

LEWIS AND CLARK STATE RECREATION SITE



Comprehensive Plan

Volume One, OPRD General Park Plan

2011
July



Nature
HISTORY
Discovery



Lewis and Clark State Recreation Site

Comprehensive Plan
(Volume One, General Park Plan)

July 2011

The mission of the Oregon Parks and Recreation Department is to provide and protect outstanding natural, scenic, cultural, historic and recreational sites for the enjoyment and education of present and future generations.

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Title: Lewis and Clark State Recreation Site Comprehensive Plan, Volume One, General Park Plan

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Cover Image: Lewis and Clark SRS, OPRD 2011

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Forward:

The Comprehensive Park Plan

This document represents the first phase of planning work, known as the General Park Plan for parks that do not have a formal master plan. This phase focuses on resource management needs, site constraints and improving recreational and interpretive opportunities. It provides high level guidance, for park management and improvement in the form of park management goals, strategies and concepts. The park facility maps and project descriptions provide a basis for prioritizing the implementation of the plan. The plan will serve as the basis for detailed design, park development and building permits when it is time to build them. Resource management strategies provide park managers with a basis for effectively improving the health and condition of the park habitats.

The General Park Plan becomes Volume One of the larger OPRD Comprehensive Park Plan that will include other volumes that build on, complement and implement the General Park Plan. Volume Two will include more detailed direction for operations, interpretation, and natural and scenic resource management prescriptions. In Volume Three, the Comprehensive Park Plan also includes appendices of the initial park inventories and assessments, and more detailed assessments that will be completed to support management projects. The Comprehensive Park Plan is a compilation of the Phase One Master Plan, and Phase Two management and implementation work, and the studies and assessments that support both phases.

Purpose, Intent and Summary of Recommendations: Chapter 1

1.1 Park Summary

Lewis and Clark State Recreation Site (SRS) is located 17 miles from downtown Portland between Troutdale and Corbett, just off Interstate 84 (I-84). Proximity to the Portland metro area and ease of access to the Sandy River and the Gorge make this park extremely popular and heavily used. The plan focuses on how to manage for improving visitor experiences that currently suffer from crowding, traffic, unsafe pedestrian conditions and poor trail connections.

The park is named to honor the legendary explorers Lewis and Clark who visited in 1805, when they first scouted and named the Sandy River. Located at the western edge of the Columbia River Gorge National Scenic Area near the beginning of the Historic Columbia River Highway (Historic Route 30), the 57-acre park is well-situated for exploring nearby attractions and for providing a wide range of day use recreational activities.

1.2 Purpose

The purpose of this General Park Plan is to guide the long-term development of Lewis and Clark SRS to meet current recreation needs while protecting and enhancing natural areas and cultural resources. This plan helps support the mission of the Oregon Parks and Recreation Department (OPRD) to provide and protect outstanding natural, scenic, cultural, historic and recreational sites for the enjoyment and education of present and future generations.

This plan includes recommendations for recreation and conservation that carefully consider the history of the site, current and potential uses, park natural resources and setting. The findings from resource assessments, as well as from a series of meetings with neighbors, stakeholders and park staff, provided key information that guided the vision and concepts for the plan.

1.3 OPRD Intent for Lewis and Clark SRS

With Lewis and Clark SRS's strategic location at the western gateway to the Gorge, Historic Highway and lower Sandy River, OPRD's intent for this park is to guide and support visitors and recreationists who want to visit these attractions. This includes safe and easy-to-find access, primarily from I-84, to convenient, well-defined parking and then to Lewis and Clark SRS day use areas, river access and trails. The setting is intended to be more attractive, manageable, safe and naturalistic than it is today.

Orientation and staging for visitors who want to continue into the Gorge, along the Historic Highway, into the Sandy River Delta site, to the Columbia River itself, or across the Sandy River are intended to be greatly improved. Since the park is so closely associated with state highways, Oregon Department of Transportation (ODOT) lands and U.S. Forest Service areas, it is critical for this plan to include access to the "40-Mile Loop Trail", and other parking and river access opportunities that lie beyond the SRS boundary. The plan included participation by representatives from ODOT and other stakeholders.

Since the plan covers ODOT land, in part, OPRD will seek to enter into an agreement with ODOT, to allow proposals on ODOT lands to be completed.

1.4 Goals of the General Park Plan

As a river access site, Lewis and Clark SRS provides valuable recreational opportunities to the communities of Troutdale and Corbett, and to Portlanders seeking a nearby escape from the city. The most popular activities are fishing, swimming and boating in the Sandy River, picnicking, using the off-leash pet area and rock climbing. The park also

serves a larger area as a regional gateway to the scenic Columbia River Gorge and the Historic Columbia River Highway. In addition, it is a hub for a series of existing and proposed trails that will eventually connect Portland with the City of Hood River. This includes an eventual link with the famous “40-Mile Loop” trail network on the east side of the Sandy River on federal and state land and with cycling routes along the Historic Columbia River Highway. Suggested changes both support and enhance the local activities, and serve the regional importance of the park as a gateway for regional recreation.

In summary, OPRD’s goals for the plan are:

1. Practice a higher level of natural resource stewardship.
 - Connect the park to regional trail systems and cycling routes on both sides of the Sandy River.
 - Improve visitor safety on roads and in parking areas.
 - Provide designated parking and close undesignated areas to illegal parking.

2. Improve the recreational experience of visitors to the park:
 - Enhance and direct visitor access to swimming, boating, fishing, hiking, cycling, picnicking, sightseeing and rock climbing opportunities.
 - Provide better orientation, circulation and interpretation.

Gateway to the Sandy River and Gorge: Chapter 2

2.1 Site Description

Lewis & Clark SRS on the Sandy River

Lewis and Clark SRS honors its legendary namesakes who camped and explored here in 1805. The Sandy River also gained its current name,



© LYN TOPINKA, 2003

Sandy River. Photo by
Lyn Topinka, 2003

shortened from ‘Quicksand River,’ from Lewis and Clark. The river borders the western edge of the park. Today, the water and its small beaches make this stretch of the Sandy River a popular swimming and fishing area. The boat ramp at Lewis and Clark SRS is the last take-out on the Sandy River. The public boat ramp is used by kayakers, rafters and commercial sports fishers, drift boats and motor boats. Many boaters drift down the Sandy River on a popular ‘float route’ from Metro’s Oxbow Regional Park. Motorboaters move between this site and the upriver ramp at Dabney SRS.

The Sandy River is the main destination for visitors to the park. From parking areas visitors must cross Jordan Road to access the Sandy River. Jordan Road connects the I-84 interchange with the Historic Columbia River Highway. The speed limit is unposted and many drivers are heading into, or coming from, the fast traffic of I-84. There are no designated crossings of Jordan Road. Social trails have developed through the dense vegetation along the river bank by visitors accessing the river.

Lieutenant Broughton's Bluff

Bordering the southeastern edge of the park is Broughton Bluff, named for the British naval lieutenant who first traveled to the area in 1792. Broughton Bluff is part of a geologic boundary between the foothills of the Cascade Mountain Range and the Willamette Valley, and marks the western end of the Columbia River Gorge. It shelters the southeastern edge of the park and provides an evergreen backdrop rising to a modest, but steep, 387 feet. Hiking trails provide access to the columnar basalt formations hidden in the forested landscape that are popular with local rock climbers. Climbers use a short, steep trail to the cliffs. They use over a hundred routes up the bluff.

Other Recreation

Boating, swimming, rock climbing, cycling, and hiking are not the only activities at the park. The majority of the park's 57 acres offer inviting, grassy, tree-dotted places where picnickers and sun-lovers can spend a leisurely day. The park is full to capacity on busy summer days and many more would-be visitors pass through in the search for parking. There is an off-leash pet area, an interpretive trail loop, restrooms, picnic tables and a paved parking lot, providing for a comfortable and convenient visit. Undesignated parking occurs on ODOT property to the north of the park and the railroad.

2.2 Site Context

Lewis and Clark SRS is located near other attractions and destinations that contribute to the use and character of the park.

Portland and Troutdale

The park is just 20 minutes from Portland, and Troutdale is just across the river making the park an excellent starting point for exploring nearby attractions and a destination for both locations.

Historic Columbia River Highway

One way to experience the Columbia River Gorge is by driving along the Historic Columbia River Highway (Historic Route 30) that begins a mile down Jordan Road from the I-84 exit. Constructed in 1916, the Historic Columbia River Highway was the first major paved road in the Pacific Northwest. It is an engineering masterpiece of the time, incorporating

rustic aesthetics into high engineering standards with hand-crafted rock retaining walls and carefully-aligned views of the surrounding landscape.

The unique design and driving experience set it apart from other roads across the state and nation. The construction of I-84 destroyed much of the historic highway, but a project is currently underway to reconnect 73 miles by 2016 for driving, walking or biking through the Columbia River Gorge.

Columbia River Gorge Scenic Recreation Area

Each year, millions of motorists wind their way through the stunning beauty of the black basalt cliffs, many waterfalls, and striking forests of the Columbia River Gorge. At some points, the canyon walls tower 4,000 feet above the river. Frequent rain nourishes a temperate rain forest in the Western Gorge and replenishes the waters that cascade over sheer basalt cliffs into bright waterfalls. There are 77 waterfalls on the Oregon side of the Gorge. The Gorge hosts a unique diversity of plant and animal life, including over 800 species of wildflowers, 15 of which



Columbia River Gorge Area Map

exist nowhere else on earth. The Columbia River Gorge is a world-class outdoor playground, offering some of the best windsurfing, hiking, cycling, biking, sailing, and fishing in the Northwest.

Sandy River Delta

North of I-84 and the Lewis and Clark State Recreation Site, is the Sandy River Delta site (also known as ‘Thousand Acres’). It was created by mudflows originating on Mt Hood and flowing down the Sandy River to the Columbia. The U.S Forest Service manages the site as an off-leash dog park, hunting site and hiking area. Artist Maya Lin recently completed a permanent bird-blind installation on the delta as a part of The Confluence Project honoring native american involvement with Lewis and Clark. A new access road and parking lot were added to support public use of the U.S. Forest Service site.

The Sandy River Delta has been greatly altered by past agricultural practices and the Columbia River hydropower system. The original channel of the Sandy River was blocked by a dam in the 1930’s to divert water into the “Little Sandy River” in an attempt to concentrate stream output. The original Sandy River channel subsequently filled in and became a slough. Today only the top of the dam can be seen as a cobbled trail bed just down river from the freeway bridge.

The Forest Service acquired a large part of the Sandy River Delta in 1991 from Reynolds Aluminum (via the Trust for Public Lands). Grazing was terminated while a master plan and Environmental Impact Statement (EIS) were developed for the site. It is now the Sandy River Delta and is managed to protect and enhance the floodplain and associated wetlands and to provide for compatible recreation uses. Today restoration efforts are underway for the wetlands and riparian forest, and the removal of the 1930’s dam is being considered.

