA
 324 E 2nd St

Are you willing to share your address, approximate address, or neighborhood? This will help the City to understand who is participating in this survey. *Continued*

Responses

100 e 4th street
 1021 Patkanim Ave SE
 10233 428th Ave SE, North Bend, WA 98045
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 210 Melakwa PL NE
 221 E Third Street, North Bend
 231 Sydney Ave S North Bend
 285 SE 10th Circle
 3016 SE 16th St. North Bend, WA
 324 E 2nd St
 Brookside Acres/Maloney Grove
 Cascade Canyon
 Cedar falls
 Cedar Falls neighborhood
 Cedar falls neighborhood
 Cedar Falls subdivision
 Cedar Landing
 Cedar Landing
 Cedar Landing
 Cedar village
 Cedar Village (outside city limits)
 Downtown North Bend
 Edgewick
 Forster Woods
 Forster Woods
 Forster woods
 Forster Woods
 Forster Woods
 Forster Woods neighborhood
 forster woods, north bend
 Hamron Heights Neighborhood
 I can't answer above Q because I'm in uninc. KC. Riverbend
 I grew up in a home in the neighborhood adjacent to Riverfront Park.

Are you willing to share your address, approximate address, or neighborhood? This will help the City to understand who is participating in this survey. *Continued*

Responses

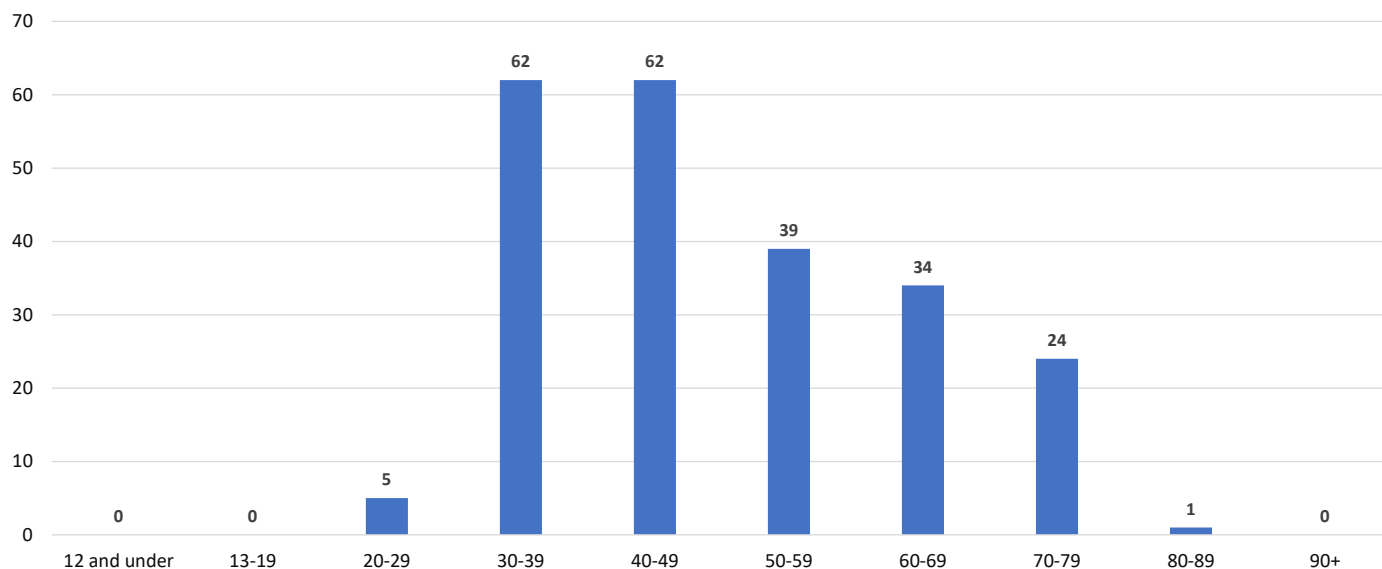
I live near Si View
 I live near the fire station
 I live on the Lake Dorthy road, out past Twin Falls Middle School
 Johnson Heights Snoqualmie
 King County homeowner just outside North Bend city
 Lived in the valley 50 years
 Maloney Grobe
 Maloney Grove
 Maloney Grove
 Maloney Grove
 Maloney Grove
 Miners Ridge
 Miners Ridge neighborhood - SE 16th St.
 New Si View
 New Si View
 New si view neighborhood
 North Bend
 Old Si View
 Old Si View
 Old Si View
 Old Si View
 Opstad
 Own home in the Edgewick area
 Pulte River Glen
 River Glen
 Riverbend
 Riverbend
 Riverbend
 Riverbend
 Riverbend
 Riverbend
 Riverbend
 Riverbend
 Riverbend
 Riverbend
 Riverbend
 Riverbend
 Riverbend home owner
 Riverbend, 14808 439th PL se
 SE 10th Circle, North Bend in new Si View community.
 SE 147th St
 SE 15th St
 Se 77th st Snoqualmie
 Si View
 Si View
 Si View (new)
 Silver Creek
 Silver creek
 Silver Creek

Are you willing to share your address, approximate address, or neighborhood? This will help the City to understand who is participating in this survey. *Continued*

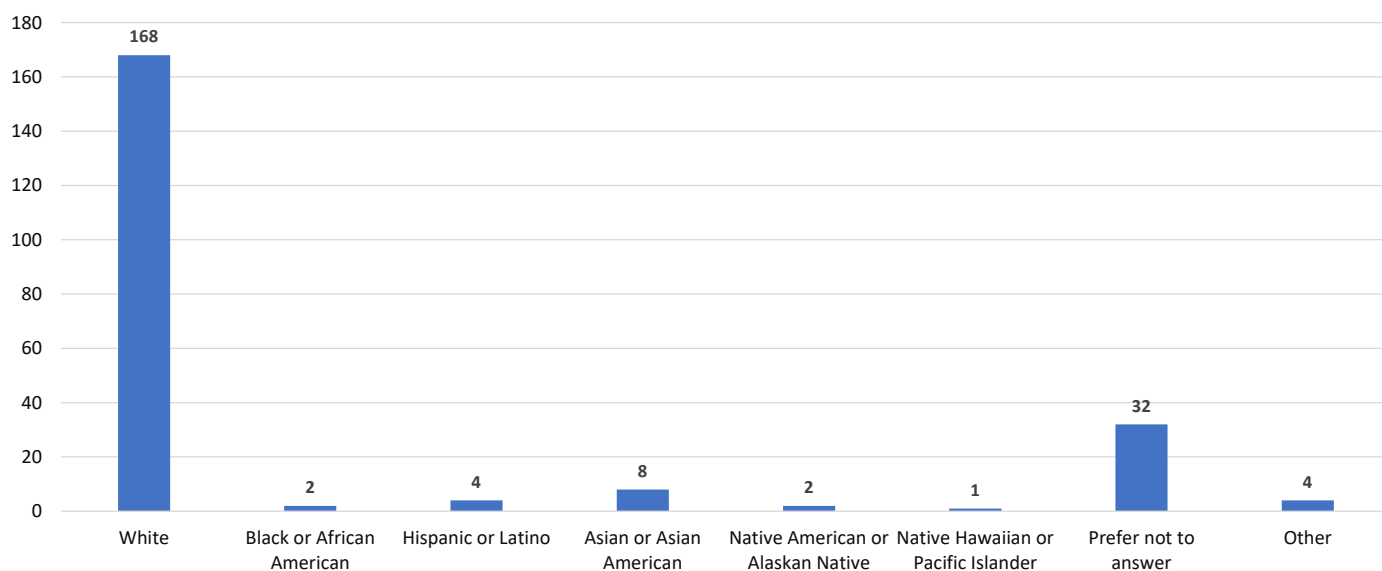
Responses

Silver creek
Silver Creek
Silver Creek
Silver creek
Silvercreek
Snoqualmie
Snoqualmie
Snoqualmie Ridge
Stillson Ave.
Tanner
Tanner Falls neighborhood
Tannerwood neighborhood
Timberstone
Timberstone neighborhood
W 3rd St
Wilderness Rim
Wilderness Rim
wilderness rim
Wilderness Rim
Wood Riber
Wood river neighborhood
Wood River neighborhood
Wood River Subdivision
Yes
Yes
yes
Yes if asked.
Zemp Way NE

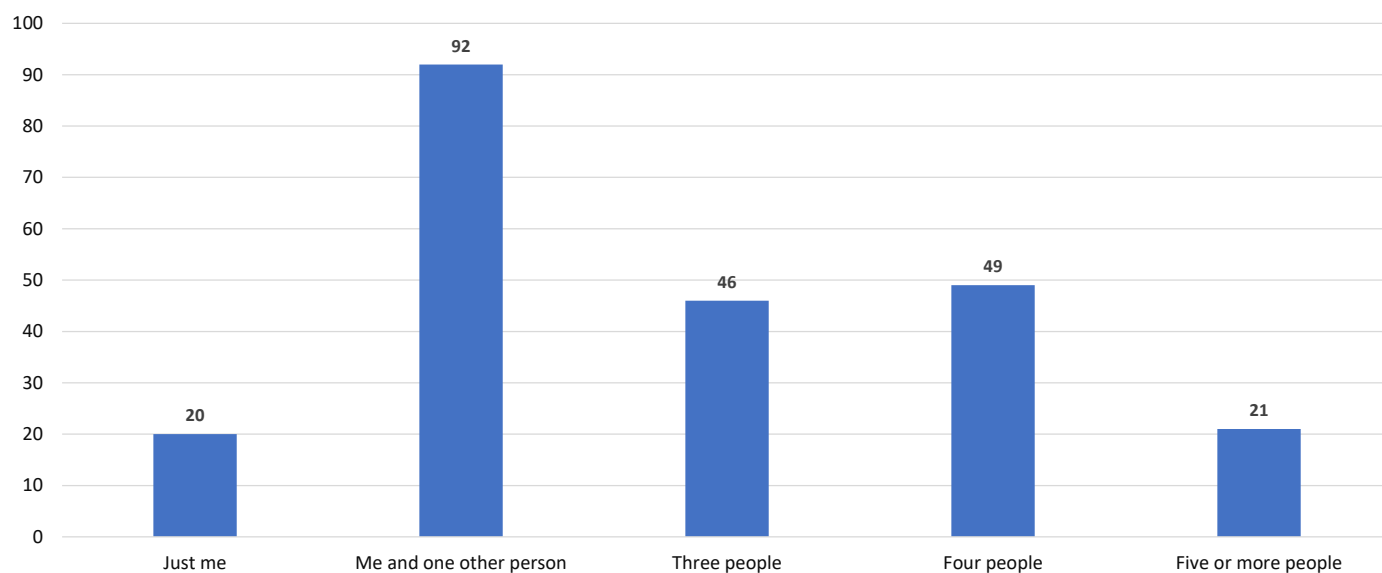
What is your age?



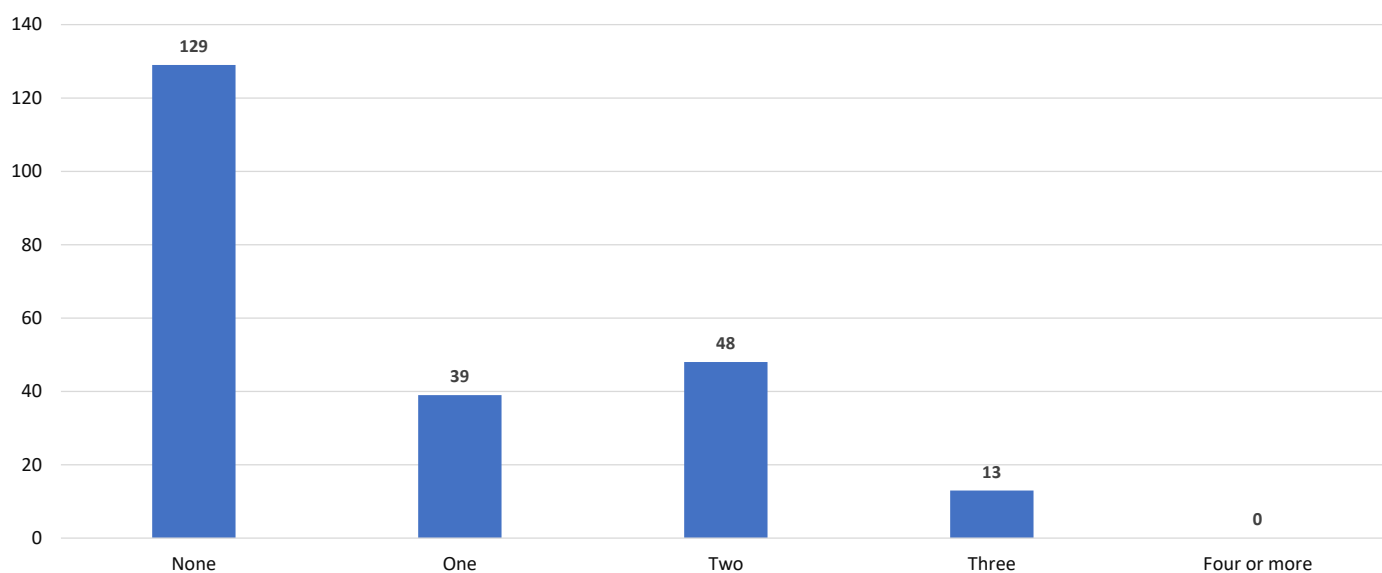
Do you identify as any of the following groups? (Choose all that apply)



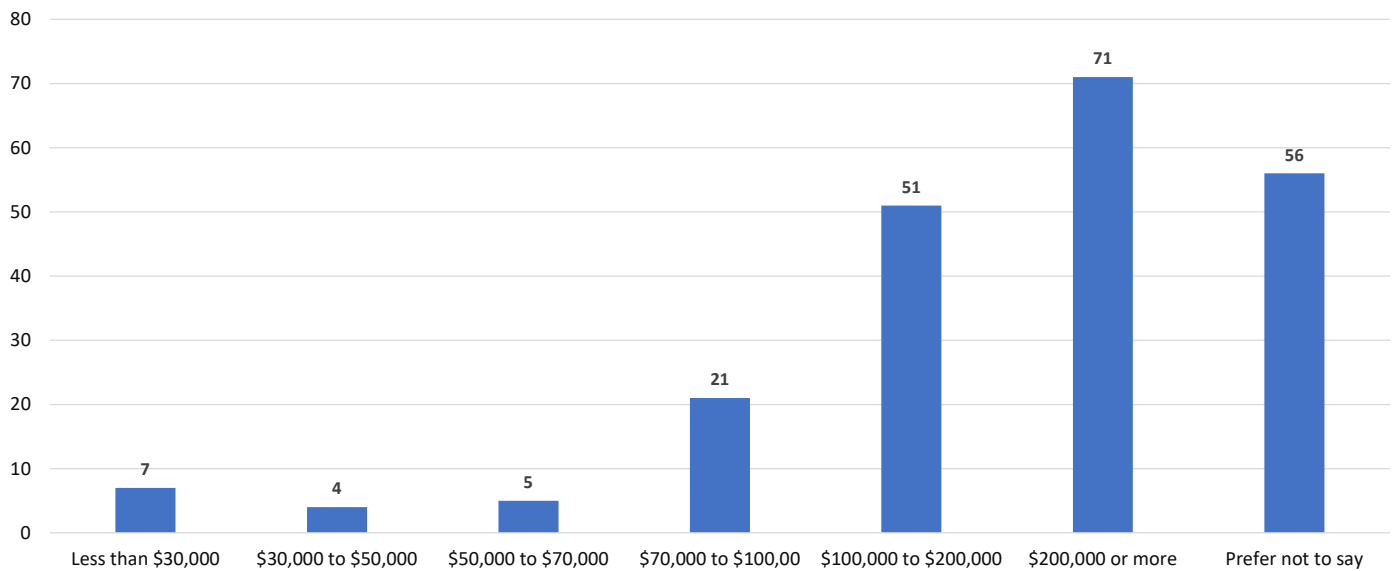
How many people live in your household?

