

W.H. Taylor Park & Riverfront Park
MASTER PLANS



W.H. Taylor Park & Riverfront Park MASTER PLANS

THANK YOU

This work is dedicated to the members of the North Bend community who attended planning events, took online surveys, and stopped by booths to share their hopes, needs, and vision for the future of these parks.

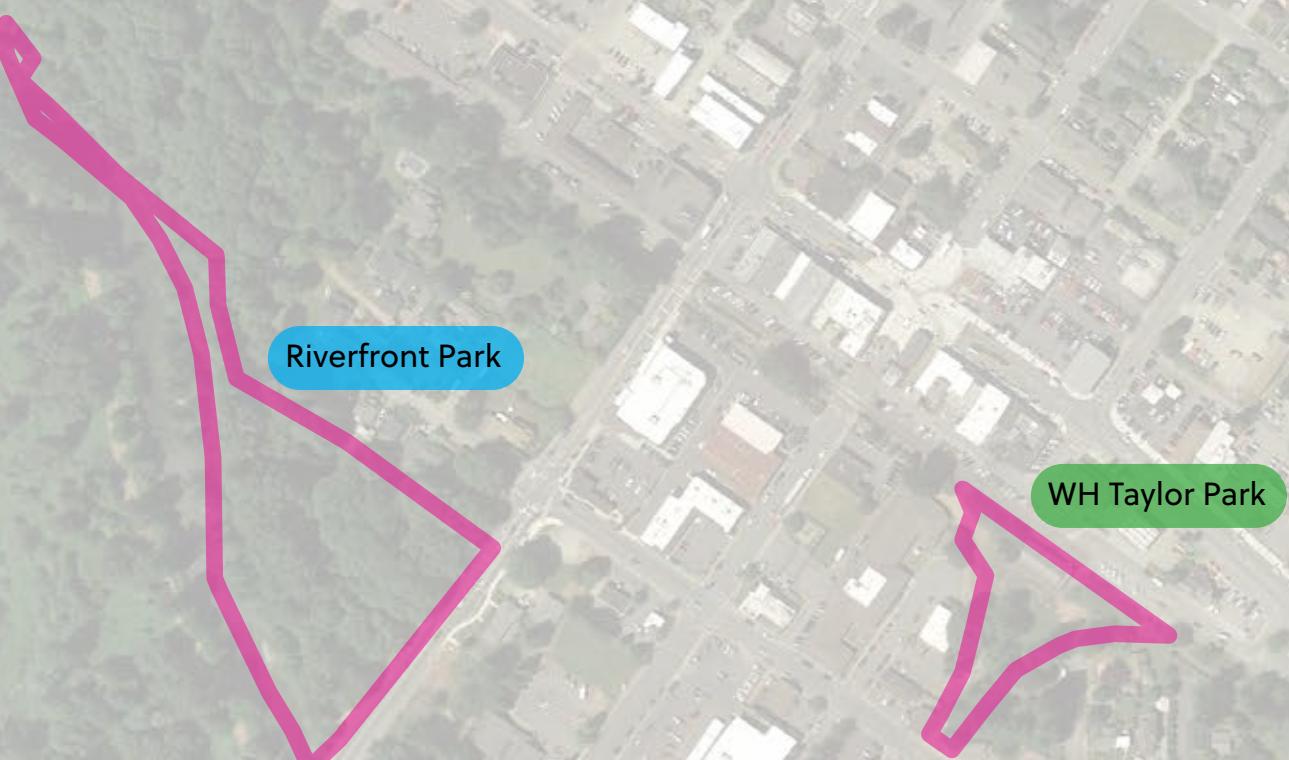
A special thank you to Mayor Rob McFarland and the North Bend City Council for their involvement.

NORTH BEND PARKS
Mike McCarty, Planner
Rebecca Deming, Community and Economic Development Director

CONSULTANT TEAM
Site Workshop
KPFF

Herrera
Signal Architecture

November 20, 2023



SiteWorkshop
LANDSCAPE ARCHITECTURE

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Introduction and Background

Project Background

INTRODUCTION

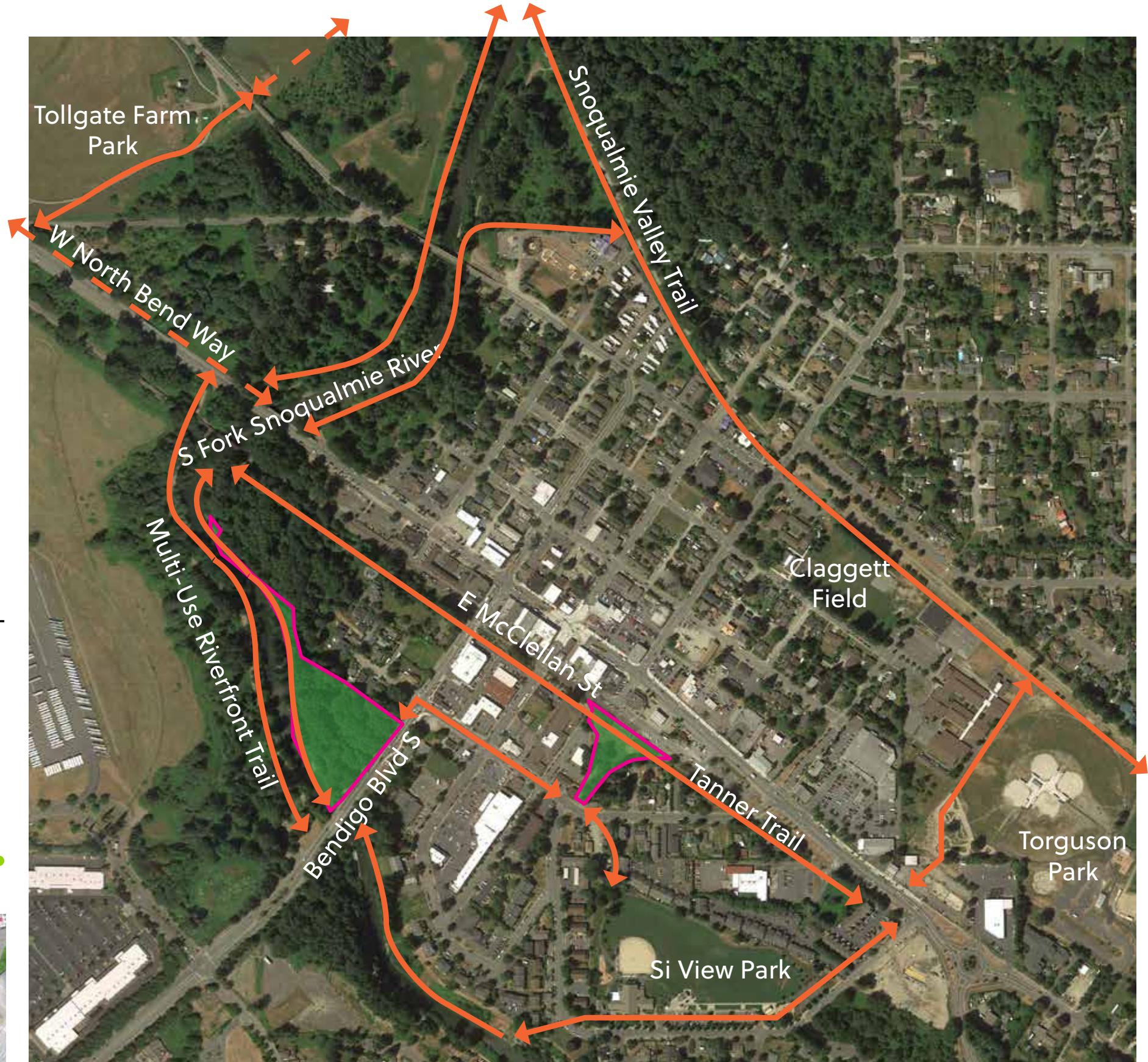
Site Workshop, a landscape architecture and urban design consultant retained by the City, has been working with the City to prepare design plans for William H. Taylor Park and Riverfront Park, authorized by a decision card the City Council approved in the 2021-2022 biennial budget for such purposes.

In addition to conducting survey work and background research for each park, Site Workshop and the City have engaged significant public input in the development of the conceptual park plans. Subsequent pages detail the project background, public engagement process and City guidance that has guided this work.

Through this process and public input, Site Workshop has now refined the design concepts into a final conceptual park plan for each park. These plans have been approved by both the North Bend City Council and the North Bend Parks Commission and will help guide the next steps in design and funding.

	Fall '22 - Winter '23	Winter '23	Spring-Fall '23
Project Understanding			
Programming			
Master Plan & Phase 1 Design			

Project phase schedule



Aerial view of north bend showing existing trails in solid orange lines and proposed trails in dashed lines

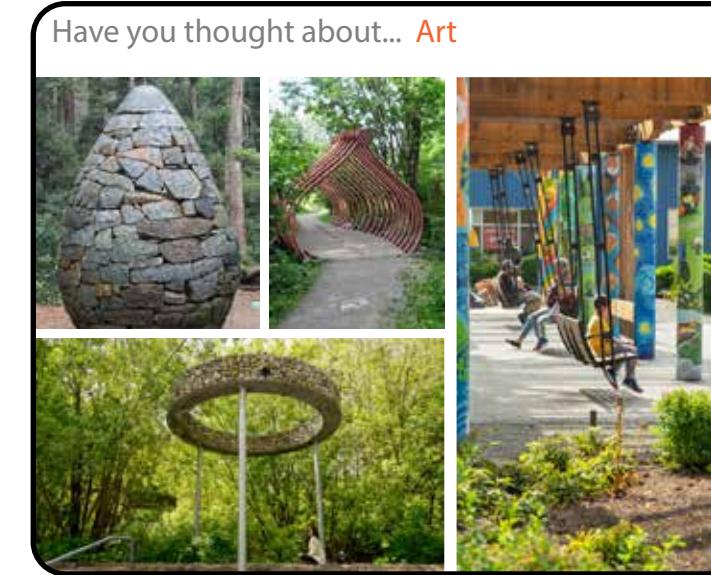
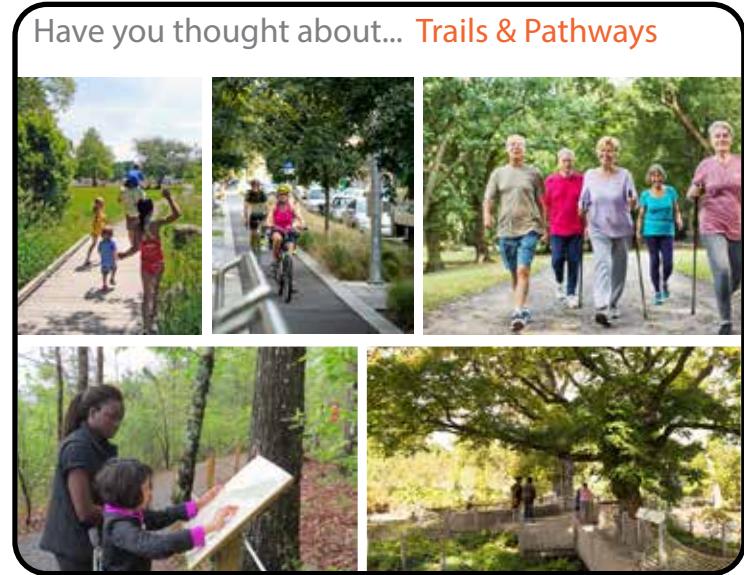
Public and Stakeholder Engagement Summary

INTRODUCTION

A robust community engagement process, summarized to the right, shaped the planning and design process for WH Taylor and Riverfront Parks. A detailed look at the community feedback from these meetings can be found in each of the park-specific sections of this report. Images below show some of the idea-generating slides that were shared ("Have you thought about...") and images from public events at City Hall, community events, and stakeholder site walks.

STAKEHOLDER AND PUBLIC ENGAGEMENT MEETINGS HELD IN 2023

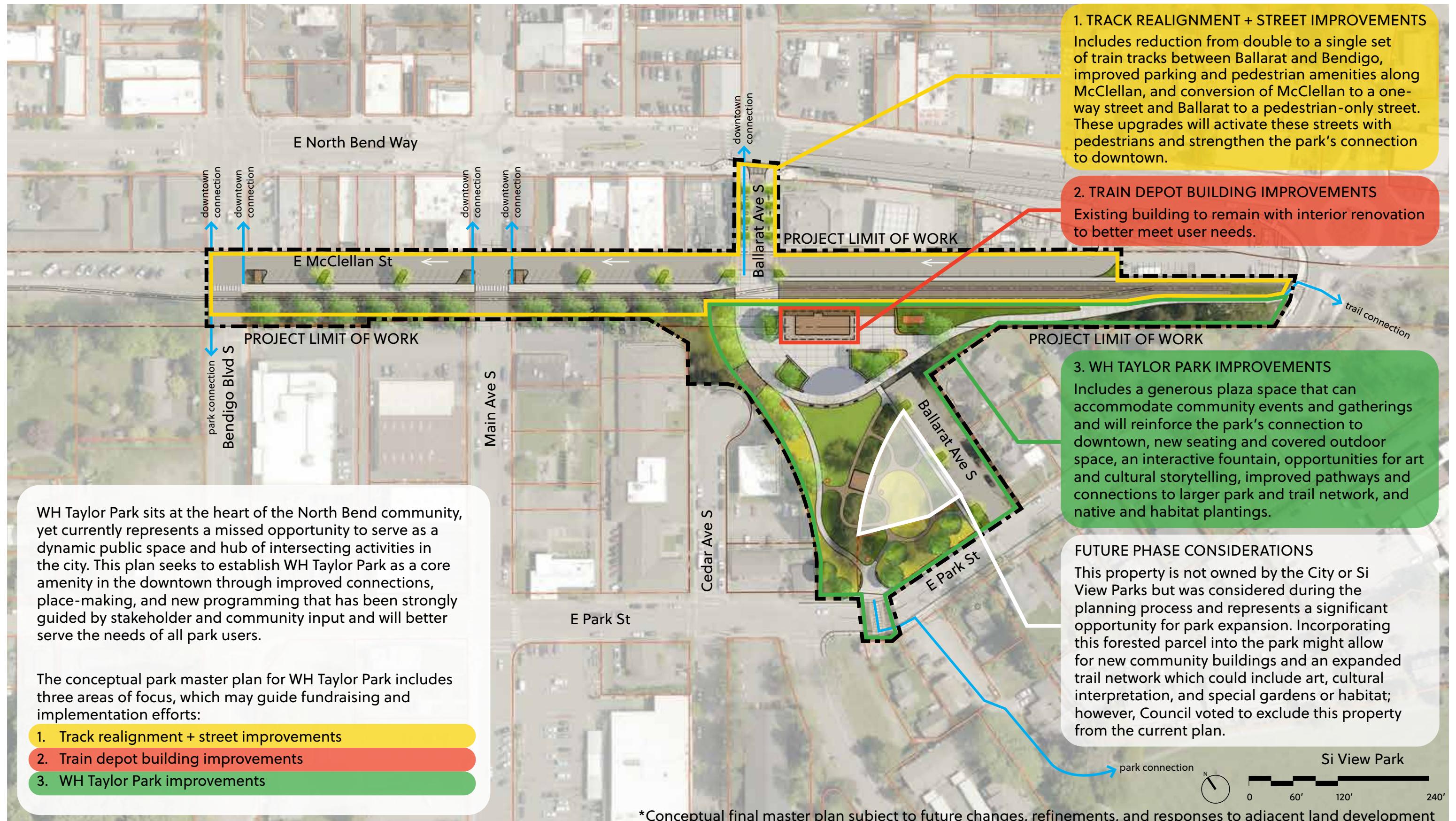
- January 9 – Parks Commission meeting and public workshop at WH Taylor Depot to solicit input to what should go into the plans
- January 11 - Public workshop at City Hall to solicit input to what should go into the plans
- February 16 - Kiwanis/Rotary engagement meeting
- March 3 - Stakeholder meeting with Snoqualmie Tribal members
- March 7 - Site Walk with neighbors of Riverfront Park
- April 25 – Briefing to the City Council on initial design ideas
- May 23 - Briefing to the City Council on alternative conceptual designs for both parks
- June 13 – Public workshop at City Hall to solicit input on alternative design concept ideas for both parks
- Month of June - Public survey hosted on the City's website for additional public input on the design concept ideas
- July 12 – Consultation meeting with King Co. Dept. of Natural Resources and Parks regarding Riverfront Park levy & access
- July 25 – Council Workstudy on alternative concept plans for each park
- August 23 – Parks Commission recommendation of approval with comments on both park plans
- October 3 – City Council approval of final conceptual park plans