Lewis & Clark SRS Context Area



Summary of Park History:

Chapter 3

3.1 Geologic History

Columbia River Gorge

The Columbia River Gorge was formed by some of the most unusual and catastrophic processes in geologic history. As multiple floods of molten basalt flowed across an already uplifted portion of the earth's crust the Columbia River cut downwards to create a deep gorge that is the only near sea-level passage through the Cascades Mountain Range. During the last Ice Age (16,000-14,000 years ago), a massive glacial dam formed in Idaho creating a lake across western Montana. This glacial dam repeatedly failed and reformed, releasing torrents of water known as the Missoula Floods. The floodwaters reached all the way to

the Pacific Ocean. As they crossed Oregon, the floods followed the route of the Columbia River, scouring the landscape at speeds of 60 miles per hour and creating the steep canyons walls and waterfalls that make up the dramatic scenery of the Gorge today.

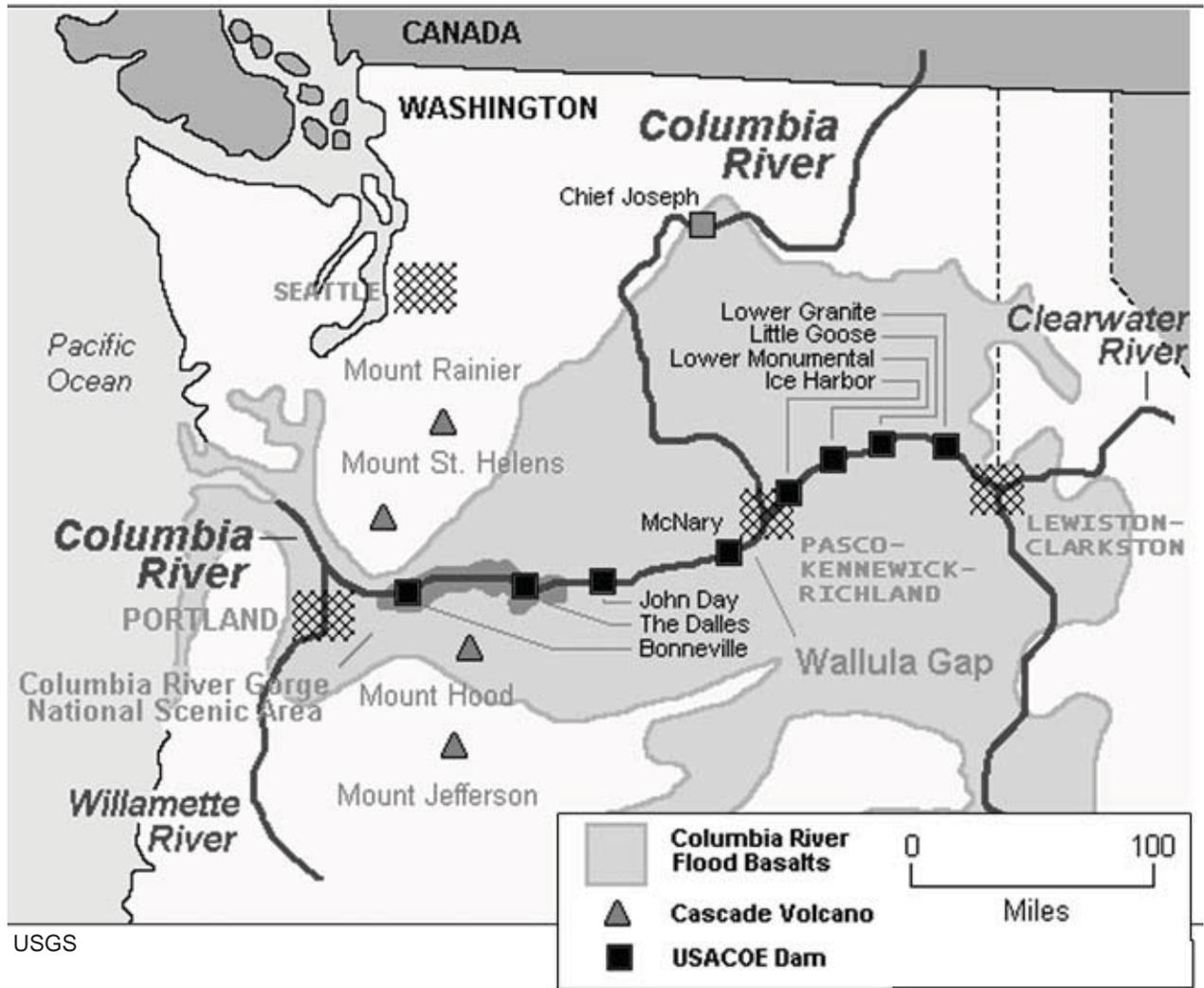


Broughton Bluff

Broughton Bluff was formed as a part of the Boring Lava Field that erupted from several vents throughout the northern Willamette, Portland, and Tualatin Basins. The eruptions were mostly small lava flows that created around fifty small peaks and cones throughout the area. The Boring Lava Field was formed during the last million

Broughton Bluff columns. OPRD 2010

Columbia River Flood Basalts



years of volcanic activity (from 1 to 3 million years ago) that also created the 14 major peaks seen across Washington and Oregon today. These peaks and cones would have been observable by Lewis and Clark as they paddled down the Columbia River Gorge, and included those as large in size as Mount Hood, to those as small as Rocky Butte near Portland and Broughton Bluff.

The Sandy River Delta

The Sandy River is a tributary of the Columbia River originating on the slopes of Mt. Hood. It drains about 508 square miles (330,000 acres) of northwest Oregon and flows 55 miles from its source to its mouth. Lewis and Clark State Recreation Site lies just south of the Sandy River Delta. A small island divides the Sandy River in two just before it empties into the Columbia River. Lewis and Clark noted this delta, as well as the ‘quicksand bed’ of the Sandy River at the time. However, neither

the delta or the quicksand quality of the river would have existed just a decade before Lewis and Clark arrived in the area. The headwaters of the Sandy River are greatly influenced by glaciers and the steep unstable slopes of Mt. Hood. In the 1790's, an eruption on Mt. Hood caused a tremendous amount of volcanic rock and sand to flush into the Sandy River. The sediment flows traveled downstream, building up and eventually creating the Sandy River Delta. Sediment was still clouding the river downstream when Lewis and Clark first saw and named the river. Today the river has become clear and deep, and the Sandy River Delta has become a wooded wetland.

3.2 Pre-settlement Vegetation

The vegetation at the site is reported, in the work of the Oregon Natural Heritage Information Center, as historically dominated by Douglas fir forest and riparian cottonwood forest. However, documentation of the historic vegetation of most sites in Oregon, including this one, is based on very scant evidence and cannot show the diversity that would have existed then. Also, inference of historic vegetation cover is complicated by two major factors – volcanic activity on Mt. Hood and wildfire. Both of these variables have played prominent roles in the vegetation composition of the site within the last 250 years.

Despite the dynamic nature of the study area and its vicinity, it is possible to infer some general cover types that would have been present on the landscape for much of the last millennium. To summarize, it is likely that (1) the lowlands and stream terraces were composed of a gradient from bare alluvial bars, to sparsely vegetated riparian shrublands, to riparian cottonwood-ash forest, oak-maple-ash-cottonwood forest, and oak-fir savanna; that (2) the north-facing slopes of Broughton Bluff were Douglas fir-maple-alder-western redcedar forest; and (3) that the western point and south face of the bluff were oak-Douglas fir and Douglas fir-maple forest.

It is reasonable to assume that understory composition of the plant communities on the slopes of Broughton Bluff were probably similar to those present now since these communities are much less disturbed by human uses of the last 200 years than the lowlands. Historic understory composition is much harder to infer for the lowlands. Based on remnants among the existing vegetation cover within this area, along with comparison with similar sites in the Willamette Valley, possible cover types can be somewhat reasonably identified. Alluvial open sites probably had significant quantities of willows, creek dogwood, aster,

sedges, and rushes. Early seral forest on alluvial material probably had significant quantities of hawthorn, nettle, snowberry, fringe cups, and other natives typical of this forest. Drier stream terrace sites with oak-cottonwood-ash-maple-alder forest probably had snowberry, fringe cups, nettles, hawthorn, and cascara. The oak savanna types probably had (1) patches of snowberry, Nootka rose, trailing blackberry, and poison oak under clustered oaks; and (2) grass-forb prairie of California oatgrass, Roemer's fescue, Elymus species, and California brome interspersed with delphiniums, brodiaea, camas, checkermallows, and yarrow. Lower areas in any prairie may have been dominated by hairgrasses, meadow barley, sedges, rushes, and grindelia. The frequency of wildfire would determine the degree to which shrubs invaded the prairie as well as the density of oaks and firs.

3.3 Native Cultures

Archaeological evidence of the Folsom and Marmes people show that the Columbia River Gorge supported human habitation over 13,000 years ago. By the time of contact with Europeans, the people of the Pacific Northwest numbered in the high hundreds of thousands.

Some sources indicate the Sandy River Basin supported the tribes of the Clowwewalla, Clackamas, Watlala (Katlagakya) and Nechacokee (Nichagwli), comprising part of what we call the Chinook tribe today. The area also likely supported other tribes such as the Nez Perce which hold formal "usual and accustomed fishing rights in the vicinity" today.

The Chinook were skilled craftsmen, fishermen and boaters. Harvesting most of their diet from the rivers, the men gathered salmon using dip-nets and spears, and the women prepared the fish on drying racks or over smoky fires. Mixed with nuts or berries and made into cakes, or preserved in tightly woven baskets, an abundance of salmon not only provided for the tribe through the winter but also facilitated Chinook participation in the vast Indian trading network that stretched from Northern California to Alaska.

In the 1820s and 1830s, disease brought by European explorers decimated the tribes of the Lower Columbia River, Klamath Lakes, and the Willamette Valley. Epidemics of measles, the ague, malaria, and smallpox followed travelers along the river trade routes.

From the middle of the nineteenth century onward, the native populations continued to be reduced in numbers, and were rapidly dispossessed and placed upon reservations . Many were eventually placed in the Warm Springs Reservation (est. 1855), the Grande Ronde Reservation (est. 1854) and the Yakama Reservation in Washington (est. 1855) . Before the 1950's, the last generations of Kalapuya speakers were gone and the population of Grand Ronde had adopted Chinook jargon as a common language.

3.4 Early Settlement

First Explorers

In 1792, Lieutenant William Broughton and members on his craft “The Chatham” became the first Europeans to journey up the Columbia River to the mouth of the Sandy River. They were members of the Royal Navy’s expedition under Captain George Vancouver, and first named the Sandy River the “Baring River.” Broughton Bluff was eventually named after the lieutenant, as was mentioned earlier.

Lewis & Clark

Lewis and Clark first passed the Sandy River on November 3, 1805, and called it the river “Quicksand River.” They noted that there were two mouths to the river with an island in-between, which today we know as the Sandy River Delta. They camped across the Columbia River in Washougal, Washington, for six days at what is known as the “Cottonwood Beach” site. During this time, they sent three men to explore “as far as he could” up the Sandy River. Sergeant Pryor reached as far as today’s Dabney State Recreation Area, located at Sandy River Mile (RM) 6.

