USDA. FOREST SERVICE
COLUMBIA RIVER GORGE NATIONAL SCENIC AREA
902 WASCO AVENUE, SUITE 200
HOOD RIVER, OR 97031

Telephone: 541-308-1700
Fax: 541-386-1916

PROJECT REVIEW APPLICATION

DATE OF APPLICATION:

APPLICANT(S)	**PROPERTY OWNERS**
Oregon Department of Transportation	USDS Forest Service
	Columbia River Gorge National Scenic Area
MAILING ADDRESS	MAILING ADDRESS
123 NW Flanders	902 Wasco Avenue, Suite 200
Portland OR 97213	Hood River OR 97031
APPLICANT'S SIGNATURE AND DATE	PROPERTY OWNER'S SIGNATURE AND DATE
Kristen Stallman	[signature]
	(FOR) LYNN BURDITT
PHONE: 503-731-4957	PHONE: 541-308-1700
E-MAIL:kristen.stallman@odot.state.or.us	E-MAIL:

LOCATION OF PROPERTY			**PROPERTY ADDRESS** (IF APPLICABLE)
TOWNSHIP:02	RANGE:09 E	SECTION:4	
QUARTER SECTION:		TAX LOT: 400	
PARCEL SIZE (ACRES):			COUNTY: Hood River
EXISTING LAND USE:			STATE: Oregon

PROJECT DESCRIPTION: Describe your proposed project, including details on structures to be built, location and types of utilities and infrastructure, drainfields, accessory buildings, ground leveling, and filling, or any other relevant activity or mitigation measures proposed. Use additional sheets as necessary: SEE ATTACHED

Application Checklist: the following is required to complete your application:

[ ] Application form completed and signed
[ ] Site Plan
[ ] Key viewing areas checklist (attached)
[ ] Names and addresses of adjacent property owners within 200 feet of parcel
[ ] Any additional information as required:

KEY VIEWING AREAS: Key viewing areas are important public viewpoints and areas that afford opportunities to view the Gorge scenery. Key viewing areas are listed below. Please check those sites which can be seen from your property.

[] Historic Columbia River Highway
[] Sandy River
[] Portland Women's Forum State Park
[] Crown Point
[] Rooster Rock State Park
[] Multnomah Falls
[] Larch Mountain
[] Highway I-84, including rest stops
[] Bonneville Dam Visitor Centers
[] Sherrard Point on Larch Mountain
[] Rowena Plateau/Nature Conservancy Viewpoint
[] Larch Mountain Road
[] Wyeth Bench Road
[] County Road 1230 (Old WA St. Route 14)
[] Washington State Route 14
[] Washington State Route 142
[] Washington State Route 141
[] Cook-Underwood Road
[] Dog Mountain Trail
[] Beacon Rock
[] Cape Horn
[] Columbia River
[] Pacific Crest Trail Oregon Highway 35

PROJECT SITE PLAN: A plan drawn in black ink at a scale of about 1 inch equal to 200 feet (1:2400) or at a scale providing greater detail must be included with the application.

If the parcel is very large, you may show the project on the portion of the parcel affected by the proposed use. Be sure, however, to show enough of the parcel or some adjacent features, such as roads, so that the reviewers can orient themselves on your map. A small vicinity map showing the subject parcel and surrounding parcels may help.

At a minimum, you must show the following features:

[] Applicant(s) name

[] Location and width of existing and proposed roads, driveways, and trails

[] Scale and north arrow

[] Location and size of existing and proposed structures

[] Boundaries of parcel with dimensions and size

[] Location of existing and proposed services including wells or other water supplies, structures, power and telephone poles and lines and outdoor lighting.

[] Significant terrain features or landforms

[] Location and depth of all proposed grading and ditching

[] Groupings and species of trees or other vegetation on the parcel

[] Location and species of vegetation that would be removed or planted

[] Water courses and bodies of water

ADJACENT PROPERTY OWNERS AND EXISTING LAND USE ON ADJACENT PARCELS WITHIN 200 FEET OF PROJECT PROPERTY:

TOWNSHIP, RANGE, SECTION, TAX LOT	NAME AND ADDRESS	EXISTING LAND USE
ROW adjacent to 02N09E05200	ODOT	Interstate 84
0209E04 TL100	Oregon Parks and Recreation	Starvation Creek State Park

Historic Columbia River Highway State Trail
Lindsey Creek to Starvation Creek
USFS National Scenic Area Application

PROJECT DESCRIPTION

The Oregon Department of Transportation (ODOT) proposes to build a .23 mile long extension (1250 linear feet) of the Historic Columbia River Highway State near Warren Creek adjacent to Interstate 84 on undeveloped USFS, Columbia River Gorge National Scenic Area managed lands. This trail segment is part of the Historic Columbia River Highway State Trail Project construction project located between Starvation Creek Trailhead and Lindsey Creek in Hood River County, Oregon. A .23 mile segment of the trail is located on lands managed by the USFS, Columbia River Gorge National Scenic Area.

The State Trail typical width will be 12 feet wide with a 2 foot shy on each side of the trail for a total width of 16 feet. This trail will be fully accessible to non-motorized transportation, including cyclists, pedestrians, and people with disabilities. Emergency and maintenance vehicular access will be provided. Attachment A (the DAP Report narrative) B (Plan Set) and C (Landscape Architectural Sheets) provide a detailed description of the project.

The CRGNSA Management Plan specifically calls for the following within the Special Management Area (SMA): The proposed trail alignment provides the best protection of scenic, cultural, natural, and recreational resources (e.g. wetlands, streams, views) while providing optimal scenic and recreational opportunities for trail users. Upon its completion, – the Lindsey Creek to Starvation Creek State Trail, a 1.2 mile project in total, will allow cyclists and pedestrians to travel from the Starvation Creek rest area to Lindsey Creek, viewing three scenic waterfalls along the way (Cabin Creek Falls, Hole-in-the-Wall Falls and Wonder Creek Falls) without ever having to use the unprotected shoulder of I-84.

This project is consistent with the Columbia River Gorge National Scenic Area Act and Management Plan. The CRGNSA Act was passed by Congress in 1986. This Act specifically called for restoring the continuity of the HCRH:

"The Oregon Department of Transportation shall, in conjunction with the Secretary and the Commission, the State of Oregon and the counties and cities in which the Old Columbia River Highway is located, prepare a program and undertake efforts to preserve and restore the continuity and historic integrity of the remaining segments of the Old Columbia River Highway for public use as a historic Road, including recreational trails to connect intact and useable segments."

This trail proposal would reconstruct and reconnect the abandoned portions of the Historic Highway for recreational purposes, such as bicycling and hiking. The issues and opportunities for this proposal are detailed in A Study of the Historic Columbia River Highway (1987) and further refined in the Milepost 2016 Reconnection Strategy (2009) and the Historic Highway State Trail Plan (2011).

The HCRH State Trail Plan outlines multiple trail segments to provide a reconnection of the Historic Columbia River Highway (HCRH) between existing sections of abandoned highway. When all segments are completed the trail will provide a bicycle/pedestrian route from the Gorton Creek Trailhead on USFS lands adjacent to the Wyeth Campground to Ruthton Park, a county managed park, in the City of Hood River. One 1- mile trail segment has already been completed between Viento and Starvation Creek.

The proposed project design will be consistent the HCRH State Trail Guidelines (ODOT 2011).

Trail development on USFS managed lands includes the following design elements:

- Grading, base, paving and drainage for a paved .23 mile long pedestrian/bicycle path
- 12 foot wide trail with 2-foot shoulder on each side
- Maximum of 5% grade
- Incorporation of remnant sections of the HCRH however there are no remnants on the USFS managed lands
- New concrete pedestrian/bicycle bridge over Warren Creek.
- Landscaping and site amenities such as a rest pause area at Wonder Creek and a trail connection to the Hole in the Wall falls overlook which will be constructed on OPRD managed lands

DETAILED PROJECT DESCRIPTION

The proposed trail will be located within the Special Management Area Zone District. The project will have limited impacts to wetland, stream, and wildlife buffer areas. The project includes noxious weed removal and resource enhancements. These enhancements are part of a larger mitigation plan associated with future construction phases of the HCRH State Trail Project.

The project is located in the CRGNSA. The trail design philosophy is outlined in the 2011 State Trail Plan (STP) and Historic Columbia River Highway State Trail Guidelines. The key design philosophies include:

- **Capture the Beauty:** The Historic Columbia River Highway State Trail offers countless opportunities for spectacular views including the River, Northwest forest, waterfalls and mountain ranges.
- **Respect the Design of the Early Highway Designers:** Create a design that creates a feel similar to that of the original highway.
- **Consider the Users Experience:** Create a design that takes advantage of the opportunities for viewpoints and overlooks, and provides separation from the I-84 shoulder to the extent possible.

As the trail design was refined, the project team participated in coordination meetings to review and discuss the revisions as they were made. The coordination meetings included project stakeholders involved in the design and maintenance of the trail, including representatives from Federal Highway Administration (FHWA), ODOT, Oregon Parks and Recreation Department (OPRD), US Forest Service (USFS), and the HCRH Advisory Committee. An HCRH State Trail Design Team which included representatives from Hood River County, USFS and Columbia River Gorge Commission staff reviewed the alignment as well.

The goal of the initial stage of the preliminary design (Design Acceptance Package or DAP) was to develop a preliminary set of plans that included plan, profile and cross sections of the alignments discussed and reviewed in the project team meetings. Upon initial design consensus by the project team, the alignment was staked and a detailed field review held to assess the location of the trail and the impacts.

The .23 miles of trail to be located on USFS managed lands include the following elements.

- **Warren Creek Area:** Slightly different from the alignment proposed in the 2011 State Trail Plan, the new alignment of the trail veers away from the I-84 shoulder just west of an existing BPA access road. The trail is built upon an existing embankment in this location. The trail then crosses Wonder Creek that flows underground at this location and then crosses Warren Creek on

a new bridge. The main difference is the alignment in the 2011 State Trail Plan crossed Warren Creek at different location to minimize buffer impacts to Warren Creek. In 2011 the trail was located within the 200 ft buffer of Warren Creek. The trail was moved north to offset any impacts to the stream's buffer.

There are numerous large conifer trees within the project area. Trail alignment alternatives were developed protect the large trees..

The Warren Creek Area provided the best opportunity to develop an alignment with

the character of the original highway. This designer incorporated a curving alignment with scenic opportunities along the trail.

Wonder Creek area on top of existing embankment

Presently noxious weeds dominate the landscape. This project will remove the ivy and Himalayan blackberry and restore the land with native plants within the project area (generally described as north of Warren Creek and south of I-84). This restoration effort will provide for future mitigation opportunities associated with the construction of future HCRH State Trail construction phases.

PROPERTY DESCRIPTION

A portion of the Segment D Area of Potential Impact (API) consists of trail construction on land managed by the Mt. Hood National Forest Columbia River Gorge National Scenic Area Unit (i.e., tax assessor parcel 02N09E04 00400). According to Carol Hughes/USFS Regional Survey and Manage Coordinator, the proposed trail construction is exempt from Survey and Manage requirements because the project footprint is less than 5 acres on U.S. Forest Service land (Carré 2012). The portion of the trail to be constructed on U.S. Forest Service land is only 0.46 acres (about 1250' long X 16' wide).