WH Taylor Park



Executive Summary



Site Analysis

INTRODUCTION - WH TAYLOR PARK

WH Taylor Park is a uniquely shaped parcel situated close to the center of downtown North Bend. The park was formed by previous railway operations on the site, with a wider northern edge along E McClellan St that funnels down to a narrower section to the south, where it abuts E Park St. The railway is still a prominent feature of the park today, with tracks used by the Northwest Railway Museum terminating in the park and a train depot building, constructed in the 1980's, that serves as a station stop and ticket sales location for the museum. The depot building is also used by a number of community organizations in North Bend and plans are underway to use the space to house City offices. The building contains two restrooms that can be accessed from the outside and which are locked outside of park operating hours.

The park today consists primarily of open lawn space, with some larger existing trees in the center of the park and along the west and east edges. Flowering cherry trees and shrub plantings frame the train depot building on north side of the park. A small, brick-paved plaza sits on the west side of the depot building - this space contains some bench seating but is currently underused due to shrub plantings that create low visibility through the space. There are two picnic tables in the lawn to the south of the depot building.

To access the park from downtown, there is currently one striped crossing of E McClellan St that connects to an asphalt pathway that is flush with the train tracks and allows for track crossing at the depot building and into the park. There are two primary paved pathways within the park, one running roughly west to east which is part of a larger trail network in the City, and one that moves from the depot to the south access point off of E Park St. Near this southern entry, there is an existing crosswalk and flashing signal to cross E Park St and access Si View Park further to the south. A paved spur pathway provides an additional access point from the dead-end turnaround on Cedar Ave S, on the west side of the park.



Park view looking north, existing path and trees



North entrance to park, train depot building



McClellan at intersection with Ballarat



Gathering area at depot building



Restrooms at depot building

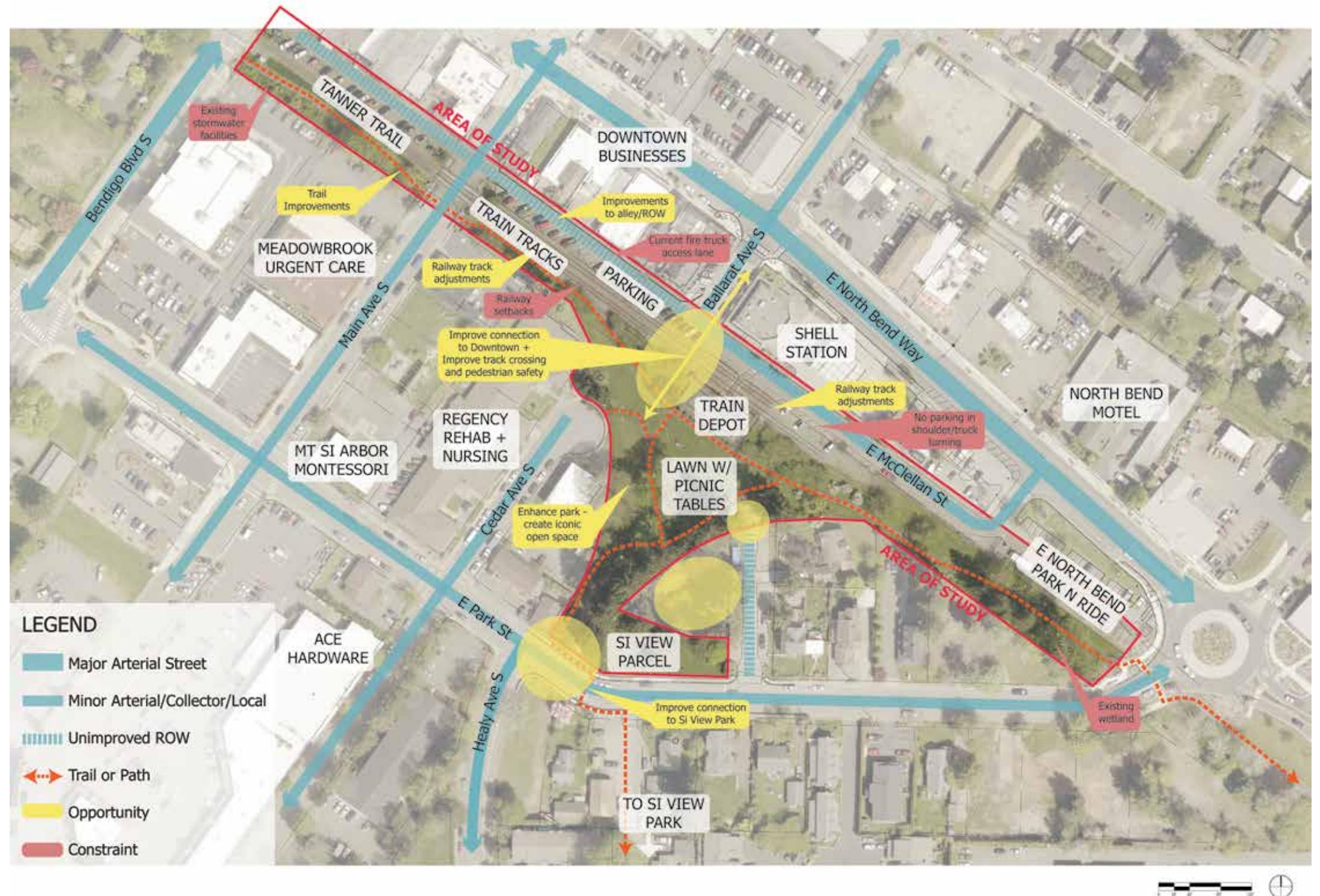
Site Analysis

CONSTRAINTS AND OPPORTUNITIES

Currently, WH Taylor Park is cut off from the downtown core of North Bend, despite being in such close proximity. Parking and a lack of places to safely cross the E McClellan St and the train tracks create a visual and physical barrier to pedestrians that discourages movement between the park and downtown. E McClellan St also currently functions as a back of house area for many of the businesses along E North Bend Way, contributing to the sense that pedestrians aren't meant to explore this area.

The park itself is mostly open, un-programmed space, and tends to be used as a place to pass through rather than to linger. Seating in the park is limited and existing planting in some areas, particularly around the depot building, has created issues with visibility and a sense of safety in the park.

The existing challenges with access to and desire to stay within the park present a number of exciting opportunities, which served as a jumping off point for the design team early in the planning process and helped frame conversations with community members and stakeholders. Increasing connectivity, providing spaces for additional programs, and creating a sense of place to better define the park were all goals set early on in project.



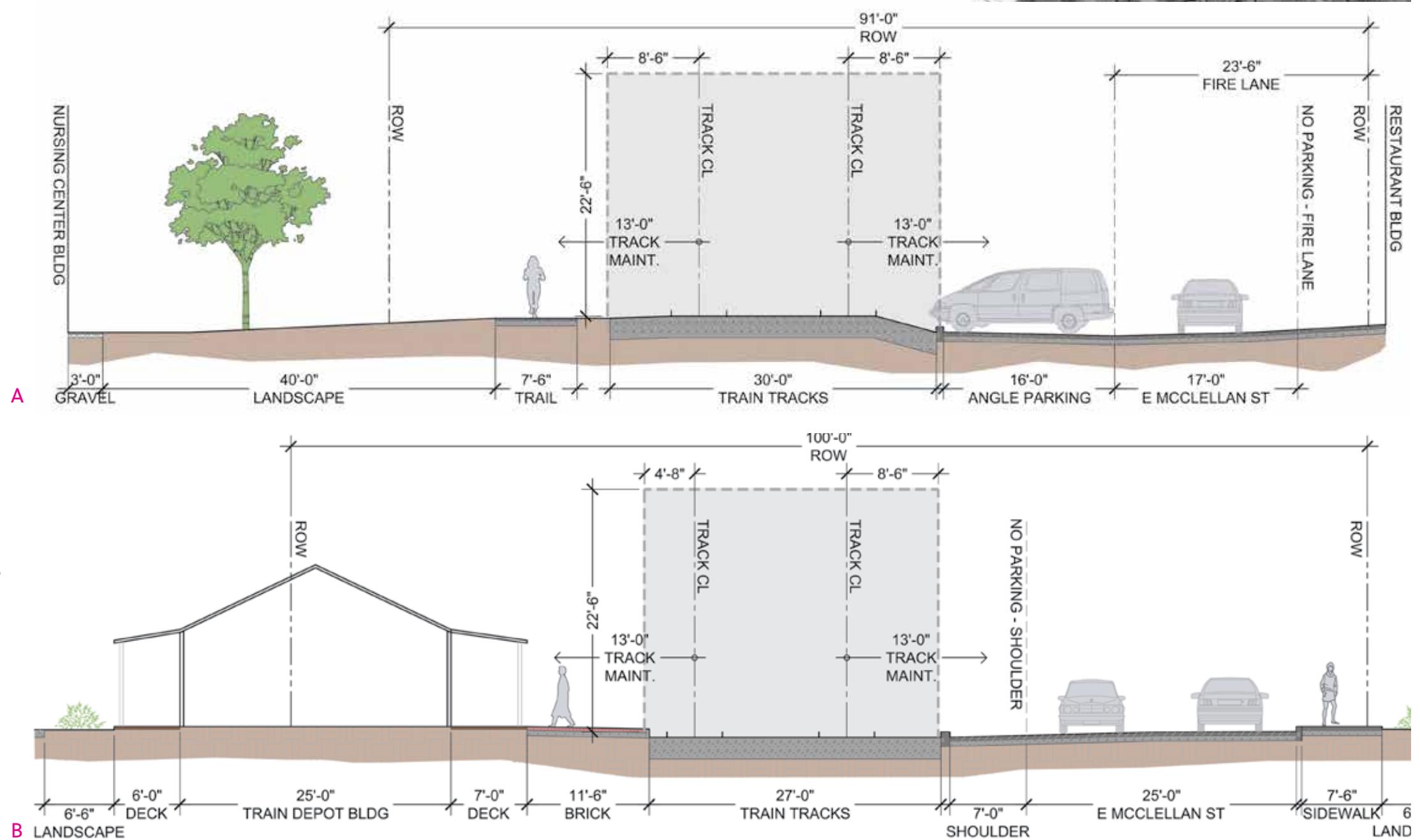
Site Analysis

BALLARAT AVE S AND E MCCLELLAN ST

In order to meet the goal of improving access between the park and downtown, the design team was tasked with studying potential improvements to Ballarat Ave S and E McClellan St. The first step of these studies involved investigating and understanding existing conditions and constraints.

Ballarat Ave S dead-ends on the north side of the park and is a natural primary connection point to between downtown and the park. The North Bend Bar and Grill and a Shell gas station/convenience store sit on either side of this portion of Ballarat Ave, and there are angled and parallel parking stalls on either side of the street that serve these businesses. There are sidewalks on both sides of the street; however, they terminate at E McClellan St without any direct crosswalks to access the park. Parking along E McClellan Street also blocks views into the park from Ballarat Ave S.

E McClellan St primarily functions as an alley and back of house area for businesses along E North Bend Way, as well as providing access to existing angled parking stalls along the south side of the street. Waste storage and pickup for downtown businesses occurs along McClellan and the road also serves as a fire lane. A small section of E McClellan St, along the north side adjacent to the Shell station, has a sidewalk, but the street is otherwise lacking pedestrian infrastructure. Train tracks used by the Northwest Railway Museum are located on the south side of E McClellan St - a double set of tracks runs approximately from the Shell station to the intersection with Main Ave S, after which there is a transition to a single track.



Engagement & Program Development

ENGAGEMENT PROCESS SUMMARY

As summarized earlier in this document, the engagement process for WH Taylor Park involved numerous meetings with key stakeholders and open house events with the larger North Bend community. The dialog between the design team, community members, and City partners helped define programming and design priorities.

The culmination of the community process was a final open house event and online survey, which presented multiple design options for each of WH Taylor Park's areas of focus. The following pages detail the community feedback as it was summarized and presented to City Council on July 25th. This feedback allowed City Council to make decisions on which design options to incorporate into the final preferred master plan.