“... Sergeant Pryar reported that he had ascended the river six miles; the point at which it divides itself into two channels is about 300 yds wide though the channel is not more than 50 yds and only 6 ft deep. This is a large volume of water to collect in so short a distance; I therefore think it probable that there are some large creeks falling into it from the S.W. ... the bed of this stream is formed entirely of quicksand; its banks are low and at present overflowing...several different tribes informed us that it heads at Mount Hood. ...” [Lewis, April 1, 1806]

Neighboring Troutdale

Troutdale is the community nearest Lewis & Clark State Recreation Site. The earliest settlers came to Troutdale along the Oregon Trail in 1850 and 1851. Family records credit David F. Buxton as Troutdale's true founder, and he developed the town's first primitive water system, which was in use until the 1960's. However, it was Captain John Harlow, a former sea captain and successful Portland businessman, who conceived a plan for the town and made it happen. He raised trout on his farm, and convinced the railroad to build a depot on his property so he could ship his product. By 1882, Troutdale had a rail line, an important step in becoming a thriving town.

By 1916, the Columbia River Highway ran through Troutdale, supporting enterprising residents who opened businesses, restaurants, tea rooms, hot dog stands and dance pavilions to feed and entertain the travelers. In the 1920s, farmers also grew and sold produce and shipped gladiola bulbs all over the nation by rail.

Construction of an aluminum plant was a boon to the economy in the mid-1940s, but eventually its emissions ended the gladiola industry and damaged other crops. Completion of I-84 in the 1950s pulled traffic off the Columbia River Highway and away from Troutdale. The city remained fairly quiet during the 1950s.

Starting in the 1960s, the City of Troutdale greatly expanded, drawing many new residents to the areas of the park.

3.5 Sandy River

Development and Recovery

Settlers built the first sawmill on the Sandy River in 1858. By 1908, lumber mills were operating throughout the Sandy River watershed. As the operator of the Sandy River Hatchery reported, "there is so much logging on the Sandy River that I am sure the salmon are kept out of the stream."

The development of hydropower and water supply in the early 1900s also affected the ecosystem of the Sandy River. Between 1906 and 1913, Portland General Electric (PGE) built two hydropower projects: the Marmot Dam and the Little Sandy Dam. While these dams were an important part of the settlement of the Portland area, they changed the



natural flow of both rivers and, temporarily or permanently blocked the annual migration of many fish species.

1930s Smelt run Sandy River. (www.p0ps.com/originalArt/ruthParson/images/smelt/image026.jpg) Accessed 2010.

Efforts to preserve parts of the Sandy River Basin began as early as 1892, when President Benjamin Harrison declared the Bull Run watershed — an area that makes up almost a quarter of the entire Basin — a national forest reserve. However, logging, dams (including the large Bull Run dam), and development along the Sandy River continued to cause salmon populations to decline, almost eliminating the run of the Fall Chinook by the 1980s.

In 1999, the Lower Columbia Chinook, including those in the Sandy River, were listed as “Threatened” under the Endangered Species Act. At the same time, efforts by several agencies and groups – the Bureau of Land Management (BLM), Western Rivers Conservancy and Portland General Electric (PGE) – increased their efforts to acquire and restore land along the Sandy River. The Sandy River run, though small, is one of only two stable runs of wild Fall Chinook left in the lower Columbia Basin. The most recent efforts to restore salmon habitat saw the removal of the Marmot Dam in 2007, and the removal of the Little Sandy Dam in

2008. The Little Sandy Dam was the last in the Sandy River Basin. With its removal, salmon move freely from the Pacific Ocean to Mt. Hood for the first time in almost 100 years.

3.6 Recent Park History

Management of the resources of the Columbia River Gorge was the subject of much political discussion for many years. Besides its unique natural and recreational features, the area is a transportation corridor that contributes to the economy of the Pacific Northwest. The goal was to safeguard all of these qualities. On November 1986, President Ronald Reagan signed into law the Act of Congress that created the 292,000-acre Columbia River Gorge National Scenic Area. Managed in partnership by the states of Oregon and Washington, the U.S. Forest Service, the U.S. Department of Agriculture, and six local counties, the goal is to “protect and enhance scenic, cultural, recreational, and natural resources of the Gorge while encouraging compatible economic growth and development.”

A Management Plan for the Columbia River Gorge National Scenic Area was completed in 1992. This plan proposed a large gateway to the Scenic Area at Lewis and Clark SRS. However, this was later scaled back as the U.S. Forest Service instead focused on building a low-key gateway on the north side of I-84.

The original land for Lewis & Clark State Recreation Site was given to the state for park purposes by Multnomah County in 1936. Later additional tracts for the park were acquired by purchase from the State Land Board and private owners up to 1951. In 1961, S. H. and Ellen B. Martin gave an additional 0.4 acres to OPRD, bringing the total size to just over 57 acres.

In early years the park included a campground that was removed because visitation increased and the metro area grew and visitor demand in such a small park gave way to day use and river access. The original day use area has had minor improvements over the years such as paved parking and a new restroom building. The boat ramp has changed little over the years except for paving.

In 1994, Oregon Parks and Recreation Department completed a comprehensive master plan for 27 parks owned by OPRD in the Gorge. The plan guides development and provides guidelines for stewardship.

This general park plan for Lewis and Clark SRS clarifies the current OPRD 'Gateway' proposal.

In time, the general park plan will be included in an updated OPRD plan for all its parks in the Columbia Gorge.

In the mid-1990s, the name of the park was changed from Lewis and Clark State Park to Lewis and Clark State Recreation Site, based on a new department park classification system aimed to better describe for visitors the type of park they could expect when visiting for the first time.

Since then, the day use area was redesigned to include an interpretive trail and new signage.



Removal of Marmot Dam in 2007.
(www.crrel.usace.army.mil/sid/Dam_decom/images/MarmotDam_r.jpg)
Accessed 2010

Chronology

1 to 3 million years ago

Broughton Bluff created as part of the Boring Lava Field. Volcanic activity creates Mt. Hood.

16,000-14,000 years ago

Missoula Floods scour out the Columbia River Gorge.

13,000 years ago

Earliest evidence of human habitation in the Columbia River Gorge.

1790s

Sandy River Delta formed by an eruption on Mt. Hood washing sediment into the Sandy River.

1792

Lieutenant William Broughton and his crew are the first European explorers to reach Sandy River by traveling up the Columbia River from the sea.

1805

The Chinook are identified and described by Lewis and Clark. Lewis and Clark's first visit to the Sandy River.

1841-1869

The Oregon Trail was used by settlers, ranchers, farmers, miners, and business men migrating to the Pacific Northwest. Barlow Road opens in 1846.

1850s

The Chinook and other Native Americans are placed in reservations.

1850-1860

Troutdale settlers arrive and establish town.

1858

Settlers build the first sawmill on the Sandy River.

1892

U.S. president Benjamin Harris declares the Bull Run watershed, part of the Sandy watershed, a national forest preserve for drinking water.

1906-1913

Portland General Electric (PGE) built two hydropower projects: the Marmot Dam and the Little Sandy Dam.

1916

Columbia River Highway opens through Troutdale (completed in 1922.)

1936

Multnomah County gives the State of Oregon the lands for Lewis and Clark State Recreation Site.

1980s

Heavy logging, dams and Sandy River development cause the late run of Fall Chinook to dwindle to zero. It was unclear whether any of these fish existed at this time.

1986

Congress designates the Columbia River Gorge as the first U.S. National Scenic Area.

1988

58.4 miles of the Sandy River are designated as a federal Wild and Scenic River.

1991

U.S. Forest Service acquired approximately 1,400 acres of the Sandy River delta and began restoration. Grazing was terminated, wetlands and ponds dredged, non-native vegetation removed.

1994

Oregon Parks and Recreation Department (OPRD) completed a comprehensive master plan for 27 parks owned by OPRD in the Columbia Gorge including Lewis and Clark SRS.

1999

Lower Columbia Chinook, including Sandy River fall Chinook, are listed as threatened under the Endangered Species Act.

2007

Marmot Dam is removed. The Sandy River runs free for the first time since 1912.

2008

To commemorate the 200th anniversary of the Lewis and Clark Expedition, artist Maya Lin commissioned to design interpretive artwork for The Confluence Project. At the Sandy River Delta, sculpture “Bird Blind” is completed.

2008

The Little Sandy Dam, the last dam in the Sandy River basin, is removed. Salmon move freely from the Pacific Ocean to Mt. Hood for the first time in almost 100 years.

Existing Conditions: Chapter 4

4.1 Site Description

Size

The Lewis and Clark State Recreation Site consists of a 57.6 acre OPRD property. Approximately 24 acres of ODOT property lie adjacent to the SRS to the north. The two ownerships are divided by the Union Pacific Railroad track. The OPRD acreage and ODOT land are included in the study area for this run.

Location

The park lies at the westernmost edge of the Columbia River Gorge National Scenic Area and is east of Troutdale and 17 miles east of Portland.

The OPRD property includes land ownership on both sides of the Sandy River. It is located in Township 1N, Range 3E, Section 25. Depending on the accuracy of the property boundary, surveys and GIS mapping, small slivers of the property may lie in T1N-R4E-S30.

Most of the park is located in Multnomah County, except for a sliver within the limits of Troutdale.