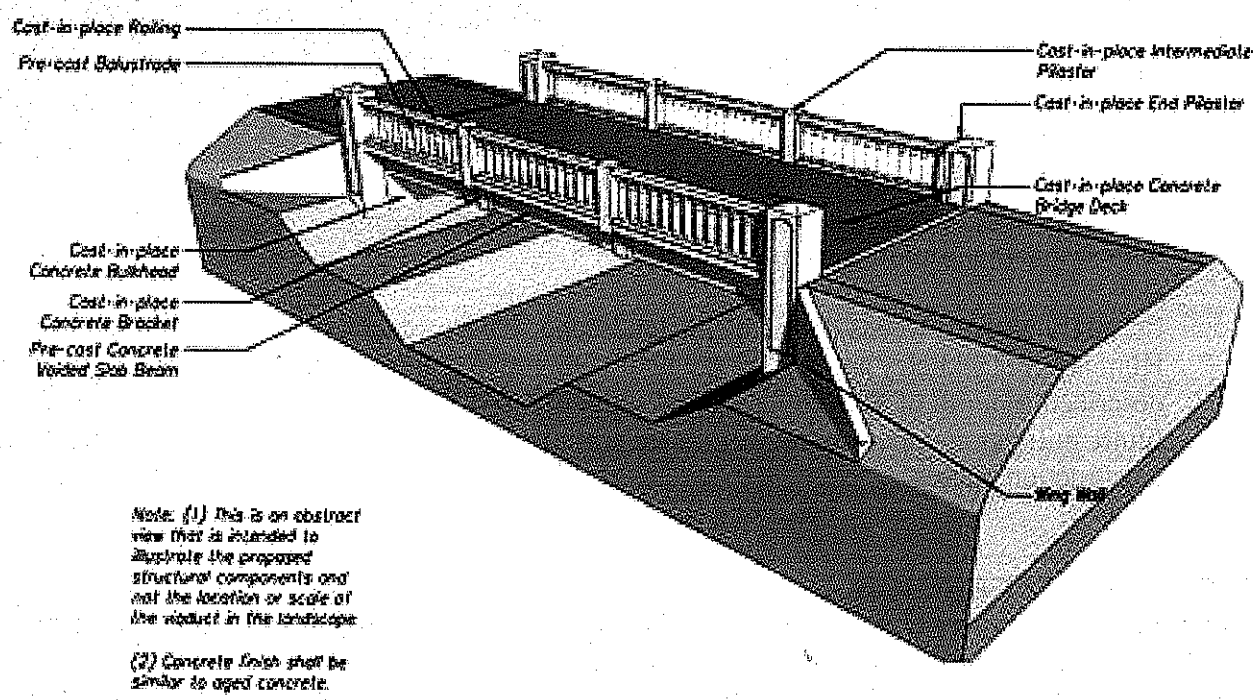
The proposed trail project area is located directly south of Interstate 84 near Warren Creek. The project is mostly located on in a relatively flat area south of the highway. The clearings are mainly impacted with invasive plants such as English ivy and Himalayan blackberry. The proposed trail project area includes some small wetland buffer areas, a new bridge crossing of Warren Creek and will cross some stream buffers. The trail will pass through and adjacent to sensitive wildlife species buffer habitat. Several sites along the proposed trail show indications that they have previously disturbed during construction and maintenance of I-84.

Structure(s): __*No structures other than signs, and a bridge*

Warren Creek Bridge

The proposed Warren Creek Bridge provides a trail crossing over the existing Warren Creek. The proposed Warren Creek Bridge is 47 feet long with one span. The bridge is located on a tangent horizontal alignment crossing over the existing Warren Creek at approximately a 90 degree angle. The bridge provides a minimum clear span length of 1.5 times the active creek channel width. The bridge width is 18 feet wide. This includes the 12-foot trail width and 2-foot clear to the bridge ornamental concrete rail balusters on each side. The bridge superstructure includes four side by side 18" or 21" deep

voided precast concrete slab units with a cast-in-place concrete deck. Bridge abutments and wingwalls are cast-in-place concrete founded on spread footings located below maximum anticipated scour depth with riprap protection. Riprap protection must be located outside the scour prism. The bridge is designed to accommodate maintenance and emergency vehicles. The concrete will be treated so that it appears aged, conforming with the State Trail Design Guidelines and blending with the natural environment to reduce visibility from I-84. USFS will be involved in the coloration of the structure.



Warren Creek Bridge

Total Square Footage of Proposed Structure(s): __N/A_____

Building Height(s) and Number of Stories: _N/A_____

Exterior Siding Color(s): __N/A_____

Exterior Trim Color(s): ___N/A _____

Exterior Roof Color(s): __N/A_____

Other Exterior Color(s): ___N/A_____

Proposed Exterior Building Materials: ___N/A_____

Length, Width, and Type of Road(s):

Total length of proposed trail: *.23 mile* or 1,250 linear feet of trail

Total area of disturbance due to proposed temporary access roads is: 1,250 times 75 wide construction corridor = 2.1 acres

Percent Slope of Proposed Development Site(s): 5% max

Cubic Yards of Grading Activities For All Proposed Structures, Including Buildings, Roads, Ditches, etc. (L x W x H ÷ 27 = cubic yd): 3475 maximum cubic yards embankment for trail construction

Trees 20" DBH or smaller were not surveyed. Minimal tree removal is necessary.

I-84 is the only KVA in proximity to the trail segment on USFS lands. However the trail is set back from the road way and existing vegetation obscures the view to the trail development. A visual resource assessment was prepared for this project. This report can be found in attachment G and Attachment Q – Site maps indicates distances from I-84, a KVA.

Attachments

Attachment A	DAP Report Narrative (includes detailed project description)
Attachment B	Plan Set (includes grading and trail alignment) Segment D only
Attachment C	Landscape Architecture plan sheets (USFS lands only)
Attachment D	Storm Water Treatment Plan
Attachment E	Grading Plan Narrative
Attachment F	Cultural Resource Reconnaissance Report
Attachment G	Visual Resource Assessment
Attachment H	Biological Assessment
Attachment I	Biological Evaluation
Attachment J	Biological Resources Impact Assessment Report BRIAR
Attachment K	Sensitive Natural Resource Map
Attachment L	HCRH Wayfinding Plan
Attachment M	Erosion Control Plan
Attachment N	Agency Correspondance
Attachment O	Open Space Plan – Columbia Tributaries East Watershed Analysis
Attachment P	Wetland Delineation Report
Attachment Q	Site Map

080. Application for Review and Approval

160. Signs

Signs may be allowed in all land use designations in the General Management Area pursuant to the following provisions:

Applicant Findings: *Not applicable, the proposed trail is located within the Special Management Area.*

(a) Except for signs along public highways necessary for public safety, traffic control or road construction which are consistent with the Manual for Uniform Traffic Control Devices, the following signs are prohibited:

(A) Luminous signs or those with intermittent or flashing lights. These include neon signs, fluorescent signs, light displays and other signs which are internally illuminated, exclusive of seasonal holiday light displays.

(B) New billboards.

(C) Signs with moving elements.

(D) Portable or wheeled signs, or signs on parked vehicles where the sign is the primary use of the vehicle.

(b) Any sign which does not conform with a provision of Section 160 and has existed prior to adoption of the Management Plan, shall be considered non-conforming and subject to the following:

(A) Alteration of existing non-conforming signs shall comply with Section 160.

(B) Any non-conforming sign used by a business must be brought into conformance concurrent with any expansion or change in use which requires a development permit.

(c) Signs allowed outright as listed in Section 070(1)(a)(L).

(d) All signs shall meet the following guidelines unless they conflict with the *Manual for Uniform Traffic Control Devices* for public safety, traffic control or highway construction signs. In such cases, the standards in the *Manual for Uniform Traffic Control Devices* shall supersede these guidelines.

(A) The support structure shall be unobtrusive and have low visual impact.

(B) Lettering colors with sufficient contrast to provide clear message communication shall be allowed. Colors of signs shall blend with their setting to the maximum extent practicable.

(C) Backs of all signs shall be unobtrusive, non-reflective, and blend in with the setting.

(D) Spot lighting of signs may be allowed where needed for night visibility. Back-lighting is not permitted for signs.

(e) Business identification or facility entry signs located on the premises may be allowed, subject to Section 160(1)(d).

(f) Other signs not addressed or expressly prohibited by this rule may be permitted without review.

Applicant Findings: *Applicable. MUCTD compliant warning signs may be required along this trail segment. However, none are presently proposed on USFS lands other than a trail crossing sign to be located where the BPA access road meets the trail near station 171+00. The sign is directed to the BPA access road and not the trail. See attachment B, Plan Set, Sheet H-1.*

(2) Signs in the Special Management Area shall be allowed pursuant to the following provisions:

(a) Prohibited Signs

(A) Advertising billboards.

(B) Signs that move or give the appearance of moving, except signs used for highway construction, warning or safety.

(C) Portable or wheeled signs, or signs on parked vehicles where the sign is the primary use of the vehicle, except for signs used for highway construction, warning or safety.

(b) Pre-existing signs are allowed to continue provided no changes occur in size, structure, color, or message.

Applicant Findings: *Not applicable. No advertising, moving or portable signs are proposed. Preexisting signs associated with the trail head will be replaced.*

(c) New signs shall be allowed as specified in the applicable land use designation.

(d) No sign shall be erected or placed in such a manner that it may interfere with, be confused with, or obstruct the view of any traffic sign, signal, or device.

Applicant Findings: *Applicable. The project includes directional signage. The project will include a new trail signs will alert trail users to the Hole in the Wall Falls overlook and Gorge Trail 400. The proposed signs will not interfere with, be confused with, or obstruct the view of any traffic sign, signal or devise as there are none at this location. See Attachment B – Plan Set, Sheet H.2.*

(e) All new signs, except for signs allowed without review by Section 070, shall meet the following guidelines, and be consistent with the *Manual for Uniform Traffic Control Devices*:

(A) Signs shall be maintained in a neat, clean and attractive condition.

Applicant Findings: *Applicable, upon construction the signs will be maintained in a neat, clean and attractive condition. Signs will be consistent with the HCRH State Trail Wayfinding Plan (Attachment L)*

(B) The character and composition of sign materials shall be harmonious with the landscape and/or related to and compatible with the main structure upon which the sign is attached.

Applicant Findings: *The non- MUTCD compliant signs proposed are inspired by the signs in the Graphic Signing System and the Historic Columbia River Highway State Trail Wayfinding Signage Plan which was adopted by the Historic Columbia River Highway Advisory Committee in March 2013 (Attachment L).*

(C) Signs shall be placed flat on the outside walls of buildings, not on roofs or marquees.

Applicant Findings: *Not applicable, no buildings or signs on buildings are proposed.*

(D) Signs shall be unobtrusive and have low contrast with the setting.

