

COLUMBIA RIVER GORGE NATIONAL SCENIC AREA

RECREATION DEVELOPMENT PROPOSALS LIST (September 1992)

Introduction

The Recreation Development Proposals List was originally created as part of the Recreation Development Plan in the *Management Plan for the Columbia River Gorge National Scenic Area* (Management Plan). This list highlights selected sites and proposed projects at those sites that, when implemented, will best achieve the recreation goals and objectives of the Management Plan. It is strongly recommended that the sites described in this list be given priority consideration for the receipt of public funds authorized in the Act for the construction of recreation facilities, as well as consideration for funding from other public sources in federal, state, or local programs.

GMA and Urban Area Proposals

This section describes proposed recreation development for sites in the GMA and Urban Areas. The site numbers refer to the Recreation Development Plan map and Tables 12 and 13 at the end of this chapter.

No. 1, T1

Steigerwald Northwest Gateway/Cottonwood Beach Trail

Site Description: The site consists of approximately 15 acres of land on the northern edge of Steigerwald Lake National Wildlife Refuge, just south of the Burlington Northern Railroad's crossing under Washington State Route 14. It contains several abandoned, dilapidated barns and accessory buildings from a dairy farm that once occupied the site.

The site received a compatibility study in 1990, the results of which indicate the absence of any significant or sensitive natural, cultural, or scenic resources that would substantially constrain recreation facility development. Recreation Intensity Class: 3 (gateway site), 1 (lands traversed by proposed trail route).

Development Proposal: It is recommended that a small to moderate-sized facility be established, combining the functions of a refuge office and wildlife/wetlands interpretive and education facility with those of a "gateway" facility. The former should be emphasized, with the development of appropriate interpretive and environmental education programs highlighting the natural resources of the refuge, as well as wetlands restoration and other ongoing refuge programs. To fulfill the facility's function as a gateway to the Scenic Area, visitor information, maps, and brochures should be provided. This information should encourage visitation of the Skamania Lodge Conference Center in Stevenson and the Gorge Discovery Center in The Dalles.

It is also recommended that a trail be developed from this facility to the Columbia River, using the existing dirt road running directly south from the proposed facility site. At the river, the trail should continue on the top of the dike to the west, connecting to Cottonwood Beach and the recreation opportunities being planned in that area. The U.S. Fish and Wildlife Service should manage the trail to highlight, yet protect, the refuge. Seasonal closures during critical periods may be appropriate.

The U.S. Fish and Wildlife Service should be the primary agency involved in this project. Logical partners could be the Washington Parks and Recreation Commission, the Washington Department of Wildlife, the U.S. Forest Service National Scenic Area Office, the Port of Camas-Washougal, Clark County, and local chambers of commerce.

No. 4

Franz Lake Viewpoint

Site Description: The site is a small area about 3 acres in size. It is located south of and adjacent to Washington State Route 14, between the highway and the Burlington Northern Railroad, about 1 mile west of Skamania.

It is currently undeveloped, partially wooded, and primarily in the highway or railroad right-of-way. This site is directly north of Franz Lake and offers opportunities for public viewing of wildlife (particularly tundra swans) at the Franz Lake National Wildlife Refuge. The railroad provides an effective barrier between this site and refuge lands, mitigating potential impacts to the wildlife that could result from public access. Public wildlife viewing opportunities are afforded without actually having to introduce people onto refuge lands. Recreation Intensity Class: 3.

Development Proposal: A small parking area (possibly accommodating approximately 20 to 25 vehicles) should be developed, with an associated viewing area and some limited interpretive signage highlighting the new refuge's programs and its unique features, particularly the swans and the need to protect them. A turning lane for westbound visitors should be considered, as well as other highway modifications necessary for public safety. This project should be cooperatively implemented by the Washington Department of Transportation and the U.S. Fish and Wildlife Service.

No. 6

Doetsch Ranch

Site Description: The site consists of a large, flat area approximately 160 acres in size, located south of the Burlington Northern Railroad and stretching to the Columbia River shore. The western third of the site is within the GMA. This discussion refers to the entire property, but emphasizes the GMA portion.

The property consists of those lands between the Skamania Landing subdivision and the Beacon Rock State Park boating facility. It is wholly owned by the Washington Parks and Recreation Commission. Much of the property is open pasture or wetlands, with areas of riparian forest located along the shore in the eastern two-thirds and in other portions of the eastern end. The north-central portions are

forested, as well. The western portions of the site offer stunning panoramas of the massive walls of the central Gorge on the Oregon side. Excellent views of Beacon Rock are afforded throughout the property. A broad, sandy beach forms most of the shoreline for the western third of the property.

Compatibility studies were completed for this site in 1990. Large portions of the western third of the site were identified as wetlands with important wildlife habitat values, as were some portions in the eastern two-thirds. It is recommended that high-intensity facility development be prohibited in these areas, and habitat values protected and enhanced. An archaeological survey identified several cultural resources on this property, the most significant of which is believed to be the site of an Indian village (Wahclallah) visited by Lewis and Clark. While this site covers a small portion of the total property, it is likely that a highly significant resource that requires stringent protection could be discovered.

The northeast area in the GMA portion of the property has been identified as lacking any significant or sensitive resources that would constrain recreation facility development. Recreation Intensity Class: 4 and 1 (GMA portion), 4 and 2 (SMA portion).

Development Proposal: The Doetsch property represents perhaps the most outstanding opportunity in the entire Scenic Area for a new multipurpose, resource-based public recreation area providing additional river access in a spectacular setting. A broad range of opportunities exists, particularly in the eastern two-thirds of the property, where natural resource constraints are fewer than in the western end and existing state park water-oriented facilities are proximate.

It is strongly recommended, however, that a thorough subsurface archaeological investigation be performed for the entire SMA portion of the site. Development of an overnight campground is recommended in this area, pending the results of such an investigation and, if applicable, development of appropriate mitigation and protection measures.

The GMA portion offers outstanding day-use opportunities, with an emphasis on preservation of the natural landscape and wildlife values, and interpretation of the area's significant cultural resources. Picnicking, walking and bicycling paths, beach access (for swimming and bank fishing), and interpretive facilities should be provided. Facility development should be focused in the northeast portion of the GMA section (Recreation Intensity Class 4 area), with the exception of a few carefully sited and designed pathways. Interpretive efforts must be carefully coordinated with Indian tribal governments and include stringent protection measures. Some additional archaeological investigations of the Wahclallah village site are necessary to fully assess its significance and develop appropriate protection measures. As this may be one of only a few remaining sites visited by the Lewis and Clark expedition, it is very significant to the history of the Gorge, serving as a rare link between prehistoric and historic periods. Remains of a historic fish wheel, in relatively good condition, are also found on the property, and should be the subject of interpretation and protection efforts.

Enhancement of wetland and wildlife habitat values should be undertaken on the western portions of the site, in concert with facility development elsewhere on the property. These efforts could be interpreted, as well. Seasonal closures of sensitive areas in the park during crucial wildlife periods should be considered, in consultation with state and federal wildlife agencies.

The site should be designed, developed, and managed by the Washington Parks and Recreation Commission, as an addition to Beacon Rock State Park. Cooperative development of interpretive facilities with local and state historic societies, tribal representatives, and state and federal wildlife agencies is recommended.

No. 9
High Bridge Park

Site Description: This site consists of approximately 10 acres of land in Skamania County ownership located a few miles north of Carson and about 1/4 mile west of the Wind River High Bridge. It is at the bottom of the canyon, adjacent to the west bank of the Wind River, and is generally wooded and undeveloped. The site receives moderate levels of use on spring and summer weekends and during fishing seasons as a fishing access and general river access site. Recreation Intensity Class: 3.

Development Proposal: A small to moderate-sized parking area should be provided, along with some picnicking and comfort facilities. In addition to picnicking, fishing and swimming activities, the site could serve as a trailhead (pending development of the proposed Wind River trail in the SMA--Trail Proposal T8) and a takeout point for river runners.

The site should be developed and managed by Skamania County, possibly in partnership with the Forest Service. This site is included as an implementation priority because of the following factors: the high demand and use levels associated with river access, the existing use of and road access to the site, the county's ownership, and the absence of inventoried sensitive resources.

No. 11
Wind River

Site Description: The site, known locally as "the log dump," is an abandoned industrial site located on low-lying river bottomlands on the west bank of the Wind River near its mouth, just north of Washington State Route 14. It is in private ownership. A shallow, protected lagoon area is included in the northeast portion of the site. Much of the site has been disturbed by its prior industrial use, including an old rusting bulkhead forming part of the river shore just south of the lagoon. Some natural riparian wetland vegetation is returning to the site, particularly at the north end.

The site offers excellent opportunities to provide day-use river access, particularly as a safe swimming area for families in the protected lagoon, bank fishing and possible access by small boats, and picnicking. Opportunities for some overnight camping facilities also exist. Substantial efforts to recontour the shoreline to a more natural state in the bulkhead area and restore some of the original wetlands in concert with public access development would result in enhancement of natural and recreational resources.

It is important to note that this site is located in a sensitive wildlife habitat and fishery area. Prior proposals to develop intensive, commercial uses with overnight lodging facilities on the site generated significant concerns from the Washington Departments of Wildlife and Fisheries.

Based on the concerns expressed and the sensitivity of natural resources in the area, development recommendations emphasize provision of day-use river access recreation activities, with some overnight camping opportunities. Recreation Intensity Class: 4 and 1.