Lewis & Clark SRS looking southeast.
OPRD 2010

Climate Averages

Aug. Average High: 82°F

Aug. Average Low: 55°F

Avg. Warmest Month: July

Avg. Coolest Month: January

Avg. Wettest Month: December

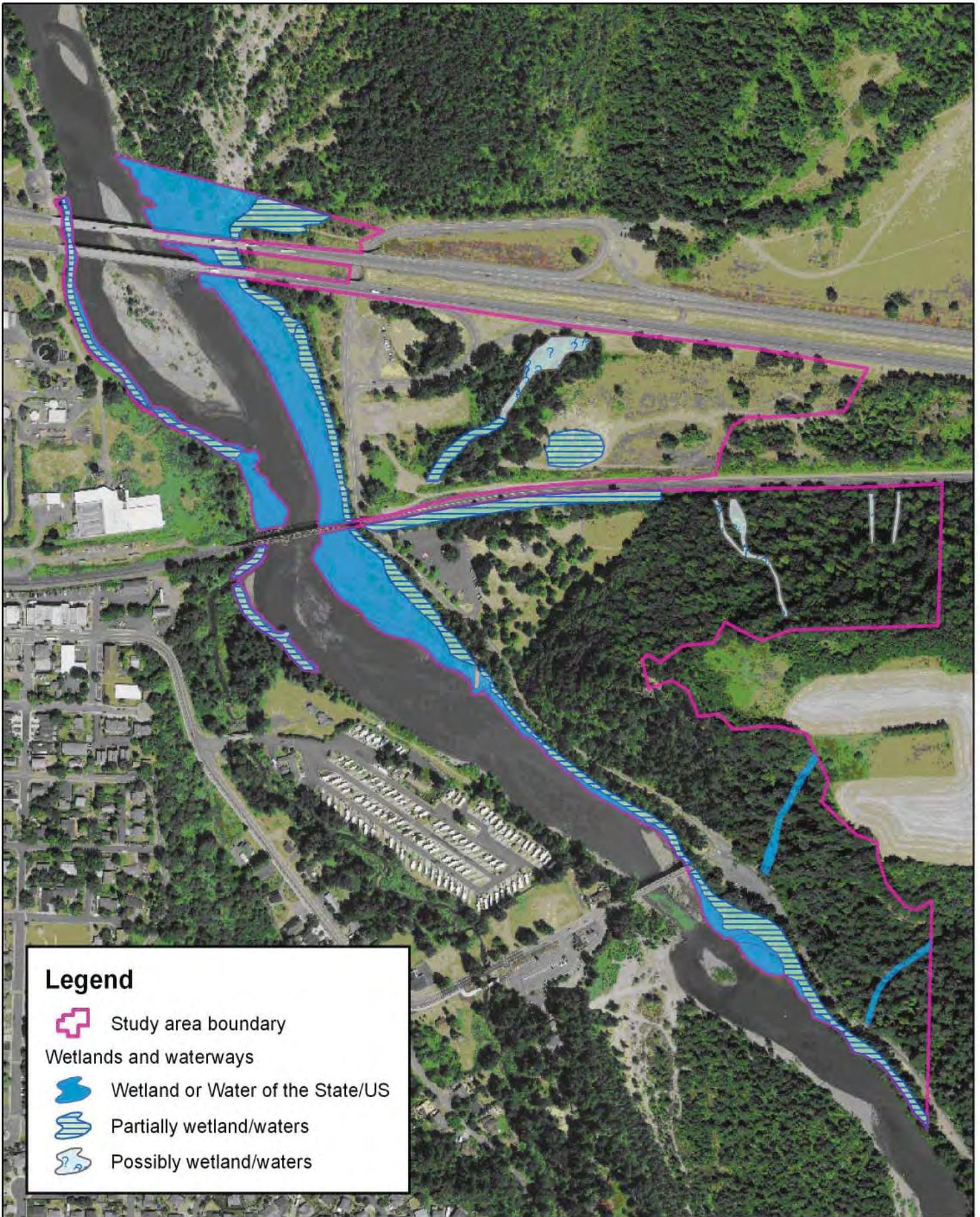
The study area's climate is mild and has a relatively long growing season. The area receives an average of 44 inches of precipitation per year, and typically has several months of summer drought. Heaviest precipitation occurs between November and May. Being at low elevation, almost all of this precipitation is in the form of rain. The vegetative growing season is from approximately mid-February to late November, with an average of 40 days per year with temperatures below freezing.

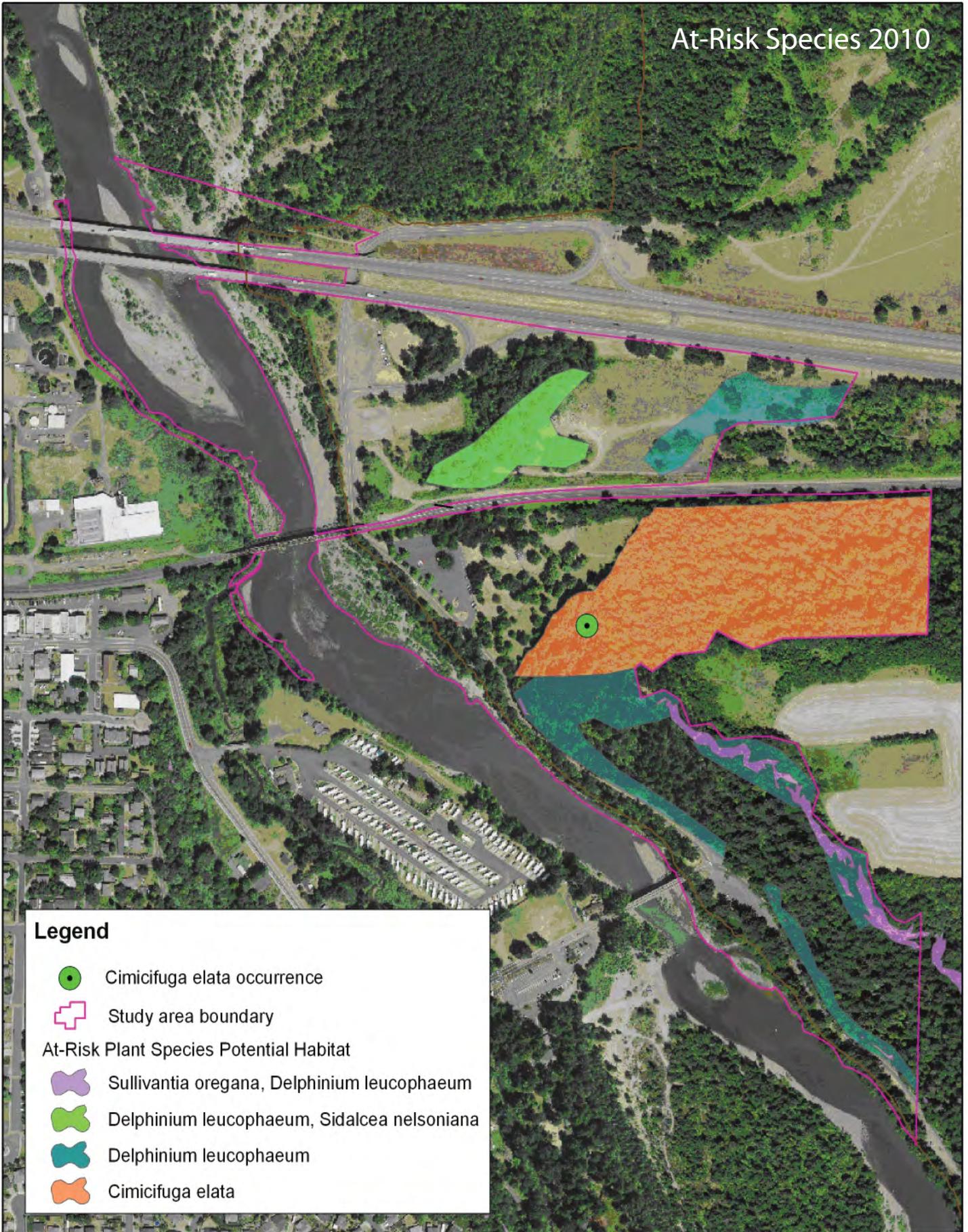
4.2 Natural Resources

Natural resource inventories were completed for the study area in 2010. The maps that follow show wetlands, waterways, potential habitat for At-Risk species, and a composite of the botanical suitability of the study area. The composite map combines wetland and riparian values, and occurrences of At-Risk species with plant community values, and maps areas of the study park according to four levels of suitability for development. Proposed facilities are located within Class 3 or 4 suitability areas.

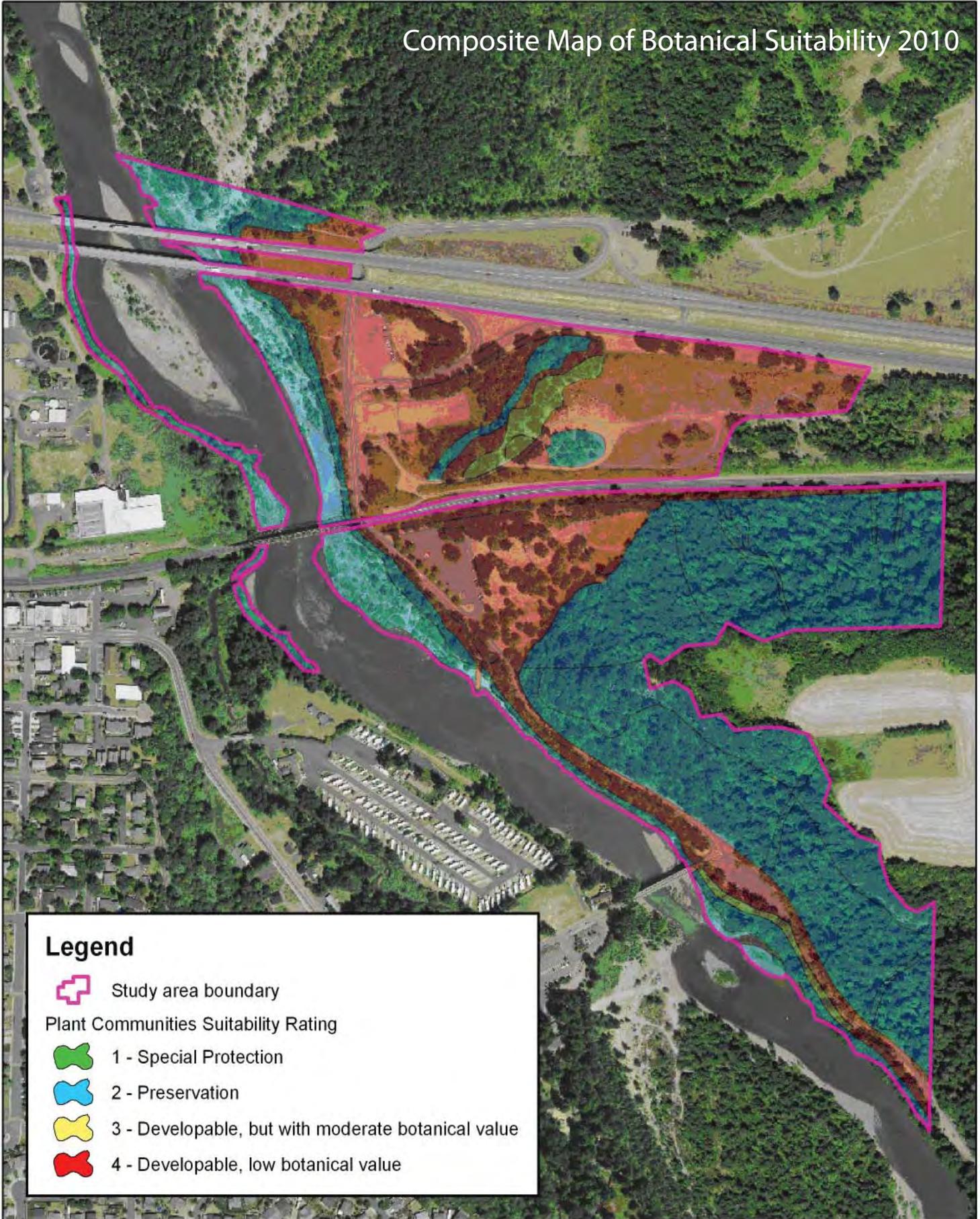
The study area's vegetation falls into two broad categories: areas that have been significantly modified by human use and areas that are very similar to what was present at the time of Lewis and Clark's exploration. About half of the study area is situated on flat, primarily disturbed or developed land, with the remaining land consisting primarily of either riparian or upland forest. Almost all of the low-lying land is heavily modified and disturbed, whereas large portions of the slopes of Broughton Bluff (where human use has been minimal) are essentially natural. However, the natural character of the western point and base of the southern face of the Broughton Bluff have been degraded by visitor use, trampling and introducing invasive plant species.