Applicant Findings: *The non- MUTCD compliant signs proposed are inspired by the signs in the Graphic Signing System and are consistent with the Historic Columbia River Highway State Trail Wayfinding Signage Plan which was adopted by the Historic Columbia River Highway Advisory Committee in March 2013 (Attachment L).*

(E) The visual impact of the support structure shall be minimized.

Applicant Findings: *The non- MUTCD compliant signs proposed are inspired by the signs in the Graphic Signing System and are consistent with the Historic Columbia River Highway State Trail Wayfinding Signage Plan which was adopted by the Historic Columbia River Highway Advisory Committee in March 2013 (Attachment L).*

(F) Outdoor sign lighting shall be used for purposes of illumination only, and shall not be designed for, or used as, an advertising display, except for road safety signs.

Applicant Findings: *The proposed signs are not illuminated. Attachment B – Plan Set, Sheets H.1 and H.2.*

(G) Backs of all signs shall be visually unobtrusive, non-reflective, and blend in with the setting.

Applicant Findings: *The backs of the MUTCD type signs proposed signs will be painted brown or green depending on sign type.*

(H) Sign internal illumination or back-lighting shall not be permitted except for highway construction, warning or safety.

Applicant Findings: *Not applicable, no internal sign illumination is proposed.*

(f) Public signs shall meet the following guidelines in addition to subsections (b) through (e) above:

(A) The Graphic Signing System provides design guidelines for public signs in and adjacent to public road rights-of-way. All new and replacement public signs, except those transportation regulatory, guide, and warning signs allowed outright shall conform to the guidelines in this system. Types of signs addressed include recreation site entry, specific

service signs, destination and distance signs, variable message signs, or signs that bridge or are cantilevered over the road surface.

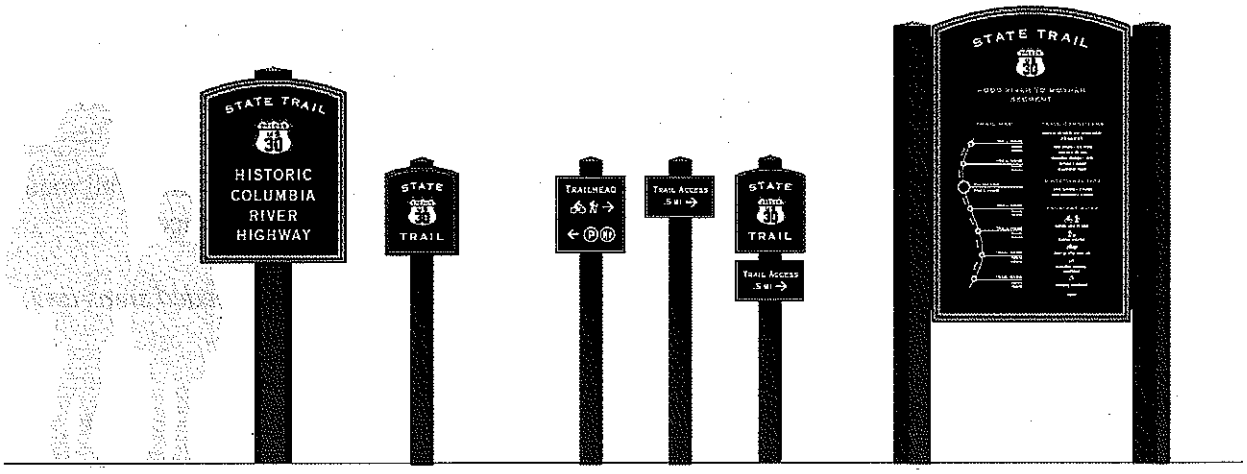
Applicant Findings: *Not applicable. The proposed signs are not located within a public road right of way. The Graphic Signing System was designed specifically for roadway environments (GSS, Page 1, Scope of Project). The Historic Columbia River Highway State Trail is not considered a road for motorized vehicles but rather it is a trail designed for pedestrians and cyclists.*

The graphic signing system does not provide design guidelines specific to the Historic Columbia River Highway State Trail. In 2012 the Historic Columbia River Highway Advisory Committee felt consistency between the Graphic Signing System and MUCTD compliant signs found along the drivable segments of the Historic Highway was necessary. As a result, Mayer-Reed, a graphic design and wayfinding design firm, was commissioned to develop the Historic Columbia River Highway State Trail Wayfinding Signage Plan (Attachment M). The Historic Columbia River Highway Advisory Committee adopted the HCRH Wayfinding Signage Plan in March 2013 and as such is considered part of the Historic Columbia River Highway Scenic Corridor Strategy.

To establish consistency with the Graphic Signing System, the Historic Columbia River Highway Wayfinding Signage Plan builds upon the principles laid out in the Columbia River Gorge National Scenic Area Sign System Design Report, January 1991. The Historic Highway Wayfinding Plan provides the continuity between the drivable segments of the Historic Highway including the MUCTD compliant signs (green scenic byway signs and the brown Historic Route 30 signs) and those entrance/site signs consistent with the Graphic Signing System with the State Trail segments open to pedestrian and cyclists only. The Historic Highway achieves this consistency by incorporating the following design elements:

- *The intent of the logo is to visually connect the Historic Highway with the State Trail*
- *The logo consists of the words State Trail on a curved baseline, recalling the curved top of the National Scenic Area signs. The words are paired with the Oregon "US 30" shield. These parts must appear together to form the logo*
- *The US 30 shield functions at the pictogram*
- *Color- green is consistent with the Graphic Sign Plan*
- *Font – the Copperplate Gothic 31AB is consistent with the Graphic Sign Plan*
- *Shape – the key words are emphasized by the arched shape recalling the NSA signs*

Sign Family



Sign Type A.1 Trail ID - Large | **Sign Type A.2** Trail ID - Small | **Sign Type B** Directional Signs | **Sign Type C** Trail Information Sign

(B) Signs located outside public road rights-of-way are encouraged to be designed in such a way as to be consistent with similar purpose signs described in the Graphic Signing System.

Applicant Findings: *Applicable. Two trail signs are proposed. Sign Type A.2 is proposed at the intersection with the trail to Hole-in-the-Wall Falls. Sign Type B is proposed to direct trail users on to Gorge Trail 400 and Mt. Defiance. These trail signs are consistent with the Graphic Signing System.*

(C) Signs posted by governmental jurisdictions giving notice to the public shall be no larger than that required to convey the intended message.

Applicant Findings: *The non- MUTCD signs proposed are consistent with the adopted National Scenic Area Graphic Signing System, Attachment B – Plan Set, Sheet H.1 and H2, and are no larger than needed to convey the intended message. The backs of the MUCTD signs will be painted brown.*

(g) Signs for public recreation facilities, home occupations, cottage industries, and commercial uses shall meet the following guidelines in addition to subsections (a) through (e):

(A)Any sign advertising or relating to a business which is discontinued for a period of 30 consecutive days shall be presumed to be abandoned and shall be removed within 30 days thereafter, unless permitted otherwise by the jurisdictional authority.

(B) Any signs relating to, or advertising, a business shall be brought into conformance with these sign guidelines prior to any expansion or change in use which is subject to review.

(C) Off-site and on-site directional signs on approach roads to recreational facilities may be permitted. Name and interpretive signs may be permitted on-site, but should be kept to the minimum required to achieve the purpose(s) of the facilities.

Applicant Findings: *The off and on site directional signs are included in the application and are illustrated in Attachment B- Plan Set, Permanent Traffic Control Plan sheets H.1 and H.2.*

(D) Commercial recreation businesses approved in conjunction with a recreational facility may have a name sign not exceeding 16 square feet.

(E) Recreation developments may have one on-premise name sign at each principal entrance. Such signs are encouraged to be of a low profile, monument type, and shall conform to the Graphic Signing System.

(h) Sign clutter and other negative visual effects from excessive signs along all roads and highways, and at parking lots and recreation facilities, shall be reduced.

Applicant Findings: *The proposal reduces sign clutter by removing un- needed signs and consolidating the needed signs.*

330. Open Space Zone (OS)

Sections 330 through 345 apply to those areas designated GMA-Open Space and SMA-Open Space on the Scenic Area Land Use Designation Map.

335. Uses Allowed Outright and Expedited Review Uses – Open Space

(A) The uses listed in "Uses Allowed Outright, GMA and SMA Open Space" (Section 070) are allowed without review on lands designated Open Space.

(B) The uses listed in "Expedited Development Review Process" (Section 156) may be allowed with review through the expedited development review process on lands designated Open Space.

340. Review Uses

(1) The following uses may be allowed on lands designated GMA-Open Space subject to compliance with the appropriate scenic, cultural, natural, and recreation resources guidelines (Sections 520 through 620):

Applicant Findings: *Not applicable. The project is located within the Special Management Area (SMA).*

(a) Low intensity recreation, subject to Section 610 (2).

(b) Land divisions to facilitate efforts to protect and enhance scenic, cultural, natural or recreation resources, subject to Section 345(2), Section 165 and Article 18, Co. Subdivision Ordinance.

(c) Non-emergency repair and maintenance of existing structures, trails, roads, railroads, utility facilities, and hydroelectric facilities that involve new ground disturbing activities or those which differ in depth and extent from past ground disturbance.

(d) Improvement of existing structures, trails, roads, railroads, utility facilities, and hydroelectric facilities.

(e) Placement of structures for public safety.

(f) Resource enhancement projects for the purpose of enhancing scenic, cultural, recreation and/or natural resources, subject to the guidelines in "Resource Enhancement Projects" (Section 152 (H)). These projects may include new structures (e.g., fish ladders, sediment barriers) and/or activities (e.g., closing and revegetating unused roads, recontouring abandoned quarries).

(g) Removal/demolition of structures that are 50 or more years old, including wells, septic tanks and fuel tanks.

(h) Lot line adjustments, subject to compliance with the guidelines in "Lot Line Adjustments" (Section 165 listed in Section 340 (1).

(B) Livestock grazing.

(C) Fish and wildlife management uses conducted by federal, state or tribal resource agencies.

(D) Soil, water or vegetation uses performed in accordance with a conservation plan approved by a county conservation district.

(E) Harvesting of wild crops.

(F) Educational or scientific research.

(G) Continued operation of existing quarries if they are determined to be consistent with guidelines to protect scenic, cultural, natural and recreation resources (Sections 520 through 620).

(2) The following uses may be allowed on lands designated GMA-Open Space within state parks:

Applicant Findings: *Not applicable. The project is located within the Special Management Area (SMA).*

(a) All uses listed in Section 340 (1).

(b) Fish and wildlife management uses conducted by federal, state or tribal resource agencies.

(c) Soil, water or vegetation uses performed in accordance with a conservation plan approved by a local conservation district.

(d) Harvesting of wild crops.

(e) Educational or scientific research.

(f) Commercial trapping.

(g) The following uses may be allowed on lands designated Open Space on those portions of state park ownerships not suitable for major recreation facilities subject to compliance with guidelines for the protection of scenic, cultural, natural, and recreation resources (Sections 520 through 620):

(A) Fish and wildlife management uses conducted by federal, state, or tribal resource agencies.

(B) Soil, water, or vegetation uses performed in accordance with a conservation plan approved by a local conservation district.