Development Proposal: It is recommended that a river access park emphasizing day-use be developed at the site. Parking for 50 to 100 vehicles could be provided, as well as picnic areas, bank fishing areas, a small dock or similar moorage facility for small boat tieups, and possibly some overnight camping. Walking paths should be provided, and the development of wetlands interpretive walkways and signage should be explored in concert with wetlands restoration efforts. Seasonal closures during critical wildlife periods should be explored.

It is recommended that wetlands restoration and enhancement efforts be required as a condition of approval for recreation facility development. The site is currently in private ownership. It is recommended that it be acquired by either the Washington Parks and Recreation Commission, Skamania County, the Forest Service, or another appropriate recreation-providing agency for recreation facility development and management. The Washington Department of Wildlife should be a partner in developing a wetlands restoration/enhancement plan with the applicable agency pursuing recreational development.

It is recommended that this site be given priority for a thorough study of its natural values and the development of a habitat and wetlands restoration/enhancement plan before facilities are implemented and construction funding is secured. Consultation with the Washington Departments of Wildlife and Fisheries, particularly regarding the magnitude, design, and management of overnight camping facilities, is essential to ensure protection of the area's sensitive resources.

No. 13 **Drano Lake**

Site Description: This site consists of an approximately 1-acre gravel parking area and associated boat ramp on the north side of Washington State Route 14 on Drano Lake. The ramp provides boat access to both Drano Lake and the Columbia River.

The site is heavily overused during fishing seasons, as this is one of the most popular salmon and steelhead fishing areas and the existing facility is very limited in space. Overcrowding results in vehicles illegally parking along the highway shoulder, creating a public safety hazard.

The Skamania County Parks Department applied for and received U.S. Army Corps of Engineers approval to fill an additional acre of submerged land to expand the existing facility and provide an additional launch lane, a dock, and vault toilets. Recreation Intensity Class: 4.

Development Proposal: Additional facility development is recommended, as specified in the approved U.S. Army Corps of Engineers permit for the Skamania County Parks Department. Funding for construction has been secured for the approved expansion. Immediate implementation is recommended because of the project's approved status and the pressing need to expand this overused facility.

No. 14
Spring Creek Hatchery

Site Description: The site is located 2 miles west of White Salmon, on the south side of Washington State Route 14. It is managed by the U.S. Fish and Wildlife Service for hatchery purposes and is owned by the U.S. Army Corps of Engineers.

The site encompasses the first 1/4 mile of the hatchery access road, which turns eastward from the highway intersection and parallels the river. As result of some recent site improvements, parking for approximately 175 cars is available on the north side of the access road. Approximately 5 acres are used for windsurfing rigging between the access road and the shoreline, which is generally rocky. Picnicking, walking, fishing, and windsurfing viewing also occur in this area. An additional area covering several acres of currently vacant land is available for parking on private property north of Washington State Route 14. Although this private land is now used as part of the public recreation site, providing overflow parking for as many as 75 cars, it is part of an approved destination resort (yet to be developed). The site is one of the most popular and overcrowded windsurfing sites in the Gorge, considered one of the three best expert sites on the Washington shore. The site also provides river access for anglers.

Currently, the site is suffering from several major operational and management problems. The site was never intended to accommodate the intensive use occurring presently. Hence, provision of restrooms, sanitation, and other amenities do not adequately address the site's needs during peak periods.

A public safety problem exists because of the many people who cross Washington State Route 14 with heavy equipment in high winds. The U.S. Fish and Wildlife Service has gone to great lengths to allow the windsurfing use to continue, and has tried to ameliorate some of these problems. This agency, however, has neither the personnel, background, resources, or program orientation to manage such an intensive recreation site. Recreation Intensity Class: 4.

Development Proposal: The two most pressing needs for this site are: (1) operation and management by a public recreation agency with the resources, skills, and program orientation appropriate for resolving its many problems, and (2) a coordinated and cooperative plan, design, and management program linking the private lands used in association with this site north of Washington State Route 14 with the public lands south of the highway.

It is recommended that a public agency with extensive recreation management experience, such as the Forest Service, explore taking on the management role.

The Forest Service or other appropriate agency should consider entering into negotiations for such arrangements with the U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service. In addition, it is essential that a management plan be developed to address potential effects on tribal treaty fishing occurring in the vicinity, including mitigation measures to avoid such effects where applicable. Additional development should focus primarily on improving parking and safety and reducing congestion. Coordinating parking use north of the highway and providing a safe pedestrian crossing

(through a pedestrian underpass or other measures) is essential to maintaining current usage levels of the site.

Restroom and trash facilities are also needed. If substantial parking and safe highway crossing can be provided, areas south of the highway could be devoted to spectator viewing areas, picnic facilities, and additional rigging areas. This site should be a high priority for public funding, pending resolution of both the site management issue and coordination with the private land north of the highway.

No. 15 **White Salmon River**

Site Description: The site consists of an approximately 48-acre parcel of federally owned land managed by the U.S. Fish and Wildlife Service, located between the east bank of the White Salmon River and Washington State Route 141. It is approximately 2 miles north of the mouth of the White Salmon River. The property is primarily undeveloped, except for some fishrearing ponds and associated facilities in the western, lower portions of the property near the river. This area is accessed via dirt road traversing the property. The site is currently not open to the public. This stretch of the White Salmon River has excellent bank and instream fishing potential. Recreation Intensity Class: 3.

Development Proposal: It is recommended that a small to moderate-sized day-use facility be developed by the U.S. Fish and Wildlife Service. This facility should emphasize provision of bank fishing opportunities on the White Salmon River, especially oriented towards handicap-accessible opportunities. The U.S. Fish and Wildlife Service also has plans to expand the fishrearing ponds and related hatchery functions in the future. This project is recommended as a high priority for implementation.

No. 20 **Klickitat River County Park**

Site Description: The site consists of approximately 6 acres of land owned by Klickitat County and managed as a public park. It is located approximately 1 mile north of Lyle, between the Klickitat River and Washington State Route 142.

This park currently contains minimal facilities and improvements, including primitive campsites, a railroad crossing, a few picnic tables, limited portable sanitary facilities, and limited river access for bank fishing. Despite the limited extent of improvements, the site is heavily used during the peak summer season, sometimes beyond its designed capacity. The park offers camping, day use, and river access opportunities in an attractive, natural setting in the canyon of the lower Klickitat River. It includes vegetative communities characteristic of this canyon, including scattered, large ponderosa pines and stands of Oregon white oak. Recreation Intensity Class: 3.

Development Proposal: This site is prioritized for additional facility development because it offers excellent river access opportunities (bank fishing, swimming, etc.); it is already a public park use that is compatible with adjacent uses; and it is in poor condition and requires substantial improvements and upgrading to better manage the substantial use levels it already accommodates.

It is recommended that improved, designated campsites be developed. Based on the site's limited size, it is estimated that the park could accommodate perhaps 20 to 25 campsites. Additional picnic tables and a permanent chemical outhouse should also be provided. Improved trail access to the river, improvements to the access road, and necessary signage are also recommended. Some limited interpretive signage could also be provided to highlight the area's interesting botanical communities, the canyon's importance for wildlife, and its long history regarding Indian fishing activities. It is further recommended that an archaeological survey of the site precede any further development. This proposal is recommended as an implementation priority, to be pursued primarily by Klickitat County in consultation with the Washington Departments of Wildlife and Fisheries and the Yakima Indian Nation.

No. 21

Doug's Beach

Site Description: The site consists of about 50 acres of low-lying sandy floodplain, rocky outcrops, and wetlands. It is located south of Washington State Route 14 and the Burlington Northern Railroad, stretching to the river. It is approximately 2.5 miles east of Lyle.

The central portion of the site is heavily used by windsurfers in the summer, and is considered by many to be the premier expert windsurfing site in the Gorge and perhaps the entire western United States. Existing facilities are minimal, consisting of parking areas along the highway shoulder, a pedestrian railroad crossing, restrooms, some fencing along the railroad, and a picnic table near the shore.

Compatibility studies were completed for this site in 1990. The central portion of the site contains a large wetland area that supports significant wildlife habitat. Future use and development plans for this site must include measures to protect this important natural area and its associated values. An archaeological survey indicated extensive areas of cultural materials covering large portions of the site. Additional investigation is required to assess the full extent and significance of archaeological resources at the site. Recreation Intensity Class: 4.

Development Proposal: It is recommended that Doug's Beach be prioritized immediately for the completion of archaeological investigations necessary to effectively and accurately assess the extent and significance of archaeological resources of the site. Until such investigations are completed, it will not be possible to develop a meaningful set of measures to avoid and/or mitigate impacts to cultural resources. In addition to archaeological resources, questions of traditional cultural uses of this site need to be addressed, since claims of this site as a significant traditional cultural property have been made by Indian tribal governments. The need to immediately resolve crucial questions about resource impacts and conflicts from recreational usage cannot be overemphasized. In addition to the site's potentially significant cultural resources, it is among the most important recreation sites in the entire Scenic Area.

The current parking arrangement constitutes a serious potential safety hazard with respect to windsurfers crossing the state highway with heavy, bulky equipment in high winds. It is crucial that

efforts to improve this hazardous arrangement be undertaken as soon as possible. In addition, current high levels of use on the site without site management or mitigation measures may damage archaeological resources.

Proper protection measures and safe facilities are essential at this site, and must be preceded by thorough cultural resource investigations. Completion of necessary cultural resource studies and protection strategies shall be required before approval of any further development or allocation of grant monies pursuant to the Scenic Area Act, except for funds earmarked for such studies. These recommendations should be implemented by the Washington Department of Parks and Recreation, in close consultation with the Washington Office of Archaeological and Historic Preservation and applicable Indian tribal governments.