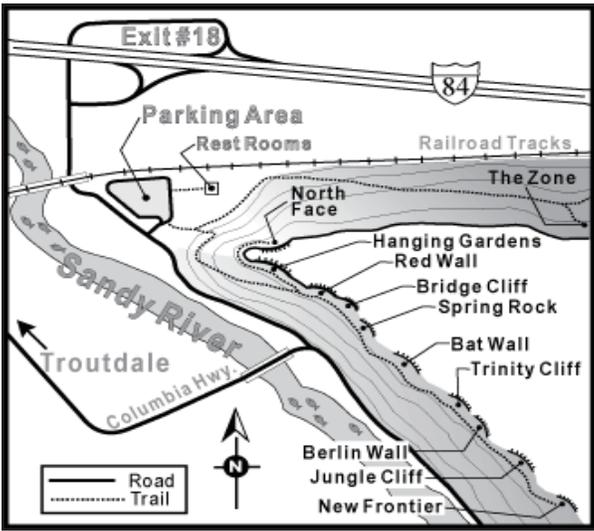
The northern face of the bluff is essentially pristine away from the trails, but may have had past logging (more than 70 years ago). Coniferous trees are vastly out-numbered by hardwoods, which is in keeping with the typical pattern for forests in this area that were logged and not replanted.





Composite Map of Botanical Suitability 2010





Rock climbing map of Broughton Bluff

The portions of the study area that are on former flood plain and the Sandy River delta are becoming increasingly forested and vegetated due to flood control and river channelization. These areas are dominated by early seral communities of hardwoods such as cottonwood and ash.

Much of the riparian vegetation in the study area is confined to steep narrow strips of land between roads and the river. Many of these areas have been modified by the construction of revetments.

4.3 Cultural Resources

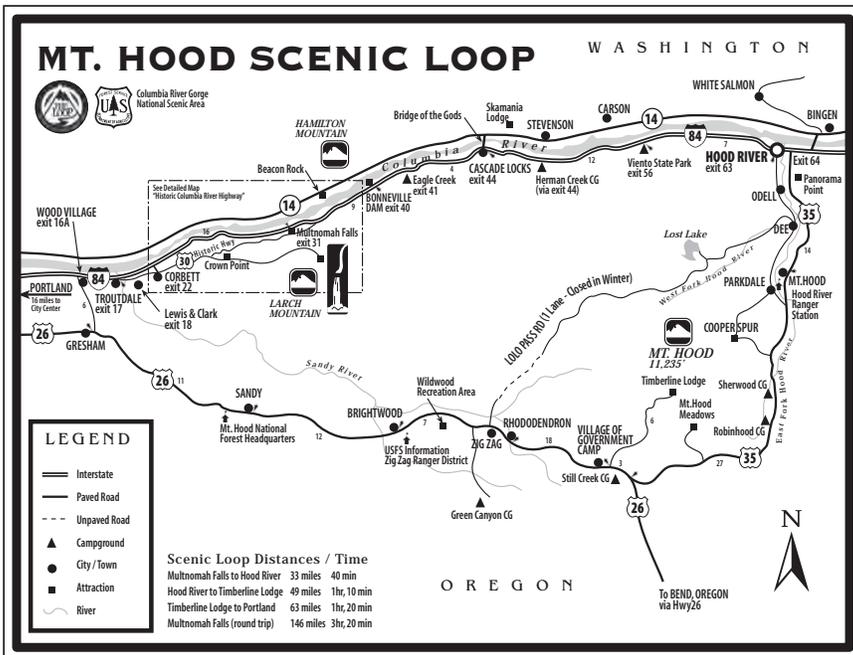
No known significant (eligible for national register) historic or prehistoric features exist on the property.

4.4 Recreation

On-site

The park and adjacent ODOT and U.S. Forest Service sites are heavily used for recreation and contain a number of developed facilities. The State Recreation Site includes a boat ramp, a large paved parking lot, a few smaller undesignated parking areas, casual river access trails, and

a landscaped lawn and picnic area with a restroom. River-based uses such as boating, swimming, and sunbathing are prominent. The sand and gravel bars in the river are heavily used by swimmers and sunbathers on sunny summer days. Broughton Bluff receives heavy rock-climbing use. An unpaved trail provides access to most of the cliff faces. There is a walking trail at the foot of Broughton Bluff along the edge of the lawn that extends northeast along the north face of the bluff at least as far as the eastern property boundary. An interpretive loop trail is located in the main day-use area, as well as an off-leash pet area.



Regional map of the Mt. Hood Scenic Driving Loop

Vicinity and Regional

The adjacent ODOT land is used for undesignated parking on both the north and south sides of the freeway. Attempts to limit parking here have been only temporarily successful. Visitors park on ODOT land to access the river and trails in the Sandy River Delta.

To the east the Columbia River Gorge National Scenic Area offers opportunities for hiking, mountain biking, touring cycling, windsurfing, camping, fishing, boating, wildlife watching, birding, wildflower viewing, photography, picnicking, and rock climbing. A visit to the area is not complete without a visit to the breathtaking Multnomah Falls. The Sandy River Delta site (U.S. Forest Service) offers a small parking lot, casual river access and trails in a natural setting for visitors.

ODOT is constructing a pedestrian-biking route across the freeway bridge from the west side of the Sandy River, at the writing of this plan. Once completed, the route will connect existing and planned trails in the Troutdale and larger Portland area directly with Lewis and Clark SRS and the Sandy River Delta site.

Park Use and Management Issues and Goals: Chapter 5

5.1 Park Issues

Park use and management issues have been identified through discussions with stakeholders and OPRD field staff. Issues provide an understanding of the challenges, problems, and opportunities the plan needs to address to achieve OPRD's intent and purpose for the Lewis and Clark SRS.

Then OPRD completed a set of park use and management goals to guide the rest of the planning process and to build the plan's strategies and concepts on. The following is a summary of key issues to be addressed in this plan:



Pedestrian path next to Jordan Road.
OPRD 2010

1. The park and adjacent ODOT lands have areas denuded of vegetation due to road maintenance, past construction staging, and heavy and frequent illegal parking over many years since the freeway and interchange were constructed at this location.
2. There is currently only one designated, constructed public parking lot in the park. It is located well away from the freeway interchange. Illegal parking occurs along the interchange, Jordan Road and adjacent denuded areas.
3. Illegal parking has been difficult to contain and enforce.

4. The denuded areas south of the freeway have been unsightly for many years.
5. Pedestrian access, from parked vehicles to the Sandy River, could be improved due to a lack of designated crossings and trails. Pedestrians must walk across Jordan Road and often walk on the road or the interchange to reach the river or the Sandy River Delta site.
6. The capacity for parking is limited by the county, based on the Columbia River Gorge National Scenic Area Management Plan recreation intensity limit for this site. The parking capacity for any parking areas within a quarter mile of each other must, in total, be within the prescribed limit.
7. More trails within the park could take advantage of the opportunity to form loops connecting different parts of the park or to offer access to improved interpretive installations.
8. Access to the river is currently undefined, resulting in damage to the riparian areas, conflicts with traffic and confusion about where visitors should go.
9. There is a lack of orientation signage on the interchange and along Jordan Road, resulting in confusion for new visitors.
10. Traffic along the interchange and Jordan Road is often travelling at unsafe speeds given the high level of pedestrian traffic in the area.
11. Riparian areas and denuded areas need to be maintained and restored where needed for ecological and aesthetic reasons.
12. The existing day use site at the park is not providing the quality of experience that is important for this “gateway” to the Gorge, the river and the Historic Highway.
13. The new freeway bridge bike-pedestrian crossing will bring more visitors to the park and will connect cyclists to Jordan Road and the Historic Highway.

5.2 Park Use and Management Goals

1. Improve visitor safety on roads and in parking areas through rehabilitation of existing facilities.
2. Direct and improve visitor access to swimming, boating, fishing, hiking, cycling, picnicking, sightseeing and rock climbing opportunities, through new trails and trail connections.
3. Provide better orientation and interpretation for visitors through sign design and placement and other media such as OPRD web site information for Lewis and Clark SRS.
4. Practice a higher level of natural resource stewardship. Enhance targeted degraded areas.
5. Connect the park to regional trail systems and cycling routes on both sides of the Sandy River, through constructing trail connections and providing on-site and web site information.
6. Provide more designated parking on ODOT lands (within the scenic area limit).
7. Orient drivers to the Historic Highway through improved directional signs and placement.
8. Direct drivers to additional Sandy River access and parking, such as up-river at Dabney State Recreation Site.
9. Work with ODOT to complete a cooperative use and management agreement that combines the ODOT land on the south side of the freeway with the OPRD land to create a combined Lewis and Clark SRS.

Muddy ODOT parking area. OPRD 2010



Potholes along ODOT road shoulder. OPRD 2010

Opportunities and Constraints: Chapter 6

6.1 Identifying Opportunities and Constraints

The OPRD planning process determines which areas of the park should be set aside for future resource protection and restoration, and which areas should primarily be devoted to recreational uses and facility development that is appropriate to the intent and purpose for the park. This is done by identifying and assessing the relative importance and effect of the opportunities and constraints at the park. Natural resource values are mapped by type, condition and sensitivity. These areas are then considered in regard to potential for public access, soils and slopes, hazards and other factors.



Treed picnic area with potential for improvement.
OPRD 2010

The Opportunity Areas for the park emerge as a set of planned experience areas and settings that come out of the character of the land and potential for access.

The identification of Opportunity Areas within the park is based on information derived from:

- Composite natural resource values
- Hazards, topography, soils
- Cultural resources, if any
- Landscape character
- Important views and viewpoints
- Roads, utilities and existing facilities
- Recreational attractions such as the river
- Operational needs, such as how best to control illegal parking

- Opportunities and constraints adjacent to and near the park that could influence experiences of the park.

Opportunity Areas can range from primarily recreational to primarily natural, with some having a mix of the two. Primarily recreational areas are identified for moderate to high-intensity recreational uses and facilities. These areas will also include plenty of vegetation and a layout that is attractive and enjoyable. Primarily natural areas are intended to be lightly used or to be limited to low key improvements such as trails. They are often also recommended for resource restoration and protection work.

The Lewis and Clark SRS General Plan has identified nine Opportunity Areas that are located within the park and on portions of the adjacent Oregon Department of Transportation property that is associated with the freeway right-of-way.

More specific management directions are provided in Chapter 7.

6.2 Lewis and Clark SRS General Plan Opportunity Zones

Zone One: West Bank Natural Area

Primarily Natural: This area is across from the main beach for the park on the Sandy River and is a very narrow strip of OPRD ownership along the river's edge.

Undeveloped, unmanaged lands, owned by others, backs the OPRD strip of land. There is no official park access or parking, but the river bank is used for occasional river access during the warm months by visitors who know how to find the beach. The riparian shore has ecological significance. Blackberry and reed canary grass have invaded the area, but could be difficult to remove and keep out due to heavy trail and beach impacts. However, the sand-and-cobble bars and beaches represent an increasingly uncommon habitat type in the lower Columbia River environment. For this reason, efforts to restore the habitat are important. This area cannot support facility development and can be kept open to beach use along with making feasible efforts to reduce invasive species.

Zone Two: East Bank Beach Area

Mixed Natural and Recreational: This area includes the main beach at the north end of the SRS and extends under the freeway bridge across ODOT and railroad land. It lies below the river bench. Implementation of recommendations in this plan for the ODOT portion of this area, will be based on a management agreement between OPRD and ODOT.