(C) Harvesting of wild crops.

(D) Educational or scientific research.

(E) All those uses allowed in "All Lands Designated Open Space," Section 340(1).

(3) The following uses may be allowed on lands designated SMA-Open Space, subject to compliance with the appropriate scenic, cultural, natural and recreation resources guidelines (Section 520 through 620) and when consistent with an open space plan reviewed and approved by the U.S. Forest Service pursuant to guideline (6) below:

(a) Changes in existing uses including reconstruction, replacement, and expansion of existing structures and transportation facilities, except for commercial forest practices.

Applicant Findings: *Applicable. The project is allowed as it is a reconstruction and expansion of the Historic Columbia River Highway, a transportation/recreation facility, to be used as a multi-use trail. The Columbia Tributaries West Watershed Analysis, Columbia River Gorge National Scenic Area (2001) (Attachment O) analyzed recreation developments proposed within the SMA zoning and recommended that the SMA Project No. 36 Historic Columbia River Highway (HCRH) remain in the Recreation Development Plan.*

(b) Resource enhancement projects for the purpose of enhancing scenic, cultural, recreation and/or natural resources, subject to the guidelines in "Resource Enhancement Projects" (Section 152(H)). These projects may include vegetation management and forest practices (subject to the forest practice guidelines of Section 270(2)(z) for the restoration of forest health, new structures (e.g., fish ladders, sediment barriers) and/or activities (e.g., closing and revegetating unused roads, recontouring abandoned quarries).

Applicant Findings: *Applicable. The project is considered a resource enhancement project as it enhancing a cultural resource, the Historic Columbia River Highway (listed on the National Register of Historic Places and a designated National Historic Landmark). The proposed project could also be considered an enhancement of a recreation resource, the HCRH State Trail which is consistent with the goals outlined in the CRGNSA Act.*

(a) Demolition of structures that are 50 or more years old, including wells, septic tanks and fuel tanks.

Applicant Findings: *Not applicable.*

(d) Low intensity recreation uses, including educational and interpretive facilities, consistent with Section 620.

Applicant Findings: *Applicable. The project is allowed as it is a low intensity recreation use and is consistent with Section 620. Trails are permitted as a low intensity recreation use.*

(e) Utility facilities for public service upon a showing that:

Applicant Findings: *Not Applicable.*

(A) There is no alternative location with less adverse effect on Open Space land.

(B) The size is the minimum necessary to provide the service.

(4) In the Special Management Areas, an Open Space plan shall be completed by the primary managing agency or landowner prior to any new land uses or development, and shall be reviewed and approved by the Forest Service. The Open Space plan shall include the following:

(a) Direction for resource protection, enhancement, and management.

(b) Review of existing uses to determine compatibility with Open Space values.

(c) Consultation with members of the public and with agency and resource specialists.

Applicant Findings: *Applicable. An Open Space Plan (Attachment O) was completed for this area by the US Forest Service. This plan is entitled, "Columbia Tributaries East Watershed Analysis, Hood River Ranger District, Mt. Hood National Forest, and the Columbia River Gorge National Scenic Area". The Historic Columbia River Highway is an identified project in this report which is also consistent with the Columbia River Gorge National Scenic Area Management Plan and Act. The Columbia Tributaries West Watershed Analysis, Columbia River Gorge National Scenic Area (2001) analyzed recreation developments proposed within the SMA and recommended that the SMA No. 36 Historic Columbia River Highway (HCRH) remain in the Recreation Development Plan.*

(5) [1]Treatment of noxious weeds shall be permitted without completion of an SMA Open Space plan when the following criteria have been met:

(a) Noxious weed infestation is new and eradication is still viable.

(b) Delayed or deferred treatment could have widespread or major adverse impacts to one or more of the following resources:

1. Displacement of native and traditionally gathered plants;
2. Degradation of wildlife habitat and forage;
3. Degradation or loss of agricultural uses of land, such as cropland or livestock forage;
4. Limitation of recreation uses.

(c) For federal lands, treatment effects have been thoroughly evaluated in an environmental assessment.

[1] Adopted May 4, 1998 -- HRC Ordinance #220

(d) Noxious weed is defined as those included on the official state noxious weed list of Oregon.

Applicant Findings: *Applicable. An Open Space Plan (Attachment O) was completed for this area by the US Forest Service. This plan is entitled, "Columbia Tributaries East Watershed Analysis, Hood River Ranger District, Mt. Hood National Forest, and the Columbia River Gorge National Scenic Area". Treatment of noxious weeds is addressed in this plan. The plan recommends that noxious weed prevention and eradication focuses on burned areas and invaders such as Japanese Knotweed. A component of the proposed project will include eradication of noxious weeds as part of the mitigation related to natural resource buffer impacts.*

530. Special Management Area Scenic Review Criteria

(1) SMA Design Guidelines Based on Landscape Settings

(a) The following guidelines apply to all lands within SMA landscape settings regardless of visibility from KVAs (includes areas seen from KVAs as well as areas not seen from KVAs):

(A) Pastoral: Pastoral areas shall retain the overall appearance of an agricultural landscape.

(i) The use of plant species common to the landscape setting shall be encouraged. The use of plant species in rows, as commonly found in the landscape setting, is encouraged.

(B) Coniferous Woodland and Oak-Pine Woodland: Woodland areas shall retain the overall appearance of a woodland landscape. New developments and land uses shall retain the overall visual character of the natural appearance of the Coniferous Woodland and Oak-Pine Woodland landscape.

Applicant Findings: *Applicable. The proposed project is located with the coniferous woodland landscape setting. The proposed project retains the overall visual character of the site and includes planting indigenous plants as shown in the landscape plan with this application. A Visual Impact Assessment for the Historic Columbia River Highway Segments A – D was prepared and is included as Attachment G. The planting plans found on page calls for a variety of native trees and shrubs found in the project area.*

(g) Buildings shall be encouraged to have a vertical overall appearance in the Coniferous Woodland landscape setting and a horizontal overall appearance in the Oak-Pine Woodland landscape setting.

Applicant Findings: *Not applicable, no buildings are proposed.*

(ii) Use of plant species native to the landscape setting shall be encouraged. Where non-native plants are used, they shall have native-appearing characteristics.

Applicant Findings: *Applicable. See Attachment C for the landscape plan and a list of proposed plant species. The proposed planting is found on sheet L0.01.*

(C) River Bottomlands: River Bottomlands shall retain the overall visual character of a floodplain and associated islands.

(i) Buildings shall have an overall horizontal appearance in areas with little tree cover.

(ii) Use of plant species native to the landscape setting shall be encouraged. Where non-native plants are used, they shall have native-appearing characteristics.

(D) Gorge Walls, Canyonlands, and Wildlands: New developments and land uses shall retain the overall visual character of the natural-appearing landscape.

(i) Structures, including signs, shall have a rustic appearance, use nonreflective materials, have low contrast with the surrounding landscape, and be of a Cascadian architectural style.

(ii) Temporary roads shall be promptly closed and revegetated.

(iii) New utilities shall be below ground surface, where feasible.

(iv) Use of plant species non-native to the Columbia River Gorge shall not be allowed.

(2) SMA Guidelines for Development and Uses Visible from KVAs

Applicant Findings: *Applicable. The proposed project is topographically visible from KVAs (Columbia River, Interstate 84 and possibly SR 14.) However, vegetation along the riverbank and the limited development minimizes visibility from the Columbia River and SR-14.*

A Visual Impact Assessment for the Historic Columbia River Highway was prepared and is included as Attachment G. No Key Observation Points (KOPS) were identified as part of the Visual Impact Assessment in Segment D, the proposed project located between Lindsey Creek and Starvation Creek.

The development proposed in Segment D will only be visually evident from the I-84 KVA. Elements that are visible are consistent with the I-84 Corridor Strategy Design Guidelines or the Historic Columbia River Highway State Trail Design Guidelines and therefore are allowed as an outright use according section 070 of the County's NSA.

The trail proposal located on USFS lands is not visible from I-84 because of topography and vegetation.

The following Site Map found in Attachment Q describes when the trail corridor related to which Scenic Corridor Strategy.

(a) The guidelines in this Section shall apply to proposed developments on sites topographically visible from key viewing areas.

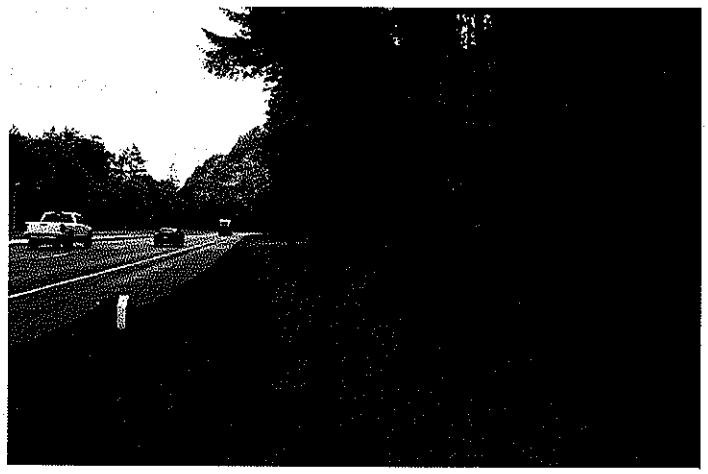
(b) New developments and land uses shall be evaluated to ensure that the required scenic standard is met and that scenic resources are not adversely affected, including cumulative effects, based on the degree of visibility from key viewing areas.

Applicant Findings: *Applicable. Significant portions of the proposed trail are located within the I-84 developed roadway prism therefore are considered an allowed use if designed in accordance with the I-84 Corridor Strategy Design Guidelines (Section 070).*

For the portions further from the highway, outside of the I-84 Corridor, the scenic standard that must be met is "Not Visually Evident". The trail and supporting structures have been designed to meet either the I-84 Corridor Strategy or the scenic standard listed as "Not Visually Evident" and will comply with the Historic Highway State Design Guidelines (www.oregon.gov/ODOT/HWY/HCRH/docs/TrailDesignGuidelines.pdf) which serve as the scenic corridor strategy for trail development.

Additionally, the proposed trail will not adversely affect scenic resources, including cumulative effects, based on the degree of visibility from the Key Viewing Areas. The proposed project area has limited development potential given the SMA Zone designation and given that the proposed project blends into the landscape setting and will not be visually evident. Therefore it can be concluded that there will be no cumulative effects that adversely affect the scenic resources.

Segment D Specific - *The proposed trail will be predominately built into the existing topography and thus will blend into the environment as to not be visually evident. The bridge at Warren Creek is designed to reflect the historic craftsmanship and artistry of the HCRH and will be screened from the KVA by topography and dense vegetation.*



A view from the shoulder of I-84. The trail is located approximately 100 south of this location (right)

On USFS lands, a berm associated with the early railroad construction blocks a primary view of the Warren Creek bridge from I-84. Additionally thick vegetation further restricts views.

The Warren Creek bridge will be treated with color to appear as "aged concrete". USFS staff will be involved in the review of the coloring of the bridge.