No. 22

Avery

Site Description: The site consists of approximately 20 acres of riverfront land in a narrow strip south of the Burlington Northern Railroad about 6 miles east of Dallesport. The site consists of two sections on either side of an existing boat ramp, with limited camping, picnic, and restroom facilities constructed and operated by the U.S. Army Corps of Engineers (which is also the landowner). The existing boat ramp, associated facilities, and adjacent areas have been designated as an Indian in-lieu treaty fishing site. The potential public recreation site consists of only those lands south of the railroad tracks not included in the in-lieu site. The western portion of the site receives moderate levels of windsurfing use in the summer and contains no facilities. Some limited fishing occurs at both ends of the site.

Compatibility studies were completed for this site in 1990. Extensive evidence of archaeological resources was encountered in an archaeological survey of the site. Additional archaeological investigations are needed to fully assess the extent and significance of such resources. Recreation Intensity Class: 3.

Development Proposal: Planning efforts for this site have focused on providing a public boat launch (to replace the existing boat launch at the designated in-lieu site) and facilities to accommodate existing river-access day-use activities (windsurfing and fishing).

Because of the extent of archaeological evidence encountered, it is recommended that this site be prioritized for further archaeological surveys. This is essential to fully assess the extent and significance of archaeological resources and to develop appropriate measures to avoid/mitigate possible impacts. Pending the outcome of complete archaeological investigations, an assessment of potential conflicts between future recreation uses and Indian treaty fishing activities associated with the adjacent in-lieu site is recommended, as well as a management plan to mitigate any identified potential conflicts. Such actions should be implemented by the U.S. Army Corps of Engineers, in consultation with applicable Indian tribal governments.

No. 23, T14

Haystack Butte Trail and Trailhead

Trail Description: This trail would provide approximately 3 miles of new trail, winding up the steep, south-facing slopes of Haystack Butte. It would start at a trailhead located near the junction of State Route 14 and the Wishram Road and climb to the northern boundary of the federally owned land through which the entire length of trail would traverse. The trail would climb approximately 2,000 feet, and offer outstanding scenic vistas and wildflower displays in the spring. Recreation Intensity Class: 1 (lands traversed by proposed trail route).

Development Proposal: It is proposed that a narrow-tread (18 inches or less) trail open to pedestrian use be developed on the lands described above. A small trailhead would be provided, probably along the north shoulder of Washington State Route 14. It is recommended that this proposed trail be subject to a compatibility study before pursuing implementation. This is very important, particularly in light of the generally high frequency of cultural resources in this area. The Forest Service would be the likely implementing agency for this proposal, considering the federal ownership of the subject lands.

No. 24

Wishram

Site Description: The site consists of approximately 80 acres of land about 1/2 mile east of the Wishram Urban Area. The site includes a relatively narrow strip of riverfront land south of the Burlington Northern Railroad tracks, and a larger area of gently to moderately sloping lands to the north of the railroad tracks. Two ponds located just north of the tracks are also included in the site. The area is largely open grassland, with some riparian vegetation ringing the edges of the ponds. It is currently undeveloped.

Compatibility studies were completed for the site in 1990. While no significant wildlife or botanical resources were found, the site is close to Miller Island, an area with very significant and sensitive natural resources. Development of this site must be accompanied by stringent measures to protect Miller Island's natural resources (owned by the Forest Service).

An archaeological survey identified extensive archaeological resources north of the railroad. No such resources were encountered on river shorelands south of the railroad. The site's proximity to Miller Island raises concerns about the impact of public recreation development on the extensive cultural resources on the island. As is the case with natural resources, the cultural resources of Miller Island must be protected through a variety of measures, including restricting or limiting public access, patrols, etc. Recreation Intensity Class: 4.

Development Proposal: It is recommended that development of day-use river access facilities be pursued for lands south of the railroad tracks, including a boat launch, swimming, fishing and windsurfing areas. It is recommended that such efforts be pursued by either Klickitat County or the Washington Department of Parks and Recreation, in close coordination with the Forest Service. The latter agency is urged to develop a comprehensive protection plan for Miller Island in concert with development of this waterfront park.

It is recommended that development not be pursued on the lands north of the railroad, because of the presence of cultural resources. The pond (in railroad ownership) located north of the railroad, towards the western end of the site and adjacent to the Urban Area, offers some significant recreation opportunities for fishing and walking paths. Pursuit of these opportunities should be preceded by further cultural resource analyses and consultation with applicable Indian tribal governments.

No. 25
Northeast Gateway

Site Description: The site consists of approximately 10 acres of undeveloped, level ground on a high bluff overlooking the eastern Gorge. It is south of and adjacent to Washington State Route 14, about 1.5 miles west of the Scenic Area's eastern boundary. It is in Forest Service ownership. The site offers extensive views of the Gorge to the west. Recreation Intensity Class: 2.

Development Proposal: It is proposed that establishment of a small to moderate-sized facility be pursued. The facility would provide opportunities for picnicking, scenic appreciation, and interpretation of the rich Indian prehistoric and historic settlement of the area. It would focus primarily on welcoming and orienting visitors to the Scenic Area and encourage visitation of The Gorge Discovery Center at The Dalles.

It is recommended that a compatibility study be conducted at this site as soon as possible. This study is an important prerequisite to implementing any development proposals here, particularly because of the generally high frequency of cultural resources in this area. The Forest Service could be the implementing agency for this proposal, possibly in partnership with Klickitat County.

No. 29
Mayer Park

Site Description: The site consists of approximately 30 acres of vacant, flat state park land located in Rowena, between the Union Pacific Railroad and Interstate 84. The site is adjacent to and southwest of another portion of Mayer State Park containing a new windsurfing facility along the river. This windsurfing site (known as the "Rowena Sailpark") is heavily used, and peak season usage often significantly exceeds designed parking capacity. The subject site has no river frontage. It consists primarily of grassy areas, with some scattered shrubs and two groves of trees on its east and west ends.

Compatibility studies were completed for this site in 1990. These studies identified two areas of significant wildlife habitat on the site: a grove of trees at the west end used by eagles for winter perching, and an area at the extreme east end containing some riparian habitat. A preliminary archaeological survey identified some scattered prehistoric and historic artifacts and one area with a concentration of cultural material. Some additional survey work is necessary to assess the full extent of archaeological resources and their significance, before development of protection/mitigation measures. Recreation Intensity Class: 4.

Development Proposal: It is proposed that this site be developed to provide overnight camping, day-use parking, picnicking, and some limited interpretive facilities. These areas, particularly camping and parking areas, are intended to support the existing river access recreation on adjacent park lands and reduce overuse and potential resource impacts from such overuse.

Design and location of such facilities should be based on the results of the compatibility studies and should focus on areas with the fewest resource constraints. Development should focus near the property's edges, retaining the central portion of the site in an open, undeveloped character to preserve views of the river through the site from the Historic Highway and Interstate 84. It is recommended that some additional archaeological surveys be conducted to evaluate the potential significance of cultural resources on the site and develop appropriate avoidance and/or mitigation measures. These recommendations should be implemented by the Oregon Department of Parks and Recreation.

No. 31 **Hudson Hill**

Site Description: The site consists of approximately 40 acres of privately owned land about 1/4 mile south of the Historic Highway and about 3 miles east of Mosier.

It comprises the lower two-thirds of an open, grassy hillside facing north and west, and affords a stunning panorama of the Gorge. This view sweeps in the climatic and vegetation transition areas of the Gorge, stretching from Underwood Mountain to Seven Mile Hill. In addition to the superb view, some wildflower viewing and picnicking opportunities are present.

This property's eastern boundary is the GMA/SMA boundary. The top of Hudson Hill and its easterly flank are owned by the Forest Service. As specified in the "Development Proposal" described below, it is strongly recommended that these lands be integrated into this proposal. The federal lands include the top of the hill where the best views are afforded. Recreation Intensity Class: 2.

Development Proposal: It is recommended that the Forest Service acquire the GMA property and develop a small facility providing a walking path with a viewpoint somewhere on the hill. A small picnic area could be provided in a windsheltered portion of the hill. A small parking area accommodating 10 to 20 cars should be provided. It is recommended that the parking area be provided on the SMA lands because the existing heavy tree cover in that area could adequately screen the parking area. While space for parking is available on the GMA lands, this area of hillside is highly exposed and visible from the Historic Highway. Providing the parking area in the SMA would substantially reduce its visual impacts, and could also result in a longer walking path to the viewpoint at the top. An evaluation of the presence of any sensitive cultural or natural resources should precede implementation of this proposal.

No. 32 **Mosier Waterfront**

Site Description: This site consists primarily of two areas: 1) public lands currently submerged by the Bonneville pool, located north of Interstate 84 within the GMA, and 2) public lands located south

of and adjacent to Interstate 84, and east of Rock Creek, within the Mosier Urban Area. Both areas are located adjacent to the Mosier freeway interchange. Area 1 comprises an area of shallow water adjacent to the shoreline. The shore is largely rock riprap supporting very little vegetation. This riprap forms a narrow strip between the freeway and the river. Area 2 consists primarily of undeveloped land, including an area of wetlands and associated riparian vegetation. The western end of this area, adjacent to the creekbed of Rock Creek, has been cleared and used for several years as a parking area for windsurfing access to the Columbia River. Some portable toilets have been installed for windsurfers using the site.

The community of Mosier and Wasco County have been pursuing a waterfront park proposal at this site for the last several years, and some analysis of the site has been conducted. The studies completed to date provide some important information about the site's opportunities and constraints.