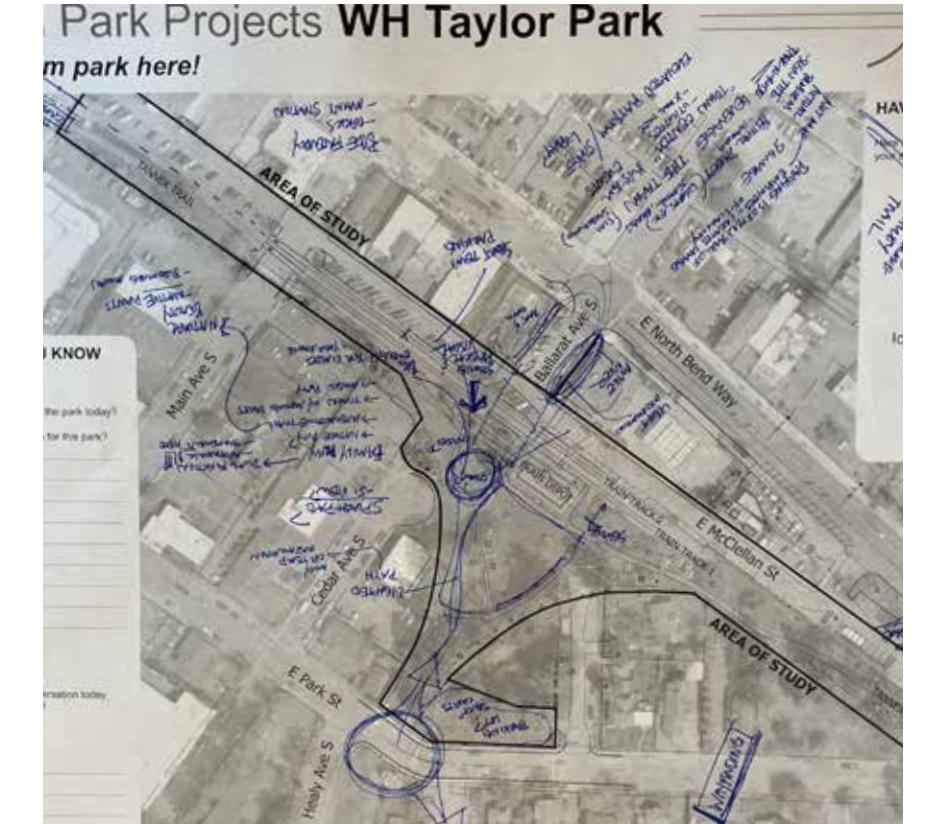
ENGAGEMENT FEEDBACK AND PROJECT GOALS

- Capitalize on the site's history and character to create an iconic city center park.
- Strengthen the visual and street experience along Ballarat Ave S to connect the park with downtown.
- Improve pedestrian safety and accessibility to and within the park.
- Create better opportunities for gathering and play.
- Consider options to reconfigure and consolidate the train tracks and parking along McClellan, without reducing the number of parking spaces.
- Explore options for renovating, relocating, or replacing the train depot building.
- Improve the multi-use trail for better safety and better access for pedestrians and cyclists.



Park Projects WH Taylor Park

in park here!



Engagement & Program Development - Park Concept Plans



RAILWAY INTERCHANGE;
A JUNCTION



OPTION 1 - INTERCHANGE



DEPOSITS RELATED TO
THE REGION'S HISTORY



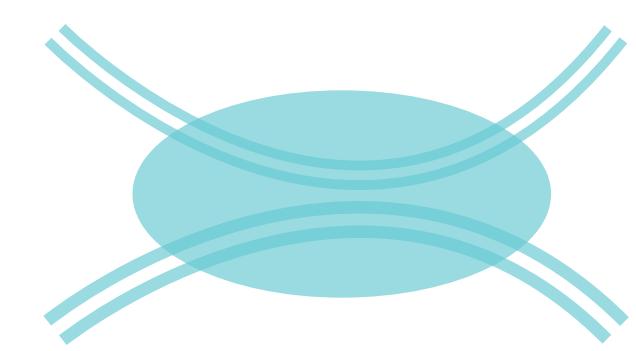
OPTION 2 - ALLUVIAL DEPOSITS



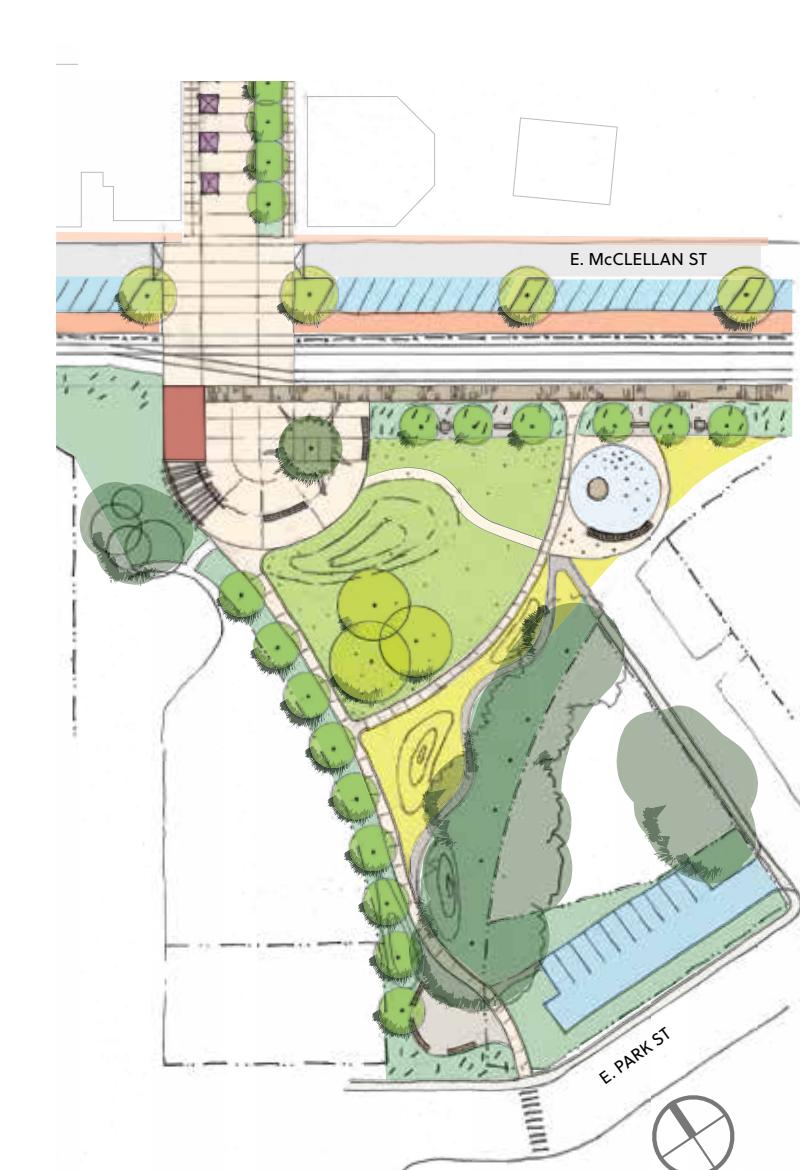
A COMING OR FLOWING TOGETHER;
GATHERING AT ONE POINT



OPTION 3 - CONFLUENCE



AN OPEN SPACE WHERE PATHS COME
TOGETHER & CROWDS GATHER



OPTION 4 - CONCOURSE

Engagement & Program Development - Park Concept Feedback

RANK OF PARK FEATURES

1. Flexible Lawn or Plaza Space (62 votes)
2. Covered Outdoor Seating (61 votes)
3. Splash Pad/Water Play (60 votes)
4. Holiday Tree (52 votes)
5. Native Plants (49 votes)
6. Stage/Event Space (44 votes)
7. North Bend and Tribal History (36 votes)
8. Rent-able Community Room (28 votes)
9. Train/Railway Artifacts (26 votes)
10. Art (15 votes)



We love the idea of expanding the park into the downtown area [...] and the possibility of expanding the park toward Si View!

Holiday [tree] visible from Ballarat is a really nice addition.

Pedestrian only spaces to eat, sit, relax, etc. are very needed.

Please incorporate elements of universal design to support people with disabilities access. I'm excited for this project to create more opportunities for inclusive gatherings.

Splash pad for all ages. Seniors with no air conditioning could also use [...] Seating also around pad for parents/grandparents.

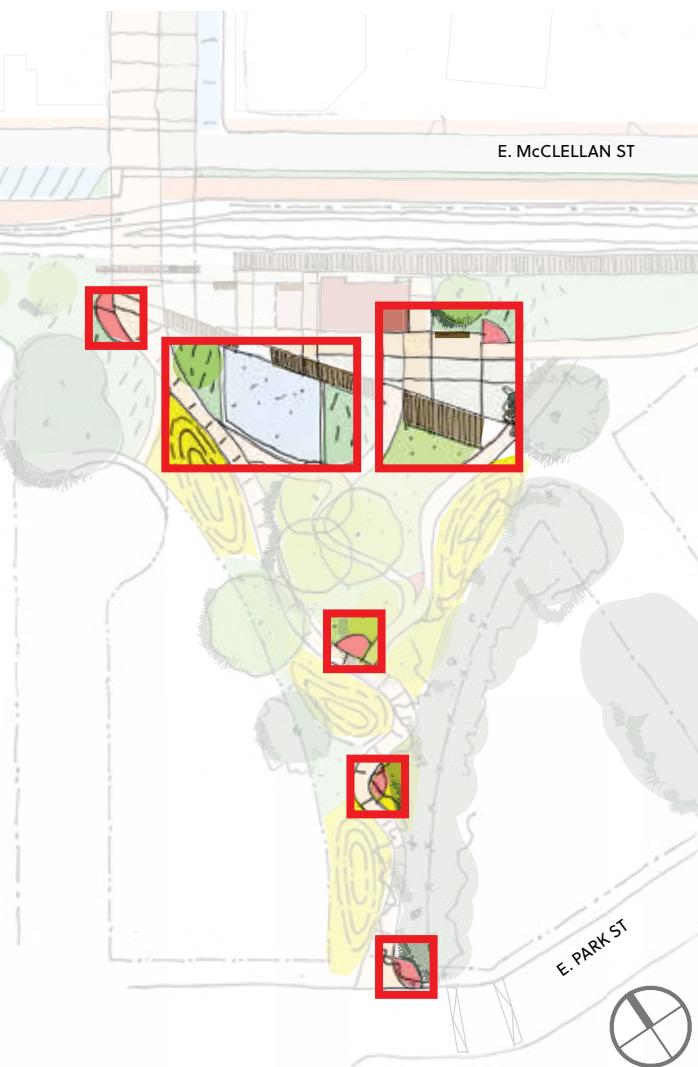
Engagement & Program Development - Park Concept Feedback

- Connections are a priority. Overwhelming support for strengthening connection to Ballarat/downtown. Desire for stronger link to Si View at south. Support for trail connections.
- Positive feedback for creating iconic moments to draw people into park (storytelling, art, artifacts, native plantings), in particular a holiday tree.
- Desire for improvements to access, create an inclusive and intergenerational gathering place.
- Positive feedback for splash pad, but some concern about water use, cost and maintenance.
- Support for maintaining some flexible lawn space and creating central plaza gathering space. Interest in space for community events, seasonal vendors, and rent-able space.
- We recommend Option 3 as foundation for the final Master Plan. Refinement needed after decisions on train tracks and depot, multi-use trail/McClellan, and property acquisition.



OPTION 1 - INTERCHANGE

- Feels too much like Snoqualmie
- Support for holiday tree in this location
- Support for maintaining depot in current location



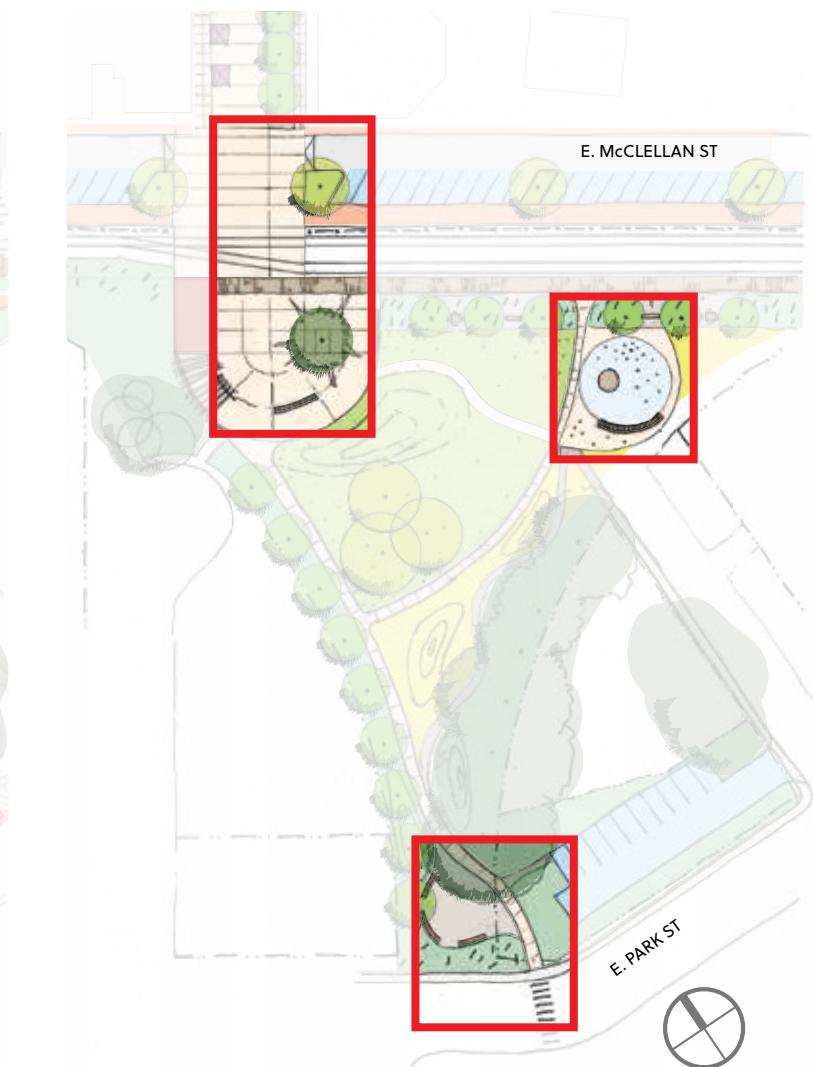
OPTION 2 - ALLUVIAL DEPOSITS

- Support for special moments throughout park
- Winding paths don't feel right, more direct pathways
- Plaza with views of Mt. Si desired
- Slight separation of splash pad from plaza desired



OPTION 3 - CONFLUENCE

- Support for strong connection to Ballarat
- Support for park expansion
- Larger plaza in this option preferred