Dark earth tone colors, as listed in the I-84 Corridor Strategy Design Guidelines and Historic Trail guidelines, are proposed for trail related structures (throughout the project. This does not include those structures outside of the I-84 Corridor. Those outside the developed road way prism of I-84 comply with the Historic Columbia River Trail Guidelines. The Historic Highway Design Guidelines were the adopted by HCRH Advisory Committee to serve as the Scenic Corridor Strategy for the trail development.

Cumulative effects are defined as the combined effects of two or more activities. The effects may be related to the number of individual activities, or to the number of repeated activities on the same ground. Cumulative effect can result from individually minor but collectively significant action taking

place over a period of time. For this application the applicants are considering the cumulative effects area as Historic Highway State Trail Segments A – D. The applicants recognized that the Historic Highway State Trail Plan proposes a trail connection between Viento and Hood River in the future. Construction for this section of trail is not presently funded and a large percentage of this section of trail will not be visible from I-84. The most visually evident sections of the trail adjacent to I-84 will comply with the I-84 Corridor Design Guidelines.

The cumulative effects project area includes a shared-use trail that connects existing abandoned segments of the Historic Columbia River Highway. The cumulative effects area is located on land managed by Oregon Department of Transportation right-of-way, Oregon Parks and Recreation Department managed lands and USFS managed lands in the Columbia River Gorge National Scenic Area. This cumulative project area includes the construction of 3.9 miles of trail, and an existing 1 mile section of trail between Viento State Park and Starvation, creating a 5 mile long trail segment between Viento State Park and Wyeth/Gorton Creek Trailhead.

From the I-84 KVA one cannot see the proposed the project and the existing trail between Viento and Starvation Creek at the same time as they are separated by 1 mile of interstate highway. The forested hillsides, basalt cliffs and bluffs will continue to dominate the landscape from the other KVAs (SR 14, Columbia River). The likelihood that additional similar facilities will be developed in the corridor is very low due to topography, recreation intensity class restrictions, the SMA designation and the lack of developable lands along I-84 other than those identified in the draft OPRD Park Plan.

Station 179+00 looking north to Interstate 84. Ivy will be removed as part of this project.

I-84 is a fully developed transportation corridor. There are no plans to modernize the Interstate other than safety improvements that will be consistent with the adopted Interstate 84 Corridor Strategy and which are allowed as outright uses. The development of the UPRR railroad is restricted by land base due to its location on the river and the interstate. BPA has an easement for the power lines above the project area. However in Segment D the BPA lines are fully screened by topography and vegetation from trail development. Additionally, the orientation of the State Trail project and the existing development restricts views due the topography, geometry of the Columbia River sightlines and the distance.

The trail will temporarily end at Lindsey Creek adjacent to Interstate 84. A future phase of the project will extend the trail west to Wyeth (construction starting in 2016). Included in this next trail construction phase are signs, overlooks, cluster boards, retaining walls, interpretive signs, overlooks, picnic tables, seating, historic feature restoration, noxious weed removal and resource enhancements. The Summit Creek Viaduct, Lindsey Creek Bench Cut and the Shellrock Mountain Crossing are proposed in the next phase, Segments A –C. These features and their impacts are further described in the Visual Resource Assessment, see Attachment G.

The distance from key viewing areas, number of key viewing areas from which the project is visible, topographic screening, use of materials and colors that blend with the cultural and natural landscape, retention of existing vegetation will ensure that the Historic Columbia River Highway State Trail Project Segments A – C will not cause cumulative adverse scenic impacts as viewed from key viewing areas.

Key Viewing Areas:

Visibility from the Key Viewing Areas was analyzed in the Visual Impact Assessment for the Historic Columbia River Highway State Trail prepared for the Federal Highway Administration dated February 2014. This report concluded that the three most visually evident components will not be visually evident to the causal visitors travelling on the four of the five KVAs: Columbia River, SR 14, Dog Mountain Trail, and Cook-Underwood Road. Due to the following factors:

- *The relatively small size of the project components compared to the large scale of the Gorge landscape when viewed by casual visitors from these KVAs*
- *The components' low elevation relative to the other visible larger-scale Gorge features that are seen from these KVAs*
- *Viewing distance and topography*
- *Screening by riverside vegetation*
- *Design features that minimize the visual contrast of the three components with the adjacent landscape and reinforce the historic context of the HCRH by incorporating historic features into the design of the Summit Creek Viaduct and Lindsey Creek bench cut.*

The Historic Columbia River Highway State Trail generally parallels Interstate 84. Where the trail is within the developed road prism the trail will predominately comply with the Interstate 84 Corridor Strategy Guidelines. One exception is the Summit Creek Viaduct. For this analysis the entire 4 mile corridor of the proposed Historic Columbia River Highway State Trail between Starvation Creek and Gorton Creek was analyzed

- *41% of the trail alignment is located within the developed road prism of Interstate 84.*
- *18% of the trail follows the historic alignment of the Historic Columbia River Highway.*
- *38% is set back from Interstate 84 screened and is presently screened by topography or existing or will be screened with new vegetation*
- *3% Lindsey Creek Rock Cut maybe visible but to the casual observer this feature will blend with the cliff and bluff landscape prevalent in the Gorge Dominating presence of basalt bluffs and cliffs help ensure the addition of the trail corridor will not result in adverse cumulative scenic impact.*

Visual Mitigations:

Additionally, the Historic Columbia River Highway State Trail project will mitigate some existing roadway features to enhance the scenic qualities of the Interstate 84 travel corridor thus reducing and cumulative impacts associated with the Historic Columbia River Highway State Trail project. These mitigation efforts will greatly offset any negative scenic impacts proposed by the project. These mitigation efforts include the following

- *Stain the existing metal bin walls along Shellrock Mountain brown or rust color. (2629 linear feet)*
- *Removing a concrete bin wall replacing it with a new retaining wall that will be designed in accordance with the Interstate 84 Corridor Strategy Design Guidelines (424 linear feet)*
- *Blackberry and Ivy removal Lang State Park, Fox Farm, Warren Creek Area*
- *12 miles of median barrier replacement. ODOT will be replacing the existing concrete median barrier with 35" pre-cast brown barrier that will be compliant with the I-84 Corridor Strategy.*

Land Use Designation
For the purpose of this analysis, staff examined the likelihood that developments similar to the Historic Columbia River Highway State Trail on surrounding lands that could contribute to the cumulative effects. The surrounding lands are designated SMA, Open Space. There is minimal development that can occur on SMA open space lands. However the Oregon Parks and Recreation Department is presently updating the Parks Plan for the Gorge which includes OPRD lands adjacent to the HCRH State Trail proposal. Proposals included in the draft plan include dau use parking at Wyeth- Columbia Waterfront, enhancement to the existing campground at Viento to accommodate cyclists, and access improvements at the existing Viento Day Use area. These improvements will not contribute to the cumulative impacts due to their small scale and locations/distance from the KVAs. The OPRD Gorge Park Plan is presently out for public comment. The OPRD Gorge Park Plan will be finalized in the winter of 2014.

The Historic Columbia River Highway State Trail proposals will be incorporated into OPRD Plan update. Future developments associated with trail development have been accounted for in this planning document. These include expansion of parking lot at Gorton Creek to accommodate equestrian and mountain bikers.

This Gorton Creek Trailhead site is located within the GMA land use designation therefore the KVA requirement associated with the Wyeth Bench Road does not apply. Additional bike camping and trailhead facilities are proposed at Starvation Creek and Viento. However, the areas where these amenities are proposed are not visible from KVAs.

For the reasons listed above, the proposed development of the Historic Columbia River Highway State Trail between the Gorton Creek Trailhead at Wyeth and Starvation Creek Trailhead will not cause adverse scenic impacts and is unlike to cause cumulative scenic impacts.

(c) The required SMA scenic standards for all development and uses are summarized in the following table:

REQUIRED SMA SCENIC STANDARDS

LANDSCAPE SETTING	LAND USE DESIGNATION	SCENIC STANDARD
Coniferous Woodland, Oak-Pine Woodland	Forest (National Forest Lands), Open Space	Not Visually Evident
River Bottomlands	Open Space	Not Visually Evident
Gorge Walls, Canyonlands, Wildlands	Forest, Agriculture, Public Recreation, Open Space	Not Visually Evident
Coniferous Woodland, Oak-Pine Woodland	Forest, Agriculture, Residential, Public Recreation	Visually Subordinate
Pastoral	Forest, Agriculture, Public Recreation, Open Space	Visually Subordinate
River Bottomlands	Forest, Agriculture, Public Recreation	Visually Subordinate

Applicant Findings: *Applicable. The proposed project is located within the coniferous woodland landscape setting and SMA Open Space therefore the scenic standard for this section is "Not Visually Evident".*

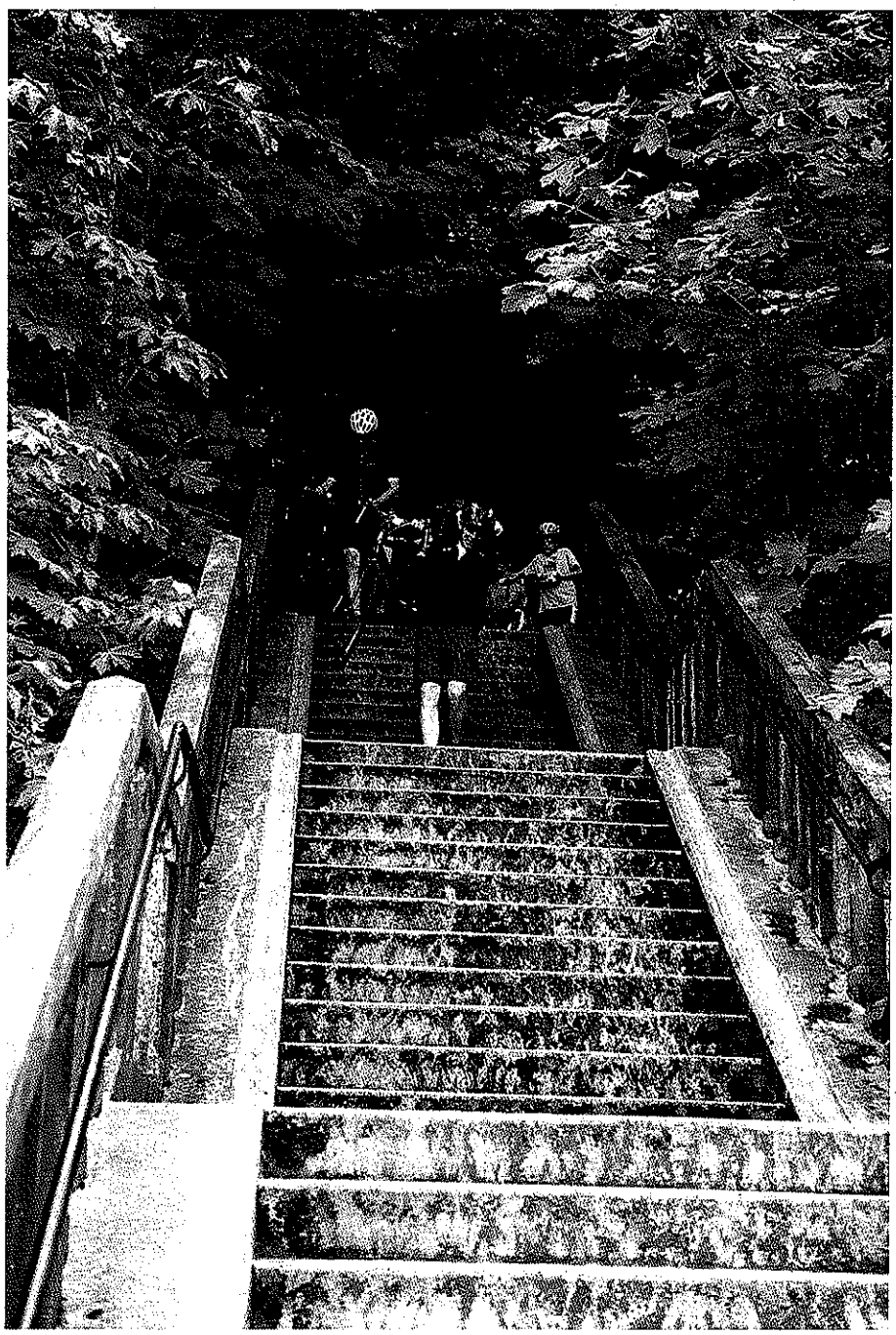
Applicant Findings: *Applicable. The State Trail alignment is designed to blend with the existing landscape. Cuts and fills are minimized as practicable and design elements mimic historic features. The landscape plan, including embankments and restoration plantings, will blend with the existing geology and plant communities. Invasive plants will be removed and replaced with plant species native or native-appearing.*