The beach in this area is extremely popular during warm weather. It includes areas of ecological importance and interpretive value. The sand-cobble bars and beaches represented here include the same uncommon habitat and plant community described in Area One, across the river. One of the greatest restoration challenges will be gaining control of the invasive Japanese knotweed, spotted knapweed, blackberry and reed canarygrass. This area cannot support facility development but can be kept open to beach use while efforts are made to reduce invasive species.

Zone Three: Jordan Road Corridor

Mixed Natural and Recreational: This area is bounded by and includes Jordan Road on the east and extends to the Sandy River on the west. The segment north of the railway line is owned by ODOT. The north side freeway ramp leads into this area as it passes under the freeway bridge and becomes Jordan Road. This becomes an important orientation and wayfinding point for entering the combined ODOT/OPRD site and for connection to the new I-84 bridge trail crossing.



Zone 2: West bank beach area. OPRD 2010.

Implementation of recommendations in this plan for this area will be based in a management agreement between OPRD and ODOT.

The area includes a strip of heavy riparian vegetation on the west side of the road. During the summer this heavily wooded area provides a pleasant natural buffer for visitors traveling along the road, but does not allow for views of the river. The plant community represented here has the same important and uncommon understory seen in Area One and Area Two, but with more of a wooded component of cottonwood and willow.

The intense use of Jordan Road during the warm months gives this area



Zone 3: Jordan Road. Sharp curve under railway bridge. OPRD 2010

its recreational use component. Traffic moves quickly along the road and there is little incentive for drivers to slow down and enjoy the scene. This has created a dangerous situation for pedestrians trying to cross the road to access the beach. Pedestrians also walk along the road shoulder, as there is no trail at this time. A blind corner in the road under the railroad bridge adds to the dangerous situation. Extensive efforts are needed to control illegal parking, slow traffic, open up framed views to the river, install a pedestrian trail, and improve road crossings.

Zone Four: Park Entrance at I-84

Primarily Natural: This area, owned by ODOT, is part of the right-of-way for I-84 and includes the south side freeway ramp, and connection under the freeway.

The area is largely devoid of vegetation. However, drivers leaving the freeway, entering the interchange and accessing Jordan Road are looking for places to park to recreate in the area. Today, they will not find adequate signage to guide them to the park or other attractions once they leave the freeway. Implementation of the recommendations in this plan for this area will be based on an agreement between OPRD and ODOT.

This area currently includes scattered woodlands of oak and ash, although much of it has been degraded by ODOT storage of waste and materials piles, and road shoulder grading. Illegal parking by visitors has contributed to the denuded setting and to the establishment of weeds. Parking within and along the interchange is not officially allowed by ODOT for safety reasons, but enforcement has not limited parking here.

An improved visitor arrival sequence with orienting signs and a vegetated setting is needed. Improvements to the interchange intersection with Jordan Road/freeway underpass are needed for vehicular and pedestrian safety, using striping and signage.

Zone Five A: North Day-Use Area

Primarily Recreational: This area, owned by ODOT, is located south of the freeway ramp and north of the railroad line. Implementation of the recommendations in the plan for this area will be based on a management plan between OPRD and ODOT.

The area has been used, off and on, as ad hoc parking and for ODOT freeway management activities. It is partially denuded of native vegetation, is pot-holed and can be muddy. Attempts to block the area from illegal parking are unsightly and somewhat ineffective. It is used for maintenance access to the easterly ODOT land and by the railroad.

This access must become part of any future plan for the area to improve the appearance and circulation of the area as the park access. This is one of the few degraded areas that are large enough, and in a good location to consider additional designated parking, that can go hand in hand with controlling illegal parking in other areas.

Weeds are a major problem in this area, including extensive blackberry. English ivy, Scotch broom, thistles and other weeds are widespread and they degrade the setting.

Zone Five B: South Day Use Area

Mixed Natural and Recreational: The western third of this area is mostly facility-based, and the eastern two thirds are natural savannah with trails and interpretive signs.



Zone 5a: Potholed area on ODOT parcel with view of Broughton Bluff in background. OPRD 2010

This is the existing main day use area for the park and currently has the only designated parking in the SRS. It should continue to serve as the

hub for the park and OPRD gateway for visitors coming to the Gorge and Historic Highway. As a park hub, it should be improved to better connect visitors to a complicated trail network. As a gateway it should better direct visitors to nearby areas. For both purposes it should provide engaging interpretation, while supporting the primary swimming and picnicking activities. It also includes a small boat ramp that is mostly used as a take out for boaters coming from upriver. Currently, this site is overwhelmed by visitors looking for parking and by pedestrians accessing the restroom, existing trails, climbing area and the river.



Zone 5b: Current welcome plaza.
OPRD 2010

Designating more parking in Area Five A can help to alleviate the parking squeeze at this site. Visitors can also be directed up river to Dabney SRS for more river access and parking opportunities.

Since the existing lawn and shade tree portion of this site is the only recreational open space in the park, it is important to retain it as open space instead of converting it to more parking. This will help prevent a sense of overcrowding by visitors. The open space area could benefit from plantings to restore more of an appropriate native plant community than currently exists there.

An interpretive plan for this site as a hub and gateway, should be completed to determine interpretive themes, media and locations that can be offered in concert with the larger interpretive plans for the National Scenic Area and Historic Highway.

Zone Six: ODOT Triangle Area

Primarily Natural: This area, owned by ODOT, abuts the railway line and is east of the freeway ramp and outdoor storage and staging area. It is currently unused except for maintenance access to the freeway and railway. It has been extensively invaded by weeds including blackberry, Scotch broom, thistles and other species. Access control for road and

railway maintenance and weed control to improve the setting as seen from the freeway and Area Five B, and to improve the ecological condition of this area, are the primary needs. A berm along the south side of the freeway was built to help screen rural view of the open portion of the parcel, and mature trees line the right-of-way providing screening.

OPRD will focus management improvements on the western, wooded portion of the area. Implementation of recommendations in this plan for this area will be based on an agreement between OPRD and ODOT.

Zone Seven: Broughton Bluff Natural Area

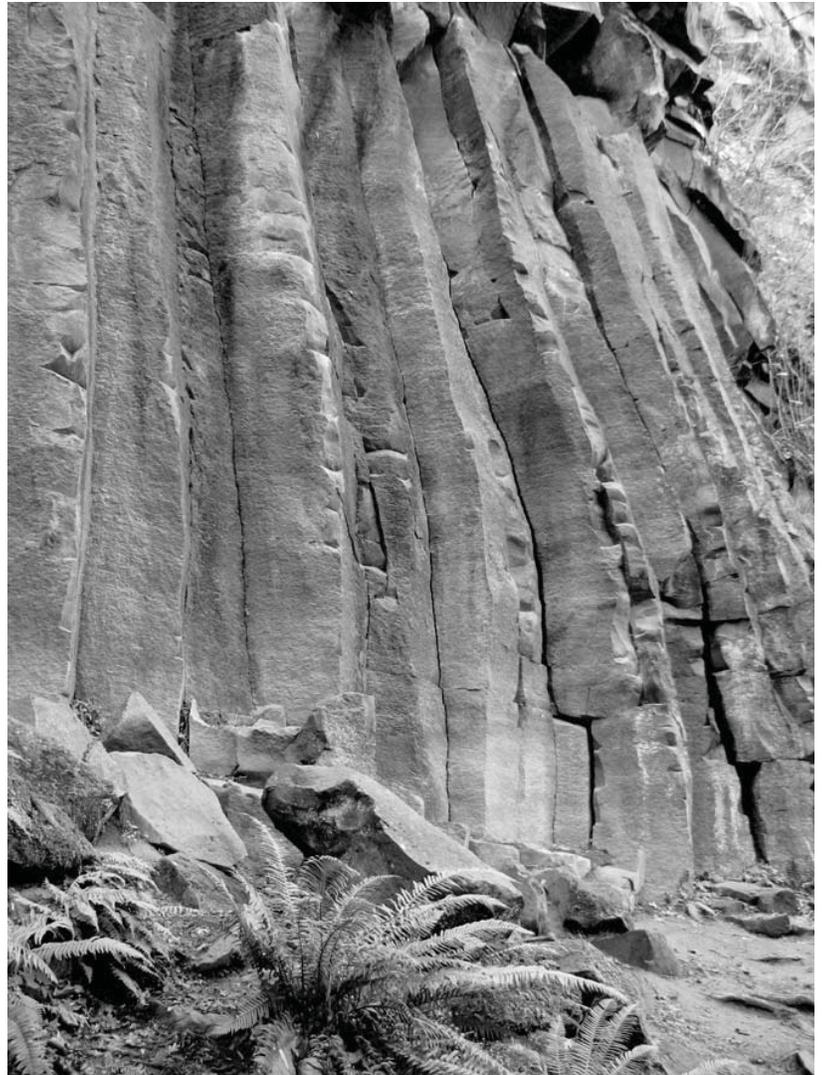
Primarily Natural: This area is steep and heavily vegetated with some trail access to the climbing hill, and east below the bluffs. It is mostly in excellent ecological condition except for some trail impact issues that need to be addressed. Use of this area is not recommended for change. It acts as an excellent visual backdrop to the park and buffer from private lands to the east.

Zone Eight: Broughton Bluff Climbing Area

Mixed Natural and Recreational: This steep area is sought out by rock climbers for its rock formations. The natural character of the western point and southern face of the bluff is being rapidly degraded by this use, which includes erosion, loss of vegetation cover and introduction of weeds. Because of heavy recreational use, the area along the bottom of the cliff face at the climbing area is degraded.

Zone Nine: Park Entrance at Troutdale Bridge

Primarily Recreational: This area is located at the intersection of the Historic Highway and Jordan Road and includes wide graveled and grassy areas along Jordan Road on both sides of the intersection. It is bounded along the river edges by native vegetation.



Zone 8: Climbing columns. OPRD 20210

This area is used as ad hoc parking and has no signs to alert visitors that they are entering the State Recreation Site, National Scenic Area, the

Gorge or the Historic Highway. It is, however, heavily used during the warm months. It could be improved by the placement of park entrance and orientation signage improving the intersection design and creating designated parking islands that are off of the road. Local cyclist groups would like to see the intersection improved for safety.

Any improvements to the highway intersection or road crossings by a future trail within the highway right-of-way would need to be approved and completed by ODOT in consultation with the Historic Highway Advisory Committee. Sight distances and protection of the historic appearance of the highway will factor into what might be done here.

A new trail along Jordan Road would need to end at the bridge, for these same reasons.

West Side Trail Connection

At the west end of the freeway bridge ODOT, Troutdale, Metro and OPRD own land where the new bike lane on the bridge will be able to connect to the 400 mile trail route and local city streets.



Zone 9: Park entrance at Troutdale Bridge. OPRD 2010

Park Use and Management Strategies and Actions: Chapter 7

7.1 Summary

This chapter summarizes the strategies and concepts for the park, based on Management Zones which are, in turn, based on the Opportunity Areas identified in the previous chapter.

Manage Zone-based recreation includes resource, management and facility or recreational improvement strategies and concepts.

The General Plan Master Plan provides a park-wide view of the combined OPRD/ODOT site. A management zone map follows as well.

All park facility improvements in this plan will need to be consistent with Multnomah County's National Scenic Area and base zoning and building standards.