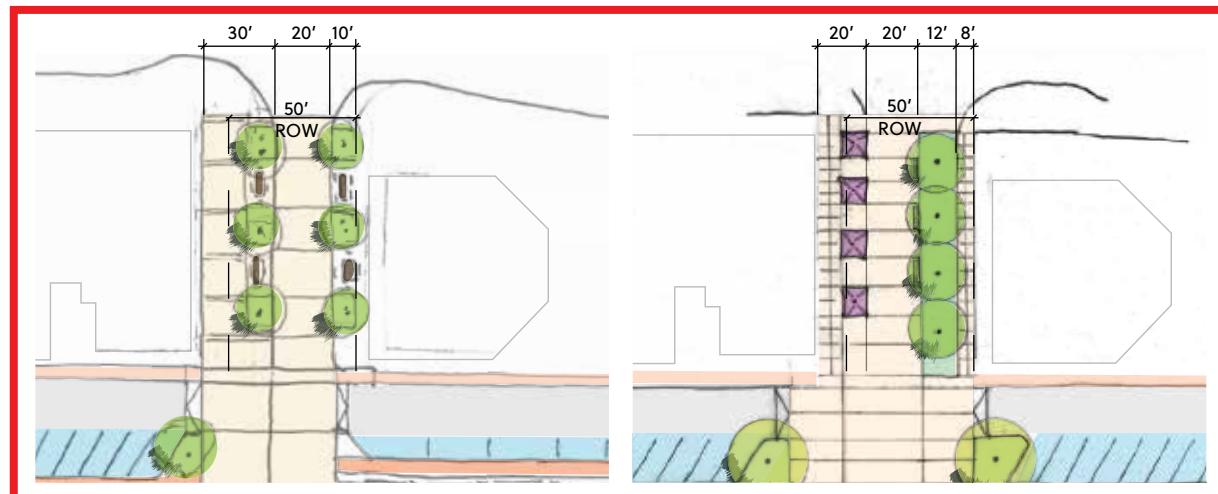
OPTION 4 - CONCOURSE

- Support for strong connection to Ballarat
- Support for splash pad location
- Support for strong connection to Si View

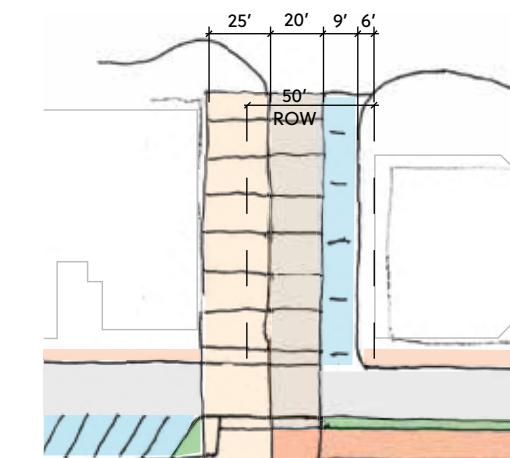
Engagement & Program Development - Ballarat and Depot Concept Feedback

BALLARAT PREFERRED APPROACH

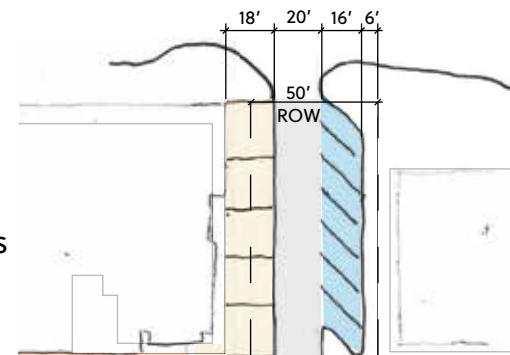
Option 3 (66%) - Ballarat becomes a pedestrian only street between E North Bend Way and E McClellan St (fire and emergency access maintained). Planting and outdoor seating amenities added to extend park experience into downtown. Raised intersection at McClellan.



Option 2 (26%) - Ballarat becomes a one-way street between E North Bend Way and E McClellan St. Widened sidewalk and improved pedestrian space along the North Bend Bar and Grill with raised crossing at McClellan. Parallel parking along the gas station. Street to close for events.



Option 1 (8%) - Ballarat becomes a one-way street between E North Bend Way and E McClellan St. Improved pedestrian space along the North Bend Bar and Grill with raised crossing at McClellan. Angled parking along the gas station.



TRAIN DEPOT PREFERRED APPROACH

Option 1 (44.9%) - Renovate interior of existing depot to better meet user needs.

Option 4 (28.6%) - Build a new depot building. Building to be one story and to include ticket office and restrooms. Additionally, building includes outdoor covered area or community room space.

Option 2 (19.4%) - Maintain roof line of existing depot building. Reduce interior space and renovate to better meet user needs. Create outdoor sheltered space using existing roof.

Option 3 (7.1%) - Build a new depot building. Building to be one story and to include ticket office and restrooms.

No need for ticket booth [...] put in a kiosk or QR code. Save the space for community use and seasonal vendor.

Train should not block visibility of this destination park.

Prefer Option 1 which maintains the existing Depot in its current location and size.

Engagement & Program Development - McClellan Concept Feedback

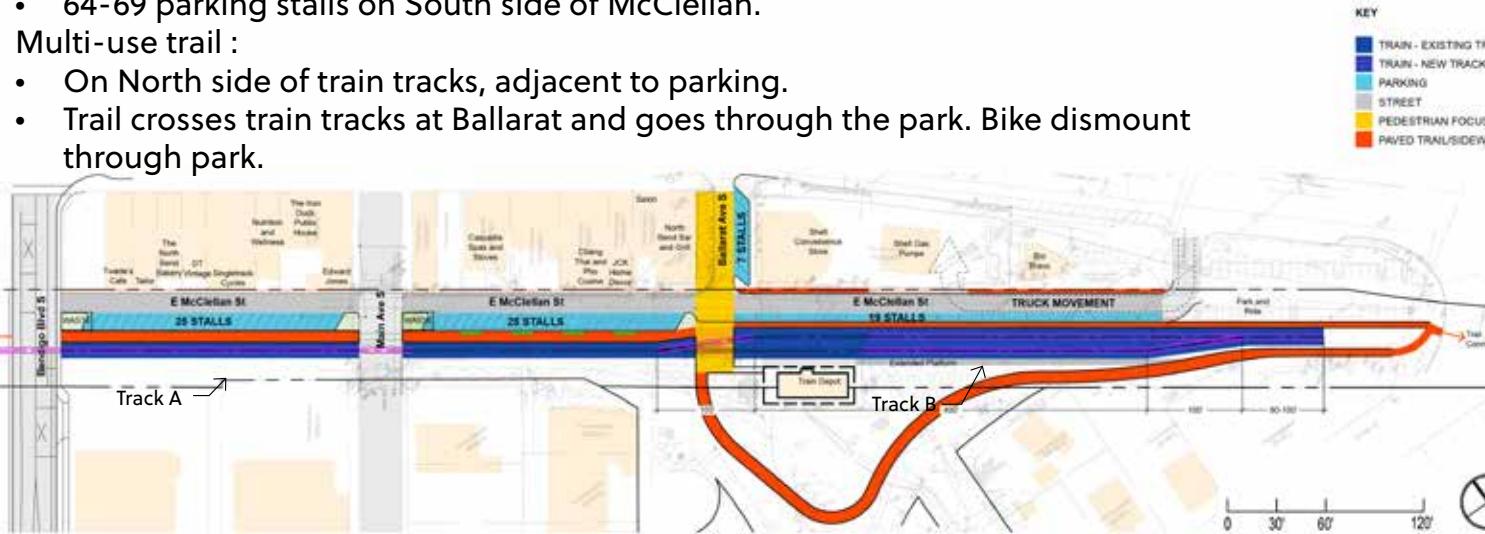
Option 1 (25.6%)

E McClellan St. :

- One-way, maintaining access for fire and garbage pickup.
- Flexible space for pedestrian use at back side of businesses.
- Sidewalk along parallel parking stalls on South part of McClellan
- 64-69 parking stalls on South side of McClellan.

Multi-use trail :

- On North side of train tracks, adjacent to parking.
- Trail crosses train tracks at Ballarat and goes through the park. Bike dismount through park.



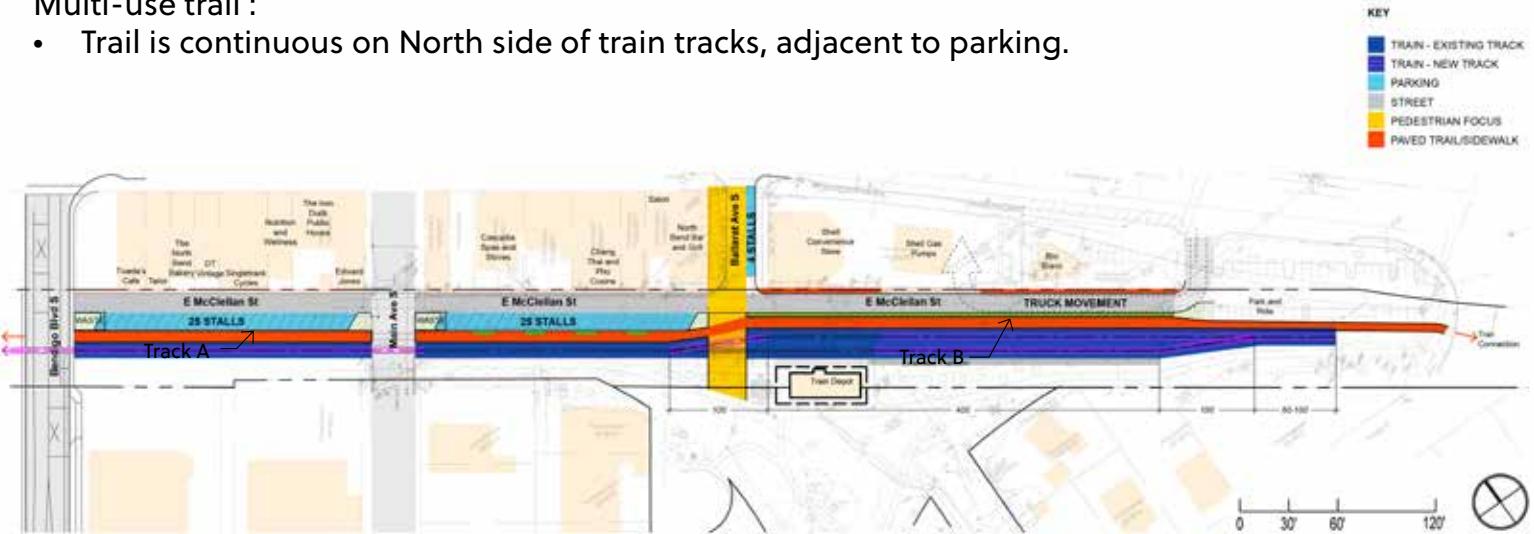
Option 2 (20%)

E McClellan St. :

- One-way, maintaining access for fire and garbage pickup.
- Flexible space for pedestrian use at back side of businesses.
- 48-50 parking stalls on South side of McClellan. No street parking South of McClellan

Multi-use trail :

- Trail is continuous on North side of train tracks, adjacent to parking.



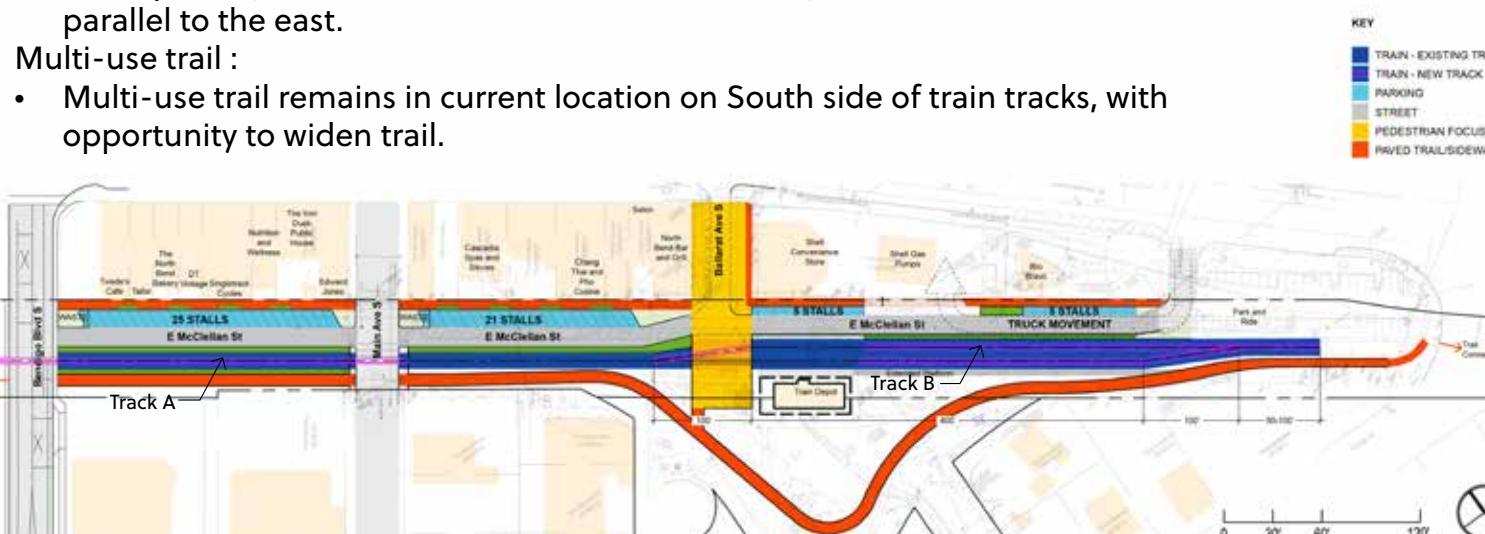
Option 3 (41.1%)

E McClellan St. :

- One-way, maintaining access for fire and garbage pickup.
- Sidewalk and planting added along backside of businesses for improved pedestrian experience.
- Planting and fence added between train tracks and McClellan
- 54-56 parking stalls on North side of McClellan, angled to the west of Ballarat, parallel to the east.

Multi-use trail :

- Multi-use trail remains in current location on South side of train tracks, with opportunity to widen trail.