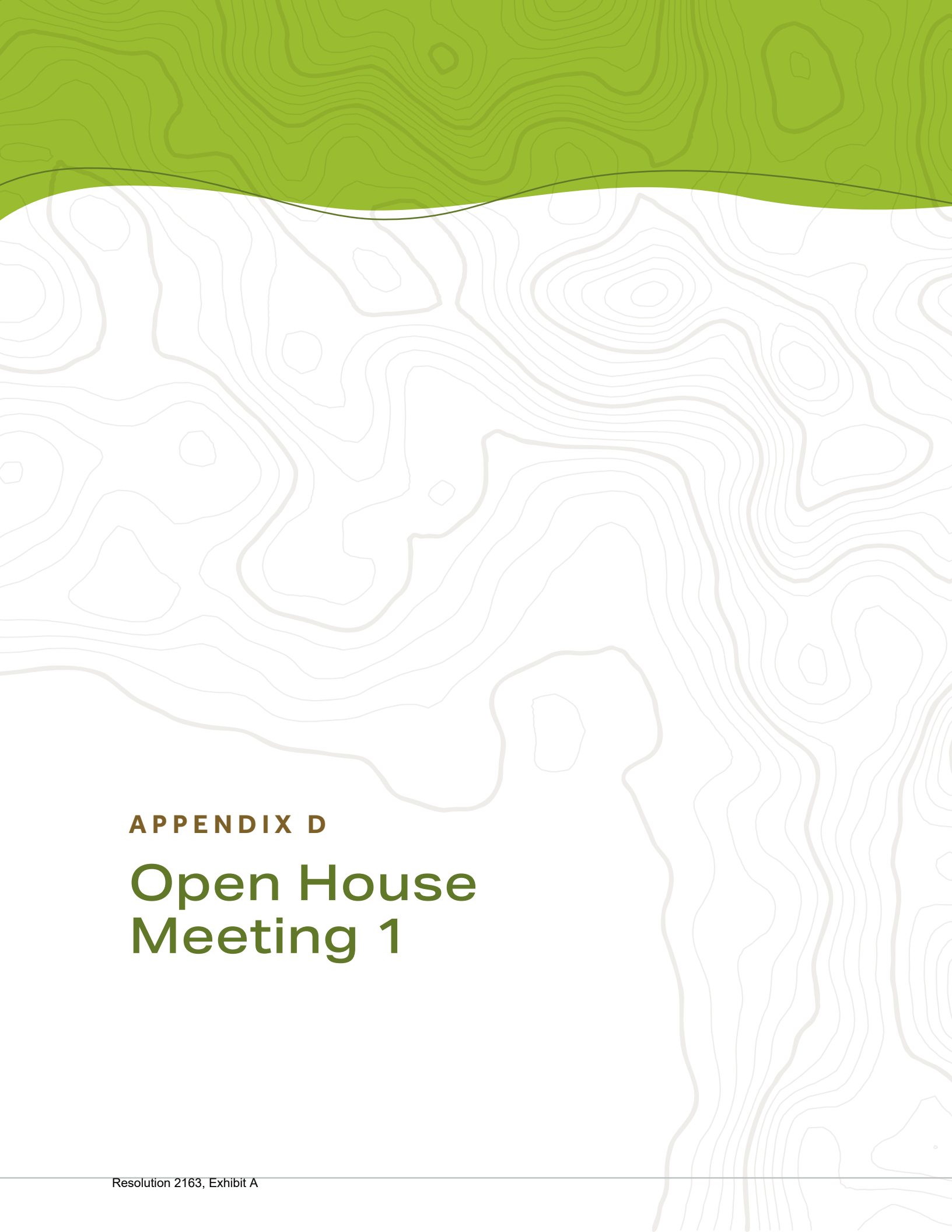


How many people in your household are younger than 18?



What is your household income?



The background of the page is a topographic map. The top portion is a solid green band. Below it, the map features white space with intricate, wavy contour lines in a light gray color. These lines represent elevation changes and are more densely packed in some areas, particularly on the right side of the page.

APPENDIX D

Open House Meeting 1

City of North Bend

Shoreline Access Plan

MEETING SUMMARY: PUBLIC OPEN HOUSE

Prepared for:

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

Meeting Summary: North Bend Shoreline Access Plan – Public Open House

Date: Wednesday, September 25, 5:30 PM – 7:00 PM

Location: North Bend City Hall

Attendance: 33 people signed in, with an estimated total of 50+ attendees.

OVERVIEW

The first public open house for the North Bend Shoreline Access Plan kicked off with a presentation by North Bend city staff and representatives from Facet. The presentation covered the project scope, timeline, and goals for the open house, alongside an overview of the in-person activities available. Attendees were encouraged to visit the project website and participate in the online public survey. A flier containing the survey link was available to all attendees.

A series of large posters were displayed for attendee interaction:

1. **Overview Poster:** This poster detailed the project extents, timeline, description, and survey link.
2. **Overall Shoreline Poster:** Attendees were prompted to share the locations along the shoreline that they enjoy.
3. **Plan Enlargement Posters:** Four enlarged maps highlighted shoreline features, access points, and opportunities for input on desired amenities and access improvements. These maps focused on the following areas:
 - Downtown Tollgate
 - Si View
 - Cedar Falls
 - Tanner Middle Fork
4. **Precedent Image Posters:** These posters showcased images of similar shoreline conditions in other communities. Attendees were invited to place red dots on images they felt were not a good fit for North Bend's shoreline and green dots on those they thought would work well.

PUBLIC COMMENTS

Attendees had the opportunity to provide feedback via sticky notes on the posters and through conversations with city staff and Facet representatives. In addition, all participants were encouraged to take the online survey. Key discussion points included:

- **Formalization of Existing Access:** Support for formalizing certain informal shoreline access points and trails.
- **Trail Gaps & Private Property:** A dialogue on the benefits and challenges of closing gaps in trails that cross private property.
- **Clarity on Property Ownership:** The need for clearer documentation on which properties and trails are city-owned versus privately maintained, such as HOA trails.
- **Shoreline Access Improvements:** Suggestions for improving shoreline areas to enhance access for kayaks, rafts, and fishing activities.
- **Signage and Maps:** Requests for clear signage and maps to differentiate between public and private trails.
- **Parking Considerations:** Concerns about parking were raised in relation to expanding trail and shoreline access.

Table 1. Sign In Sheet

Name	Email
Dough Schripsema	Doug.schripsema@gmail.com
Trudy Stotz	trudylouisetotz@gmail.com
Evan Chaki	Evan.chaki@outlook.com
Lindsay Howard	T.Lindsayhoward@gmail.com
Chris & Mike Mackenzie	Weescots3@comcast.net
Chrys Bertolotto	cbestolotto@kingcounty.gov
Ward Bettes	wardbettes@compcast.net
Matt Kasser	vekasser@gmail.com
Julie Witt	Juliewitt209@gmail.com
Monty Champoux	mbchampoux@gmail.com
Sandra Larson Tevis	Sandra.tevis@gmail.com
Terry Currant	Curranttc@gmail.com
Jessica Self	jessica@jessicaself.com jessica@northbenddowntown.org
Taylor Walker	Tgk.walker@gmail.com
Ben Jenkins	ben@jenkinsimaging.com
Cathy Braun	jbtree@msn.com
Greg Lopez	Dr.gregory.lopez@gmail.com
Dutch Siedeurepf	dutchlead@comcast.com
Norah Kates	nkates@kingcounty.com
Jeff Krueger	Jeff.Krueger2@gmail.com
Kevin Golic	Kgolic@comcast.net
Ken Cadieux	KcKudoo@gmail.com
Matt Miller	mmiller@wwad.net
Mike Mackenzie	Mhmackenzie503@gmail.com
Terry Swiatkowski	terryski@gmail.com
Jessie Pittis	armpittis@gmail.com
Trevor Kocran(h)(sp?)	trevorkocran(h)(sp?)@gmail.com (sp?)

Kathryn Podschwit	katie@pressedonmain.com
Ryan Schackleton	Ryan.shackleton@gmail.com
Justin VanLandschoot	justindvl@gmail.com
Robert Shingleton	RobertShingleton@gmail.com
Alex Chamas	amchamas@gmail.com

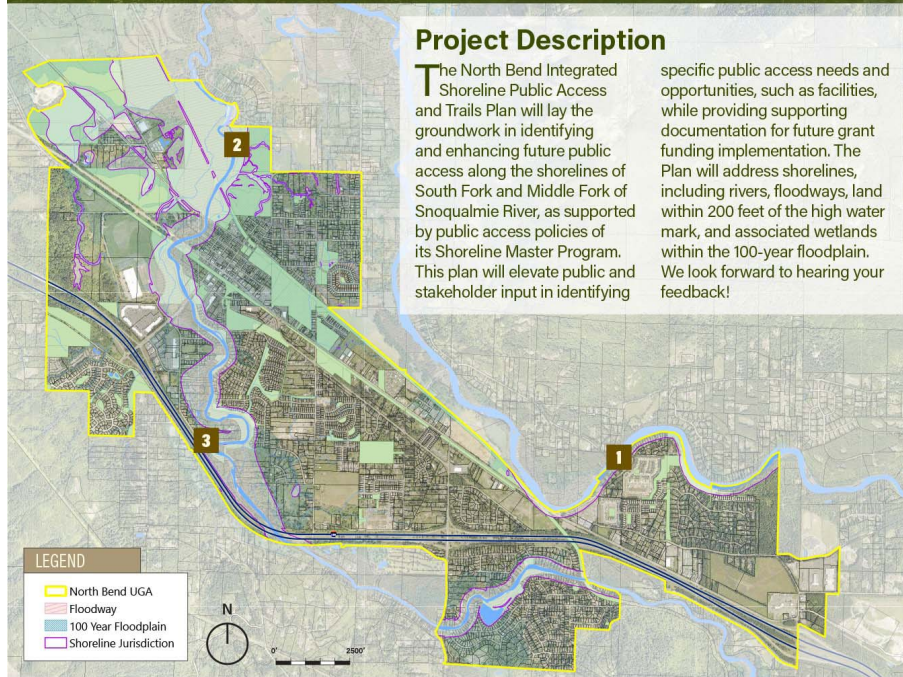


About the Project

City of North Bend Public Shoreline Access Plan

VISIT THE PROJECT WEBSITE TO TAKE THE SURVEY
AND SHARE YOUR THOUGHTS ON PRIORITIES FOR
SHORELINE ACCESS PLANNING

VISIT THE LINK BELOW SCAN THE QR CODE:



Project Description

The North Bend Integrated Shoreline Public Access and Trails Plan will lay the groundwork in identifying and enhancing future public access along the shorelines of South Fork and Middle Fork of Snoqualmie River, as supported by public access policies of its Shoreline Master Program. This plan will elevate public and stakeholder input in identifying

specific public access needs and opportunities, such as facilities, while providing supporting documentation for future grant funding implementation. The Plan will address shorelines, including rivers, floodways, land within 200 feet of the high water mark, and associated wetlands within the 100-year floodplain. We look forward to hearing your feedback!