From a recreational standpoint, the area offers good conditions for windsurfing, with frequent moderate to strong winds. The site is particularly good for beginner and intermediate windsurfing. Scenic vistas up and down this wide stretch of river are excellent, including dramatic geological formations like the Coyote Wall. These conditions offer an attractive setting for picnicking or strolling (depending on the strength of the winds). Shallow water off the shore offers good opportunities for swimming, particularly east of Rock Creek. The waterfront park proposal would provide a much-needed city park for Mosier.

On the other hand, these shallows are considered valuable shallow water habitat for fish by state and federal resource agencies. Some bald eagle perching on offshore stumps has also been noted in this area. Any impacts to these resources, particularly the shallow water habitat, would likely require mitigation measures to assure that no net loss of habitat occurs. Similar concerns exist regarding wetlands south of the freeway. These concerns are discussed in the "Development Proposal" section, as they affect proposed facility concepts. Recreation Intensity Class: not applicable (not applied to the Columbia River or Urban Areas).

Development Proposal: The proposal involves a water-oriented, multipurpose day-use facility. Proposed uses and facilities include a windsurfing rigging and launching area, a swimming beach, picnic area, and a moderate to large parking area. Except for the parking area, the proposed recreation facilities and use areas would be located on fill in the main stem of the Columbia River, in the area north of the freeway. This fill area is proposed to include a large grassy area and substantial native tree plantings between the freeway and the bulk of the park area. Such plantings could perform several positive functions, including screening of the freeway from both the park and the river itself, reduction of freeway noise in the park, windbreak, and enhancement of riparian habitat and scenic values in general. This proposal includes a parking area located south of the freeway and east of Rock Creek. Pedestrian access from the parking area to the river would be provided by a path under the freeway at the outlet of Rock Creek.

Several critical issues require resolution before this proposal can be implemented. As mentioned above, the proposal would convert an area of shallow water habitat to dry land. Mitigation of the loss of shallow water habitat will be necessary, and might involve rehabilitation and enhancement of

existing wetlands, including the riparian area near the mouth of Rock Creek that was altered to provide windsurfing access and parking. Creation of new wetlands may be required, as well.

A related concern involves the location of the proposed parking area south of the freeway, which includes some wetlands. Existing state and federal regulations generally limit uses on fill (converting wetlands to uplands) to water-dependent uses. While uses such as boat launches are considered water-dependent, parking areas are not. Approval of this proposed park would likely require placement of the parking area on lands not involving the filling of wetlands.

A third issue involves vehicular access to the site. Several alternatives have been considered, mostly involving either an access road off the current freeway ramp or access via the Historic Highway and under the railroad tracks (similar to the current access). Either approach involves either alteration of the freeway interchange or access off the Historic Highway, most likely requiring a railroad underpass. It is recommended that this proposal be prioritized for further study, focusing on these three issues.

This proposed project should be pursued by the City of Mosier and Wasco County, with technical assistance from state and federal agencies. Possible candidate agencies for managing and operating the park could be the City of Mosier or the Northern Wasco County Park and Recreation District.

No. 34

Historic Columbia River Highway/Mosier Tunnels

Site Description: The site consists of an approximately 5-mile stretch of the Historic Columbia River Highway currently closed to regular vehicular traffic, located between Hood River and Mosier. The Mosier Twin Tunnels, now closed to passage, are a prominent feature of this stretch of the Historic Highway. This segment traverses a highly scenic and botanically unique area representing the transition zone between wet, western Gorge ecosystems and drier plant communities of the eastern Gorge. Many Gorge and river panoramas are featured, as well as views of prominent and dramatic geologic features.

The proposed project includes two proposed trailheads at either end of this Historic Highway segment. At the west end, an area containing a previous rock quarry on the south side of the road near the current location of the gate is proposed to provide a parking and staging area. At the east end, a small area along the west side of Rock Creek Road, near its junction with the Historic Highway, is proposed for a similar, but smaller parking/staging area. Recreation Intensity Class: 4 (west staging area), 2 and 1 (highway segment), 2 (east staging area).

Development Proposal: The proposed development for this project is divided into three parts: the west parking and staging area, the Historic Highway segment itself, and the east parking and staging area.

For the west parking and staging area, a significant recreation facility is proposed. It is recommended that the old quarry area south of the road be acquired by the State of Oregon, reclaimed, and developed into an overnight camping area and parking area for pedestrian/bicycling use of the Historic Highway segment.

Currently, there is unauthorized camping occurring in this west area during the summer. This reflects an unmet need for overnight camping in the Hood River area, largely associated with the area's high level of windsurfing activity in the summer. The Historic Highway itself is being increasingly used by many summer visitors as a bicycle path, along with the year-round use it receives from local residents. This development proposal takes into account the need to address management issues regarding these existing recreations uses.

An existing quarry area and adjacent abandoned landfill located just west of the proposed staging area and north of the road is proposed for development of day-use facilities. This area offers excellent opportunities to provide panoramic Gorge views, windsurfer spectating, botanical and geologic interpretations, and picnicking, while reclaiming and enhancing a quarry and abandoned landfill. It is also recommended that public acquisition of these lands be pursued by the State of Oregon.

It is proposed that the Historic Highway remain closed to regular vehicular traffic and be designated as a walking/bicycling path between the west staging area and Mosier. Provision of barrier-free opportunities should be emphasized, as this stretch of highway offers a challenging and interesting paved path several miles long with wheelchair access.

It is also recommended that an interpretive trail loop be developed north of the Historic Highway, in an area known as "County Line Park." This area is within the "Columbia Oaks" significant natural area, an area with remnants of original oak savannah and native bunchgrass communities once common to this part of the Gorge. Excellent interpretive opportunities exist here, including these botanical values, dramatic geologic features, and the Gorge's climate transition zones.

The Twin Tunnels should be reopened to provide a continuous pathway from Hood River to Mosier. Some picnic facilities should be provided near the east portal of the Twin Tunnels, in a wind-protected area. The State of Oregon should prioritize acquisition of the original highway and right-of-way for the Wasco County portion, now in private ownership.

At the east end, a small parking area near the junction of Rock Creek Road and the Historic Highway is proposed. It is anticipated that most uses will access this Historic Highway segment from Hood River, and the parking needs on the east end will be much lower. It is also recommended that this area be limited in size to protect some sensitive resources in the area. With respect to such resources, it is recommended that an investigation of traditional tribal use of this area and of archaeological resources in the area known as the "Mosier Pits" be conducted prior to engineering feasibility and site planning efforts for this site. These recommendations should be implemented through joint efforts of the Oregon Departments of Transportation and Parks and Recreation.

No. 35

Historic Columbia River Highway/Ruthton Point Overlook

Site Description: The site consists of a short, abandoned segment of the Historic Highway located adjacent to and north of Interstate 84, about 3 miles west of Hood River. It includes a section of an original stone retaining wall in good condition. It affords dramatic views down the Gorge to the west,

views of Underwood Mountain, and windsurfing at Swell City and the Spring Creek Hatchery.
Recreation Intensity Class: 2.

Development Proposal: It is recommended that a small parking area be provided, with pedestrian access to the Historic Highway segment and possibly a picnic area in a wind-sheltered area. Restoration of this Historic Highway segment for hiking/ bicycling/wheelchair access as part of the overall Historic Highway reconnection program is a key component of this proposal. This site should be developed with emphasis on the Gorge overlook, the original stonework of the Historic Highway, and a walking path with scenic views for the length of this segment.

Safety concerns have been raised regarding impacts of providing a parking area at the current intersection of Morton Road (an access road serving several properties in the area) and the freeway on- and off-ramps. The Oregon Department of Transportation should explore locating the proposed small parking area to the west of this intersection to address this concern, since the current intersection presents a hazard that could be worsened by a new parking area. In general, the Oregon Department of Transportation should strive to bring the currently substandard exit up to state standards to the maximum extent feasible before project implementation.

This project should be developed as a joint partnership between the Oregon Department of Transportation and the Oregon Department of Parks and Recreation. Acquisition of the privately owned portion of this Historic Highway segment should be pursued by the State of Oregon.

No. 41

Bucher (Ainsworth) Waterfront

Site Description: The site comprises an area of approximately 35 acres of GMA and SMA lands, stretching from the freeway and railroad on the south to the Columbia River shore on the north, directly north of the Ainsworth freeway interchange (junction of Interstate 84 and the Historic Columbia River Highway). The site consists mostly of a grassy pasture area, with the western portions and some lands adjacent to the shore covered by a dense riparian forest. The site is relatively flat and offers outstanding views of the river, towering cliffs and rock formations such as St. Peter's Dome to the south, and Beacon Rock and Hamilton Mountain to the northeast. A beach area exists on the shore. It is narrow in places and inundated in high water periods.

A compatibility study was completed for this site in 1990. The study identified most of the forested portions of the site as sensitive wetlands and recommended no facility development in these areas. The large, open pasture area was determined not to contain any sensitive natural resources that would substantially constrain recreation uses or facilities. An archaeological survey found no cultural resources on the site. However, several previously recorded archaeological sites exist off the shoreline in areas inundated most of the year. Protection of these known archaeological sites must be secured in concert with any public access provisions. Recreation Intensity Class: 4 (GMA portion), 3 and 2 (SMA portion).

Development Proposal: It is recommended that this site be developed as a day-use recreation site, emphasizing river access (bank fishing and swimming), picnicking, scenic appreciation, and interpretation of the rich prehistoric, historic and geologic resources of the area. River access should be limited to a small portion of the shoreline. A protection/mitigation plan for the archaeological sites off the beach area, prepared by a professional archaeologist, should be developed in concert with facility engineering and design work.