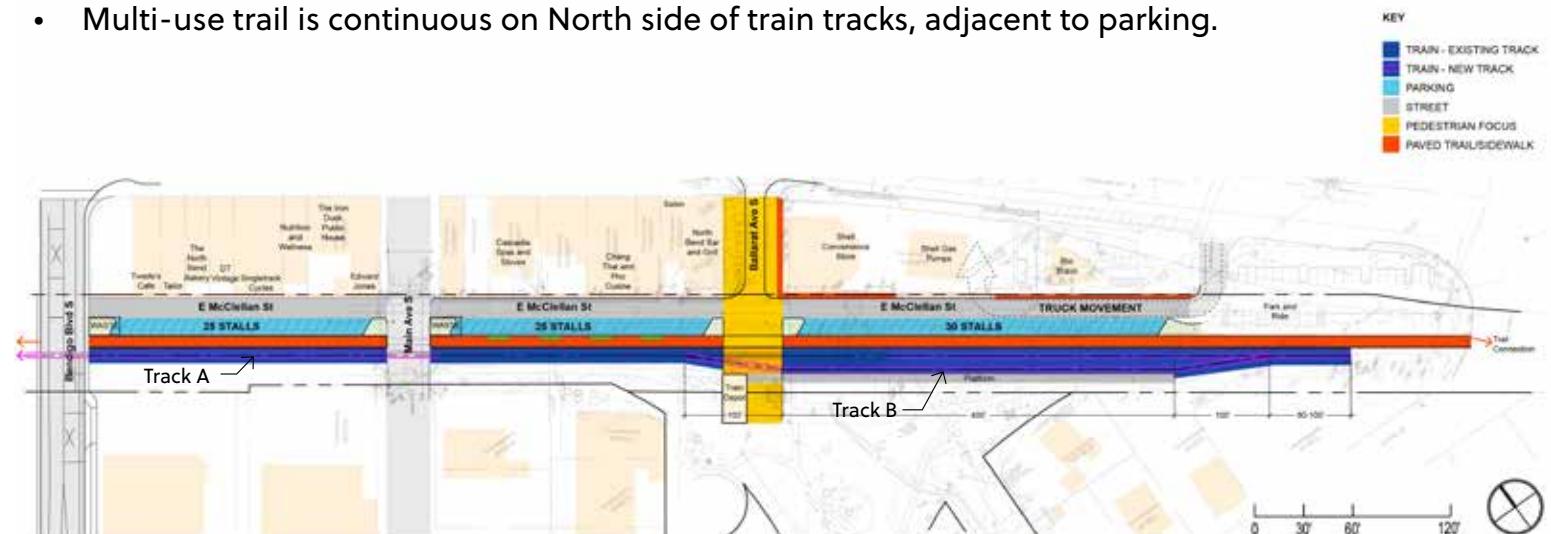
Option 4 (33.3%)

E McClellan St.:

- One-way, maintaining access for fire and garbage pickup.
- Flexible space for pedestrian use at back side of businesses.
- Additional track re-alignment and rebuilding of depot allow for up to 80 parking stalls on South side of McClellan.

Multi-use trail :

- Multi-use trail is continuous on North side of train tracks, adjacent to parking.



Engagement & Program Development - McClellan Concept Feedback

OPTION 1 TAKEAWAYS

- **Positive feedback for:** parking (maintained/slight increase), wider multi-use trail between Ballarat and Bendigo, multi-use trail through park, flexible space at back of businesses
- **Challenges:** track crossing for cyclists, smaller pedestrian improvements at immediate back side of businesses

OPTION 2 TAKEAWAYS

- **Positive feedback for:** continuous multi-use trail
- **Challenges:** parking (slight reduction), smaller pedestrian improvements at immediate back side of businesses

OPTION 3 TAKEAWAYS

- **Positive feedback for:** parking (maintained), wider sidewalk and planting at back of businesses, multi-use trail through park
- **Challenges:** width of multi-use trail, uncertainty about business owner improvements to back of house areas, less direct access between parking and WH Taylor Park

OPTION 4 TAKEAWAYS

- **Positive feedback for:** parking (increased), continuous multi-use trail, flexible space at back of businesses
- **Challenges:** track layout that requires rebuilding depot, smaller pedestrian improvements at immediate back side of businesses

We recommend Option 1 as a compromise incorporating favored elements and benefits from other options.

Do not lose parking availability off of the main streets.

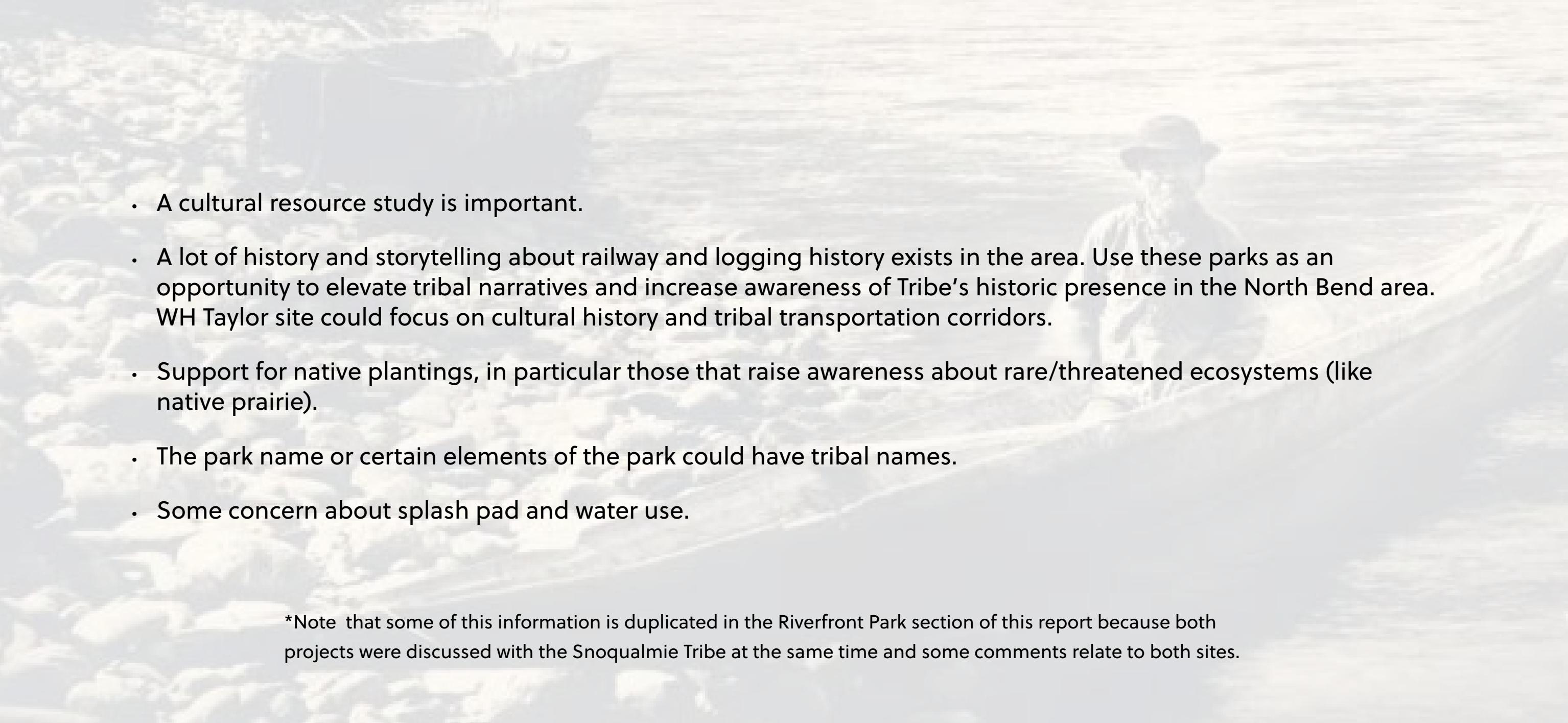
We have a beautiful downtown with beautiful views. We don't need to turn it into a big parking lot - we need more pedestrian only areas and multi-use trails so people can truly enjoy and utilize the area.

I would love to see murals along the back side of the buildings facing McClellan, asphalt art or an art alley.

More access to the rear of businesses would be great.

Prefer the multi-use trail going through the park - more interesting experience and more steps when exercising!

Engagement & Program Development - Feedback from Snoqualmie Tribe



- A cultural resource study is important.
- A lot of history and storytelling about railway and logging history exists in the area. Use these parks as an opportunity to elevate tribal narratives and increase awareness of Tribe's historic presence in the North Bend area. WH Taylor site could focus on cultural history and tribal transportation corridors.
- Support for native plantings, in particular those that raise awareness about rare/threatened ecosystems (like native prairie).
- The park name or certain elements of the park could have tribal names.
- Some concern about splash pad and water use.

*Note that some of this information is duplicated in the Riverfront Park section of this report because both projects were discussed with the Snoqualmie Tribe at the same time and some comments relate to both sites.

Engagement & Program Development - City Council & Parks Commission

CITY COUNCIL RECOMMENDATIONS - JULY, 25 2023 WORKSTUDY

The following recommendations confirmed by City Council were used to develop the preferred master plan: (Black text = recommendation to council, **Red text = Council response**)

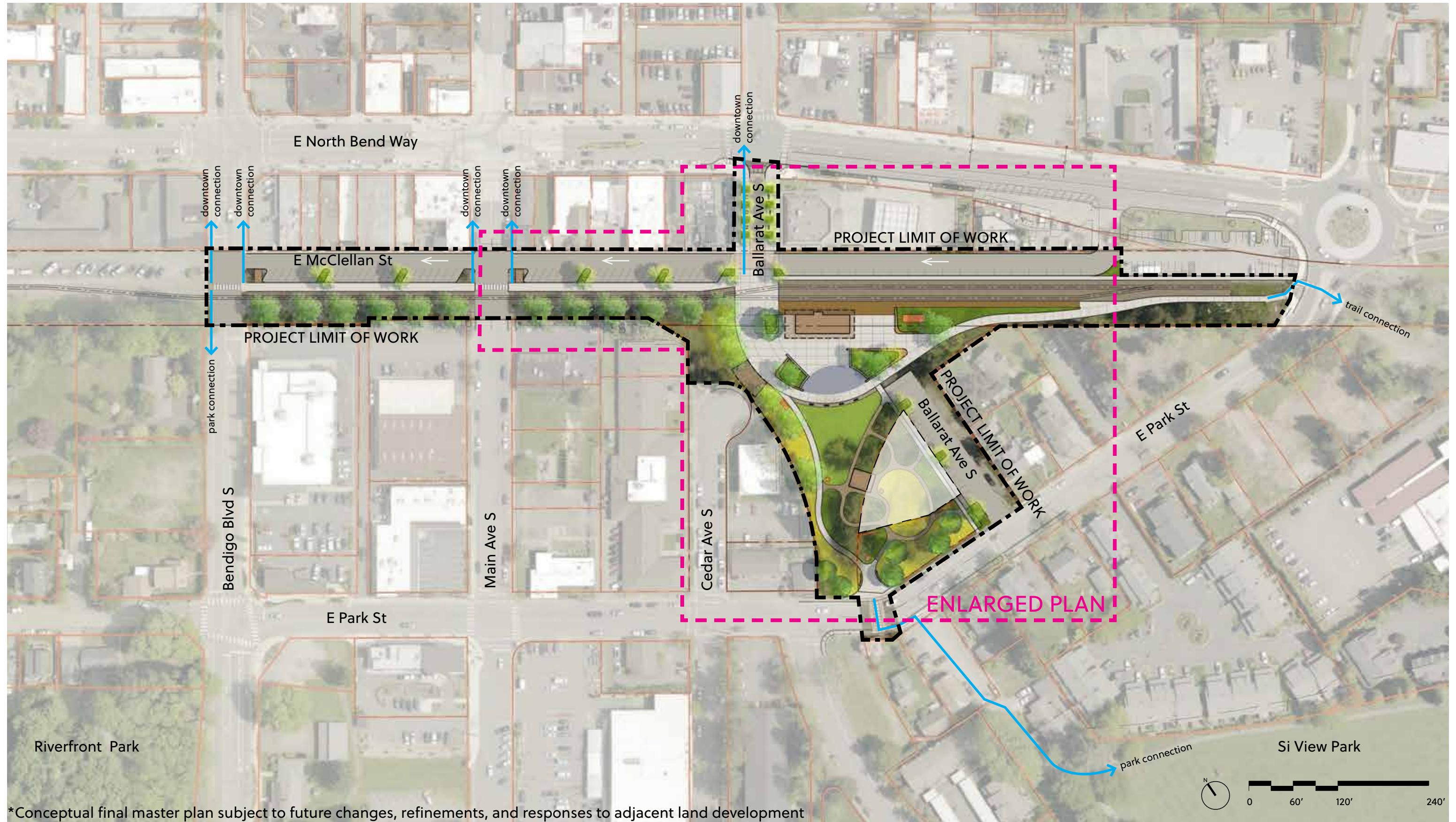
- Track realignment + street improvements: Reconfigure E McClellan St as shown in McClellan Concept Option 1. Convert Ballarat Ave S to a pedestrian only street, maintaining fire/emergency access. --> **Confirmed**.
- Train depot building improvements: Maintain the existing train depot building and renovate the interior to better meet user needs. --> **Confirmed**.
- WH Taylor Park improvements: Utilize concept Option 3 - Confluence as a foundation for the final park Master Plan, with refinements based on public feedback. --> **Confirmed**.
- Future phase considerations: As shown in concept Option 3 - Confluence, include planning-level study of park expansion into adjacent property. --> **Confirmed**.