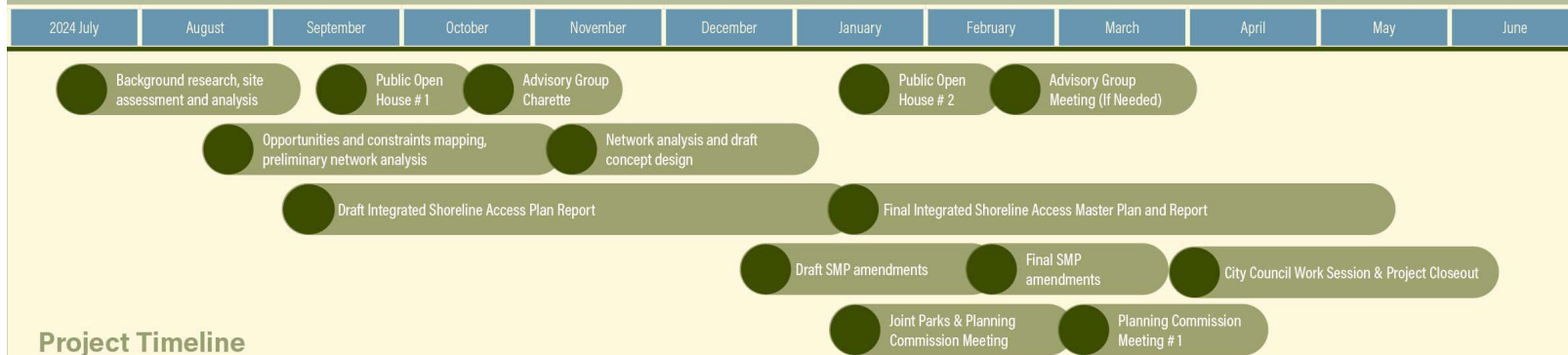
1 Tanner Road Access - Middle Fork



2 Tollgate Farm Forest - South Fork



3 Si View Bend - South Fork



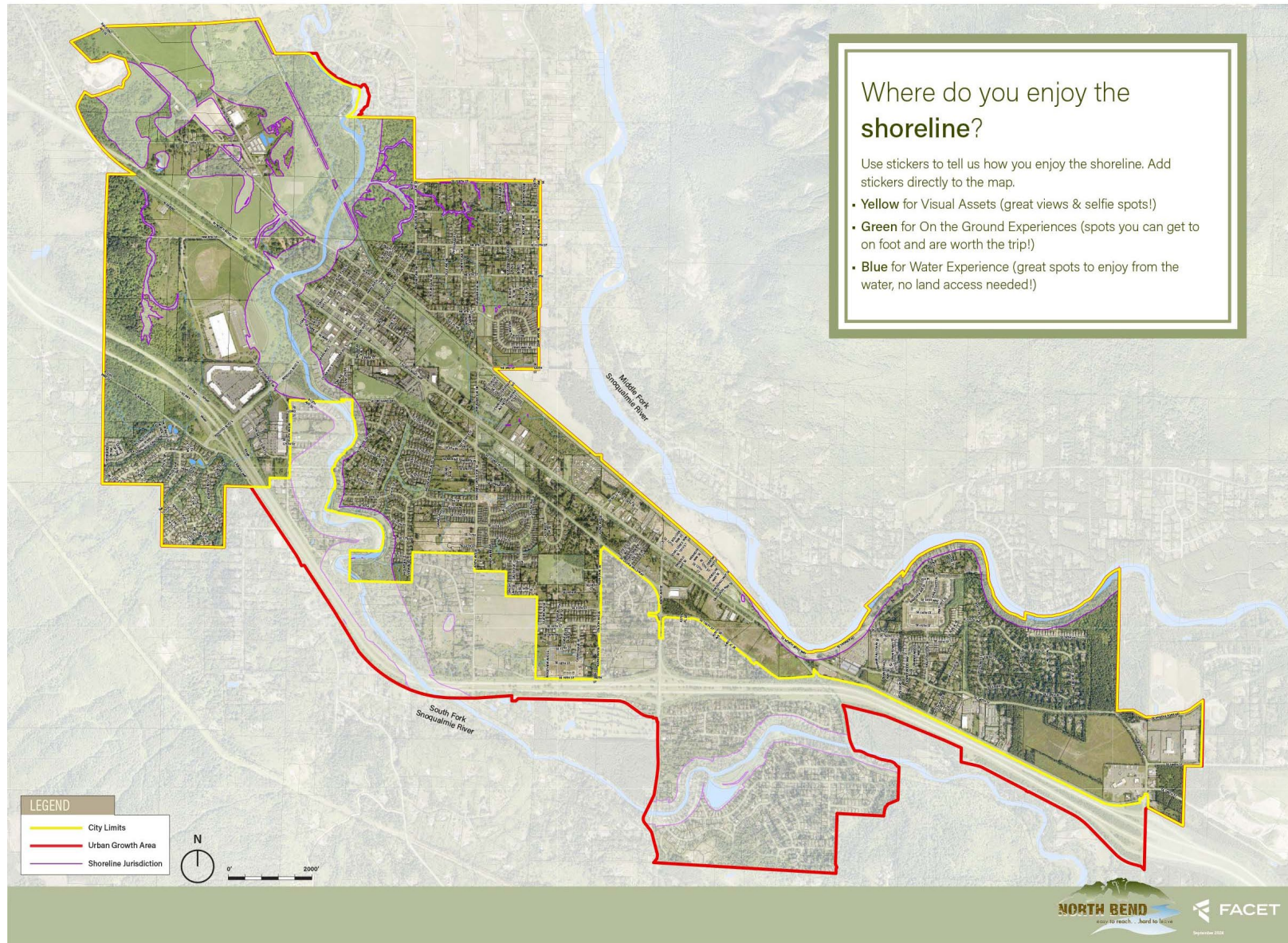
Project Timeline



City of North Bend Public Shoreline Access Plan

Share Your Experience!

What does the **shoreline** mean to you?



City of North Bend Public Shoreline Access Plan

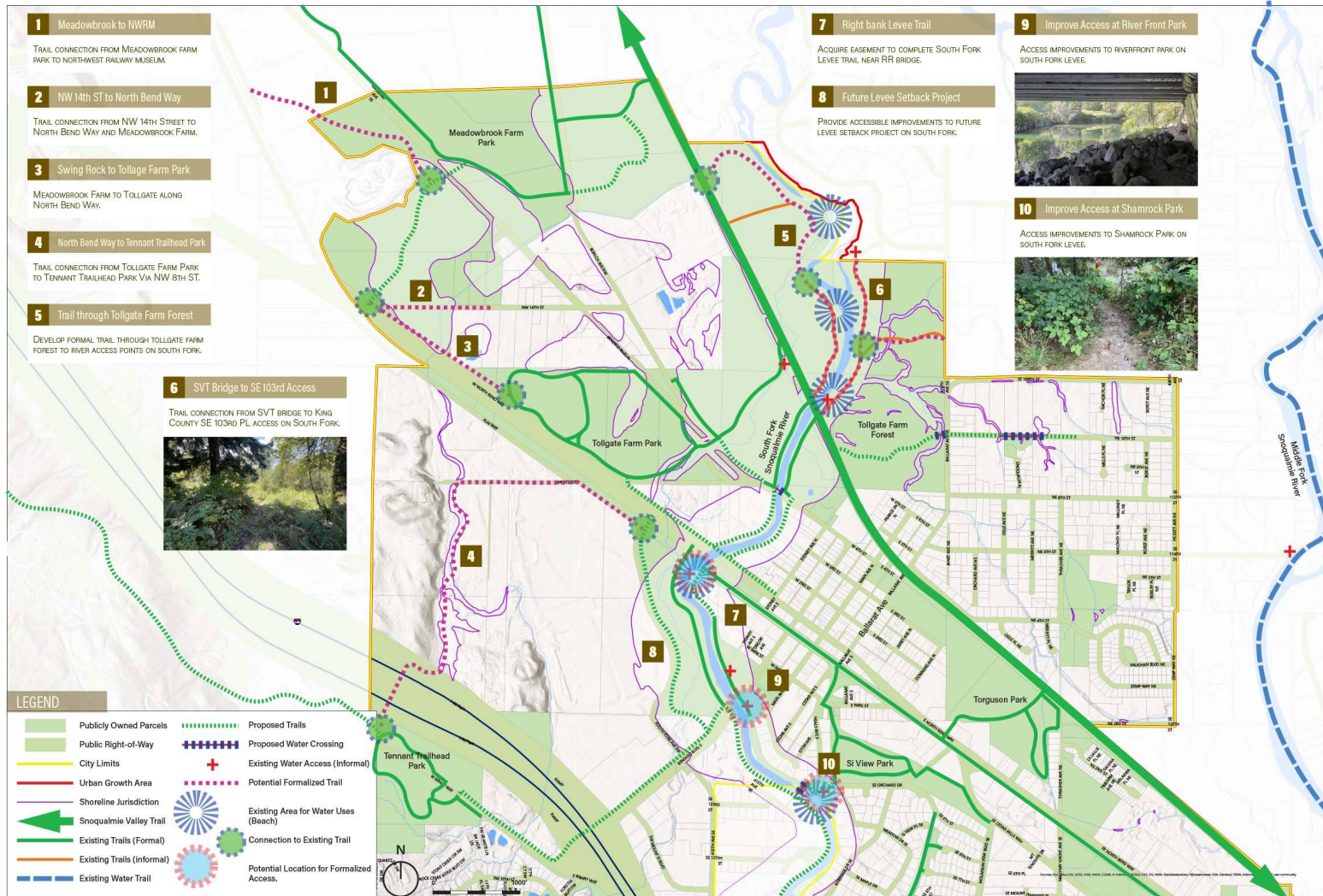
Share Your Vision! - Downtown Tollgate

What do you want to see along the shoreline?

DO YOU SEE ANY ADDITIONAL OPPORTUNITIES AT SHORELINE AREAS YOU CURRENTLY ACCESS?

ARE THERE ANY AREAS AMENITIES, OR FEATURES YOU WOULD LIKE TO SEE AND WHERE?

PLACE A GREEN DOT ON YOUR POTENTIAL OPPORTUNITY, ON A POTENTIAL PROJECT NUMBER, OR SIMPLY DRAW IT ON THE MAP.



Disclaimer: Potential trail routes are conceptual in nature for planning purposes only and do not represent actual trail alignments. Actual site-specific evaluation will be needed, including delineation of critical area boundaries. The City of North Bend implies no warranties or guarantees regarding any aspect of data depiction.

City of North Bend Public Shoreline Access Plan

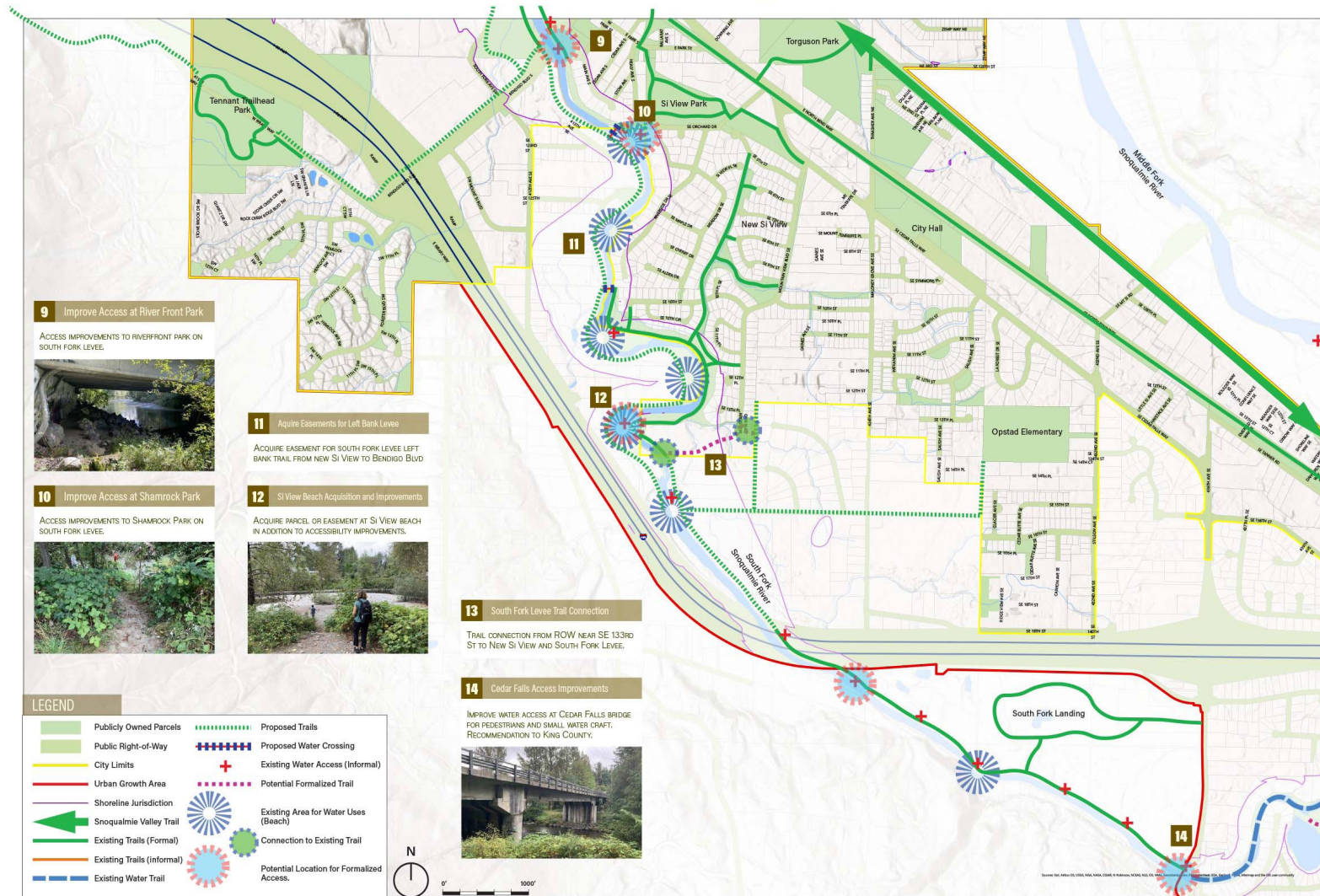
Share Your Vision! - Si View

DO YOU SEE ANY ADDITIONAL OPPORTUNITIES AT SHORELINE AREAS YOU CURRENTLY ACCESS?

ARE THERE ANY AREAS, AMENITIES, OR FEATURES YOU WOULD LIKE TO SEE AND WHERE?

PLACE A GREEN DOT ON YOUR POTENTIAL OPPORTUNITY, ON A POTENTIAL PROJECT NUMBER, OR SIMPLY DRAW IT ON THE MAP.

What do you want to see along the shoreline?