At Station 170+00 the trail pulls away from the shoulder of Interstate 84 and follows an existing embankment. A BPA access road and existing access gate will remain however a crossing will be designed to allow BPA pick-up trucks to cross the trail. At Station 171+00 the trail enters USFS managed lands. The existing embankment is approximately 30' wide. Low lying areas exist between the embankment and I-84. Wonder Creek primarily flows below ground throughout a majority of the year.

At Station 175+00 the Wonder Creek Waterfall Trail Side Rest and Pause Area is proposed. See Attachment C, Sheet L3.01. This pull-out includes basalt boulder seating, gravel paving and basalt curbing. A small trail side pull-out is proposed at Station 175+20. This pull out includes basalt seating, basalt curbing, gravel paving and an interpretive sign.

At Station 176+00 the embankment ends. At Station 176+00 large rock fill embankment is proposed to accommodate Wonder Creek which flows underground at this locaton.

The trail is located on fill through to Warren Creek. At Station 178+00 a new bridge over Warren Creek is proposed. This is a new 45 ft. concrete bridge. The bridge will be concrete that appears aged in accordance to the HCRH Design Guidelines and will blend with the natural landscape. Permeon or similar material will used to stain the concrete. The Eagle Creek Stair Case along the HCRH State Trail was treated with permeon. A similar product will be used on the Warren Creek Bridge.



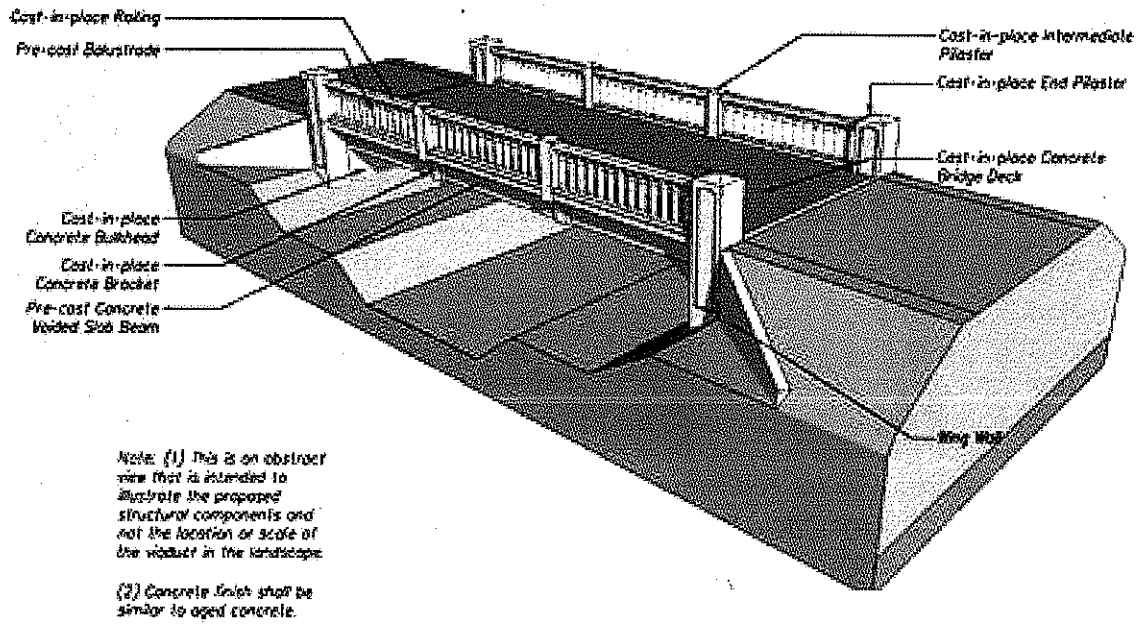
Eagle Creek Staircase was treated with permeon to make it appear aged. A similar non proprietary treatment will be used on the Warren Creek Bridge.

After crossing Warren Creek Bridge, the trail crosses an expanse of noxious weeds (blackberry and ivy). The noxious weeds will be removed and the landscape will be restored with native plant communities. The USFS is leading this restoration effort. The restoration primarily included noxious weed removal and the introduction of woody debris into Warren Creek.

The project includes a run of 25' two rail wooden guardrail on either end of the bridge on both sides of the bridge is necessary. The project includes white two rail wooden guardrail. This guardrail is consistent with Historic Columbia River Highway scenic corridor strategy. The trail is an extension of the Historic Columbia River Highway, which is a historic structure on the National Register of Historic Places. The Management for the Columbia River Gorge National Scenic Area, under Section I-1-36 allows for the "Rehabilitation or modification of historic structures on or eligible for the Nation Register for Historic Places be exempt from the above policies if such modifications is in compliance with the National Register of Historic Places guidelines." The above policies the Management Plan refers to are the scenic standards.

Given the trial is a modification of the HCRH, the white wooden guardrail can be allows as a rehabilitation/modification of the HCRH. Additionally the Historic Columbia River Highway Master Plan on page 58 state that "wooden guardrail with the original dimensions has been placed along portions to the State Trail". This section of the Master Plan is clearly discussing the white wooden guardrail. Additionally, the HCRH State Trail Guidelines specify the use of the white wooden guardrail on page 40. Therefore, the white wooden guard rail is exempt from the not visually evident provisions.

At Station 184+00 the trail will intersect with an existing USFS trail that leads to Hole-in-the-Wall Falls. At this location, the proposal includes an auxiliary trail to Hole-in-the-Wall Falls. This trail will meet accessibility standards and will be paved with asphalt. The Hole-in-the-wall Falls overlook is located on State lands. Elements at the trail intersection include an interpretive sign, asphalt paving or pavers, basalt boulder seating or basalt boulders and a basalt curb. The accessible trail will lead the Hole –in-the-Wall Picnic Area on State Lands (See Attachment C, Sheet L3.02 which is located on OPRD managed lands. The picnic will include timber concrete picnic tables, flag stone paving, interpretive sign, and basalt enclosure wall.



(e) Proposed developments or land uses shall be sited to achieve the applicable scenic standard. Development shall be designed to fit the natural topography, to take advantage of landform and vegetation screening, and to minimize visible grading or other modifications of landforms, vegetation cover, and natural characteristics. When screening of development is needed to

(d) In all landscape settings, scenic standards shall be met by blending new development with the adjacent natural landscape elements rather than with existing development.

In order to meet the scenic standard from key viewing areas, use of existing topography and vegetation shall be given priority over other means of achieving the scenic standard such as planting new vegetation or using artificial berms.

Applicant Findings: *Applicable. The trail will be designed to fit with the natural topography and will minimize grading when possible. The trail is zoned Coniferous Woodland with a scenic standard of "Not Visually Evident". However, the trail is only visible from one KVA: I-84. At Station 169+00 the trail will travel into the forest and will not be visible by the casual observer from Interstate 84. Existing trees and topography obscure the view from Interstate 84. A 100 foot long berm associated with the early railroad line topographically blocks the view to the bridge between stations 177 + 00 and 180+00.*

(f) The extent and type of conditions applied to a proposed development or use to achieve the scenic standard shall be proportionate to its degree of visibility from key viewing areas.

Applicant Findings: *The trail will not be visually evident to users on I-84 on USFS property.*

This photo demonstrates the size of the existing trees and roadside character. The trail is located approximately 200 feet south of the roadway shoulder from this location.

(A) Decisions shall include written findings addressing the factors influencing the degree of visibility, including but not limited to:

(i) The amount of area of the building site exposed to key viewing areas,

Applicant Findings: *New trail construction will either be screened by existing vegetation or new native plantings. The trail will blend the site with the existing site conditions and within the mitigation area the present habitat and plant diversity will be enhanced (See Attachment C- Sheet L0.01). An existing berm associated with the original alignment of the railroad obstructs views around Station 178+00.*

(ii) The degree of existing vegetation providing screening,

Applicant Findings: *The proposal will minimize construction limits and impacts to existing vegetation. The not visually evident standard will be retained between Station 169+00 and 193+00 as the change in grade and removal of trees will not be enough to expose the trail from Interstate 84. This section of trail will also maintain current visual unity by retaining a forest screening between the trail and I-84. The area along the trail will also be replanted with native plants, enhancing diversity and providing visual screening from I-84.*

(iii) The distance from the building site to the key viewing areas from which it is visible,

Applicant Findings: *Conceptual Site Plan found in Attachment Q illustrates the distance from Key viewing areas.*

(iv) The number of key viewing areas from which it is visible, and

Applicant Findings: *There is one Key Viewing Area; I-84. Views from I-84 are obscured into the trail by topography and existing vegetation.*

A view from SR 14 back towards the park site. Due to distance, existing riverside vegetation and scale of the surrounding landscape the project will not be visually evident.

(v) The linear distance along the key viewing areas from which the building site is visible (for linear key viewing areas, such as roads).

Applicant Findings: *Not applicable, where the trail is located on USFS managed the lands the trail location, existing topography and vegetation obscures views into the trail. Conceptual Site Plan found in Attachment Q illustrates the distance from Key viewing areas.*

(B) Conditions may be applied to various elements of proposed developments to ensure they are visually subordinate to their setting as seen from key viewing areas, including but not limited to:

(i) Siting (location of development on the subject property, building orientation, and other elements),

(ii) Retention of existing vegetation,

(iii) Design (color, reflectivity, size, shape, height, architectural and design details and other elements), and

(iv) New landscaping.