The site is currently in private ownership. Public acquisition should be pursued by either the Forest Service, the Oregon Department of Parks and Recreation, or the Multnomah County Parks Department. Facility development should be pursued by one of these agencies, or more than one in a coordinated partnership.

No. 45
Corbett Landing

Site Description: The site consists primarily of a small boat ramp and pilings and, on a seasonal basis, floating docks, floats, and boat houses located at the Corbett exit of Interstate 84.

An abandoned rock quarry is located directly south of the boat ramp area, on the south side of the freeway; the quarry is recommended for consideration as a parking area for the site. Both the boat access facility and the quarry are owned by the Oregon Highway Commission. Currently, parking during peak-use periods occurs on the shoulder of the access road and the freeway off-ramp at this frequently crowded site. Recreation Intensity Class: 4.

Development Proposal: It is recommended that efforts be undertaken to improve the useability, circulation, and parking capacity of this small but important boating access site. The western portions of the Gorge have the highest levels of pleasure boating, waterskiing, and related recreation uses in the entire Scenic Area. Given the demand and use levels, the presence of sensitive natural resources in undeveloped stretches of shoreline in this area, and the presence of the existing facility and freeway access, renovation and enhancement of the existing facility is strongly recommended.

The flat portions of the old quarry site should be used as a parking area to alleviate serious existing safety and circulation problems during the peak season. Several important improvements should be undertaken at the ramp area, including: repaving the ramp, especially at its toe, with consideration for adequate slope, dimensions, and material; removal of vegetation currently impinging upon the rampway; addition of a courtesy dock for short-term tie-up; replacement of some pilings; a breakwater of some sort or another method of wave attenuation for protection from strong east winds; and consideration of providing a larger deck for tour boat landings. In addition, an interpretive display highlighting this site's long and colorful history should be considered. Such a display could focus on the fish wheel, canning operation, and other aspects of commercial fishing activities that have occurred here in the past 100 years, including current activities.

It is recommended that management of the facility be transferred to a public agency with public recreation program objectives and expertise in renovating and managing such facilities, or that the Department of Transportation cooperatively manage the facility with such an agency.

The Oregon Department of Parks and Recreation and Multnomah County should be consulted regarding such future arrangements. The Oregon Marine Board's ongoing programs and other public sources should be explored as possible funding sources.

T15

The Dalles Riverfront Trail

Site Description: This trail is a central element of *The Dalles Riverfront Plan* adopted in 1989. The portion of the proposed trail in the Scenic Area would link The Dalles Urban Area to The Gorge Discovery Center and provide pedestrian access north from the Interpretive Center to Squally Point Beach. It would be routed through the Taylor Lakes area between the Urban Area and The Gorge Discovery Center.

North of The Gorge Discovery Center, the trail would be rerouted to avoid traversing the dune community designated as a significant natural area by the Oregon Natural Heritage Program. The trail would provide views of the river throughout its Scenic Area segment. It would traverse approximately 2 miles of GMA lands. Recreation Intensity Class: 4, 2, and 1 (lands traversed by proposed trail route).

Development Proposal: The trail is proposed to be a paved, multipurpose trail accommodating pedestrian and bicycle use. It is anticipated that trailhead parking for this segment would be available primarily at The Gorge Discovery Center, with some limited parking possible at Taylor Lakes.

It is strongly recommended that trail routing decisions and resource management and protection measures be made in close consultation with the Oregon Department of Fish and Wildlife and the Oregon Natural Heritage Program. Such consultation is crucial to protecting sensitive wildlife and botanical areas near the proposed trail route, and should occur simultaneously with project implementation. It is also recommended that this proposed development include implementation of any other elements of *The Dalles Riverfront Plan* that are consistent with this Management Plan. These recommendations should be implemented by Wasco County, the Northern Wasco Parks and Recreation District, the Oregon Department of Fish and Wildlife, and the Forest Service as soon as possible.

SMA Proposals

This section describes recreation development proposals. Prior to site or trail construction design, a detailed site or area feasibility study will be completed to assess specific opportunities and site limitations and constraints. Development with federal funds will require compliance with the National Environmental Policy Act (NEPA) and would include an assessment of both onsite and offsite cumulative effects. New recreation proposals may be added to this list upon completion of a suitability analysis. Sites and trail proposals will be selected from this list for funding. This funding will also be used to provide interpretive facilities identified in the "Interpretive Strategy for the Columbia River

Gorge National Scenic Area," Scenic Area entry signs, and enhancement projects identified in the "Columbia River Gorge National Scenic Area Corridor Visual Inventory."

No. 2

Oregon View

Site Description: The land is currently in private ownership. The site offers an excellent opportunity for picnicking and hiking, with an outstanding view of the Oregon side of the Gorge. Visual concerns must be considered, since the site is very visible. The views from Washington State Route 14 and Crown Point are the primary concerns. Recreation Intensity Class: 2.

Development Proposal: Facilities for picnicking, hiking, scenic appreciation, and interpretation would be developed. The capacity would be 75 people at one time. The site would be managed for full access, with low to moderate numbers of users. Some facilities would be designed primarily for user comfort and convenience. Some synthetic but harmonious materials could be incorporated. All facilities must be harmonious or complementary to the site.

No. 3

St. Cloud

Site Description: This riverfront site area is National Forest land. Recreation Intensity Class: 2.

Development Proposal: This area would provide a day-use facility. Facilities could include restrooms, parking, and trails. Coordination and design to minimize impacts to wildlife is very important.

No. 5

Jung

Site Description: This riverfront site is adjacent to the Franz Lake Refuge and includes wooded areas and fields. The lands are in National Forest land ownership. Recreation Intensity Class: 2.

Development Proposal: This area would provide a day-use facility. Facilities could include restrooms, parking, and trails. Coordination and design to minimize impacts to wildlife is very important.

No. 7

Doetsch Ranch

Site Description: The Doetsch Ranch is owned by Washington State Parks and abuts GMA land. Outstanding opportunities exist for riverfront recreation in a natural setting. This area would provide the primary developed recreation opportunity on the Columbia River on the Washington side.

Cultural resources, wildlife, and botanical concerns are significant in this area. Some of the site is wetland and is unsuitable for development. Other problems include access across the railroad tracks. Recreation Intensity Class: 4 for most of the site.

Development Proposal: This proposal involves a large recreation complex providing for 600 to 900 people at one time. Development could provide river access, day use, camping, hiking, interpretation, picnicking, and scenic appreciation. The recreation development level could vary within parts of the site, with an emphasis placed on a high degree of development.

No. 8

Hamilton Creek Trailhead

Site Description: The land is currently in private ownership, but is expected to be exchanged under the timberlands exchange program, as provided for in the Scenic Area Act. A trailhead in this area would provide access to the extensive trail system in Beacon Rock State Park, Table Mountain, and the Red Bluffs area. Primary concerns are cultural resources, wildlife, and the seasonal flooding of the site. Recreation Intensity Class: 3.

Development Proposal: Facilities for hiking, picnicking, and scenic appreciation would be developed. The seasonal flooding must be considered in design work. The capacity would be 110 persons at one time. The site has some potential for limited overnight use. The site would be fully accessible. Social encounters would be low. Information facilities would be simple, onsite controls limited, and facilities rustic. Visual impacts would be subordinate, and paved surfaces would be limited.

No. 10

Wind River Trailhead

Site Description: The area is currently in private ownership. The area is small, and at risk of seasonal flooding. Cultural resources and wildlife are known concerns. Recreation Intensity Class: 2.

Development Proposal: Facilities for hiking, picnicking, and scenic appreciation would be developed. The capacity would be 75 persons at one time. The site would be fully accessible. Social encounters would be low. Information facilities would be simple, onsite controls limited, and facilities rustic. Visual impacts would be subordinate, and paved surfaces would be limited.

No. 12

Collins Creek-Grant Lake

Site Description: The land on the Columbia River shore is privately owned. Grant Lake is National Forest land. The shoreline area is quite scenic, with expansive views. Grant Lake offers low-intensity water recreation experiences. The site area is subject to periodic, small-scale earth movements. Cultural resources, wildlife, and fisheries will need to be thoroughly assessed. Recreation Intensity Class: 3.

Development Proposal: Day-use sites would be developed, both on the river and in a less developed setting on Grant Lake. Facilities would be constructed for picnicking, fishing access, and hiking. The site would accommodate 175 people at one time. The site would be fully accessible from Washington State Route 14. Social encounters would be moderate, and information facilities would be simple. Facilities would be rustic, with some comforts for the user. Paved surfaces would be limited in scale. Structures to control use patterns would be noticeable, but would harmonize with the environment.

No. 16
Burdoin Vistas

Site Description: The land is currently National Forest land. There are two small sites, connected by a trail, that offer views of the mid-Gorge area, especially of the Hood River urban area and waterfront. The sites have some side slope. There are no known resource concerns. Recreation Intensity Class: 2.

Development Proposal: Each site would be able to handle 35 people at one time, and would be fully accessible. Facilities would be developed for picnicking, scenic appreciation, and interpretation. Social encounters would be low, information facilities simple, and onsite controls limited. Facilities would be rustic and visual impacts would be subordinate to the site. Paved surfaces would be limited in scale.

No. 17
Summerhill Campground

Site Description: This land is currently in private ownership. This site lies in a relatively undeveloped setting away from the busy corridor of the Columbia River. It is located in a pleasing natural setting among large trees. Recreation Intensity Class: 3.