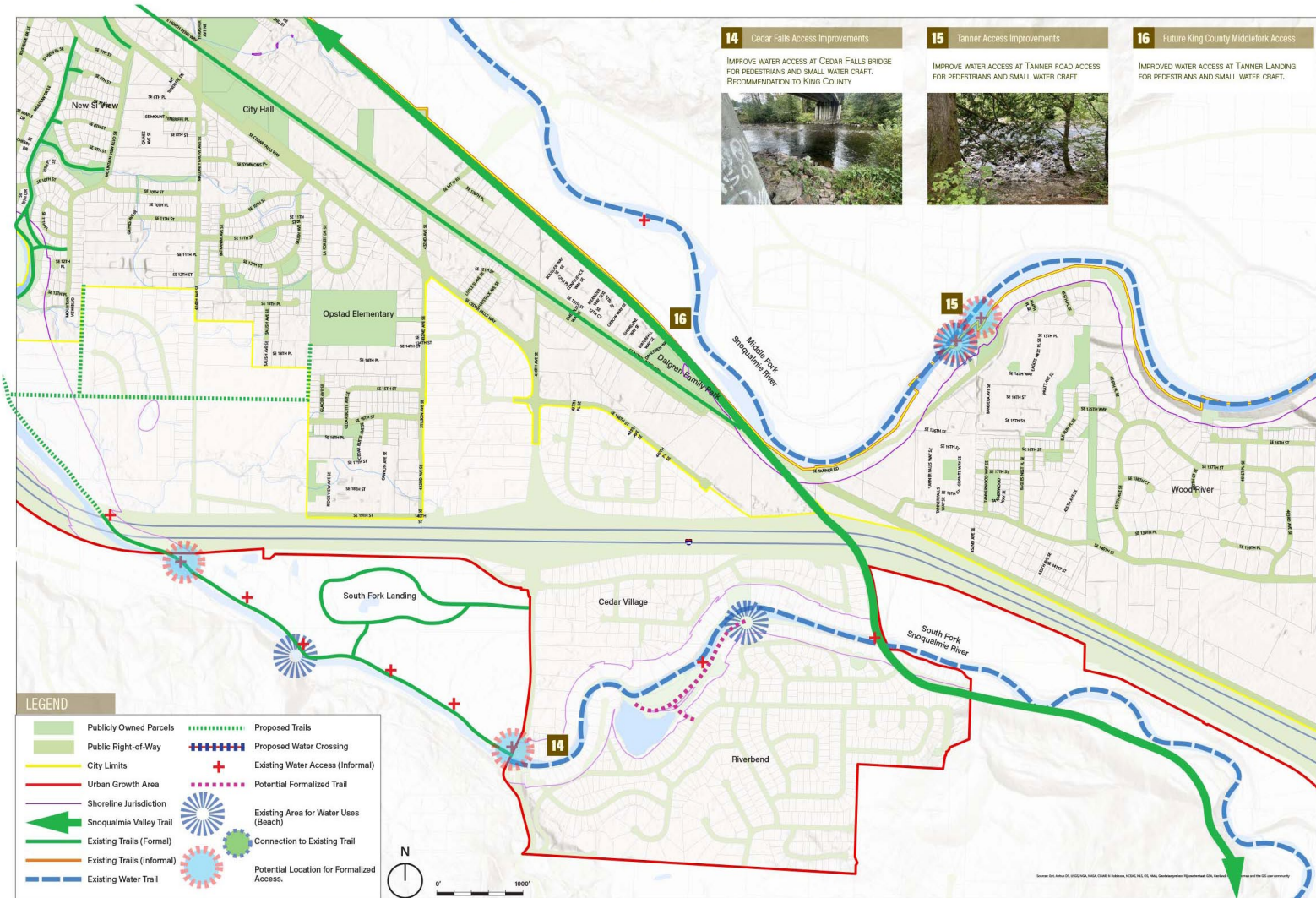
Disclaimer: Potential trail routes are conceptual in nature for planning purposes only and do not represent actual trail alignments. Actual site-specific evaluation will be needed, including delineation of critical area boundaries. The City of North Bend implies no warranties or guarantees regarding any aspect of data depiction.

City of North Bend Public Shoreline Access Plan

Share Your Vision! - Cedar Falls

What do you want to see along the shoreline?

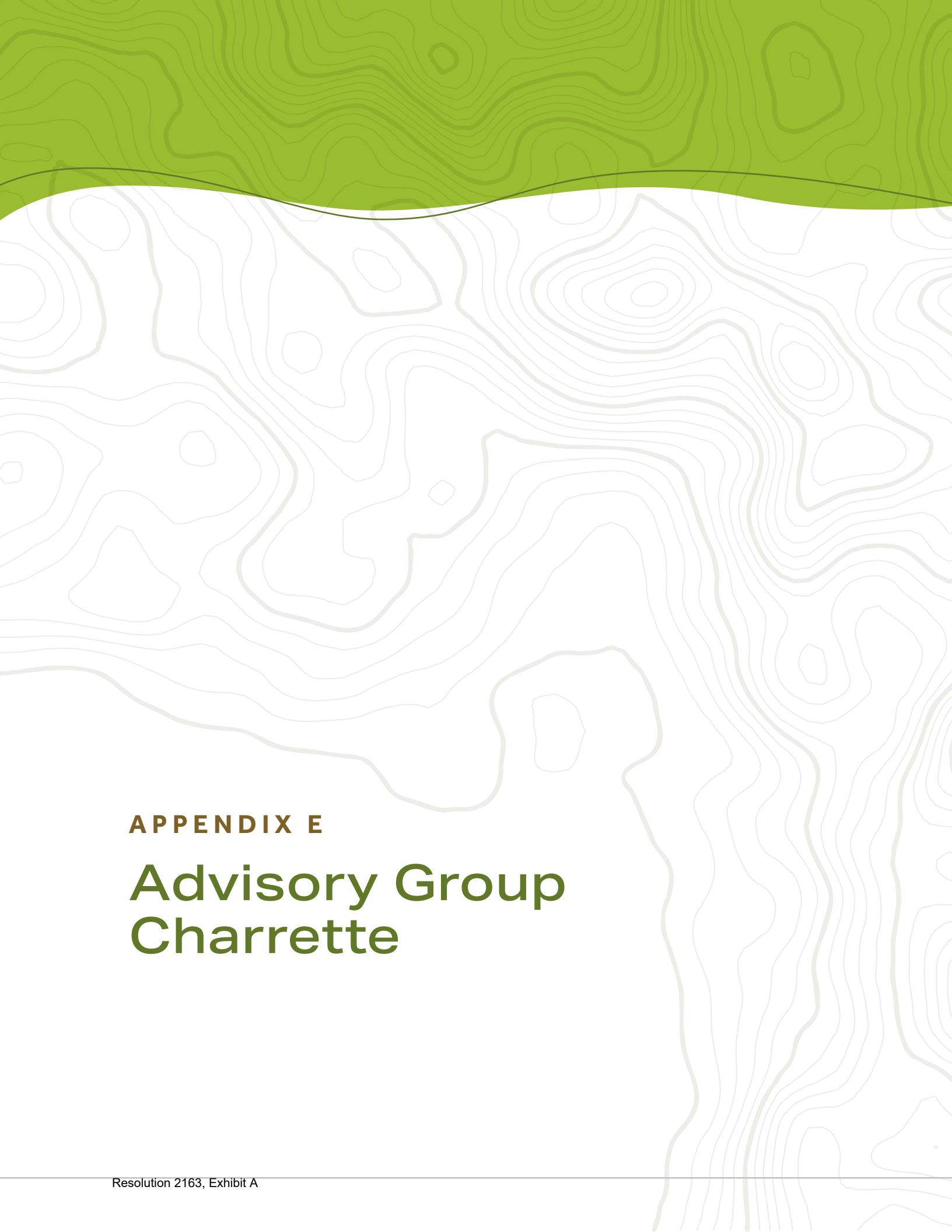
DO YOU SEE ANY ADDITIONAL OPPORTUNITIES AT SHORELINE AREAS YOU CURRENTLY ACCESS?
ARE THERE ANY AREAS, AMENITIES, OR FEATURES YOU WOULD LIKE TO SEE AND WHERE?
PLACE A GREEN DOT ON YOUR POTENTIAL OPPORTUNITY, ON A POTENTIAL PROJECT NUMBER, OR SIMPLY DRAW IT ON THE MAP.



Disclaimer: Potential trail routes are conceptual in nature for planning purposes only and do not represent actual trail alignments. Actual site-specific evaluation will be needed, including delineation of critical area boundaries. The City of North Bend implies no warranties or guarantees regarding any aspect of data depiction.

PLACE A GREEN DOT ON YOUR POTENTIAL OPPORTUNITY,
ON A POTENTIAL PROJECT NUMBER, OR SIMPLY DRAW IT
ON THE MAP.

D-12 NORTH BEND SHORELINE PUBLIC ACCESS AND TRAIL PLAN / CITY OF NORTH BEND / APPENDIX D

The background of the page is a topographic map. The top portion is a solid green color, while the bottom portion is white with light gray contour lines. A wavy line separates the green and white sections.

APPENDIX E

Advisory Group Charrette



MEETING INFORMATION

Date & Time:	10/24/2024, 2-3:30pm
Participants:	In Person: Jamie Burrell, Senior Planner; Mike McCarty, Principal Planner; City of North Bend. Alex Capron, Senior Planner, Marina French, Principal Landscape Architect, Kyle Cotchett, Environmental Planner, Facet NW; Travis Stombaugh, Executive Director, Kyle Braun, Landscape Architect, Si View Metropolitan Park District; Thomas O'Keefe, Pacific Northwest Stewardship Director, American Whitewater. Virtual: Norah Kates, Snoqualmie (WRIA 7) Technical Coordinator King County, Chrys Bertolotto, King County Flood Control District; Trevor Kostanich, Stakeholder & Citizen.
Cc:	-
From:	Marina French, PLA, Principal Landscape Architect, Alex Capron, AICP, Senior Planner
Project No./Name:	2308.0024.00 – North Bend SMP Public Access Plan
Objective:	Advisory Group Charette, Public Outreach

Agenda

Meet in the Adjournment room and go over public mark-ups from the earlier Open House, along with methodology for scoring public access and survey requesting input.

- A. Attendee introduction: **20 minutes**
- B. Begin PowerPoint: **30 minutes**
 - i. Introduction to the process, why plan, and schedule: **5 minutes**
 - ii. Review of the public engagement process & results to date: **5-10 minutes**
 - Process: existing conditions and documentation
 - Summary of preferred projects
 - Survey- prioritize projects or easements?
 - iii. Review of scoring methodology: **10-15 minutes**
 - Why score these projects?
 - Walk through each factor and how it would be scored
 - (MAYBE walk through example of two projects)
 - Survey- rank the factors
 - Open discussion: **5 minutes**

C. Group exercises: **40 minutes (20 minutes each station)**

- I. Station 1: Project voting/dollar exercise (Project Boards plus easel with 'Write in Project') – Each in-person participant is allowed to 'pay' into the exercise.
 - Take notes on discussion of public charrette results
 - Take notes on voting
 - Results:
 - Projects #1-3 - \$0 – Meadowbrook to NW Railway Museum, NW 14th St to North Bend Way, Swing Rock to Tollgate Farm Park, respectively
 - Project #4 - \$1K – North Bend Way to Tennant Trailhead Park
 - Project #5 - \$3K – Trail through Tollgate Farm Forest
 - Project #6 - \$1K – Si View Trail to SE 103rd Access
 - Project #7 - \$2K – Right Bank Levee Trail (acquire easement)
 - Project #8 - \$2K – Future Levee Setback Project (currently in King County Flood Control design phase)
 - Project #9 - \$0 – Improve access at River Front Park
 - Project #10 - \$5K – Improve access at Shamrock Park
 - Project #10a (not scored in-person) – construct pedestrian bridge to left bank (currently a parks-identified capital improvement)
 - Project #11 - \$2K – Acquire easements for Left Bank Levee (from New Si View to Bendigo Blvd)
 - Project #12 - \$2K – Si View Beach Acquisition and Improvements – either acquire parcel or easement at beach, accessibility improvements
 - Project #13 - \$0 – South Fork Levee Trail Connection from ROW near SE 133rd St to New Si View and S Fork Levee
 - Project #14 - \$3K – Cedar Falls Access Improvements (UGA only, currently within King County Jurisdiction)
 - Project #15 - \$2K -
 - Project #16 - \$2K
- II. Station 2: Amenities and specific elements or programming comments (Precedent Boards)
 - Take notes on discussion of public charrette results
 - Add Vote thumbs up/thumbs down scoring on precedent board images

Discussion

Topic: Roundtable discussion of methodology and what factors should be considered:

- Mike described the element of 'adjacency/proximity to people' as a possible consideration for what would predict a more successful park location
- Chrys reflected on the example of Tanner Park when considering proximity. This was identified by the public as one of the most used existing spots, yet it is not in close proximity to any people or houses. Why else is it popular?
 - o Is it size?
 - o Parking?
 - o Low bank?
- Tom related his experience in seeing projects develop due to other outside opportunities that come up. If we think about it that way, then it might be good to look at the proximity of other projects nearby. If multiple projects can be bundled together, it might make it easier to get them funded.
 - o The group was then reminded that for the purpose of this document, even if a project ranks higher than another, that has no impact on funding eligibility or the order the city would need to implement them. We could add some text narrative to the document to clarify that.
- Travis add that another way to think about funding is to set aside high priority projects and pro-actively begin dedicating funding to their implementation, and asking taxpayers to pay for them.
 - o Mike agreed and noted that this could be easier with a multi-benefit project
- Norah liked the idea of spending more time analyzing why existing parks are popular and seeing if those traits exist in the proposed parks. She cautioned however that it might be the case that the different amenities that explain why parks are popular may not always overlap. Some amenities or characteristics might conflict with each other. For example, the public may want amenities that are ADA accessible, and they may want sites that are remote and very natural. These two elements may be difficult to implement at the same park. Therefore, it's important that the proposed projects represent the range of desired amenities and characteristics.
- Chrys wondered about the proposed intensities of treatment on the levy. Some of the projects appeared to propose opening the levy system. She advised against this because if the levy is compromised at one location, it not only affects adjacent residents, but it also shifts risks elsewhere.
 - o Travis and the team clarified that no current project proposes to compromise or remove any levy structures.