Zone One: West Bank Beach Area

Cultural Resource Strategies

High archeological probability: Consult with SHPO prior to disturbance.

Natural Resource Strategies

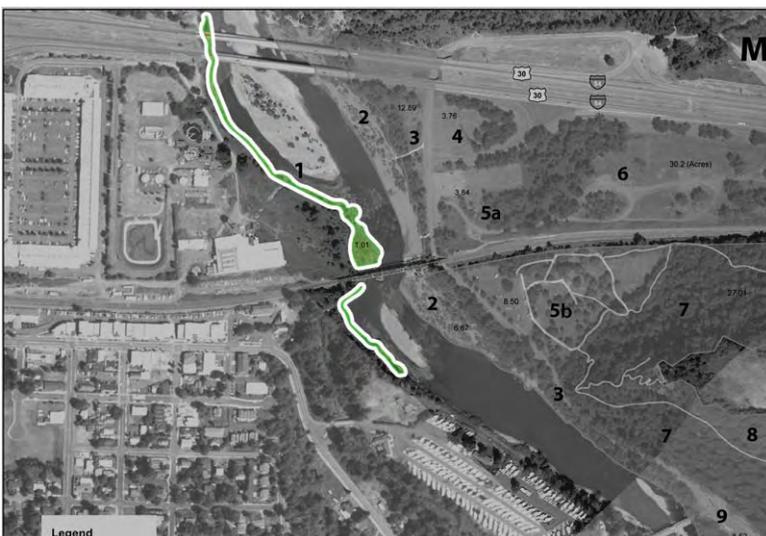
Plan to improve the native plant community found in this zone. Remove invasive species (blackberry and reed canarygrass), as is feasible. Manage cottonwood growth to protect the native understory by occasionally removing large trees to prevent succession to forest.

Zone 1 Restoration Projects

Item	Status
6. Control blackberry. Revegetate to /SYAL-CORSER-SALIX/ URTDIO-HELA-TELGRA	Restore
19. Maintain early successional sand/cobble bar in (POPBALT)/ SALLAS-SALxFLU by controlling blackberry and reed canarygrass. Allow seasonal flooding to keep bare... do not attempt to establish mature trees.	Maintain

Recreation Strategies

Continue to allow beach use in this area. This location, on the opposite side of the river from the park, with no OPRD land for parking or staging, limits OPRD's options for improving access and keeps use relatively low. No facility improvement actions are recommended for this area.



Zone 1 Locator Map

Zone Two: East Beach Area

Cultural Resource Strategies

High archeological probability: Consult with SHPO prior to disturbance.

Natural Resource Strategies

Same as for Zone One except invasive species also include spotted knapweed and Japanese knotweed. Target blackberry for control. Select the appropriate method for this site. Remove a few large cottonwoods to prevent succession to forest.

Zone 2 Restoration Projects

Item	Status
16. Maintain as bare sand/cobble or allow to succeed to SALLAS-SALxFLU community. Control incoming himalaya blackberry and reed canarygrass.	Maintain
19. Maintain early successional sand/cobble bar in (POPBALT)/SALLAS-SALxFLU by controlling blackberry and reed canarygrass. Allow seasonal flooding to keep bare... do not attempt to establish mature trees.	Maintain
20. Manage for mixed POPBALT/SALIX-CORSER/riparian forbs forest and SALLAS-SALxFLU shrubland. Control blackberry, reed canarygrass, Japanese knotweed, and Spotted knapweed.	Maintain

Recreation Strategies

Continue to allow beach use. Trail improvements in Zone 3 will address access issues. No facility improvement actions are recommended for this area.



Zone 2 Locator Map

Zone Three: Jordan Road Corridor

Cultural Resource Strategies

High archeological probability: Consult with SHPO prior to disturbance.

Natural Resource Strategies

Replace blackberry with native species from surrounding plant community. This is the same understory community as Zones One and Two. Columbia brome and blue wild rye could be used as temporary cover for bare ground.

Zone 3: Restoration Projects

Item	Status
6. Control blackberry. Revegetate to /SYAL-CORSER-SALIX/URTDIO-HELA-TELGRA	Restore
12. Control weeds and revegetate with SYAL, HODI, RUUR, ELGL, and BRVU	Restore
13. Control weeds. Revegetate to POPBALT/SYAL-RHPU/HELA-RUUR-TELGRA-BROVUL-HYDTEN	Restore
17. Maintain as mowed grassland. Control weeds.	Maintain
19. Maintain early successional sand/cobble bar in (POPBALT)/SALLAS-SALxFLU by controlling blackberry and reed canarygrass. Allow seasonal flooding to keep bare... do not attempt to establish mature trees.	Maintain
22. Remove blackberries. Seed to drought tolerant turf grass and maintain as mowed grassland.	Restore

Recreational Strategies

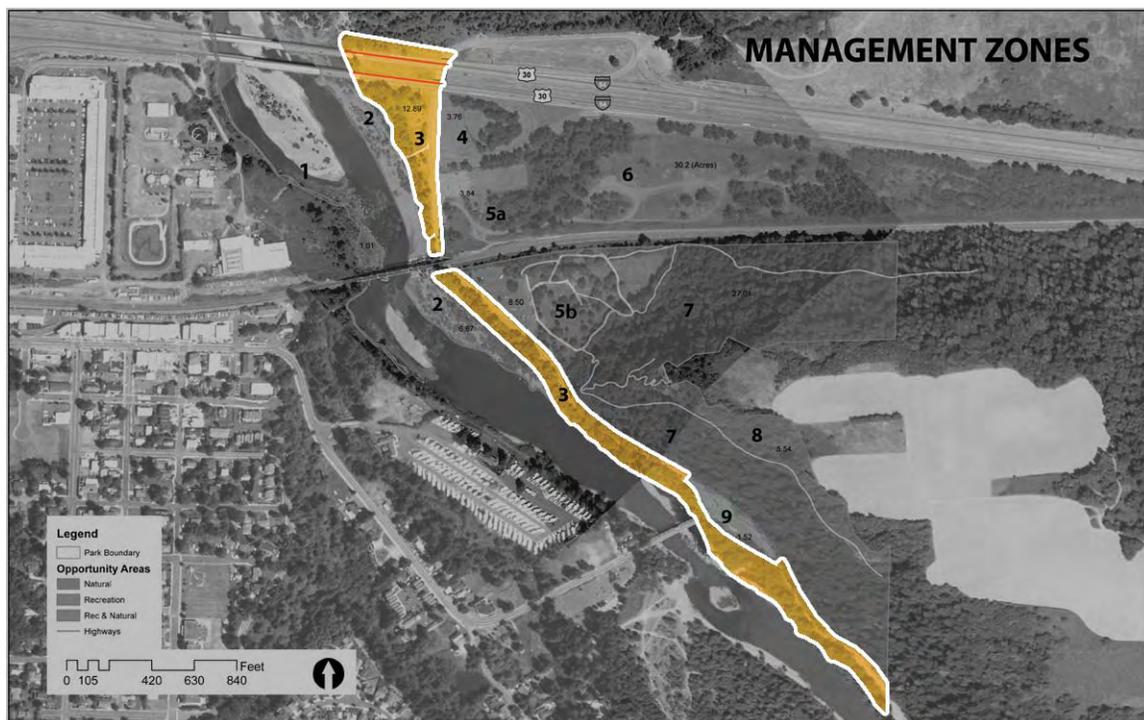
A variety of facility improvements are needed along Jordan Road. New features such as views to the river, guard rails and raised pedestrian crossings will help to “calm traffic” or slow speeding vehicles. Pedestrian crossings and a trail along Jordan Road will create a safer situation by clearly separating vehicles and pedestrians. The pedestrian setting will be improved by replacing blackberry with native plants, opening and framing selected views of the river, and adding seating, small shelters and informational signs along the way. Revegetation will fill in undesired trails. Detailed site and trail plans will be completed prior to construction.

Detail from design plan:
Improvements along Jordan Road



Zone 3: Facility Projects

Item	Status	Size / Quantity	Location	Notes
Pedestrian Trail	New	10' paved accessible 5%		Multnomah County requirements
Beach Access Path	Rehab			Multnomah County requirements
Signage/Way finding/kiosks	Rehab	Provide 1 kiosk at the plaza	Plaza	Multnomah County requirements
Trailside Seats	New	Misc	View Points	Multnomah County requirements
Trailside Shelters	New	Misc	View Points	Multnomah County requirements
Views of river and embankments	Rehab	Open up views of river and screen views of rail line & I-84	TBD	
Landscaping Improvements	New	TBD	TBD	Complete a planting plan- Multnomah County Requirements
Reduce Speed Limit	Rehab	Reduce speed to 15-25 mph	Jordan Road	Review with ODOT & County
Pedestrian Connections between day use areas and Sandy River	New	Three at grade crossings	Connecting Day Use Area and beach area	Review with ODOT & County
Railway Bridge Underpass	Rehab	Widen road or/and Improve buttress visibility	Railway Bridge	Review with ODOT & County



Zone 3 Locator Map

Zone Four: Park Entrance at I-84

Cultural Resource Strategies

High archeological probability: Consult with SHPO.

Natural Resource Strategies

Revegetating much of the denuded area to improve the setting and the ecological value of this area is of primary importance. This should include control of blackberry and English ivy and planting with native species. General clean up of the area is also recommended, including dismantling homeless shelters and removing garbage.



Zone 4 Locator Map

Zone 4: Restoration Projects

Item	Status
13. Control weeds. Revegetate to POPBALT/SYAL-RHPU/ HELA-RUUR-TELGRA-BROVUL-HYDTEN	Restore
17. Maintain as mowed grassland. Control weeds.	Maintain

Recreational Strategies

The interchange and intersection with Jordan Road should be redesigned to better accommodate turning vehicles and pedestrians, and should be revegetated as is appropriate for sightline safety and orientation to the park. Orientation signage is needed that emphasizes the SRS, and directs drivers to the other attractions, i.e. Sandy River Delta and Historic Highway. “Street trees” should be planted along Jordan Roads west side in concert with trees shown on the east side in Zone 5.

Zone 4: Facility Projects

Item	Status	Size / Quantity	Location	Notes
Park Arrival Entrance Sequence - Including park entrance signs, native revegetation, view corridors	Rehab	Park Entrance Signs at Jordan Road prior to proposed parking lot, revegetation buffer off highway, views into park, and entrance landscaping	Along either side of Jordan Road	
Intersection Improvements, clear sight distance, improve turning lane	Rehab	Intersection needs improvements to allow safer pedestrian crossing	Bottom of off-ramp from I84 and junction with bridge over to Troutdale	Work with ODOT and County to define feasibility of options

Zone Five A: North Day-use Area

Cultural Resource Strategies

Known archeological sites and high probability: Consult with SHPO before disturbance.

Natural Resource Strategies

In areas not under consideration for parking and day use facilities, control the weeds and replant with native species. Complete a planting plan for restoring the appropriate native plant community described below.