Development Proposal: The site would be the primary access point into the Major Creek backcountry area. The campground would be capable of handling 100 people at one time. Facilities would be provided for automobile and tent camping, trailhead parking, picnicking, and hiking.

No. 18
Labyrinth Complex

Site Description: The land is partly privately owned and partly under Washington Department of Transportation ownership. The proposed site is located on Locke Lake, east of Bingen. The site is small, with few limitations to development. The old highway, now abandoned, skirts the north side of Locke Lake. The site includes the old highway right-of-way and a strip of land on the north lakeshore. Recreation Intensity Class: 2.

Development Proposal: The site offers an outstanding opportunity for a barrier-free trail and picnic area large enough to handle 70 people at one time. Development would create areas for picnicking, fishing, hiking, a barrier-free trail, interpretation, and scenic appreciation. Social encounters would be low to moderate, and information facilities would be simple. Rockfall hazard on the old roadbed will have to be considered in the design of the trail. Rehabilitating the roadbed and creating barrier-free

trail and water access are good cost-sharing opportunities. Partnerships could be useful in development of this site.

No. 19

Catherine Creek Trailhead

Site Description: The site is National Forest land. It is adjacent to Washington State Route 14 and would provide hiking access to Catherine Creek area. Concerns include visual impact from Washington State Route 14, cultural resources, botanical resources, and fire hazards. Recreation Intensity Class: 2.

Development Proposal: Facilities would include a parking area, rustic toilets, and interpretive signing to inform the public of the area's sensitivity. Capacity would be 50 persons at one time. Social encounters would be low. Facilities would be rustic and designed primarily for protecting site resources.

No. 26

Squally Point

Site Description: This site is in private ownership. It is located between the Historic Columbia River Highway and Interstate 84 just west of the Interpretive Center. The site is adjacent to Tooley Lake and includes fields that have been used for agricultural uses in the past. Concerns include potential impact to wildlife, cultural resources, and wetlands adjacent to Tooley Lake. Recreation Intensity Class: 2.

Development Proposal: A small day-use facility would be developed for wildlife viewing, picnicking, hiking, and interpretation. Potential for expansion to adjacent Oregon State Park land could be considered if significant environmental concerns and impacts on Indian fishing can be overcome.

No. 27

Ortley Overlook

Site Description: The land was donated to the Forest Service by Wasco County. The existing road right-of-way runs mostly through county lands. This site offers a superb view of Rowena Plateau and The Dalles. At 2,000 foot elevation, there are offsite views of Mount Hood and Mount Adams. There is currently no road access to the site. Wildlife habitat, specifically winter range for deer and elk, is a known concern. Recreation Intensity Class: 2.

Development Proposal: Facilities would be constructed for scenic appreciation, hiking and interpretation. The area would accommodate 25 people at one time. Development of a multipurpose trail to link this site to Seven Mile Hill Road would be a major project. Social encounters would be low. Information facilities would be simple, onsite controls limited, and facilities rustic. Visual impacts would be subordinate to the site. Paved surfaces would be limited.

No. 28

Rowena East

Site Description: The land is owned by Oregon State Parks. This site includes a windsurfing facility operated by Oregon State Parks, as well as undeveloped park land south of the railroad tracks in the GMA. This beautiful river access area has full freeway access and is located in an area of excellent west-wind windsurfing. Cultural resources and Indian fishing are known major concerns. Wildlife habitat is a concern on the eastern portion of the site. The protection of scenic resources will require careful design of all improvements. Recreation Intensity Class: combination of 2 and 4.

Development Proposal: The site would be completed to provide facilities for windsurfing, picnicking, day use, interpretation, and scenic appreciation. The site would be designed for use by a high number of people. Some facilities would be designed primarily for the comfort and convenience of the users. Some synthetic but harmonious materials could be incorporated. All facilities must be harmonious or complementary to the site.

No. 30

Mayer Park West

Site Description: The land is primarily owned by Oregon State Parks, with some land in National Forest ownership. Mayer Park is one of the primary riverfront recreation areas in the Scenic Area. The bay area provides a superior opportunity for small craft boating. The entire bay is protected from the wind and is an excellent opportunity for overnight moorage. Fishing, waterskiing, and sailing are all popular activities, and the area is heavily used by area boaters. Specific concerns include siltation in the bay restricting boat use and wildlife habitat. Recreation Intensity Class: 4.

Development Proposal: Facilities would be constructed to enhance the existing boat launch facilities and provide for swimming, picnicking, interpretation, general day use, and scenic appreciation. The facilities would accommodate 350 to 500 people at one time. The bay would require dredging for better boat access. A causeway would need to be constructed to provide a suitable access road from the Rowena freeway interchange. All facilities would be harmonious or complementary to the site. Some facilities would be designed strictly for the comfort and convenience of the users. The boat moorage and required dredging are eligible for cost sharing with the Oregon Marine Board.

No. 33

Memaloose Campground Expansion

Site Description: The land is owned by Oregon State Parks. The site is directly west of the existing Memaloose State Park Campground. The vegetation on the site consists of grass and pine forest. The site is separated from the Columbia River by railroad tracks. There is a known concern for cultural resources in this area. Recreation Intensity Class: 4.

Development Proposal: Expansion is proposed for approximately 40 new tent camping sites, located around a central parking area. The site would be designed for use by a moderate number of people. All facilities would be in harmony with the site.

No. 36

Historic Columbia River Highway

Site Description: The Historic Columbia River Highway, constructed in 1916, originally ran from Portland to The Dalles. While many miles of the original highway are intact and are used and enjoyed by thousands of visitors to the Columbia River Gorge today, other portions have been abandoned or obliterated by the construction of Highway 30 and Interstate 84.

Development Proposal: This proposal would reconstruct and reconnect the abandoned portions of the Historic Highway for recreational purposes, such as driving, bicycling, or hiking. Certain portions could be reopened for foot and bicycle use. The issues and opportunities of this proposal are detailed in *A Study of the Historic Columbia River Highway* (1987). This proposal includes the reconnection and restoration projects from Warrendale to Cascade Locks and Cascade Locks to Hood River.

Most of the Historic Highway falls under the jurisdiction of the Oregon State Highway Division and Oregon State Parks. Several of the abandoned portions are presently in private ownership and would require right-of-way negotiations.

No. 37

Viento Waterfront

Site Description: The land is currently in private ownership. The site is located in an area of prime west-wind windsurfing conditions. A full freeway interchange provides direct access. The site is across the Union Pacific Railroad track from the Viento State Park Campground and picnic area. Cultural resources and Indian fishing rights are a primary concern. Wildlife, fisheries, and botanical resources must also be considered. An in-depth resource survey would be required. Recreation Intensity Class: 4.

Development Proposal: Facilities would be constructed for day uses, including windsurfing, boat launching, parking, and picnicking. The site would be large enough to handle 875 people at one time. All facilities would be harmonious or complementary to the site. Some facilities would be designed for the comfort and convenience of the users. Some synthetic but harmonious materials could be incorporated.

No. 38

Wyeth Waterfront

Site Description: This land is privately owned. Located in the center of the Columbia River Gorge, this site is one of the best sites for a major river recreation facility in the Scenic Area. The site is large and has a long Columbia River frontage. The area is flat and well drained. The Union Pacific Railroad has a main track, a siding track, and a large open storage area located onsite. The Forest Service operates a modern campground and trailhead directly across the freeway from this site. An in-depth investigation assessing all resources would be necessary. The primary concerns are cultural

resources, wildlife, and fisheries. Hazardous material investigation is necessary because of past usage of the site. Recreation Intensity Class: 4.

Development Proposal: A large day-use facility capable of handling 1,000 people at one time is proposed. Facilities would be provided for windsurfing, boat launching, picnicking, and interpretation. All facilities would be harmonious or complementary to the site. Some facilities would be designed strictly for the comfort and convenience of the users. Some synthetic but harmonious materials could be incorporated. The opportunity also exists on this large site for a potential in-lieu Indian fishing site. There would be opportunities for partnerships.

No. 39

Wyeth Campground Expansion

Site Description: A portion of the site is currently National Forest land. The remainder is privately owned. There is an existing Forest Service campground and trailhead that is moderately used. There appear to be few physical or environmental limitations on expansion of the site. Recreation Intensity Class: 4.

Development Proposal: The expansion of this site is linked to the Wyeth Riverfront project. If the riverfront project is developed, there will be an increased need for overnight facilities. There would be a direct vehicular link between the two sites. This site would provide full-service camping, including automobile, RV, and tent camping. The campground would handle an additional 350 people at one time. Some facilities would be designed strictly for the comfort and convenience of the users. New facilities would be complimentary to the existing campground and would be harmonious or complementary to the site.

No. 40

Eagle Creek Historic Recreation District

Site Description: The land is National Forest land. Eagle Creek is the oldest campground on National Forest land, and is part of a larger Historic District. There is an existing campground, viewpoint, and trailhead. The site area is limited in size by the freeway, fish hatchery, and Eagle Creek. Expanding the recreation opportunities while maintaining the historic integrity is a primary concern. Recreation Intensity Class: 4.

Development Proposal: The campground would be rehabilitated, while retaining the historic theme and values. Automobile and tent camping would be provided, as well as picnicking, hiking, scenic appreciation, and interpretation. The site is fully accessible from Interstate 84 and would be designed for use by a moderate or large number of people. Facilities would be rustic, with some comforts for the user. Information facilities would be simple. Onsite controls would be noticeable, but would harmonize with the natural environment. Visual impacts would be subordinate, and paved surfaces would be limited.