- Kyle confirmed that the existing flood mitigation is the baseline. The trail proposed in coordination with the levee setback project does not propose any design elements on the levy.
- Norah asked for clarification on how the permitting and coordination score was created. Marina clarified it was based on the complexity of proposed features and how many different permits or permitting agencies would need to be involved to move the project forward.
- Chrys noted that if the team was looking at the levy system as a whole, its easier to modify levees lower in the system. They have a capital investment strategy document that describes future improvements we can reference.
- Trevor commented that the public may be deterred from supporting a project if it's too costly and wondered if one of the scoring factors could focus on a project's ability to win a grant. This may mean that the city and team need to have a deeper understanding of which grants are most strategic to target. For example, is a levee grant more appropriate than an RCO grant? Would a project be more successful at being awarded one versus the other?
 - He also asked for the team to describe any other takeaways from the open house. The team described how there was public concern over invasion of privacy with the levy trails, and that there was a lot of support for the idea of more hand-carry boat launch areas.

Next the team discussed the project boards.

- Shamrock park- it was clarified that the pedestrian bridge would be considered a separate project from the park
- Project #8- the levee setback and trail. It was clarified that this project is already in progress.
- Tom brought up that American Whitewater has been meeting with the Snoqualmie Tribe about development on the river. The conversation has focused on addressing impacts, and there is concern about impacts downstream of the falls is pushing folks elsewhere on the river, specifically around here. The sentiment is that people will show up, so planning is essential to decide where we want them to go.
 - Tom has been working with Joe Impehoven, the recreation policy program manager at Snoqualmie Tribe. He used to work at REI and is very well connected with the outdoor recreation community.

Next the team discussed the amenity boards.

- The team noted that the public disliked the examples that had a lot of concrete areas. Tom brought up that we should look at the Clackamas River example where Portland General Electric used stamped, stained concrete to have a more natural look to the infrastructure installed.
- Tom also described how the team should consider there are two areas at play in these access sites- one where you bring down your boat, and one where people want to hang out in the

water. It's important to have them separate to avoid conflicts. You can also consider having a landing that allows you to set a boat into the water sideways into the flow.

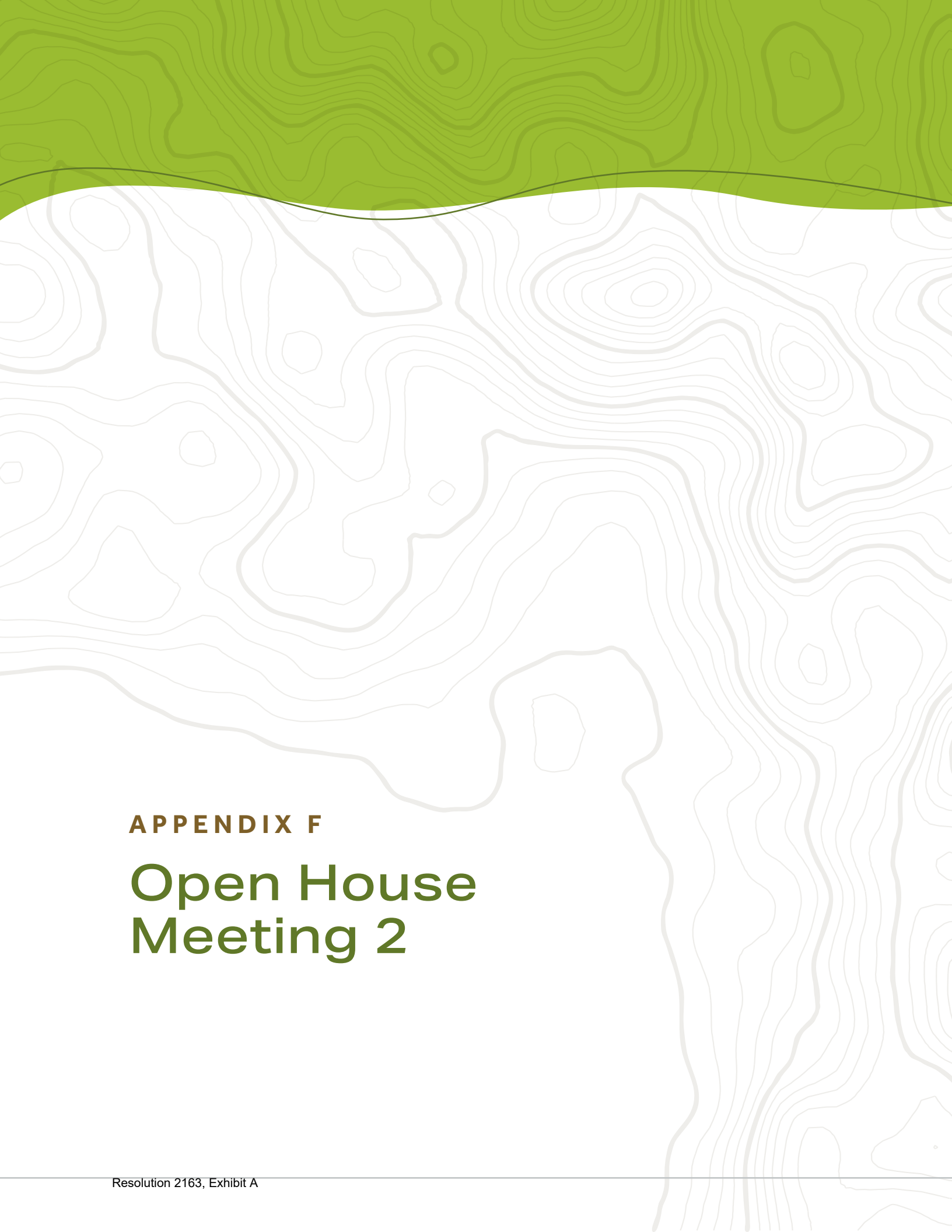
- Tom will email some links to some resources on this design "River Access Planning Guide" and "The Good, the Bad and the Unusual" examples.

Action Item Summary

No.	Action Item	Owner	Due Date	Priority
	Garner Survey Results from Community leaders by 12/23	Jamie Burrell, City	12/31 or 1/7	Mid
	Begin GIS methodology and establish timeline for completion	Alex (Facet), Stephanie (City)	12/6	Mid
	Begin project mitigation opportunities and program planning preliminary analysis, schedule site visit for Ryan K and Marina with possibly Jamie and/or Mike	Alex (Facet)	12/6	Mid

Decisions Made

Decision	Decision by
Interactive survey to be sent to all community leaders by 11/22 (once survey is reviewed and approved by City)	Alex (Facet)

The background of the page is a topographic map. The top portion is a solid green color, while the bottom portion is white with light gray contour lines. A wavy line separates the green and white sections.

APPENDIX F

Open House Meeting 2

City of North Bend

Shoreline Access Plan

MEETING SUMMARY: PUBLIC OPEN HOUSE #2

Prepared for:

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

Meeting Summary: North Bend Shoreline Access Plan – Public Open House

Date: Wednesday, February 26, 2025, 6:00 PM – 7:00 PM

Location: North Bend City Hall

Attendance: 19 people signed in and 31 people completed the survey, with an estimated total of 50+ attendees.

OVERVIEW

The second public open house for the North Bend Shoreline Access Plan kicked off with a presentation by North Bend city staff and representatives from Facet. The presentation covered the public outreach results to date alongside an overview of the top five project concepts plus a sixth general trail expansion concept. The sixth project was not a specific concept but a vote of support for the creation of future public shoreline trails. Attendees were asked to give feedback on and vote on the concepts in a dollar exercise described in the Public Comment section below.

MEETING MATERIALS

Following the PowerPoint presentation describing the need to plan around shoreline access, public input and process thus far, a live survey question leading into the question and answer and exercise portion of the open house and series of stations allow the public to comment on proposed concept projects. The survey question is as follows:

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

A series of large posters were displayed for attendee interaction:

1. **River Access and Cove at Snoqualmie Valley Trail:** The concept sketches illustrated a potential location for safe water access and amenities adjacent to the Snoqualmie Valley Trail. This concept draft proposed removing a portion of the levee, adding a restroom, and restoring native plants along the South Fork of the river.
2. **River Access at Shamrock Park:** The concept sketches illustrated a potential location for safe water access and amenities at Shamrock Park. This concept draft proposed installing a barrier-free sloped path down the face of the existing levee, including a handrail. 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.
3. **River Access S Fork Walk-in Area (with willing property owner conveying easement):** The concept sketch illustrated 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 proposed 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.
4. **Bendigo Blvd Levee Setback:** The concept illustrated 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 proposed creating a compact and well-maintained stair access area that could be associated with a future bridge replacement project. The concept focused on recreation impacts to one area while taking measures to protect and enhance the adjacent restoration associated with the future levee setback project.
5. **Tanner Road Shoreline Park:** The concept sketches illustrated possible 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 and trash receptacle at the parking lot, and a safer natural stair down to the river, possibly including a boat slide or rail.
6. **Trail Network Expansion (with willing property owner(s) conveying easement):** The concept illustrated potential opportunities for trail extension and connection across North Bend.

PUBLIC COMMENTS

The open house began with a presentation and survey question, followed by a group exercise to vote on preferred projects. Attendees had the opportunity to provide feedback via the presentation survey, sticky notes on the posters, and through conversations with city staff and Facet representatives.

31 community members participated in the survey (*Would you rather see the city prioritize easement acquisition (with a willing property owner) or see recreational facility improvements?*), providing the following results:

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

One immediate piece of feedback on the survey was the absence of an option to indicate opposition to easement acquisition or a 'neither' choice. The commenter noted that due to this, they decided not to participate in the survey.

After the survey the community participated in the 'Project 'Dollar' exercise where they voted on their preferred projects. This project began with 16 concepts that were narrowed down to six total project ideas, based in-part on review of GIS scoring analysis, site visit inventory, survey feedback and other factors such as alignment with existing planning documents, permitting and coordination, and environmental impact. This exercise allows the public to allot five votes (five \$1K bills) to separate projects or the same project (Project-Concepts link) from a preference standpoint. The project name, resulting tally, and sticky note comments are as follows:

- River Access and Cove at Snoqualmie Valley Trail - \$25K
- River Access at Shamrock Park - \$30K
 - Rafters use this area to take out their boats since there is existing parking and amenities.
 - Utilize natural rock walkways to access the river.
- River Access S Fork Walk-in Area (with willing property owner conveying easement)- \$12K
 - Negative feedback about proximity to adjacent private property.
- Bendigo Blvd Levee Setback - \$22K
 - This area is calm and good for swimming.
 - Kayakers use this area, and improving access will limit impact.
 - There are opportunities to add signage here.
- Tanner Road Shoreline Park - \$31K
 - Make sure boat slides are universal.
 - Include a changing area for kayakers.
- Trail Network Expansion (with willing property owner(s) conveying easement) - \$31K. Note that the base map information will be updated.

Key discussion points included:

- **Trail Gaps & Private Property:** A dialogue on the benefits and challenges of closing gaps in trails that cross private property.
- **Clarity on Property Ownership:** The need for clearer documentation on which properties and trails are city-owned versus privately maintained.
- **Signage and Maps:** Requests for clear signage and maps to differentiate between public and private trails, provide river information, and recognize tribal cultural significance.

Table 1. Sign In Sheet

Name	Email
TJ Cycyota	tjcycyota@gmail.com
Monty Champoux	mbchampoux@gmail.com
Brian Fitzgibbon	Brian.Aylward3@gmail.com
Wynter and Brandon Elwood	
Jim and Cidny Walker	Walker.Cynthia@comcast.net
Norah Kates	nkates@kingcounty.gov
Mike Sciacqua	North_bend@hotmail.com
Keta Shaw	ketashaw@gmail.com
Dorothy Fair	fairdorothy@yahoo.com
Sam White	Samuel.j.white@gmail.com
Mike Ouhl	Mw027beach@yahoo.com
Paula J Lodahl	paulalodahl@comcast.net
Ward Bettes	wardbettes@comcast.net
Erika Jordan	Elbates26@gmail.com
Mica Jordan	mcjordanzook@gmail.com
Jason Gibb	JGibb83@comcast.net
Andrew Hoffman, Rich Seqbert	kellybree@hotmail.com
Chrys Bertolotto	cbertolotto@kingcounty.gov
Stellan Hunter Keverer	

APPENDIX G

**Community
& Economic
Development
Committee
Meeting**



Formerly DCG/Watershed

TECHNICAL MEMORANDUM

Date:	March 11, 2025
To:	Jamie Burrell, Senior Planner; Community & Economic Development Committee
Cc:	Mike McCarty, AICP, Planning Manager; Stephanie Vaughn, GISP, Senior GIS Analyst
From:	Alex Capron, AICP, Senior Planner; Marina French, PLA, Landscape Architect
Project Name:	North Bend Shoreline Public Access and Trail Plan
Facet Number:	2308.0024.00

North Bend Shoreline Public Access and Trail Plan – Mapping & Public Engagement

This memo aims to respond to the concerns stated in recent correspondence between the city and Councilmember Elwood. This memo will also summarize the overall public engagement for this effort, including preliminary feedback from the February Open House group exercise.

The Shoreline Public Access and Trail Plan is a Department of Ecology funded effort intending to identify local needs and opportunities – as well as implement the city’s Shoreline Master Program in programming public access, environmental protection, and water dependent uses. The intended project focus is to identify public shoreline access opportunities and recommendations.

MAPS OF EXISTING PUBLIC TRAILS

During the Open House on February 26th, questions were raised about the Shoreline Public Access Map shared on the city’s website and displayed during the first public meeting, including depictions of trail information. This map was created by the city using existing data layers from the county and other city maps. One intention of this project was to ground-truth existing data including correcting errors on existing historical datasets from multiple sources. One important way to do this is through public outreach when the community can comment on maps, as happened during the first Open House. In addition, the team continued to analyze shoreline access opportunities and land ownership after the first Open House. The data and mapping have identified errors and have been updated. The five specific shoreline access project concepts that were identified and brought forward to the second Open House were further vetted. A map is attached to this memo representing the current understanding of existing shoreline access on public property, as well as public exercise results from the February open house.