PARKS COMMISSION RECOMMENDATIONS - AUGUST 23, 2023 PARKS COMMISSION MEETING

The Parks Commission recommended approval of the WH Taylor Park master plan with the following comments:

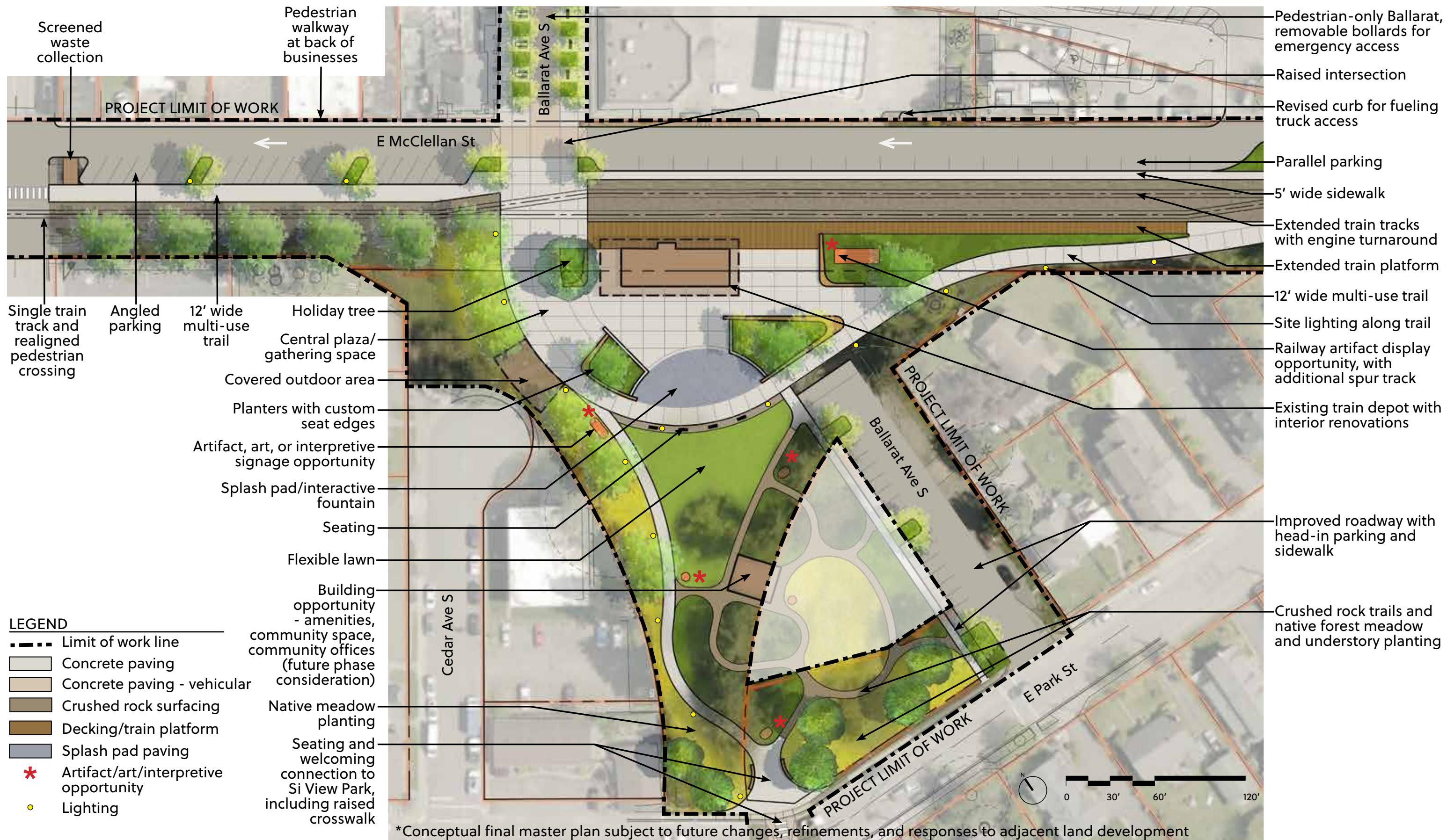
- Consider investment in renovation of the Train Depot building as the central focus point of William H Taylor Park.
- Consider lighting needs on pedestrian pathways along McClellan Street.
- Consider alternative surfacing options along McClellan Street and Ballarat to enhance visitor experience.
- Consider interpretive signage that shares history of William H Taylor, and tribal connection to Mount Si and surrounding lands.

Preferred Master Plan - Full Site



*Conceptual final master plan subject to future changes, refinements, and responses to adjacent land development

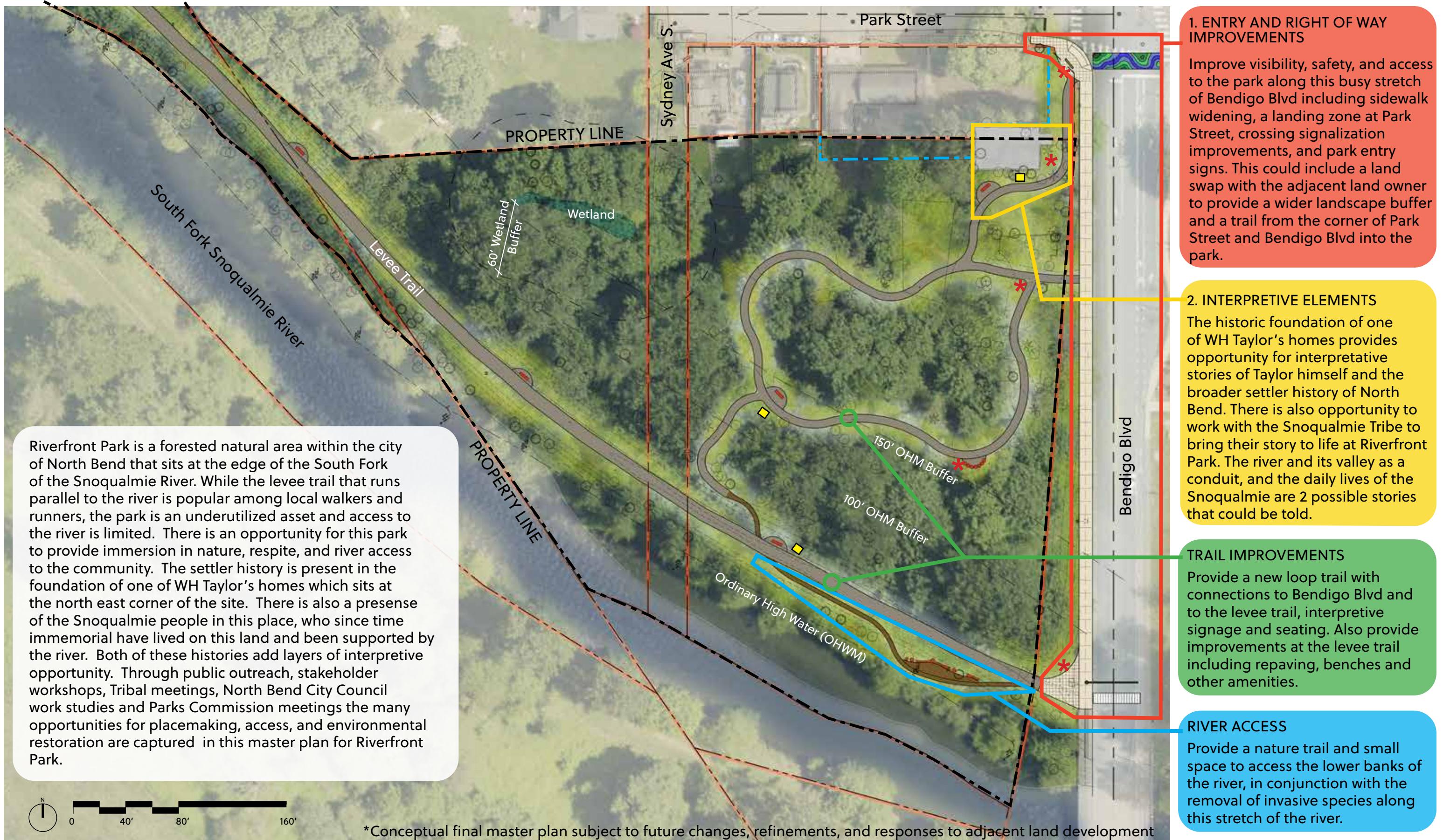
Preferred Master Plan - Enlarged Plan



A photograph of a path through a dense forest. The path is a dirt trail that curves to the left, covered with fallen leaves. The forest is filled with tall, thin trees, their trunks and branches creating a complex network of shadows and light. The overall atmosphere is misty and serene.

Riverfront Park

Executive Summary



Site Analysis

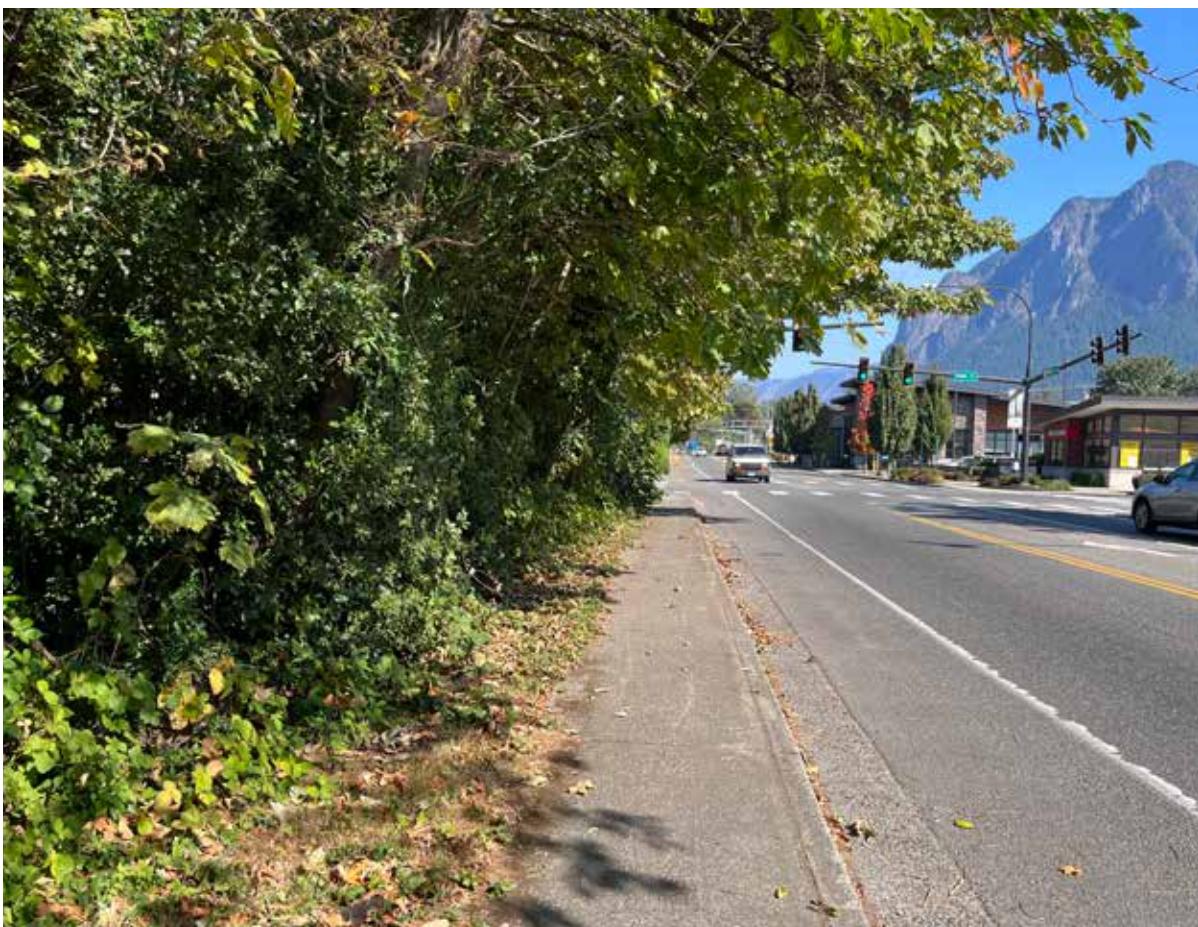
SITE DESCRIPTION AND BACKGROUND

Riverfront Park is a 4-acre natural area situated in downtown North Bend that is bounded by the South Fork of the Snoqualmie River to the south, private parcels to the northeast, and the busy state route 202 (Bendigo Blvd S) to the southeast. Its most prominent and well known feature is the levee and trail which parallels the river and is part of a greater network of trails in the North Bend area.

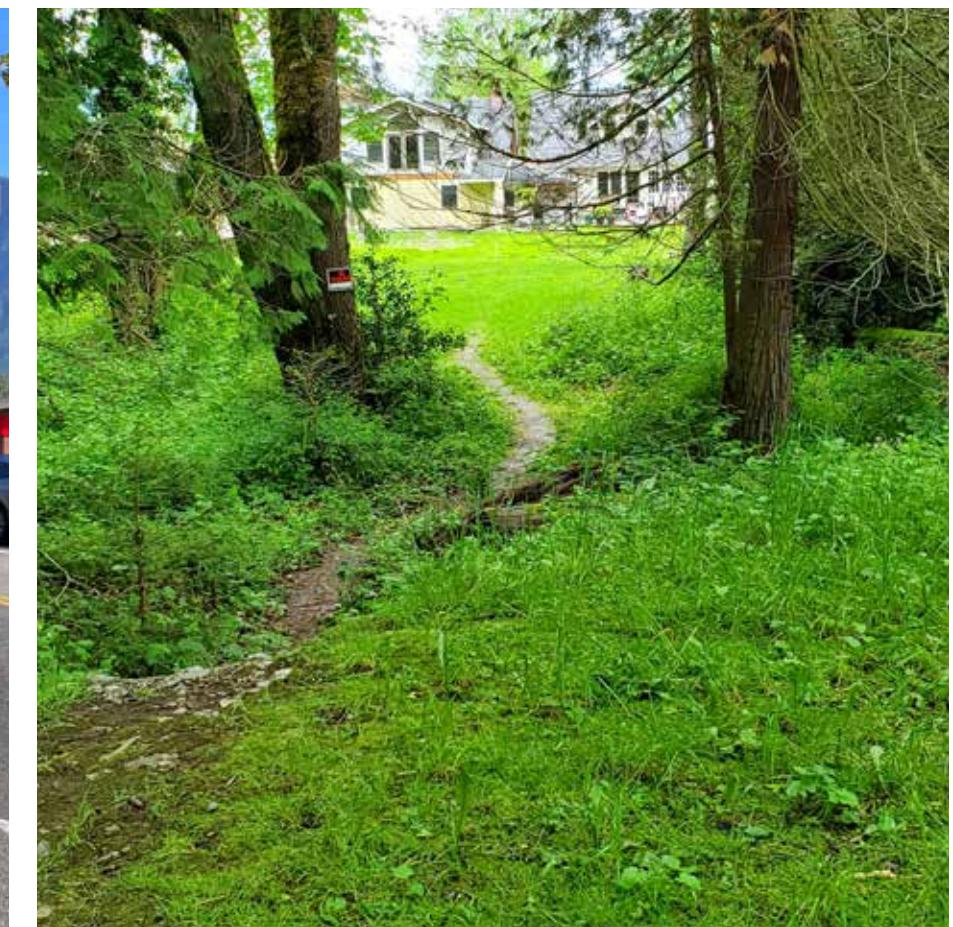
Access to the park from downtown North Bend is primarily through the intersection of West Park Street and Bendigo Blvd South. Following the Bendigo sidewalk to the south provides access to the levee trail. This sidewalk along Bendigo adjacent to the park is only approximately 3' wide and overgrown with vegetation making it inadequate for comfortable walking along the busy state route. People also access the site from the north along the levee trail. The levee trail continues beyond the park, crossing on to private property at the northwest corner of Riverfront Park. However, there is little signage or indication of what is public or private property.

The forest in the interior of the site contains a mix of spruce, fir, cedar, big leaf maple, cottonwood and alder trees. Along the river, alder, cottonwood, and wild cherry trees dominate the dynamic shoreline. Around the perimeter of the site, and in parts of the interior, invasive species like Himalayan blackberry, English ivy, and a variety of grasses dominate the understory. Restoration efforts in recent years have cleared some areas of invasive species and replanted with spruce and other native species. There is opportunity for continued habitat improvement throughout the site.

A handful of remnant structures exist on the property, including a cobblestone foundation, a crumbling concrete foundation, and an old tennis court. The cobblestone foundation has historic significance as the site of one of WH Taylor's many homes in North Bend. It is in good condition with largely in-tact concrete foundation walls and coated with well-crafted river cobble in cleanly grouted joints. Numerous trees are growing within and close to the foundation walls.