Applicant Findings: *Applicable, USFS is managing the landscape enhancement project which includes noxious weed removal and the project is proposing establishing native plants within the noxious weed removal zones.*

(g) Sites approved for new development to achieve scenic standards shall be consistent with guidelines to protect wetlands, riparian corridors, sensitive plant or wildlife sites and the buffer zones of each of these natural resources, and guidelines to protect cultural resources.

(h) Proposed developments shall not protrude above the line of a bluff, cliff, or skyline as seen from key viewing areas.

Applicant Findings: *Not Applicable. The proposed trail infrastructure will not protrude above the line of bluff, cliff, or skyline.*

(i) Structure height shall remain below the average tree canopy height of the natural vegetation adjacent to the structure, except if it has been demonstrated that meeting this guideline is not feasible considering the function of the structure.

Applicant Findings: *Not Applicable. The proposed project does not include any structures other than a concrete bridge over Warren Creek that is well below the average tree canopy height.*

(j) The following guidelines shall apply to new landscaping used to screen development from key viewing areas:

(A) New landscaping (including new earth berms) to achieve the required scenic standard from key viewing areas shall be required only when application of all other available guidelines in this chapter is not sufficient to make the development meet the scenic standard from key viewing areas. Development shall be sited to avoid the need for new landscaping wherever possible.

Applicant Findings: *Applicable. The project has been designed to utilize the natural topography and landscape. Minimal grading and rock cuts will be necessary to establish a level trail following the*

natural topography of the site or using existing. On the USFS managed lands the project area will benefit from native plant restoration and landscaping due to the present lack of native vegetation in the project area. Through design, trail landscape, and vegetation impacts are minimized. New landscaping is described in Attachment C.

(B) If new landscaping is necessary to meet the required standard, existing on-site vegetative screening and other visibility factors shall be analyzed to determine the extent of new landscaping, and the size of new trees needed to achieve the standard. Any vegetation planted pursuant to this guideline shall be sized to provide sufficient screening to meet the scenic standard within five years or less from the commencement of construction.

Applicant Findings: *Applicable. Most areas along the trail will not require new landscape / vegetation, however, some areas are currently in poor condition and will benefit from native plant restoration / landscaping.*

(C) Landscaping shall be installed as soon as practicable, and prior to project completion. Applicants and successors in interest for the subject parcel are responsible for the proper maintenance and survival of planted vegetation, and replacement of such vegetation that does not survive.

Applicant Findings: *Applicable. Native plantings will be planted as soon as practicable.*

(D) The *Scenic Resources Implementation Handbook* shall include recommended species for each landscape setting consistent with the Landscape Settings Design Guidelines in this chapter, and minimum recommended sizes of new trees planted (based on average growth rates expected for recommended species).

Applicant Findings: *Applicable. This document has been referenced and used as a guide in establishing plant schedules in conjunction with the on-site plant inventory.*

(k) Unless expressly exempted by other provisions in this chapter, colors of structures on sites visible from key viewing areas shall be dark earth-tones found at the specific site or the surrounding landscape. The specific colors or list of acceptable colors shall be included as a condition of approval. The *Scenic Resources Implementation Handbook* will include a recommended palette of colors as dark or darker than the colors in the shadows of the natural features surrounding each landscape setting

Applicant Findings: *Applicable. The Warren Creek Bridge will be treated so that it appears as aged concrete and blend with the surrounding landscape.*

(l) The exterior of buildings on lands seen from key viewing areas shall be composed of non-reflective materials or materials with low reflectivity. The *Scenic Resources Implementation Handbook* will include a recommended list of exterior materials. These recommended materials and other materials may be deemed consistent with this guideline, including those where the specific application meets approval thresholds in the "Visibility and Reflectivity Matrices" in the *Implementation Handbook.* Continuous surfaces of glass unscreened from key viewing areas shall be limited to ensure meeting the scenic standard. Recommended square footage limitations for such surfaces will be provided for guidance in the *Implementation Handbook.*

Applicant Findings: *Not Applicable. No buildings are proposed.*

(m) Any exterior lighting shall be sited, limited in intensity, shielded, or hooded in a manner that prevents lights from being highly visible from key viewing areas and from noticeably contrasting with the surrounding landscape setting, except for road lighting necessary for safety purposes.

Applicant Findings: *Not Applicable. No lighting is proposed for the project.*

(n) Seasonal lighting displays shall be permitted on a temporary basis, not to exceed 3 months.

Applicant Findings: *Not Applicable. No seasonal lighting proposed for the project.*

(3) SMA Guidelines for KVA Foregrounds and Scenic Routes

(a) All new developments and land uses immediately adjacent to scenic routes shall be in conformance with state or county scenic route guidelines.

Applicant Findings: *Applicable. The proposed project is consistent with the Historic Columbia River Highway Master Plan/ Historic Highway State Trail Guidelines. The trail design has been reviewed by the Historic Columbia River Highway State Trail Design Team. This subcommittee includes members of the Historic Highway Advisory Committee, USFS, Gorge Commission Staff and I-84 Corridor Committee. No specific comments or recommendations resulted from these meetings related to development of this trail segment on USFS lands. USFS staff reviewed the proposals their comments are being reviewed and incorporated into the design if applicable.*

(b) Scenic highway corridor strategies shall be developed and implemented for Interstate 84 (I-84) and the Historic Columbia River Highway (HCRH). For the HCRH, this involves ongoing implementation (and possible updating) of the associated existing documents. For I-84, a new scenic corridor strategy shall be developed by the end of 2005.

Applicant Findings: *Applicable. . The proposed trail and infrastructure is designed to use a combination of existing vegetation and landform screening to the extent possible to minimize the visibility from the I-84 KVA. The proposed project is consistent with the Historic Columbia River Highway Master Plan/ Historic Highway State Trail Guidelines*

Staff Findings:

(c) The goals of scenic corridor strategies shall include: 1) providing a framework for future highway improvements and management that meet Management Plan scenic guidelines and public transportation needs; and 2) creating design continuity for the highway corridor within the Scenic Area. Corridor strategies shall, at minimum, include design guidelines (e.g. materials, conceptual designs, etc.) for typical projects that are consistent with Management Plan scenic resources provisions and an interdisciplinary, interagency project planning and development process.

(d) The following guidelines shall apply only to development within the immediate foregrounds of key viewing areas. Immediate foregrounds are defined as within the developed prism of a road or trail KVA or within the boundary of the developed area of KVAs such as Crown Pt. and Multnomah Falls. They shall apply in addition to applicable guidelines in Section 530(2).

(A) The proposed development shall be designed and sited to meet the applicable scenic standard from the foreground of the subject KVA. If the development cannot meet the standard, findings must be made documenting why the project cannot meet the requirements in the previous Section and why it cannot be redesigned or wholly or partly relocated to meet the scenic standard.

Applicant Findings: *Not Applicable. This project meets applicable guidelines per the HCRH Master Plan/State Trail Guidelines.*

(B) Findings must evaluate the following:

(i) The limiting factors to meeting the required scenic standard and/or applicable guidelines from the previous Section,

Applicant Findings: *Not Applicable. This application meets the scenic standard.*

(ii) Reduction in project size;

(iii) Options for alternative sites for all or part of the project, considering parcel configuration and on-site topographic or vegetative screening;

(iv) Options for design changes including changing the design shape, configuration, color, height, or texture in order to meet the scenic standard.

(C) Form, line, color, texture, and design of a proposed development shall be evaluated to ensure that the development blends with its setting as seen from the foreground of key viewing areas:

(i) Form and Line-Design of the development shall minimize changes to the form of the natural landscape. Development shall borrow form and line from the landscape setting and blend with the form and line of the landscape setting. Design of the development shall avoid contrasting form and line that unnecessarily call attention to the development.

(ii) Color-Color shall be found in the project's surrounding landscape setting. Colors shall be chosen and repeated as needed to provide unity to the whole design.

(iii) Texture-Textures borrowed from the landscape setting shall be emphasized in the design of structures. Landscape textures are generally rough, irregular, and complex rather than smooth, regular, and uniform.

(iv) Design solutions shall be compatible with the natural scenic quality of the Gorge. Building materials shall be natural or natural appearing. Building materials such as concrete, steel, aluminum, or plastic shall use form, line color and texture to harmonize with the natural environment. Design shall balance all design elements into a harmonious whole, using repetition of elements and blending of elements as necessary.

(e) Right-of-way vegetation shall be managed to minimize visual impacts of clearing and other vegetation removal as seen from key viewing areas. Roadside vegetation management (vista clearing, planting, etc.) should enhance views from the highway.

(f) Screening from key viewing areas shall be encouraged for existing and required for new road maintenance, warehouse, and stockpile areas.

Applicant Findings: *There will be a minor amount of vegetation removal required to site the trail. There will be some minimal selective tree removal to provide an area for the trail. Temporary access roads will be constructed at existing access points where possible and will follow the existing HCRH alignment to avoid and minimize impacts to natural resources. At Station 170+00 an existing access road will be retained and serve as maintenance access for the trail. This access road also serves as a BPA power line access road. A gate consistent with the I-84 Corridor Strategy will be installed to manage access.*

(4) SMA Guidelines for Areas Not Seen from KVAs

(a) Unless expressly exempted by other provisions in this chapter, colors of structures on sites not visible from key viewing areas shall be earth-tones found at the specific site. The specific colors or list of acceptable colors shall be approved as a condition of approval, drawing from the recommended palette of colors included in the *Scenic Resources Implementation Handbook.*

Applicant Findings: *The proposed project is located in the Coniferous Woodland Landscape Setting thus the applicable scenic standard is "Not Visually Evident" for portions of the project that are outside of the I-84 Corridor Strategy and Historic Columbia River Highway Master Plan areas. The proposed trail and infrastructure are designed to use a combination of existing vegetation and topographic screening in combination with structural design to blend into the adjacent natural environment*

Dark earth tone colors, as listed in the I-84 Corridor Strategy Design Guidelines, are proposed for trail related structures within the I-84 road prism.

The bridge at Warren Creek is designed to reflect the historic craftsmanship and artistry of the HCRH and will be screened from the KVA by topography and dense vegetation. The bridge will be treated to appear as aged concrete in accordance with the HCRH State Trail Guidelines.

550. Special Management Area Cultural Resource Review Criteria

(1) General Guidelines for Implementing the Cultural Resources Protection Process

(a) All cultural resource information shall remain confidential, according to Section 6(a)(1)(A) of the Scenic Area Act. Federal agency cultural resource information is also exempt by statute from the Freedom of Information Act under 16 USC 470 hh and 36 CFR 296.18.

(b) All cultural resources surveys, evaluations, assessments, and mitigation plans shall be performed by professionals whose expertise reflects the type of cultural resources that are involved. Principal investigators shall meet the professional standards published in 36 CFR 61.

(c) The Forest Service will be responsible for performing the literature review and consultation, inventory, evaluations of significance, assessments of effect, and mitigation requirements in Section 550(4) for forest practices and National Forest System lands.

(d) New developments or land uses shall not adversely affect significant cultural resources.

(2) The procedures and guidelines in Section 540 shall be used to review all proposed developments and land uses other than those on all federal lands, federally assisted projects and forest practices.