SEATTLE | KIRKLAND | MOUNT VERNON | WHIDBEY ISLAND | FEDERAL WAY | SPOKANE
facetnw.com

The final report may still include the originally displayed, incorrect maps as an appendix to document the project process. This appendix would include an explanation and disclaimer. The plan however, will not include any maps showing existing or proposed public trails on private property. The report will describe general public support for capitalizing on future opportunities to expand the existing public shoreline trails with willing landowners as opportunities present themselves. No specific locations are identified for this.

SUMMARY OF PUBLIC OUTREACH

The project kick-off included the co-creation of a Public Engagement Strategy with the city. The strategy includes multiple methods of community outreach including online surveys and in-person open houses and presentations. No specific neighborhoods or individual homeowners were identified for targeted outreach. If a final concept involved private property, it was only in the case where previous outreach had been done by the city that ensured the homeowner was willing to have their property included in a concept plan.

Public outreach began at the Block Party July 20, 2024, with a QR code to an online survey, garnering 221 participants over the course that the survey was open. A survey results summary is attached. Following this survey, a well-attended Open House was held on September 25, 2024. Here, 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.

On October 24, 2024, an advisory group meeting took place to discuss public input so far 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.

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.

The city and project team also engaged with the Snoqualmie Tribe on February 6th to discuss project approach and hear their concerns.

On February 26th another Open House was held where the team presented public outreach results to date and to present the five project concepts. The community was asked to give feedback on and vote on the top concepts. The sixth project was not a specific concept but a vote of general support for the creation of future public shoreline trails. Responses and feedback from the 2nd Open House outlined below will be added to an overall project score. Final project scores will reflect a project's public support, as well as acknowledge other feedback and concerns raised.

OPEN HOUSE #2 INITIAL VOTING RESULTS

The open house began with a presentation that ended with a survey question, followed by a group exercise to vote on their preferred projects. 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?

– 31 participants –

Easement Acquisition (with willing owner participation) – 65%

Capital Facilities Improvements – 32%

No Preference – 3%

One immediate comment on this survey was that there was no option to say you did not support easement acquisition, or a 'neither' option. The commenter indicated that because of that they were not going to participate in this survey.

After the survey the community participated in the 'Project 'Dollar' exercise where they voted on their preferred projects. This project began with 16 total concepts that were narrowed down to six total project ideas, based in-part on review of GIS scoring analysis, site visit inventory, survey feedback and other factors such as alignment with existing planning documents, permitting and coordination, and environmental impact. This exercise allows the public to allot five votes (five \$1K bills) to separate projects or the same project (Project-Concepts link: northbendwa.gov/DocumentCenter/View/10498/Project-Concepts) from a preference standpoint. The project name and resulting tally are as follows:

- River Access and Cove @ Snoqualmie Valley Trail - \$25K
- Trail Network Expansion (with willing property owner(s) conveying easement) - \$31K #in bottom right-hand corner of map]. It is noted that the base map information will be updated.
- 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

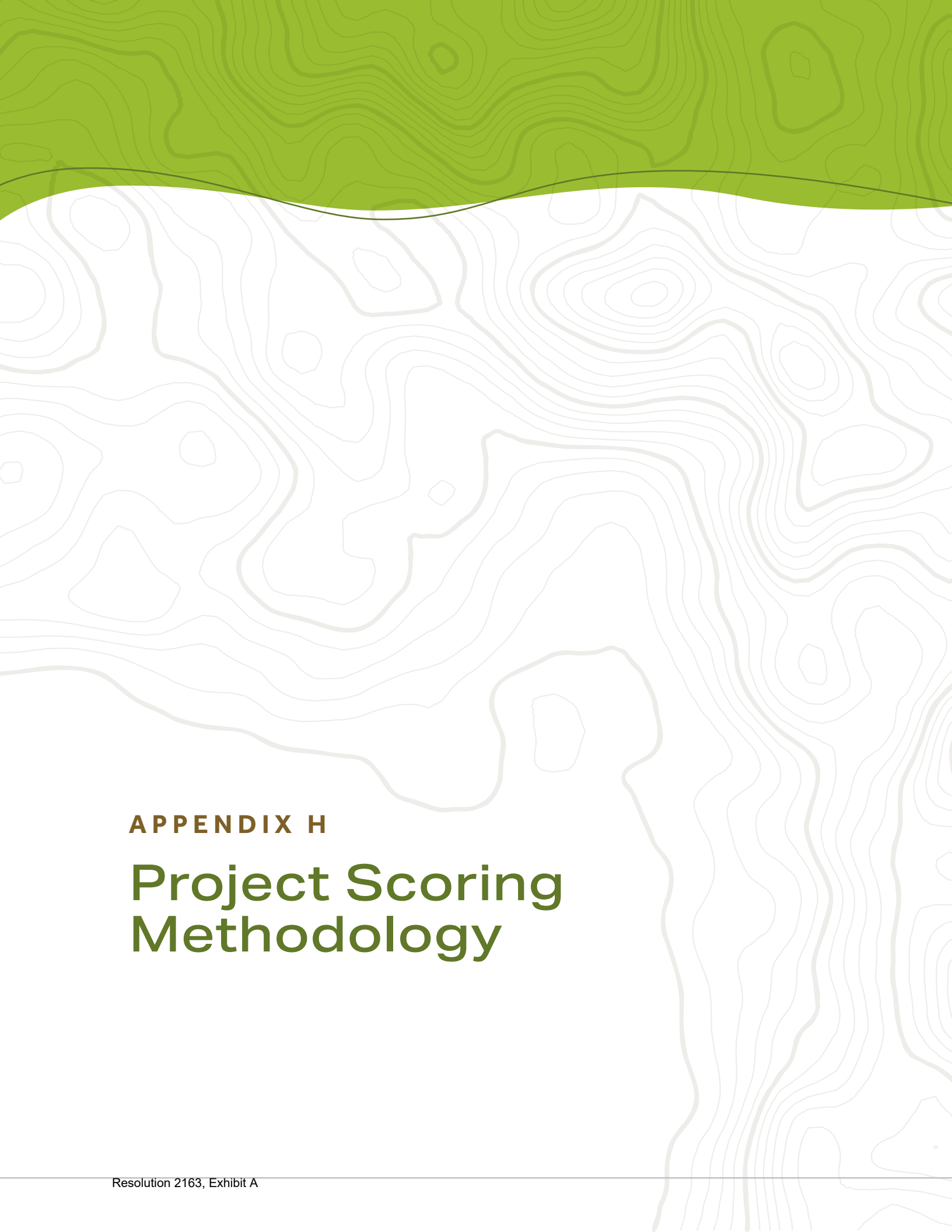
PLAN NEXT STEPS

The project plan focuses on public access and maintaining property rights, as well as suitability of properties to provide access to publicly owned shorelands and acquiring rights, dedications and easements to riverfront parcels (including levees and dikes), so long as the owner is first 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, willing property owners as needed.

Encl: Online Survey Results



NORTH BEND SHORELINE PUBLIC ACCESS AND TRAIL PLAN
CED COMMITTEE 3/18 MTG / 3

The background of the page is a topographic map. The top portion is a solid green band. Below this, the map features white space with intricate, wavy contour lines in a light gray color. These lines represent elevation changes and are more densely packed in some areas, particularly on the right side of the page.

APPENDIX H

Project Scoring Methodology

Scorecard Methodology

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

The second category includes a score representing public support of the project. As described in more detail in Section 3.3, the community outreach process included an online survey and two open house events. This outreach process gave participants the opportunity to propose project ideas and locations. All proposed projects were supported by either public comments during the open house or via the online survey. During the second open house, attendees were introduced to each project and asked to allot five votes for their preferred project(s). The results of the voting process became the public engagement score for the project.

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

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

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

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

- **Alignment with existing planning documents.** The following documents were reviewed:
 - 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
- Levee Breach Mapping and Risk Assessment, King County Flood Control District, 2025.
- King County Flood District's Capital Investment Strategy, 2017.

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

- Aligns with no existing planning document = 0
- Aligns with at least one existing planning document = 2
- Aligns with more than one existing planning document = 3
- **Environmental impact.** This factor considers feasibility as alignment with SMP goals. Projects that meet those goals are preferred and will therefore be more readily supported by the public and thus installed. Our assumption is that when a project mentions minimizing its environmental impact, that equates to reducing impervious surfaces and other built features. While all projects propose a net ecological improvement to the site, some projects have a stronger environmental benefit by reducing impervious surfaces and restoring native vegetation to a greater extent. These projects are assigned a higher score than projects that propose to increase impervious surfaces and will require more mitigation. Specifically, any project that proposes to remove or setback a levee is considered the highest environmental benefit and lowest impact. These are proposed project scores:
 - Removes impervious surfaces or levee and/or has a low impact on the environment = 3
 - Proposes minimal built features such as a pedestrian trail only and/or has a medium impact on the environment = 2
 - Adds new impervious surfaces and/or has a high impact on the environment (independent of mitigation) = 1
- **Permitting and Coordination Requirements.** This factor evaluates feasibility based on the extent to which actions and approvals from external parties, beyond the city and its residents, are required for the successful implementation of the project. We assume that if a project solely requires minimal, city-only permits, it will be completed faster than other projects. The contrasting scenario would be a project that requires permits from local, state, and federal agencies, and requires extensive coordination within the city as well as with landowners, the county, or other parties to make decisions or fund the project. This type of project would be considered more difficult to implement and would receive the lowest score. Based on the locations of all proposed projects, even the most modest proposals will require a moderate level of permitting. The most complex permitting score is assigned to any project that proposes modifying a levee segment. These are proposed project scores:
 - Has moderate permitting and coordination requirements = 3
 - Has complex permitting and coordination requirements = 2
 - Has levee modification permitting and coordination requirements = 1
- **Timeframe for design and implementation.** This factor considers how soon a project will be developed and implemented. While coordination for all projects could begin immediately, some projects will require more extensive coordination time than others before implementation can

occur. Based on the city's desire to have project ideas that can seek grant funding as soon as possible, projects that could be implemented sooner were scored higher than projects that will need more time to process. These are proposed project scores:

- Design and construction phase can begin immediately = 3
 - Design and construction phase can begin by 2035 = 2
 - Design and construction phase unlikely until beyond 2045 = 1
- **Cost.** This factor considers the approximate cost to implement the proposed project. It assumes that the lower the cost, the more feasible it is that the project will be constructed. Cost also represents project complexity. These are proposed project scores:
- Cost is between \$50,000 and \$500,000 = 3
 - Cost is between \$50,000 and \$1.5M = 2
 - Cost is greater than \$1.5M = 1

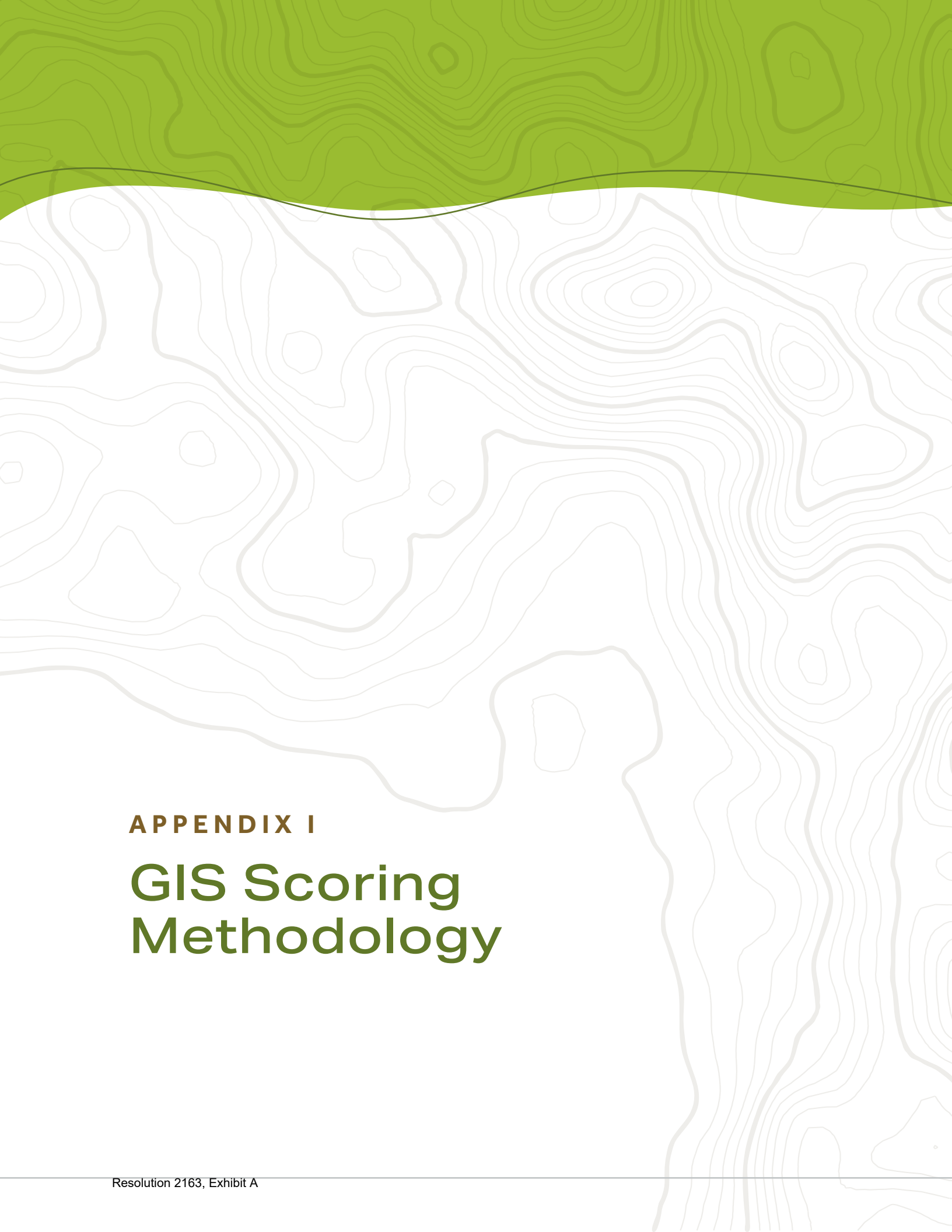
FEASIBILITY											
Name	MEAN GIS Overall score	Public Engagement Score	Cost (50-500K = 3, 500K-1.5M = 2, 1.5M+ = 1)	Alignment with Plans (No = 0, At least 1 = 2, More than 1 = 3)	Timeframe for Construction/ Design (Immediate = 3, 2035 = 2, 2045 + = 1)	Permitting & Coordination Requirements (Mod. = 3, Complex = 2, Involves Levee mods = 1)	Environmental Impact (Low = 3, Med = 2, High = 1)	Feasibility Score	Score without GIS	Scores without Public Engagement	Overall Score
River Access at Bendigo Boulevard South Bridge*	10	22	2	3	2	2	3	12	34	22	44
River Access at Shamrock Park including Pedestrian Bridge	7	30	1	2	2	2	1	8	38	15	45
River Access at South Fork Walk-in Rest Area**	5	12	3	0	2	3	2	10	22	15	27
Improvements at Tanner Road Shoreline Park	18	31	2	0	3	3	3	11	42	29	60
River Access at Snoqualmie Valley Trail	17	25	1	3	1	1	3	9	34	26	51
Trail Network Expansion***	N/A	31	1	3	1	3	2	10	41	10	41