Bendigo Blvd South with Mount Si in the background



Adjacent private properties with trail connections



Levee and trail, view west from near Bendigo Blvd S



River bank and informal pathways

Site Analysis

CRITICAL AREAS

A critical areas report was prepared by Herrera in January 2023 to map the OHWM of the South Fork of the Snoqualmie River and to map a small wetland near the center of the site, referred to here as Wetland A. The report also defines the buffers of these features and assesses the environmental, regulatory, and permitting implications of potential improvements to Riverfront park. Wetland A is a category III wetland with a wetland rating of 7 and sits just north of the Sydney Avenue ROW that extends into the Riverfront site. It is noted in the report as a "palustrine scrub shrub wetland, approximately .02 acres in size." Herrera found the wetland "has a low potential to provide wildlife habitat" because it has a low level of biodiversity and structural diversity. The buffer for this wetland is 60'.

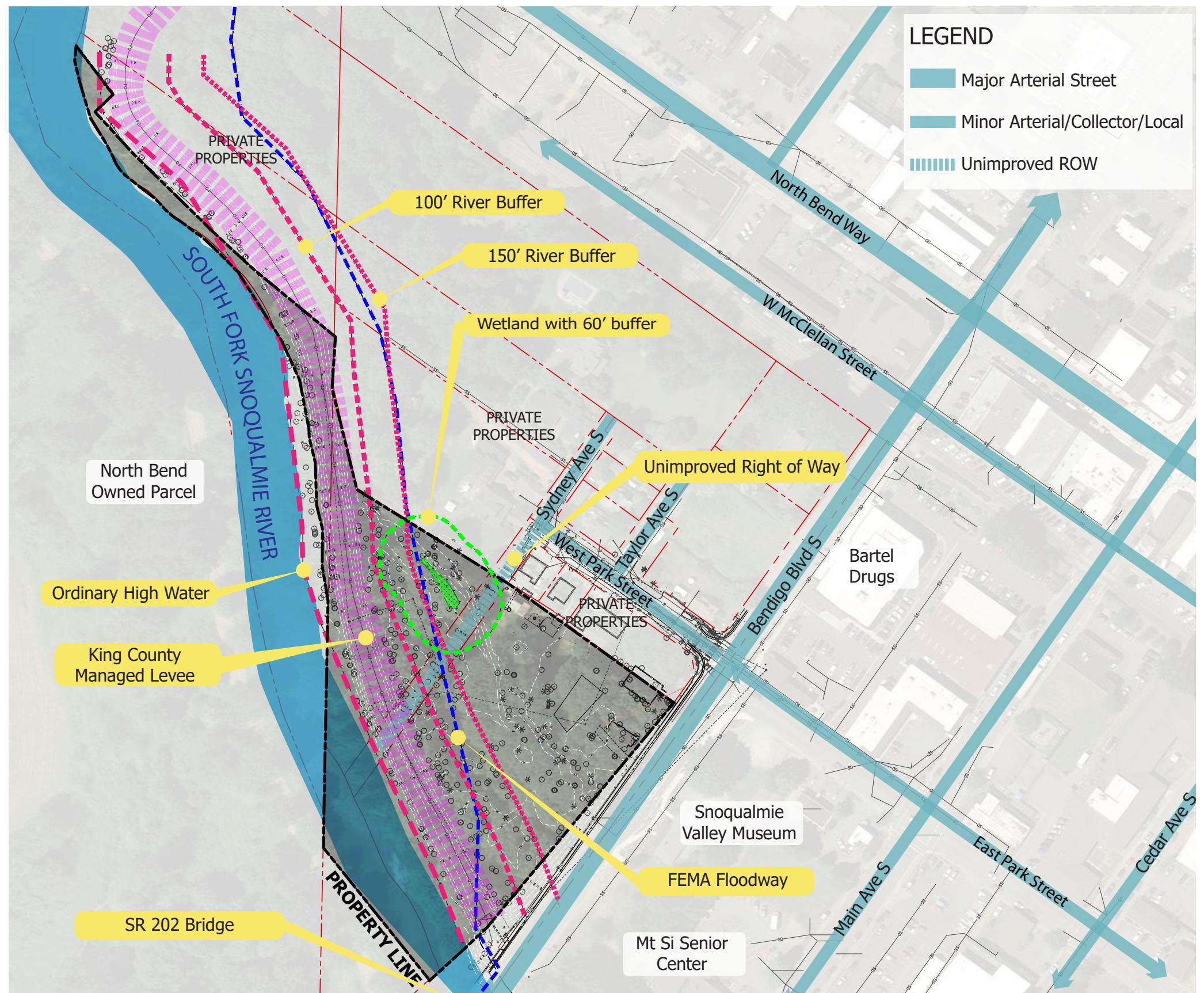
PERMITTING AND ENVIRONMENTAL REGULATIONS

The OHWM generally follows the edge of the South Fork of the Snoqualmie River. Work below the OHWM of the river or within Wetland A would trigger an Army Corps Section 404 or 401 permit, both of which carry long application times. Work within the wetland buffers or below the OHWM would require mitigation design, documentation, compensation, and monitoring through the City. In-water work below the OHWM would also require a Hydraulic Project Approval from the Washington Department of Fish and Wildlife and a SEPA checklist, for which the city would be the lead agency.

All work within the floodway would require a 'zero-rise' analysis confirmation by the levee management authority (King County). This means there can be no net additional material placed within the floodway that would reduce flood capacity. Effectively this means any material added (pathway gravel, etc) would require removal of equal or greater volume of material. Other site development and local permitting would also be required for work on this site, including WSDOT review of improvements impact the state route.

HABITAT

The report notes that the South Fork of the Snoqualmie River is designated by the City as a habitat of local importance because of the presence of native cutthroat trout. Anadromous fish are not able to get past Snoqualmie Falls which are just a few miles downstream of this location, so no salmon inhabit the river in this stretch. The report also notes that Washington Department of Fish and Wildlife Priority Habitat mapping show this as an area of regular concentrations of elk. Anecdotally, neighbors that the design team spoke to noted elk are regularly seen on the property and one injured elk has wintered in this area for a number of years.



Ordinary High Water, Wetland boundaries, buffers, floodway extents and other critical area information

Site Analysis

FLOODING & THE SOUTH FORK SNOQUALMIE RIVER

King County GIS data shows the entire site is within the 100 year floodplain. Over half of the site is within the FEMA floodway, which extends landward of the levee, covering about half of the site. The critical areas report notes that the river channel is "constrained by well maintained revetments and the bridge opening at Bendigo Boulevard South--suggesting current maps of the floodway might not be consistent with the conditions on the ground."

Flooding is a serious issue in this area and it has occurred in the recent past. The design team came to understand from conversations with neighbors that this area's soils are very porous and that flooding upstream of the bridge, and the subsequent backup caused by the bridge, forces groundwater to rise up through the soils, into the area behind the levee, flooding the site and the adjacent private properties. It is only a matter of time before more impactful flooding will occur in this area and it is possible that the river will reclaim substantial areas of the floodplain, potentially all the way to the berm at the railroad tracks.

ADJACENT RIVER IMPROVEMENTS

Across the river from Riverfront Park a larger portion of land is being considered for a levee setback project. This project is in early planning and would shift the levee 300'-500' westward, greatly expanding the floodway width. This project will also deliver trail improvements, increased river access, and more recreation opportunities. While the levee setback will have significant ecological and hydrological benefits improvements, it may not provide relief from flooding because the SR-202 bridge and its abutments which are upstream will continue to create a pinch point in the river.

These proposed improvements on the left bank could be 5-10 times greater in area and volume than any levee modifications that could be made at the Riverfront Park site. In discussions with the City and at public workshops, the consensus was that the cost of making similar changes to the levee at Riverfront Park did not provide sufficient benefit and that resources for this kind of work would be best focused on the left bank. Riverfront Park was generally seen as being more suitable for 'lighter touch' and more cost-effective interventions.



Future improvements on the left bank of the South Fork of the Snoqualmie River, shown for context

Engagement & Program Development - Preliminary Concept Plans

ENGAGEMENT PROCESS SUMMARY

As summarized earlier in this document, the engagement process for Riverfront Park involved numerous meetings with key stakeholders, open house events with the larger North Bend community and, other meetings such as a Kiwanis/Rotary presentation. The dialogue between the design team, community members, and City partners helped define project goals and program priorities.

These conversations also helped the design team to understand the site and the interface between the town of North Bend and the wild and sometimes unpredictable character of the South Fork of the Snoqualmie River. It also clarified the challenges of public and private land ownership along this corridor. Neighbors were broadly concerned with increased public activity along the levee trail and within the forested area. They noted concerns for criminal activity and the challenges of managing trespassing and litter.

The privately owned land to the north extends across the levee and into the river creating a legal dead end along the levee trail. Land owners to date have allowed access across their property via the levee trail but do not support a formal agreement or easement for trail access to the public. Some of the most scenic and desirable places along the river are the seasonally dry river banks which are just north of the Riverfront Park. These areas too are on private property, further complicating private/public access challenges. These conversations, along with the overall goal of providing clearer and better river access along the publicly owned land along the river led the design team to develop a range of concepts with varying amounts of recreation, nature, and history focused improvements.

The culmination of the community process was a final open house event and on-line survey, which presented 2 design options for each of Riverfront Park's areas of focus. The following pages detail the community feedback as it was summarized and presented to City Council on July 25th. This feedback allowed the City Council to make decisions on which design options to incorporate into the final preferred master plan.

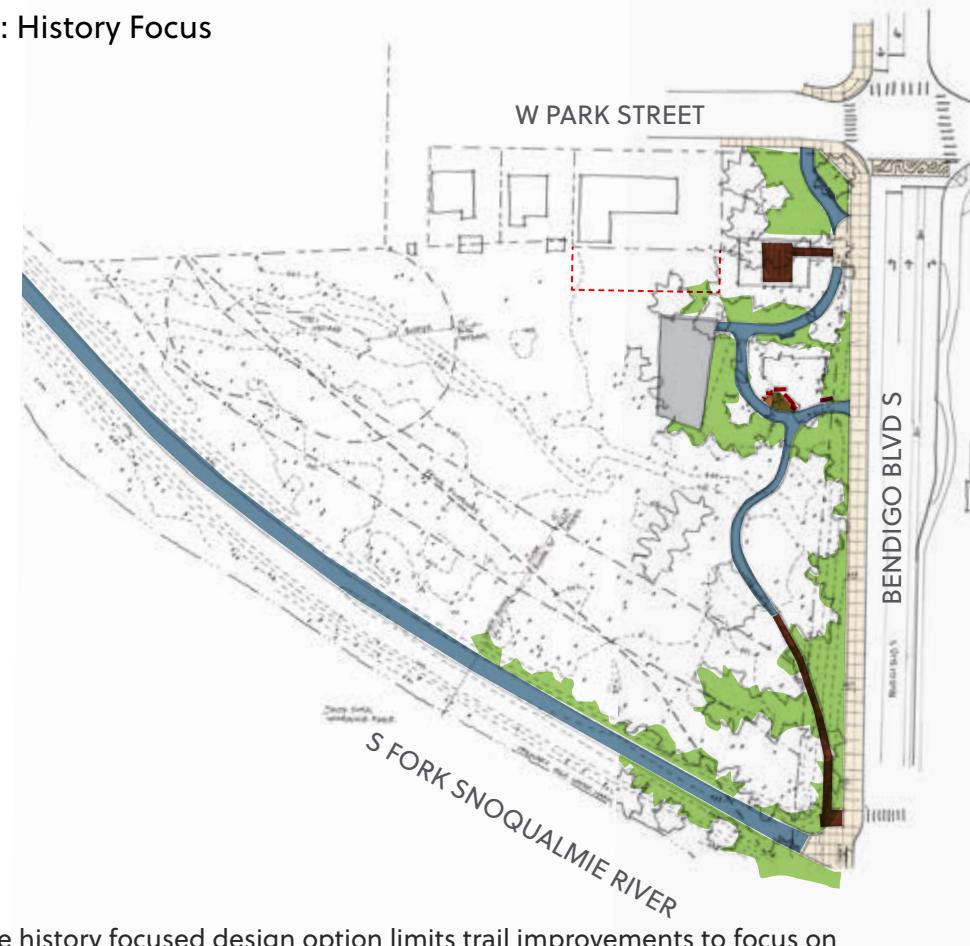


Project Goals

- Preserve and rehabilitate the natural character of the place
- Strengthen the entry points and safe access to the park
- Provide clear wayfinding and interpretive signage to represent the history of the Snoqualmie Tribe and history of settlement
- Create a connected trail system with opportunities to pause and enjoy the seasonal beauty
- Improve access to the river
- Respect private property

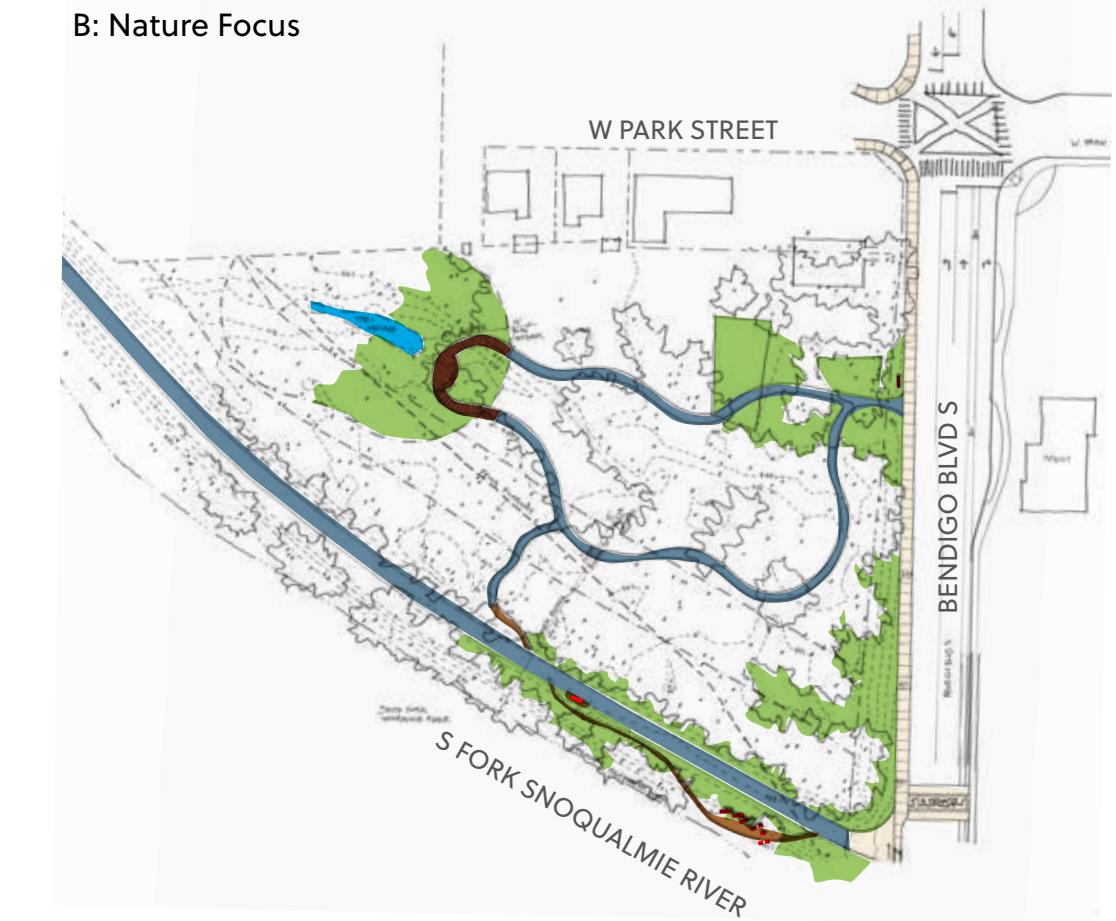
Concept Plans

A: History Focus



The history focused design option limits trail improvements to focus on wayfinding and interpretive opportunities at the east edge of the park.