No. 42

Horsetail Wetlands

Site Description: This property is National Forest land. The wetland north of Oneonta Gorge represents a unique opportunity for easy day hiking and nature study. An old growth marsh forest and wildlife viewing are the prime features for interpretation. Wildlife habitat is a prime concern in any development of this area. Recreation Intensity Class: 2.

Development Proposal: A boardwalk interpretive trail would be developed, capable of handling 35 people at one time. The boardwalk trail would highlight the flora and fauna of the wetlands environment. The project would provide unique environmental education opportunities for school groups. Social encounters would be low, and information facilities would be simple. Onsite regimentation and controls would be limited. Facilities would be rustic. Visual impacts would be subordinate to the site. The boardwalk would be a cost-sharing opportunity with conservation groups.

No. 43

Multnomah Falls

Site Description: This site is publicly owned and is National Forest land and State of Oregon land. Multnomah Falls is the most popular day-use recreation site in Oregon. It is known worldwide for the spectacular beauty of its two falls. The historic lodge, bridge, trail, viewpoint, and interpretive site together constitute a unique recreation experience. The Columbia River Historic Highway is also a part of this experience. The site area is constrained by Interstate 84, the railroad, and the local topography. Key issues to consider in expansion are site capacity, historical integrity, and the quality of the visual environment. Recreation Intensity Class: 4.

Development Proposal: The proposal is for a redesign and rehabilitation of the Multnomah Falls site. Parking, traffic, visitor circulation, and sanitation would all be elements of this design effort. The site would be designed for use by a large number of people. All facilities would be harmonious and maintain the historic integrity of the site. Some facilities would be designed primarily for the comfort and convenience of the users. Some synthetic but harmonious materials could be incorporated. The trails would be surfaced.

No. 44

Bridal Veil

Site Description: The land is privately owned. This site has been used as a logging town and mill in the past. Historic resource adaptation and fisheries rehabilitation could be themes of the site design. This site offers access to Bridal Veil Falls, a waterfall of outstanding scenic value, as well as access to a proposed scenic trail. Historic resources are a primary concern. Recreation Intensity Class: 3.

Development Proposal: Facilities would be constructed for scenic appreciation, picnicking, interpretation, community activities, fisheries, and riparian rehabilitation.

No. 46

Western Gateway

Site Description: The site is entirely publicly owned and is National Forest land. The site is the former Reynolds property and includes the Sandy River Delta Trail (No. T28) and the Sandy River recreation corridor. The proposed site includes land both north and south of Interstate 84. Cultural resources, wetlands, and wildlife habitat are major concerns. Recreation Intensity Class: includes 1, 2 and 4.

Development Proposal: The site would serve as the southwest orientation and information gateway to the Columbia River Gorge. Facilities for picnicking, hiking, fishing access, and interpretation would be developed. The approximate design capacity is 350 to 500 persons at one time.

Facilities would be mostly designed for the comfort and convenience of the users. Synthetic materials could be used in construction. Provision of emergency, law enforcement, and fire services is a major concern for this site and would have to be included.

No. 47

Dog Mountain Trailhead

Site Description: This land is publicly owned and is adjacent to Washington State Route 14. The site is currently being used as a trailhead and provides access to Dog Mountain Trail in the Gifford Pinchot National Forest. Recreation Intensity Class: 3.

Development Proposal: The site would serve as trailhead for Dog Mountain and Augspurgen Mountain trail loops. Development would include parking, interpretive facilities, restrooms, and screening to minimize visual impact from Washington State Route 14.

No. 48

Archer Mountain Trailhead

Site Description: The land is National Forest.

Development Proposal: The site would serve as the trailhead to Archer Mountain. The facilities would provide for hiking and parking and would include restrooms. The trail and trailhead location would be designed in cooperation with Washington Department of Natural Resources, private parties, and other groups to ensure protection of the state natural area and private lands.

No. 49

National Scenic Area Signs

Site Descriptions: Sites would be at entrances to the Scenic Area on public roads, including Interstate 84, Washington State Route 14 and other secondary access points. Sites also would include entrances to Rural Centers and Urban Areas, and interpretive sites such as viewpoints.

Development Proposal: This project would include installation of signs, as identified in the Columbia River Gorge National Scenic Area Graphic Signing System.

No. T2

Point Vancouver to Cape Horn Trail

Trail Description: Some lands are currently National Forest; the remainder will require right-of-way acquisition. This trail would provide a hiking experience close to the metropolitan Vancouver area. The trail would start on the shores of the Columbia River and climb to the cliffs and scenic views of Cape Horn. Scenic resources and localized botanical resources need to be considered. Recreation Intensity Class: primarily 1, with some 2.

Development Proposal: A multipurpose trail with many opportunities for scenic appreciation would be constructed. This would include building 4 miles of new trail and two pedestrian railroad crossings. The first crossing would be at a proposed small parking area at the mouth of Lawton Creek, and the second upon leaving the Columbia River Shore to the east.

No. T3

Archer Mountain Trail

Trail Description: The land is in private ownership. The trail would be close to the Portland/Vancouver metropolitan area, and would be a fine day-hiking opportunity. Grades would be steep in places. Botanical concerns are important in this area. The trail location must be coordinated so it does not impact the Columbia Falls Natural Area. Recreation Intensity Class: 1.

Development Proposal: Four miles of new trail would provide opportunities for hiking and scenic appreciation. A small trailhead facility would be built. Trail construction would be hampered somewhat by steep grades and rock.

No. T4

St. Cloud Trail

Trail Description: The land is National Forest ownership. This trail has outstanding potential to provide scenic and interpretive opportunities on the Columbia River shore.

The trail would be nearly level. It would be a small loop, primarily along the shoreline, on the St. Cloud property only and would not include development in the created Franz Lake National Wildlife Refuge. Wildlife and wildlife habitat concerns are paramount in designing and constructing this trail. Recreation Intensity Class: primarily 1.

Development Proposal: The trail would provide for scenic appreciation, interpretation, and wildlife viewing. Approximately 1 mile of new trail would be built.

No. T5

Doetsch Ranch to North Bonneville Trail

Trail Description: A portion of the land is currently in Washington State Park ownership. Right-of-way easements on private lands would have to be acquired for the remainder of the trail area. This trail has outstanding potential to provide multiple recreation opportunities linking rural, urban, and roaded natural settings. It would be nearly level and would be suitable for walking, jogging, bicycling, sightseeing, and river access. This trail could be accessible to disabled users throughout its length. It would link the Urban Area of North Bonneville to the proposed major recreation developments at the Doetsch Ranch. Wildlife concerns are very important planning considerations. The trail should be in the upland areas away from the Columbia River waterfront and could tie in with the Pierce Refuge interpretive trail. Recreation Intensity Class: spans 1 through 4.

Development Proposal: Three miles of new trail would be built. The trail would offer multipurpose opportunities, interpretation, and scenic appreciation.

No. T6

Table Mountain-Hamilton Creek Loop Trail

Description: The land is primarily in private ownership. This trail would create an outstanding day hike to climb Table Mountain, which is quite rugged and steep, and to view dramatic scenery along the way. The trail would link two existing trail systems: the Pacific Crest Trail and the Beacon Rock State Park backcountry trail system. The area has wildlife habitat concerns. Recreation Intensity Class: primarily 1.

Development Proposal: Seven miles of new trail would be constructed, plus a major trail bridge on Hamilton Creek.

No. T7

Greenleaf Loop Trail

Trail Description: The land is currently in private ownership. This trail would be steep and rugged in many places, with outstanding scenic views. The lower stretches of the trail would view the Red Bluffs area, and the summit of Greenleaf Peak would provide scenic views in all directions. Both wildlife and plant habitat are known concerns in this area. Recreation Intensity Class: primarily 1.

Development Proposal: The trail would be multipurpose and would provide scenic appreciation, nature study, and interpretation. Seven miles of new trail and a trail bridge on Greenleaf Creek are proposed. A series of existing jeep trails and abandoned roadbeds could be used for the trail, with minimal cost.

No. T8

Wind River-Brush Creek Loop Trail

Trail Description: Some right-of-way would need to be acquired on the lower reaches of the Little Wind River. The rest of the proposed trail is primarily National Forest. This trail would provide improved public access to the hot springs on the east bank of the Wind River and would also provide a key connection and loop to the entire trail network in the Wind River/Dog Mountain area. The trail would not be directly accessible by county road. It would have steep portions in the upper reaches of both Brush Creek and the Little Wind River. Wildlife habitat is a concern in this area. Recreation Intensity Class: mostly 1.

Development Proposal: The trail would provide many opportunities for scenic appreciation. Ten miles of new trail would be constructed.

No. T9

Grant Lake-Dog Mountain Loop Trail

Trail Description: The land is currently National Forest. This trail would create a larger loop trail that goes from the summit of Dog Mountain through the lakes of the Bonneville Slide and down to the proposed river access site at Collins Creek-Grant Lake. Wildlife habitat and geologic instability in the Bonneville Slide are primary concerns in this area. Recreation Intensity Class: primarily 1.

Development Proposal: The project would construct 6 miles of new trail for hiking and scenic appreciation. Some of the area in the Bonneville Slide is unstable and would require a thorough engineering investigation.

No. T10

Augspurger Mountain Trail

Trail Description: The land is currently National Forest. This proposed trail would provide a link to both Dog Creek Falls and a viewpoint on the summit of Augspurger Mountain. The trail would be steep in places. Wildlife is known to be a concern in this area. Recreation Intensity Class: 1.

Development Proposal: The new trail would provide opportunities for hiking and scenic appreciation. Eight miles of new trail and a stream crossing on Dog Creek would be built. Other construction items would be a scenic viewpoint at the summit of Augspurger Mountain and a small parking facility on the Brush Creek-Mill A Road.