*Note this project is rated as an add-on to the existing levee setback project currently underway

**Note this project is not currently on publicly owned land.

***Project requires extensive purchase of public access easements or other coordination prior to trail creation.

Low= remove impervious or levee,
Med= trail only,
High = new impervious

The background of the page is a topographic map. The top portion is a solid green band. Below this, the map features white space with intricate, wavy contour lines in a light gray color. These lines represent elevation changes and are more densely packed in some areas, particularly on the right side of the page.

APPENDIX I

GIS Scoring Methodology

Author: Nathan Burroughs, GIS Analyst, Facet; Alex Capron, Senior Planner, Facet; Stephanie Vaughan, Senior GIS Analyst, City of North Bend

Date: August 2024

RE: Methodology for North Bend Shoreline Public Access Planning Analysis

Data Sources:

Physical

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

SED layer

Zoning layer

NWI Wetlands

Parcels/Land Ownership

King County & City of North Bend

Land Use Analysis:

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

Step 1: Physical

The Lidar-based DEM provided by either the Puget Sound LiDAR Consortium or the City of North Bend can be used to derive a slopes raster, and the slopes layer can be clipped to the study area. The slopes raster will then be reclassified into four different categories and assigned four decreasing values as follows:

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

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

- Wetlands: 0
- Non-wetlands: 1

The resulting vector was then converted into a raster.

An aquatic area vector is derived from either the King County waterways layer or the aquatic designation from the SED layer. This vector is also unioned with the study area. Values were assigned as follows:

- Aquatic: 0
- Non-aquatic: 1

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

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

Step 2: Parcels/Land Use

Parcel ownership can be derived from multiple data sources, though assessor data is likely the most reliable. ROW areas rely on assigned ownership based on direct communications with the city.

Parcel ownership values were assigned as below:

- 12 – Public, City Owned
- 4 – Other Public (County, Federal, State, SVMPD)
- 4 – ROW
- 3 – Tax Exempt Parcel
- 2 – Private, Vacant or Undeveloped
- 1 – Private or Other

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

The resulting vector was then converted into a raster.

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

- Parks: 3
- Non-parks: 0

Vacant Parcels receive a bump in their parcel score. Values are assigned as follows:

- Vacant: 1
- Non-vacant: 0

Parcels within City limits receive a bump in their parcel score. Values are assigned as follows:

- Within City limits: 1
- Outside City limits: 0

The resulting vector is then converted into a raster.

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

Step 3: Combined Parcels/Land Use and Physical

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

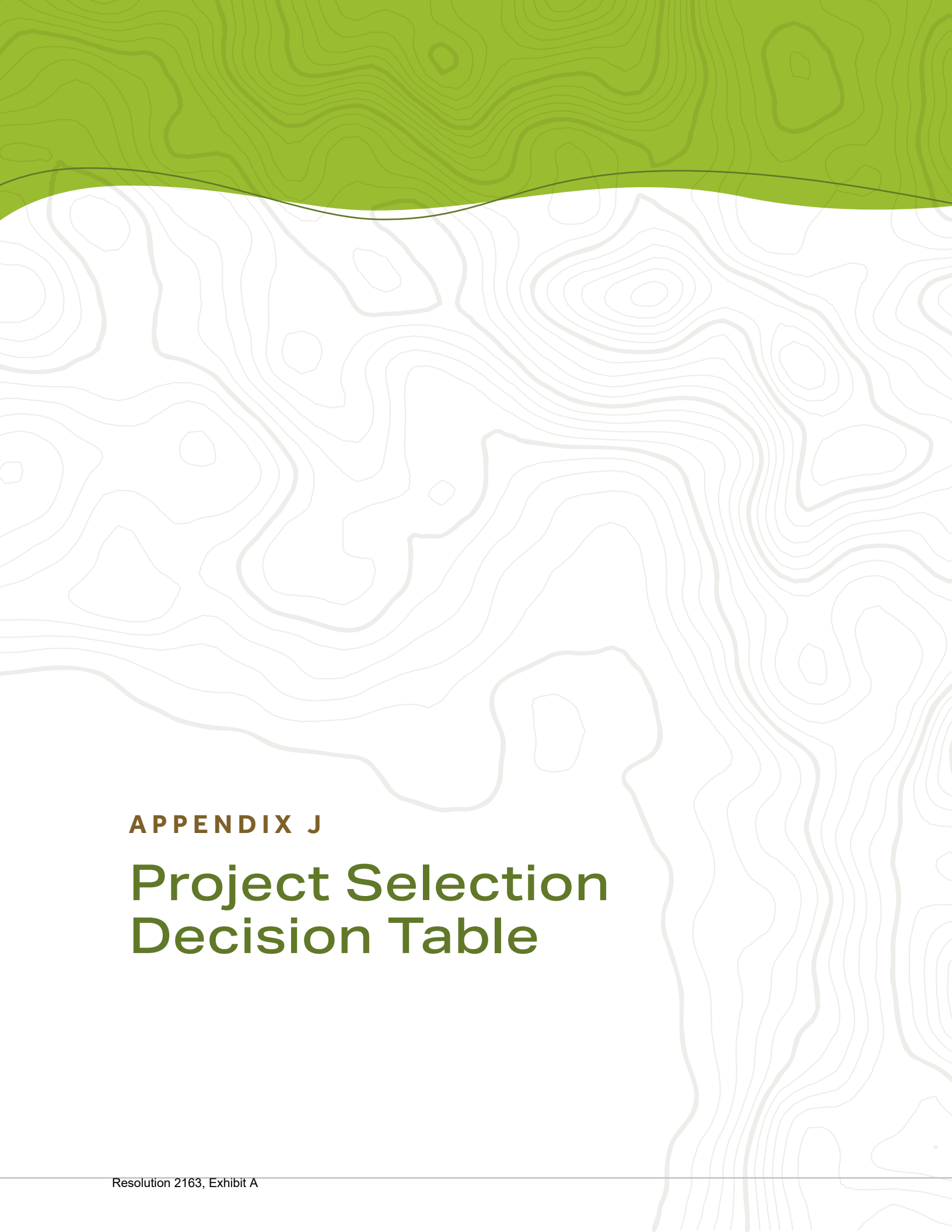
- Buildings, Cliffs (50+ degree slopes), Wetlands, Aquatic areas: 0
- Everything else: 1

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

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

Step 4: Zonal Statistics of Project Areas

- Each project area is analyzed against the raster analysis (using the Zonal Statistics tool) to derive an overall project score. Statistical fields calculated are:
Min
- Max
- Range
- Mean
- Standard Deviation
- Median

The background of the page is a topographic map. The top portion is a solid green color, while the bottom portion is white with light gray contour lines. A wavy line separates the green and white sections.

APPENDIX J

Project Selection Decision Table

Overview Area	Neighborhood	City or County Jurisdiction	Open House #1 Project number (16 total)	Open House #1 Project Name	Description of Project	Relationship to Shoreline	Type	New/ Improved	Open House #1 Feedback	Prioritization feedback summary	Top projects from Open House	Advisory Board Feedback (\$ exercise)	Snoqualmie Tribe Feedback	Feasible for Round #2
Downtown Tollgate	Meadowbrook / Tollgate Neighborhood	City	1	Meadowbrook to NWFM	Shown as 'Potential Formalized Trail'. Trail connection from northwest railway museum to Swing Rock area across from Meadowbrook Farm Park that could connect across Snoqualmie-North Bend Road to the existing trail at Meadowbrook Farm Park.	In floodway	Regional trail connection	New	No comments	Low priority due to project type	No	No \$	No comments	No
		City	2	NW 14th St to North Bend Way	Start at street end and add trail within existing ROW that connects to North Bend Way, that then connects to Swing Rock area and Meadowbrook Farm Park.	In floodway	Regional trail connection	New	No comments	Low priority due to project type	No	No \$	No comments	No
		City	3	Swing Rock to Tollgate Farm Park	Trail connection between Meadowbrook Farm Park and Tollgate Farm via public land and along North Bend Way with a connector to NW 14th St ROW at the midpoint (Project No. 2).	In floodway	Regional trail connection	New	No comments	Low priority due to project type	No	\$1K	No comments	No
	South Fork Employment	City	4	North Bend Way to Tenant Trailhead Park	Connect Tollgate Farm Park to Tenant Trailhead via NW 8th St ROW, along Gardiner Creek, then across I-90.	Portion of trail along Gardiner creek is within shoreline jurisdiction.	Regional trail connection	New	No comments	Low priority due to project type	No	\$1K	No comments	No
	Meadowbrook / Tollgate Neighborhood	City	5	Trail Through Tollgate Farm Forest	Formalize existing deer trails along the west or left bank of the South Fork Snoqualmie River shoreline as well as add a connector trail between the Snoqualmie Valley Trail and the river trail.	Along the West bank South Fork Snoqualmie	Extends river trail network	Some new, some improvements on existing informal or animal trails	Generally people want to be able to access this area. They also felt that more formal access would discourage the undesirable activity and encampments that are currently present.To 'clean it up'.	Higher priority based on presence of existing informal trails.	Yes	\$4K	Snoqualmie Tribe is highly concerned about impacts to elk and other animals if more formal and regular human activity in this area of the river is proposed.	No
		City	6	SVT Bridge to SE 103rd Access	Trail connection along the east bank of the South Fork Snoqualmie starting at the Snoqualmie Valley Trail Bridge and ending at the King Co owned public land at SE 103rd Pl ROW cul-de-sac. Requires crossing two feeder streams.	Along the East bank South Fork Snoqualmie	Extends river trail network	New	Generally people think this is a beautiful area that could be nice to access. They also felt that more formal access would discourage the undesirable activity and encampments that are currently present.To 'clean it up'.	Higher priority based on presence of existing informal trails.	Yes	\$1K	Snoqualmie Tribe input and landscape ecology analysis discouraged more formal development in this area due to the greater habitat value of an undisturbed area here.	No
	Downtown	City	7	Right Bank Levee Trail	When possible with a willing landowner, acquire easements or other means to create publicly owned trail connection in the privately owned gap between Riverfront Park and the city owned railroad ROW and park & ride.	A continuous riverfront trail along the east bank of the South Fork Snoqualmie between Bendigo Blvd S and W North Bend Way.	Extends river trail network	New	Generally contentious due to current status as privately owned land.	Low priority due to negative public meeting comments.	No	\$4K	No comments	No
	South Fork Employment	City	8	Future Levee Setback Project	Look for opportunities to access the river in the design of the levee setback project.	Located opposite Riverfront Park on the west bank of the South Fork Snoqualmie	Water access	New	No comments	Higher priority due to it being a city-owned property.	Yes	\$4K	No comments	Yes