B: Nature Focus



The nature focused design option provides trail access to the wetland, riverbank and a loop trail opportunity. Habitat improvements are proposed throughout.

Engagement & Program Development - Online Survey Results for general Park Features

RANK OF PARK FEATURES

1. Nature trails (81%)
2. Trail access to river shoreline (72%)
3. River viewing areas (53%)
4. Raised boardwalk (53%)
5. Invasive removal & native plant restoration (53%)
6. Street crossing or access improvements (41%)
7. Tribal and Settlement historic interpretation (38%)
8. Seating or gathering areas (26%)
9. Wetland viewing (18%)



HISTORY FOCUS PREFERRED FEATURES

1. Snoqualmie Tribal history interpretive signage and story telling (52%)
2. Entry path with seating and signage (40%)
3. Access to WH Taylor's historic home and interpretive signage (38%)
4. Gathering areas with informal seating and interpretive signage (33%)



NATURE FOCUS PREFERRED FEATURES

1. Nature loop trails through the woods (84%)
2. Benches or seating along the levee trail (45%)
3. Wetland Viewing platform, walkway, and seating (45%)
4. River access nature trail with log seats (39%)
5. Plant identification or other natural history signage (34%)



Engagement & Program Development - Online Survey Results for Right Of Way Features

SIDEWALK AND BIKE LANE

1. 10-12 foot wide shared use trail for bikes and pedestrians (83%)
2. A 6-8 foot wide pedestrian sidewalk with separated striped, dedicated bike lane adjacent to roadway (12%)
3. Other (4%)



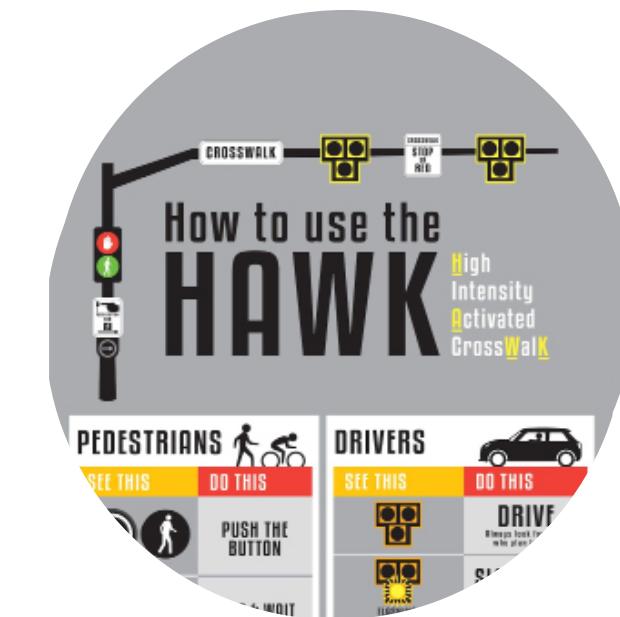
CROSSING AT W PARK STREET & BENDIGO BLVD S

1. Painted or creative crosswalk art (52%)
2. An all-way crossing where all vehicles are stopped and all pedestrians cross at the same time (48%)
3. Other (8%)



CROSSING AT BENDIGO BLVD S & THE LEVEE TRAIL

1. A push button flashing signal to alert vehicles of crossing at the Levee Trail (68%)
2. A raised crossing or 'tabletop' (34%)
3. A red light stop signal (HAWK signal) for vehicles on Bendigo to stop for pedestrians (27%)
4. Other (4%)



Engagement & Program Development - Public Comments

Adding a longer loop trail and river access would be amazing!!! With all the population growth here, we need all the trails and river access we can get!

Access to wetlands should not be an option

A combo of the nature trail and historic trail, forest restoration and interpretation where possible while preserving the historic foundations and interpreting their history and the tribes history too!

There needs to be a commitment to security and access for all community park users or it will become unused by most and pointless.

Increase non-motorized travel within our community by adding more shared-use trails for bikes and pedestrians...

Engagement & Program Development - Snoqualmie Tribe Feedback

- A cultural resource study is important.
- WH Taylor is a more developed site and it would be more appropriate to focus on settlement history there. It would be better to preserve the Snoqualmie Tribal history and the natural function at the Riverfront site.
- Riverfront would be a good place to share the Snoqualmie people's daily lives and connection to nature--a more ethnographic approach.
- Limit River impact. Enhance, protect the wetland.
- The park name (of Riverfront Park) or certain elements of the park could have tribal names.

*Note that some of this information is duplicated in the WH Taylor Park section of this report because both projects were discussed with the Snoqualmie Tribe at the same time and some comments relate to both sites.

Engagement & Program Development - City Council Workstudy on July 25, 2023

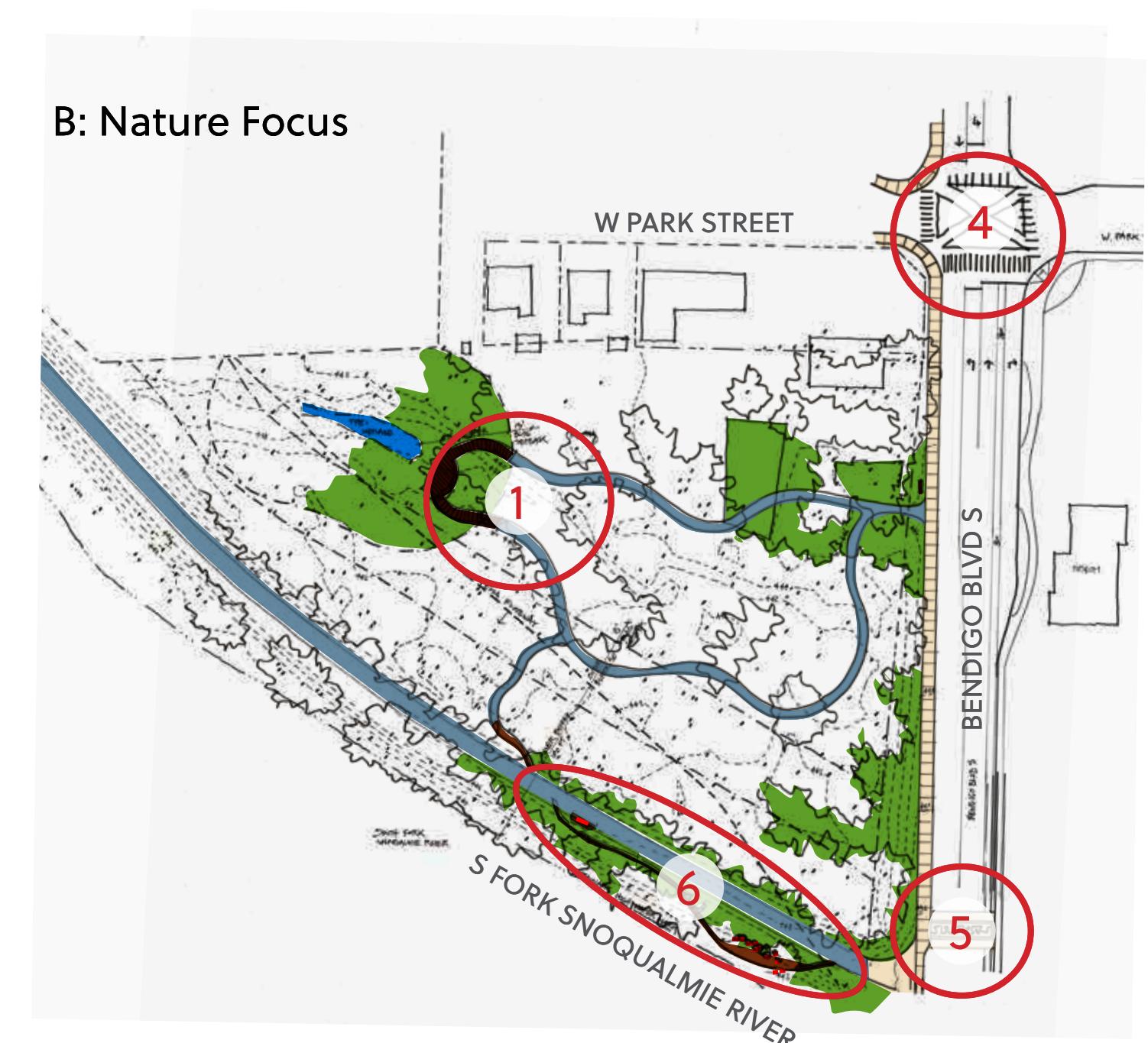
(Black text = recommendation to council, Red text = Council Response)

1. Pull the loop trail out of the wetland buffer. --> Confirmed.
2. Provide a trail up to the south side of the Taylor home foundation but not inside it. --> Confirmed.
3. Show a reduced 20' wide land-swap at the corner to provide a gathering point. --> Confirmed.
4. Propose an all-way crossing at Park and Bendigo. --> No all- Leave pedestrian signal as-is.
5. Propose a flashing beacon crossing at Bendigo and the levee trail. --> Prefer HAWK system for better safety than flashing beacon.
6. Propose river bank access as shown with invasive removal, restoration, and low-impact seating. --> Confirmed.

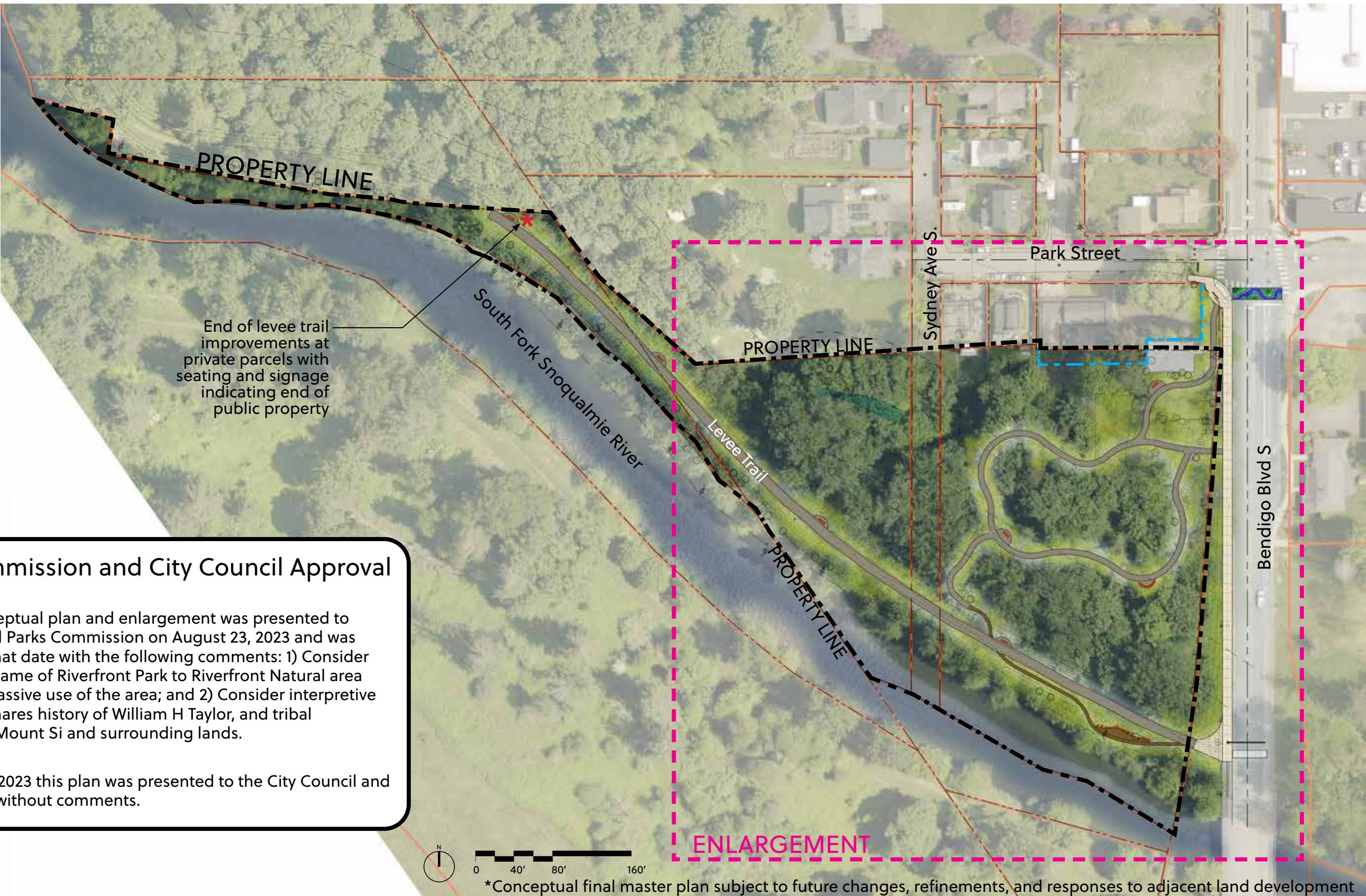
A: History Focus



B: Nature Focus



Preferred Master Plan - Full Site



Preferred Master Plan - Enlargement



Appendix

Appendix A: Estimate of Probable Costs for WH Taylor Park

Appendix B: Estimate of Probable Costs for Riverfront Park

Appendix C: Critical Areas Report