No. T11

Major Creek Canyon Loop Trail

Trail Description: Much of the land is owned by the Washington Department of Natural Resources, while part is in private ownership. The trail would be steep and rugged. Major Creek Canyon is the only eastside undeveloped canyon of any size in the Scenic Area. The canyon harbors outstanding examples of transitional vegetation and natural beauty. Two waterfalls on Major Creek tributaries

offer a fine opportunity for scenic appreciation. Botanical concerns must be considered in this area. Recreation Intensity Class: primarily 1.

Development Proposal: A total of 8 miles of trail would be constructed. The ruggedness of the canyon would necessitate special design considerations. Klickitat County has proposed this trail in its Draft County Trails Plan. With county sponsorship, this trail could be eligible for state assistance.

No. T12

C.A. Atwood Cutoff Trail

Trail Description: Land ownership includes National Forest land, county road right-of-way, and private land. Beautiful vistas and wildflower displays highlight this proposed trail. The trail would follow an existing county road right-of-way that is steep in places. The portion of the trail down to Washington State Route 14 would be steep. Known concerns are botanical habitat, cultural resources, and private property impacts. Recreation Intensity Class: primarily 1.

Development Proposal: There would be approximately 4 miles of new trail construction. With Klickitat County sponsorship, this trail could be eligible for state assistance.

No. T13

Catherine Creek Trail

Site Description: The land is currently National Forest land. The trail is located in Catherine Creek, a seasonal stream in the oak-woodland zone. A natural arch in a basaltic cliff, an abandoned corral and line shack, and an impressive spring display of wildflowers are features of this trail. The botanical resources require special assessment and protection in this area. Recreation Intensity Class: 2.

Development Proposal: The outstanding geology and botanical resources of lower Catherine Creek offer a great opportunity for an interpretive trail. Social encounters would be low to moderate, and information facilities would be simple. Facilities would be designed primarily for site protection. Controls would be noticeable, but would harmonize with the environment.

No. T16

The Gorge Discovery Center Trail

Trail Description: Most of this trail is located in the GMA, with some parts located in the SMA. The route in the SMA is on Oregon State Parks land. This trail would link The Gorge Discovery Center with The Dalles Urban Area and Squally Point. It would provide a quality hiking and biking experience along a scenic section of the Columbia River shore. The grade is generally flat, providing easy walking. Wildlife habitat and cultural resources are known concerns in this area. Recreation Intensity Class: 2.

Development Proposal: The trail would provide for scenic appreciation and interpretation. Approximately 1/4 mile of new trail would be built in the SMA.

No. TI7

Rowena Overlook to Tooley Lake Trail

Trail Description: The land is currently in private ownership. This trail would provide expansive views of the eastern Columbia River Gorge, Mt. Adams, and Mt. Hood. Portions of the trail would be steep. Private land concerns are very important in this area. Recreation Intensity Class: primarily 1.

Development Proposal: Five miles of new trail would be constructed to provide recreation opportunities and scenic appreciation. Parking areas would be constructed at Tooley Lake. A short segment of existing logging road could be incorporated into the trail design; routing to minimize impacts on Nature Conservancy land would be required.

No. TI8

Memaloose Overlook to Rowena Dell Trail

Trail Description: The land is partially in private ownership. This trail would provide a loop from Memaloose Overlook at the Historic Columbia River Highway and would traverse the breaks to Rowena Dell and return.

This trail would traverse one of the most impressive wildflower areas in the Scenic Area and provide public access to an outstanding waterfall. Botanical and private property concerns are highlighted in this area. Recreation Intensity Class: combination of 1 and 2.

Development Proposal: Three miles of new trail would be constructed to provide for hiking, interpretation, and scenic appreciation. Limited parking is already available at the end of this proposed trail.

No. TI9

Viento to Mitchell Point Trail

Trail Description: The land is currently National Forest or Oregon State Parks land. This segment of Trail 400 would link the Hood River Urban Area to a proposed river access site at Viento. The trail would have difficult sections for hiking and mountain biking, with moderate grades. Wildlife habitat is a primary concern in this area. The route would include portions of the Historic Columbia River Highway reconnection project. Recreation Intensity Class: primarily 1.

Development Proposal: Five miles of new trail would be constructed to provide for multipurpose activities and scenic appreciation. This route would require sophisticated design and construction, including some rock work. Trailheads exist at both Viento and Lausmann State Parks. A scenic viewpoint could be built at the top of Mitchell Point.

No. T20

Wyeth to Starvation Creek Trail

Trail Description: The land is currently National Forest or Oregon State Parks land. This dramatic segment of Trail 400 would ascend to the summit of Shellrock Mountain for an outstanding view of the central Columbia River Gorge. The trail would also provide access to the Old Wagon Road Historical Site at Lindsey Creek State Park for a unique interpretive opportunity. Much of the trail would be difficult hiking, with steep grades. Wildlife habitat is a concern in this area. There are existing trailhead facilities at both ends of the trail. Recreation Intensity Class: primarily 1.

Development Proposal: The trail would provide opportunities for hiking, scenic appreciation, and interpretation. Six miles of new trail would be built, plus a bridge at Lindsey Creek, a scenic viewpoint on the summit of Shellrock Mountain, and a self-discovery interpretive trail at the Old Wagon Road Historical Site.

No. T22

Eagle Creek to Bridge of the Gods Trail

Trail Description: The land is primarily privately owned. A right-of-way would need to be acquired from the railroad. This trail would parallel the Columbia River shoreline, linking the Cascade Locks Urban Area to the major recreation opportunities of Eagle Creek and Bonneville Dam. This area of the shoreline is steep and rocky, with little room between the shore and the railroad tracks. There are wildlife concerns in the area near the mouth of Eagle Creek. This route would be coordinated with the proposed Historic Columbia River Highway reconnection project for this area to avoid duplication. Recreation Intensity Class: 2.

Development Proposal: Approximately 1.5 miles of new trail and a railroad crossing would be constructed to provide experiences of hiking, biking, and scenic appreciation. A dirt road parallels the railroad track for much of the way and could serve as the trail. There is an existing trailhead facility at Eagle Creek.

No. T23

Elowah Falls to Tanner Creek Trail

Trail Description: The land is National Forest or Oregon State Parks land. This proposed trail would link the existing trailheads at Elowah Falls and Tanner Creek. The trail would have sections of more difficult hiking, but most of it would be easily traveled by hikers. Coordination with the proposed Historic Columbia River Highway reconnection project would be included to avoid duplication of routes. Recreation Intensity Class: primarily 1.

Development Proposal: Four miles of new trail are proposed to provide hiking and scenic appreciation. Bridges would need to be constructed at McCord and Moffet Creeks.

No. T24

Ainsworth State Park to Dodson Trail

Trail Description: The land is primarily National Forest and Oregon State Parks land. This segment of Trail 400 would link Ainsworth State Park and a potential trail access point at the Ainsworth Interstate 84 interchange. The trail would have gentle grades. There are existing trailheads at Bonneville School and at Elowah Falls. Recreation Intensity Class: 1 and 2.

Development Proposal: Two miles of new trail are proposed to provide hiking opportunities.

No. T25

Rooster Rock State Park to Dalton Point Trail

Trail Description: The land is owned by Oregon State Parks or Oregon State Highways Division. This trail lies along the shore of the Columbia River. The potential trail location area is quite narrow in areas. The grade is level, providing easy walking. Some of the trail would be very close to Interstate 84. Wildlife habitat and wetlands are concerns. Recreation Intensity Class: 1.

Development Proposal: This trail would provide 3 miles of riverfront hiking opportunities along a scenic section of shoreline of the Columbia River.

No. T26

Chanticleer to Latourell Trail

Trail Description: The land is in private ownership and Oregon State Parks ownership. This trail would provide a fine day-hiking opportunity that would link Crown Point and Shepperd's Dell State Parks. The trail would be a difficult hike, with some portions of steep grades. There is an existing parking area at Latourell and Chanticleer. Recreation Intensity Class: primarily 1.

Development Proposal: Six miles of new trail are proposed to provide opportunities for hiking and scenic appreciation. The proposed trail would cross private land in several areas. Since the trail is close to the Portland metropolitan area, it would be a good volunteer construction and maintenance project.

No. T27

Lewis and Clark State Park to Corbett Station Trail

Trail Description: The land is primarily in private ownership. This trail would provide a link between the Portland/Vancouver metropolitan area and the Scenic Area. The trail would provide views of both the Columbia River and the pastoral landscape of the western Gorge. This trail would form part of a loop trail that links to the Sandy River Delta Trail. Recreation Intensity Class: mostly 1.

Development Proposal: Four miles of new trail are proposed to provide opportunities for hiking and scenic appreciation. There is an existing trailhead opportunity at Lewis and Clark State Park; a

parking area is proposed at the existing borrow pit at Corbett Station in the GMA. Some sections of the trail traverse steep bluff lands and would require sophisticated design and construction.

No. T28

Sandy River Delta Trail

Trail Description: This project would be primarily on the Reynolds tract of National Forest land. This trail would provide an easy hike through a pastoral and riverfront setting, with many fine views and opportunities for interpretation. An extension of this riverside trail to Corbett Station would provide a loop opportunity back to Lewis and Clark State Park. Wildlife habitat is a known concern in this area. Recreation Intensity Class: primarily 1.

Development Proposal: This would be part of a hiking trail system that provides opportunities for scenic appreciation and interpretation facilities. Four miles of new trail would be constructed.