(3) The procedures and guidelines in 36 CFR 800 and Section 550(4) shall be used by and federal agencies to evaluate new developments or land uses on federal lands, federally assisted projects, and forest practices.

(4) The following procedures as well as the provisions in 36 CFR 800 shall be used to assess potential effects to cultural resources.

(a) Literature Review and Consultation

(A) An assessment shall be made to determine if any cultural resources listed on the National Register of Historic Places at the national, state or county level exist on or within the area of potential direct and indirect impacts.

(B) A search shall be made of state and county government, National Scenic Area/Forest Service and any other pertinent inventories, such as archives and photographs, to identify cultural resources, including consultation with the State Historic Preservation Office and tribal governments. State and tribal government response to the consultation request shall be allowed for 30 days.

(C) Consultation with cultural resource professionals knowledgeable about the area.

(D) A field inventory by a cultural resource professional shall be required if the Forest Service determines that a recorded or known cultural resource exists on or within the immediate vicinity of a new development or land use, including those reported in consultation with the Tribal governments.

(b) Field Inventory

(A) Tribal representatives shall be invited to participate in the field inventory.

(B) The field inventory shall consist of one or the other of the following guidelines, as determined by the cultural resource professional:

(i) Complete survey: the systematic examination of the ground surface through a controlled procedure, such as walking an area in evenly-spaced transects. A complete survey may also require techniques such as clearing of vegetation, augering or shovel probing of subsurface soils for the presence of buried cultural resources.

(ii) Sample survey: the sampling of an area to assess the potential of cultural resources within the area of proposed development or use. This technique is generally used for large or difficult to survey parcels, and is generally accomplished by a stratified random or non-stratified random sampling strategy. A parcel is either stratified by variables such as vegetation, topography or elevation, or by non-environmental factors such as a survey grid.

Under this method, statistically valid samples are selected and surveyed to indicate the probability of presence, numbers and types of cultural resources throughout the sampling strata. Depending on the results of the sample, a complete survey may or may not subsequently be recommended.

(C) A field inventory report shall be prepared, and shall include the following:

(i) A narrative integrating the literature review of Section (4)(a) above with the field inventory of Section (4)(b) above.

(ii) A description of the field inventory methodology used, including the type and extent of field inventory, supplemented by maps which graphically illustrate the areas surveyed, not surveyed, and the rationale for each.

(iii) A statement of the presence or absence of cultural resources within the area of the new development or land use.

(iv) When cultural resources are not located, a statement of the likelihood of buried or otherwise concealed cultural resources shall be included. Recommendations and standards for monitoring, if appropriate, shall be included.

(D) Reports for inventories conducted in the State of Oregon shall follow the format specified by the Oregon State Historic Preservation Office.

(E) The field inventory report shall be presented to the Forest Service for review.

(c) Evaluations of Significance

(A) When cultural resources are found within the area of the new development or land use, an evaluation of significance shall be completed for each cultural resource in accordance with to the criteria of the National Register of Historic Places (36 CFR 60.4).

(B) Evaluations of cultural resource significance shall be guided by previous and current research designs relevant to specific research questions for the area.

(C) Evaluations of the significance of traditional cultural properties shall follow National Register Bulletin 38, Guidelines for the Evaluation and Documentation of Traditional Cultural Properties, within local and regional contexts.

(D) Recommendations for eligibility to the National Register shall be completed for each identified resource, in accordance with National Register criteria A through D (36 CFR 60.4). The Forest Service shall review evaluations for adequacy.

(E) Evidence of consultation with tribal governments and individuals with knowledge of the cultural resources in the project area, and documentation of their concerns, shall be included as part of the evaluation of significance.

(F) An assessment of effect shall be required if the Forest Service determines that the inventoried cultural resources are significant.

(d) Assessment of Effect

(A) For each significant (i.e., National Register eligible) cultural resource inventoried within the area of the proposed development or change in use, assessments of effect shall be completed, using the criteria outlined in 36 CFR 800.9 ("Assessing Effects"). Evidence of consultation with tribal governments and individuals with knowledge of the cultural resources of the project area shall be included for Sections (4)(d)(B) through (4)(d)(D) below. The Forest Service shall review each determination for adequacy.

(B) If the proposed development or change in use will have "No Adverse Effect," as defined by 36 CFR 800.8, to a significant cultural resource, documentation for that finding shall be completed, following the "Documentation Requirements" of 36 CFR 800.8(a).

(C) If the proposed development or change in use will have an "Adverse Effect" as defined by 36 CFR 800.9(b) to a significant cultural resource, the type and extent of "adverse effect" upon the qualities of the property that make it eligible for the National Register shall be documented. This documentation shall follow the process outlined under 36 CFR 800.5(e).

(D) If the "effect" appears to be beneficial (i.e., an enhancement to cultural resources), documentation shall be completed for the recommendation of that effect upon the qualities of the cultural resource that make it eligible to the National Register. This documentation shall follow the process outlined under 36 CFR 800.8 ("Documentation Requirements").

(e) Mitigation

(A) If there will be an effect on cultural resources, measures shall be provided for mitigation of effects. These measures shall address factors such as avoidance of the property through project design or modification and subsequent protection, burial under fill, data recovery excavations, or other measures which are proposed to mitigate effects.

(B) Evidence of consultation with tribal governments and individuals with knowledge of the resources to be affected, and documentation of their concerns, shall be included for all mitigation proposals.

(C) The Forest Service shall review all mitigation proposals for adequacy.

(5) Discovery During Construction

All authorizations for new developments or land uses shall be conditioned to require the immediate notification of the Forest Service if cultural resources are discovered during construction or development.

(a) If cultural resources are discovered, particularly human bone or burials, work in the immediate area of discovery shall be suspended until a cultural resource professional can evaluate the potential significance of the discovery and recommend measures to protect and/or recover the resources.

(b) If the discovered material is suspected to be human bone or a burial, the following procedure shall be used:

(A) The applicant shall stop all work in the vicinity of the discovery.

(B) The applicant shall immediately notify the Forest Service, the applicant's cultural resource professional, the State Medical Examiner, and appropriate law enforcement agencies.

(C) The Forest Service shall notify the tribal governments if the discovery is determined to be an Indian burial or a cultural resource.

(D) A cultural resource professional shall evaluate the potential significance of the resource pursuant to Section 550(4)(c) and report the results to the Forest Service.

(c) The cultural resource review process shall be complete and work may continue if the Forest Service determines that the cultural resource is not significant.

(d) The cultural resource professional shall recommend measures to protect and/or recover the resource pursuant to Section 550(4)(e) if the Forest Service determines that the cultural resource is significant.

Applicant Findings: *The applicant has prepared a Cultural Resources Report for the proposed action that addresses the cultural resources review criteria. In addition, the applicant will be preparing a Section 106 Finding of No Historic Properties Adversely Affected (for archeological resources) and a Section 106 Finding of No Historic Properties Adversely Affected for the Columbia River Highway National Register Historic District. Electronic copies of these electronic reports are being submitted to Hood River County and USFS- Columbia River Gorge archaeologist.*

Draft copies of the cultural resource reconnaissance report (Attachment F) and finding of effect and the historic survey describing effects to the HCRH National Register nomination will be sent out to the Tribes and SHPO. Hood River County and the USFS Columbia River Gorge National Scenic Area archeologist will be copied on this notice.

The applicant shall immediately notify the Hood River County Planning Director in the event of the discovery of cultural resources during construction or development. The project applicant will be responsible to implement out the requirement listed below should such a discovery occur:

- *In the event of the discovery of cultural resources, work in the immediate area of discovery shall be suspended until a cultural resource professional can evaluate the potential significance of the discovery pursuant to 75.550.*
- *If the discovered material is suspected to be humane bone or a burial, the following procedure shall be used:*
    - *Stop all work in the vicinity of the discovery*
    - *The applicant shall immediately notify the USFS, the applicant's cultural resource professional, the State Medical Examiner, and appropriate law enforcement agencies.*
    - *The USFS shall notify the tribal governments if the discovery is determined to be an Indian burial or a cultural resource.*
    - *A cultural resource professional shall evaluate the potential significance of the discovery and report the results to the USFS which shall have 30 days to comment in the report.*
- *If the USFS determines that the cultural resource is not significant or does not respond within the 30 day response period, the cultural resource review process shall be complete and work may continue.*
- *If the USFS determines that the cultural resource is significant, the cultural resource professional shall recommend measures to protect and/or recover the resource.*

600. Special Management Area Natural Resource Review Criteria

A. SMA Natural Resource Review Criteria

(1) All new developments and uses, as described in a site plan prepared by the applicant, shall be evaluated using the following guidelines to ensure that natural resources are protected from adverse effects. Comments from state and federal agencies shall be carefully considered. (Site plans are described in Section 080).

(2) Water Resources (Wetlands, Streams, Ponds, Lakes, and Riparian Areas)

(a) All Water Resources shall, in part, be protected by establishing undisturbed buffer zones as specified in subsections (2)(a)(B)(i) and (ii) below. These buffer zones are measured horizontally from a wetland, stream, lake, or pond boundary as defined below.

Applicant Findings: *Applicable. All water resources have been identified as described in Section 600, and the buffer zones are drawn on project maps to show the buffer zone areas, using 200 ft for fish-bearing, perennial and non-fish bearing intermittent streams, and 50 ft for intermittent streams. See Map Sheet 12 in the Biological Research and Impact Assessment Report (BRIAR) (Attachment J).*

(A) All buffer zones shall be retained undisturbed and in their natural condition, except as permitted with a mitigation plan.

Applicant Findings: *Applicable. After all practicable avoidance and minimization measures, the trail alignment will impact about 0.61acres of water resource buffer, as described in Appendix B of the BRIAR (Attachment J). These impacts will be mitigated by removing noxious and invasive weed species from approximately 8.25 acres of degraded forest understory between trail stations 172+00 to 185+00 on USFS Mt Hood and ODOT land, north and east of Warren Creek,, south of the I-84 shoulder. This mitigation project is accounting for a future phase of trail construction as well as this proposed trail project.*

The buffer mitigation will provide mechanical removal of ivy (Hedera helix), and removal of Himalayan blackberry (Rubus armeniacus) and any other non-native invasive species by all appropriate methods. The cleared area will be re-planted with a variety of shade-tolerant herbaceous and woody species native to the CRGNSA as listed in the Landscape Planting Plans (Attachment C) for the project, Plant Community B. The USFS will perform the noxious/invasive weed removal beginning in the summer season of 2014.

(B) Buffer zones shall be measured outward from the bank full flow boundary for streams, the high water mark for ponds and lakes, the normal pool elevation for the Columbia River, and the wetland delineation boundary for wetlands on a horizontal scale that is perpendicular to the wetlands, stream, pond or lake boundary. On the main stem of the Columbia River above Bonneville Dam, buffer zones shall be measured landward from the normal pool elevation of the Columbia River. The following buffer zone widths shall be required:

(i) A minimum 200 foot buffer on each wetland, pond, lake, and each bank of a perennial or fish bearing stream, some of which can be intermittent.