Overview Area	Neighborhood	City or County Jurisdiction	Open House #1 Project number (16 total)	Open House #1 Project Name	Description of Project	Relationship to Shoreline	Type	New/ Improved	Open House #1 Feedback	Prioritization feedback summary	Top 8 project from Open House	Advisory Board Feedback (\$ exercise)	Snoqualmie Tribe Feedback	Feasible for Round #2?
Downtown Tollgate	Downtown	City	9	Improve Access at Riverfront Park	Look for opportunities to access the river at Riverfront Park.	East bank of South Fork Snoqualmie near Bendigo Blvd S	Water access	New	Master Plan for Riverfront Park currently underway. Through that process water access was determined to be unsupported at this location.	Low priority based on negative result of master plan project for the park.	No	\$3K	No comments	No
	South Fork Residential	County	10A	Improve Access at Shamrock Park	Owned by Si View Metro, outside city limits, adjacent to Si View Park. Look for opportunities for barrier free access to the east bank of the South Fork Snoqualmie River.	East bank of South Fork Snoqualmie	Water access	New	No comments	Higher priority due to adjacency to publicly owned space.	Yes	\$7K (did not include ped bridge)	No comments	Yes
		County	10B	Shamrock Park Pedestrian Bridge	Related to above project, city is looking to propose a pedestrian bridge crossing between Shamrock Park and a future easement/acquisition of private property on the west bank outside of the city limits. City is currently coordinating with a willing landowner. Connection would go all the way across the property back into city limits (Mountain Valley Shopping Center).	Crossing river	Water access and crossing	New	No comments	Higher priority due to adjacency to publicly owned space and previous discussions of this as a planning project.	Yes	(not scored in-person)	No comments	Yes
Si View	South Fork Residential	County	11	Acquire Easement for Left Bank Levee	General proposal for when possible with a willing seller, purchase easement along riverside to create a publicly owned trail connection along the West bank of the South Fork Snoqualmie in the South Fork Residential neighborhood (currently outside of the city limits).	West bank of South Fork Snoqualmie	Extends river trail network	New	A handful of red dots discouraged a conneciton north of where the public owned levee trail ends. Is this the line between old and new si view neighborhoods? There was a note saying elk cross here.	Low priority due to negative public meeting comments.	No	\$4K	No comments	No
		County	12	Si View Beach Acquisition and Improvements	When possible with a willing landowner, acquire portion of parcel or easement to allow for public access to the river on the east bank of the South Fork Snoqualmie adjacent to the public section of levee trail. Located outside city limits.	East bank of South Fork Snoqualmie	Water access	Formalize existing	No comments on the specific location, but red dots related to new connection to the trail from the neighborhood and the icon for 'existing water access' to the south.	Higher priority due to project type and presence of informal river access.	Yes	\$4K	No comments	Yes
	Si View	City	13	South Fork Levee Trail Connection	Seek opportunities to create a more direct connection between the Si View Neighborhood and the publicly owned levee trail section on the east side of the South Fork Snoqualmie. Presented as connecting to the street end of Montain View Blvd SE	East side of South Fork Snoqualmie	Trailhead	New	Several comments did not like seeing a trailhead proposed on this dead-end street and had concerns about parking and attracting public use at this location.	Low priority due to negative public meeting comments.	No	\$1K	No comments	No
	River Bend	County/UGA	14	Cedar Falls Access Improvements	Improve access at Cedar Falls Bridge for pedestrians and small water craft. Located outside city limits.	Upper South Fork Snoqualmie	Water access	New	A couple comments discouraged proposing public facilities within the neighborhood.	Low priority due to negative public meeting comments.	No	\$5K	No comments	No
Cedar Falls/ Tanner Middle Fork	Middle Fork Neighborhood	City	15	Tanner Access Improvments	Improve access at end of ROW for small water craft.	Middle Fork Snoqualmie	Water access	Improve existing	Comments encouraged access at this specific site, and discouraged any additional access east of here near the HOA land.	Higher priority due to public ownership, existing impacts, and positive public meeting comments.	Yes	\$4K	No comments	Yes
	King Co	County	16	Future King County Middlefork Access	Seek opportunities to improve water access for pedestrians and small water craft between the Snoqualmie Valley Trail and theh Middle Fork Snoqualmie near Dalgren Family Park where the river is close.	Middle Fork Snoqualmie	Water access	New	No comments	Low priority due to combination of project beting in county jurisdiction, lack of clarity or demand for the connection, and no postitive public comments.	No	\$2K	No comments	No



APPENDIX K

Project Cost Schedule Breakout

Project Cost Schedule Breakout

Item No. / Description		Est. Qty.	Unit	Unit Price (numeric)	Extended Amount (Qty x Unit Price) (numeric)
Improvements at Tanner Road Shoreline Park					
1	Natural Boulder Staircase	1	EA	\$20,000.00	\$40,000.00
2	Boat Rail	1	EA	\$1,000.00	\$1,000.00
3	Multi-use Trail (5ft width, compacted gravel, accessible trail)	50	LF	\$20.00	\$1,000.00
4	Landscape to be irrigated, approx.	500	SF	\$3.00	\$1,500.00
5	Bench	1	EA	\$500.00	\$500.00
6	Trash Receptacle	1	EA	\$200.00	\$200.00
7	New Restroom Building	1	EA	\$150,000.00	\$150,000.00
Estimated Project Total					\$194,200.00
River Access at Snoqualmie Valley Trail					
1	Major beach creation (grading and import natural sand/gravel mix, large woody material)	1	EA	\$500,000.00	\$500,000.00
2	Multi-use Trail (5ft width, compacted gravel, accessible trail)	50	LF	\$20.00	\$1,000.00
3	New Restroom Building	1	EA	\$50,000.00	\$50,000.00
4	Landscape to be irrigated, approx.	500	SF	\$3.00	\$1,500.00
5	Split-rail fence	50	LF	\$2.00	\$100.00
6	Bench	1	EA	\$500.00	\$500.00
7	Trash Receptacle	1	EA	\$200.00	\$200.00
Estimated Project Total					\$553,300.00
River Access at South Fork Walk-in Rest Area					
1	Minor beach creation (grading and import natural sand/gravel mix, large woody material)	1	EA	\$200,000.00	\$200,000.00
2	Site furnishing	1	EA	\$1,000.00	\$1,000.00
3	Landscape to be irrigated, approx.	500	SF	\$3.00	\$1,500.00
4	Trash Receptacle	1	EA	\$200.00	\$200.00
Estimated Project Total					\$202,700.00

Project Cost Schedule Breakout *(continued)*

Item No. / Description		Est. Qty.	Unit	Unit Price (numeric)	Extended Amount (Qty x Unit Price) (numeric)
River Access at Shamrock Park					
1	Lawn restoration	500	SF	\$1.00	\$500.00
2	Multi-use Trail (5ft width, compacted gravel, accessible trail)	50	LF	\$20.00	\$1,000.00
3	Landscape to be irrigated, approx.	500	SF	\$3.00	\$1,500.00
4	Natural Boulder Staircase	1	EA	\$20,000.00	\$20,000.00
5	Bench	1	EA	\$500.00	\$500.00
6	Trash Receptacle	1	EA	\$200.00	\$200.00
7	Pedestrian Bridge	1	EA	\$500,000.00	\$500,000.00
Estimated Project Total					\$523,700.00
River Access at Bendigo Blvd S Bridge					
1	Multi-use Trail (5ft width, compacted gravel, accessible trail)	50	LF	\$20.00	\$1,000.00
2	Natural Boulder Staircase	1	EA	\$20,000.00	\$20,000.00
3	Landscape to be irrigated, approx.	500	SF	\$3.00	\$1,500.00
4	Minor beach creation (grading and import natural sand/gravel mix, large woody material)	1	EA	\$200,000.00	\$200,000.00
5	Split-rail fence	50	LF	\$2.00	\$100.00
6	Bench	1	EA	\$500.00	\$500.00
7	Trash Receptacle	1	EA	\$200.00	\$200.00
Estimated Project Total					\$223,300.00
Subtotal of All Items					\$1,697,200.00
Contingency mark up of 15%					\$254,580.00
Total for Schedule with Escalator					\$1,951,780.00

APPENDIX L

**King County Flood
Control District- South
Fork Snoqualmie River
Capital Investment Strategy**

King County Flood Control District - South Fork Snoqualmie River

CAPITAL INVESTMENT STRATEGY

The South Fork Snoqualmie River basin drains 85 square miles with headwaters in the Cascade Mountains. The river flows through the Upper Snoqualmie Valley and the City of North Bend. Continuous levees flank the South Fork from river mile 2.1 to 5.2. Provisional goals aim to address flood risks to a 500-year level of protection.

Scope: The corridor planning process will support decision makers in setting flood risk reduction priorities:

- Define flood and erosion hazards in three corridor planning areas
- Focus on critical “worst first” public safety risks in each corridor
- Propose conceptual 6-yr CIP consistent with budget placeholder

Summary of Risk: Under existing conditions, for a 500-year flood event, the following are subject to inundation by flood water:

- 553 structures
- 1.2 miles of interstate (I-90)
- 12 miles of local roadway
- 27 critical facilities
- 1.7 miles arterial roadway
- 9 homes plus utilities



Proposed Risk Reduction Projects: Below is a draft sequenced action plan for implementing risk reduction efforts in the South Fork Snoqualmie Corridor. The project sequence reflects current information on urgency, severity, consequence, responsibility or authority, and funding or partnership opportunities.

The current adopted 2017-2022 King County Flood Control District CIP budget includes:

- \$11.4M for Upper Snoqualmie Valley Residential Mitigation (USV), a portion of which is annually programmed to cost share home elevations along the South Fork
- \$7.5M for South Fork Corridor Implementation
- \$27.7M for countywide corridor plan implementation, some of which could be allocated to the South Fork Snoqualmie River priorities (specific projects TBD)

Project	Problem	Approaches	Cost Estimates ¹
Efforts Underway (Funded Projects -2017 CIP)			
I-90 Flood Risk Reduction Project	McConkey levee upstream of I-90 may overtop and combine with Clough Creek and flood I- 90.	Project priority changed – see Proposed Long Term Action K.	Total: \$150K
A. Residential Flood Mitigation	Shamrock Park / Berry Estates At the 500-year flood 32 homes are at risk of inundation.	Elevate 12 homes.	Total: \$1.8M
	Clough Creek At the 500-year flood 38 homes are at risk of inundation.	Elevate 6 homes.	Total: \$900K FCD 6YR: \$810K Homeowner Match: \$90K
Proposed Near Term Actions (Years 0 – 6)		6-Year CIP Placeholder: FCD 6-Year Request: Total Project Cost:	\$7.5M \$13.6M to \$16.7M \$18.7M to \$26.7M
B. Circle River Ranch Risk Reduction	Homes and infrastructure are at risk from erosion and flooding as the river migrates into a new side channel closer to development.	Potential solutions include: Gravel removal / instream engineered structures / bank stabilization / property acquisitions.	Total: \$4.3M FCD 6YR: \$4.3M
C. US Army Corps of Engineers Public Law 84-99	Eleven South Fork Snoqualmie River levees are eligible for participation in the U.S. Army Corps of Engineers levee program but do not meet standards	Potential solutions include: Manage vegetation, inspect, and identify all deficiencies / new projects in the corridor to meet standards / create System Wide Improvement Framework.	Total: \$150K to \$1M FCD 6YR: \$150K to \$1M
D. Levee Remediation	Six levee deficiencies have been identified in this leveed segment. Toe erosion / seepage / sink hole / depression in the levee surface.	Design and reconstruct the impaired segment of levee in place.	Total: \$1.9M FCD 6YR: \$1.9M
E. Ribary Creek Improvements	Ribary Creek levees and culverts overtop SR 202 (Bendigo Boulevard), flooding the retail center nearly annually.	Design, permit and construct. Potential solutions may include: culvert replacement / gravel removal / levee setbacks	Total: \$6.1M to \$8.3M ² FCD 6YR: \$6.1M to \$8.3M
F. Reif Road Levee Improvements (Phase 1) Phase 2 for Implementation is Proposed Medium Term Action G	Reif Road Levee overtops at a 20-year or greater flood resulting in widespread inundation.	Conduct a feasibility study to determine the project scope. Potential solutions include: repair and/or raise levee in place / setback levee / gravel removal / home elevations.	Total: \$6.2M to \$11.2M FCD 6YR: \$1.1M to \$1.2M (Phase 1) FCD YR 7-10: \$5.1M to \$10.2M

1. Cost estimates include best available projections regarding right-of-way acquisition, design, construction, 10-year site establishment, 10-year effectiveness monitoring. Corridor planning cost estimates do not include maintenance and monitoring beyond 10-years.
2. Possible funding partner – City of North Bend
3. Possible funding partner - WSDOT, City of North Bend

Project	Problem	Approaches	Cost Estimates¹
Proposed Medium Term Actions (Years 7 – 10)		(Unfunded projects) Total Project Cost: \$26.1M - \$47.2M	
G. Reif Road Levee Improvements (Phase2) Phase 1 for Feasibility /Design is Proposed Near Term Action F	Reif Road Levee overtops at a 20-year or greater flood resulting in widespread inundation.	Construct Reif Road Levee Improvements Project. Potential solutions include: repair and/or raise levee in place / setback levee / gravel removal / home elevations.	Total: \$5.1M to \$10.2M (Phase 2)
H. Nintendo Levee Setback	The Bendigo Upper Left levee, (Nintendo Levee) overtops at a 20- year or greater flood, inundating undeveloped property, railway lines and roadways.	Leverage partnerships to construct a setback levee maximizing local floodwater storage benefits.	Total: \$14M ²
I. Si View Levee Improvements	Provides 100-year level of protection with no freeboard except at the downstream end of the levee which overtops at an approximately 30-year flood. As gravel accumulates, increased overtopping is anticipated in the future.	Increase flood level of protection to 500-year by raising levees in place or gravel management.	Total \$7M - \$23M
Proposed Long Term Actions (Beyond 10 Years)		(Unfunded Projects) Total Project Cost: \$34.9M - \$57.1M	
J. Bendigo Bridge Replacement	The 150-foot span of Bendigo Bridge creates a hydraulic backwater that contributes to flooding.	Increase outreach to Washington State Department of Transportation (WSDOT), and the City of North Bend to partner with the FCD, to replace Bendigo Bridge with a larger bridge of at least a 400-foot span.	Total: \$14.8M ³
K. I-90 Flood Risk Reduction Project	McConkey levee upstream of I-90 may overtop and combine with Clough Creek and flood I- 90.	Setback levee / gravel removal	Total: \$10M to \$23M ³
L. Prairie Acres Right Levee	At the 500-year flood the City of North Bend Waste Water Treatment Plant and 32 structures are inundated.	Setback levee / levee repair / raise levee in place	Total: \$1.4M- \$2.4M
M. Bendigo Upper Right Levee	At the 500-year flood 18 structures and local Streets are inundated.	Setback levee / levee repair / raise levee in place	Total: \$3.3M - \$3.5M
N. Bendigo Lower Right Levee	The levee overtops during a 100-year or greater flood, inundating 129 structures and local Streets.	Setback levee / levee repair / raise levee in place	Total: \$2.2M - \$6.4M
O. Bendigo Lower Left Levee	The levee overtops during a 50-year or greater flood, inundating five structures, NW 8th Street and a forested area.	Levee removal / setback levee / levee repairs.	Total: \$3.2M-\$7M
P. Prairie Acres Left Levee	The levee overtops at a 20-year or greater flood, inundating forested and undeveloped agricultural land.	Levee removal / setback levee / levee repairs.	Total: \$500K - \$1.5M

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2. Possible funding partner – City of North Bend

3. Possible funding partner –WSDOT, City of North Bend