Zone 5a: Restoration Projects

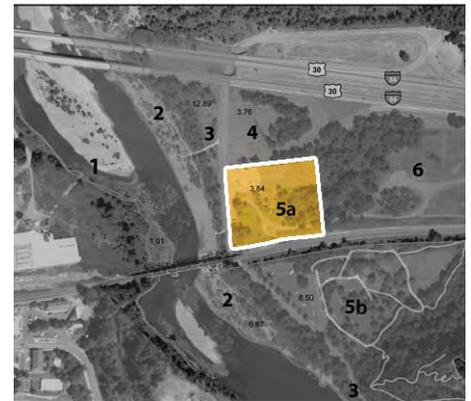
Item	Status
1. Control blackberry and ivy. Revegetate areas without significant native cover to /SYAL-RHPU/HELA-RUUR-TELGRA-BROVUL-HYDTEN	Restore
2. Control blackberry and revegetate to Control weeds. Revegetate to POPBALT/SYAL-RHPU/HELA-RUUR-TELGRA-BROVUL-HYDTEN if forest allowable; or to SYAL-RUUR-ROSNUT-COCO-HODI is railroad requires shrubland.	Restore
4. Control blackberry, herb robert, cleavers. Revegetate to /SYAL-CRDO-CORSER/TELGRA-URTDIO-CARDEW	Restore
7. Control blackberry. Revegetate to QUEGAR/SYAL(-RHPU-COCO)/HELA-RUUR-BROVUL	Restore
13. Control weeds. Revegetate to POPBALT/SYAL-RHPU/HELA-RUUR-TELGRA-BROVUL-HYDTEN	Restore



Detail from design plan: Improvements in Zone 5a

Recreational Strategies

Take advantage of the degraded area, within Five A, by providing additional parking up to the county/Gorge limit. Parking can be divided into a primary and a secondary, or overflow, lot. The site should be designed as a new day use area that includes designated parking, landscaping, pedestrian routing to a new Jordan Road crossing, restrooms, signage and fencing. “Street trees” should be planted along Jordan Road. Allow for service road access to Area Six. The amount of parking will be determined through the county land use process.



Zone 5a Locator Map

Screen views of freeway.

Zone 5a: Facility Projects

Item	Status	Size / Quantity	Location	Notes
New Parking lot and overflow lot	New	To maximum allowed by County in combination with existing lot south of tracks	Adjacent to Jordan Road	Multnomah County requirements
RV / Bus parking	New	30 pull through spaces with tree islands--include in maximum allowed	Adjacent to Jordan Road	Multnomah County requirements
Public Restrooms	New	Appropriately sized to accommodate day time users.	Near parking lot	Multnomah County requirements
New Trail	New	6' wide trail looping around parking lot and connecting with beach access point		Multnomah County requirements
Views of river and embankments	Rehab	Open up views of river and screen views of rail line and I84	TBD	Multnomah County requirements
Landscaping Improvements & fencing	Rehab	Native planting plan	Fencing along Jordan Road	Multnomah County requirements
Restoration projects	New			Multnomah County requirements
Small Storage/Shop Building	New			Multnomah County requirements
Staff Parking	New			Multnomah County requirements
Garbage	New			Multnomah County requirements
Electric	New			Multnomah County requirements
Fresh Water	New			Multnomah County requirements
Septic / Sewage	New			Multnomah County requirements
Communications	New			Multnomah County requirements



Zone 5b Locator Map

Zone Five B: South Day Use Area

Cultural Resource Strategies

Known archeological sites and high probability: Consult with SHPO before disturbance.

Natural Resource Strategies

East of the parking lot, reduce the area to be mowed and improve and expand the native plant community recommended below. Plantings should increase the density of tree coverage and establish islands of native plant understory.

Zone 5b: Restoration Projects

Item	Status
2. Control blackberry and revegetate to Control weeds. Revegetate to POPBALT/SYAL-RHPU/HELA-RUUR-TELGRA-BROVUL-HYDTEN if forest allowable; or to SYAL-RUUR-ROSNUT-COCO-HODI is railroad requires shrubland.	Restore
15. Increase density of trees and plant islands of native understory shrubs to give the area a more natural feel. Target community in islands of natural vegetation: ACMA-POTR-PSME-ALRU/SYAL-RHPU-OEMCER-COCO/HELA-RUUR-TELGRA-BROVUL-HYDTEN	New
21. Plant to forest: POTR-PSME-ALRU-ACMA/SYAL-RHPU/HELA-RUUR-TELGRA-BROVUL-HYDTEN	New
23. Restore to POTR-PSME-ALRU-ACMA/SYAL-RHPU/HELA-RUUR-TELGRA-BROVUL-HYDTEN	Restore

Recreational Strategies

Generally continue the existing use of the parking lot and restroom building, except for that addition of a bus drop off area. A pedestrian gathering area needs to be improved to accommodate more visitors and provide interpretation and orientation to the park and the Gorge. It should be easily recognizable as a meeting spot. Add landscaping to create more privacy for picnicking and to add shade, and provide a picnic shelter. Consider boat trailer parking needs in any potential restriping of the existing lot.

Detail from design plan: Improvements to welcome plaza in Zone 5b



Zone 5b: Facility Projects

Item	Status	Size / Quantity	Location	Notes
Main Parking Lot	Retain	110 spaces (5 ADA spaces)	In Day Use Area	Multnomah County Requirements
Pull through RV /Bus Parking	Rehab	10% of total spaces	In Day Use Area	Multnomah County Requirements
Public restrooms	Retain	M/F rooms with multiple stalls appropriately sized for occupancy.		Multnomah County Requirements
Welcome Plaza	New	Sized to accommodate 50 people at one time.	At Main Parking Lot	Multnomah County Requirements
Monument Sign and associated landscape features.	New	1 large park sign with landscaping and open area in front of sign for photo opportunity.	At main parking lot	Develop an 'Entrance Sign' that defines the entry to the park. Fits in with appearance of Gorge Signage and Historic Highway. Inspired by Lewis and Clark theme. Multnomah County Requirements
Signage/Way finding/ kiosks	Rehab	Provide 1 kiosk at the plaza	Plaza	Park map, Scenic Gorge map, and Historic Highway map. Multnomah County Requirements
Bike Rental	New		Plaza	Multnomah County Requirements
Picnic shelter	New	Add a picnic shelter (50-100 people) Maintain site lines with restroom and parking area.	Incorporated into existing forested areas and serpentine meadows).	Multnomah County Requirements
Picnicking Clusters	Rehab	Accommodate 30 medium and small protected clusters of picnic tables off the serpentine meadow area with clear site lines to restroom and parking.	Incorporated into existing forested edges and serpentine meadows).	Designed to accommodate flexible sizes and configurations of groups that can feel simultaneously connected and private. Multnomah County Requirements
Interpretive Loop trail	Retain / New	Reconsider what we are interpreting. Existing interpretation covers 1/4 mile loop. May want to add Geological/Fluvial Geomorphological Theme. Also, could add Oak Savanna Theme	At or near the Welcome Center with views into the canyon	Multnomah County Requirements
Garbage receptacles	Rehab	TBD		Multnomah County Requirements
Exterior lighting	Rehab	small scale pedestrian	At Welcome Center and associated parking areas	Pedestrian level plaza, restroom, and kiosk lighting with solar power with LED lights. Multnomah County Requirements
Views of river and bluff	Rehab	Open up views of river and bluff	TBD	Multnomah County Requirements
Landscaping Improvements	New	Native planting plan		Multnomah County Requirements

Zone Six: ODOT Triangle Area

Cultural Resource Strategies

High archeological probability: Consult with SHPO before disturbance.

Natural Resource Strategies

Work with ODOT to control weeds and replant with appropriate native species.

Zone 6: Restoration Projects

Item	Status
1. Control blackberry and ivy. Revegetate areas without significant native cover to /SYAL-RHPU/HELA-RUUR-TELGRA-BROVUL-HYDTEN	Restore
2. Control blackberry and revegetate to Control weeds. Revegetate to POPBALT/SYAL-RHPU/HELA-RUUR-TELGRA-BROVUL-HYDTEN if forest allowable; or to SYAL-RUUR-ROSNUT-COCO-HODI is railroad requires shrubland.	Restore
5. Control blackberry. Revegetate bare ground to SYAL and BRVU. Target community: FRLA/COCO/BEAQ-SYAL-PHYCAP	Restore
7. Control blackberry. Revegetate to QUEGAR/SYAL(-RHPU-COCO)/HELA-RUUR-BROVUL	Restore
11. Control weeds and consider leveling debris piles. Revegetate to POPBALT/SYAL-RHPU/HELA-RUUR-TELGRA-BROVUL-HYDTEN	Restore
13. Control weeds. Revegetate to POPBALT/SYAL-RHPU/HELA-RUUR-TELGRA-BROVUL-HYDTEN	Restore
17. Maintain as mowed grassland. Control weeds.	Maintain

Recreational Strategies

No facility improvements are recommended for this area.



Zone 6 Locator Map

Zone Seven: Broughton Bluff Natural Area

Cultural Resource Strategies

Use caution in regard to potential archeological resources if considering ground disturbance.

Natural Resource Strategies

Although this area is largely in excellent ecological condition, it has a wide variety of weeds along the trails and some trampling. Weed control should be coupled with trail hardening and reconstruction to prevent erosion. Larger areas of bare ground should be replanted to appropriate native species. The native oak trees are being out-competed by other tree species and could benefit from girdling for the inappropriate species. Tree climbing vines will need to be addressed before they become a widespread problem.

Zone 7: Restoration Projects

Item	Status
8. Control English ivy and traveler's joy which are starting to climb trees and get into the canopy. No revegetation necessary.	Restore
9. Control escaped domestic cherry, herb robert, and other weeds. Seed any bare ground with BRVU.	Restore
10. Control weeds along trails and in climbing staging areas. Revegetate infested areas with BRVU and other shade-tolerant native spp.	Restore
14. Eliminate rogue trails and weeds along alignments. Rehab rare plant habitat by planting old trails with native shrubs and forbs.	Restore
25. Monitor for weeds and erosion in rogue trail and climbing areas. Monitor forest canopy for disturbance and decline. Consider establishing understory plantings of THPL and TSHE. Too shady for PSME in understory here.	Maintain



Zone 7 Locator Map

Recreational Strategies

Trails need to be rebuilt and hardened to avoid erosion.

Zone Eight: Broughton Bluff Climbing Area

Cultural Resource Strategies

Use caution in regard to potential archeological resources if considering ground disturbance.

Natural Resource Strategies

This zone's main ecological issues are weeds and trampling along trails and at climbing staging areas. Weed control is needed and bare ground should be revegetated with appropriate native species. Oak trees could be enhanced by selective girdling of other tree species.

Zone 8: Restoration Projects

Item	Status
3. Control blackberry, bittersweet nightshade, and traveler's joy that almost entirely covers this perennial stream channel through the rocks where tree canopy is thin. Revegetate with natives: COCO, SYAL, POMU, SMRA, BENE	Restore
10. Control weeds along trails and in climbing staging areas. Revegetate infested areas with BRVU and other shade-tolerant native spp.	Restore

Recreational Strategies

Trails need to be rebuilt and hardened to avoid erosion. Determine specific trail rehabilitation needs. This could include:

- Fencing
- Signs
- Temporary or seasonal closures
- Revegetation
- Stabilizing base of climbing routes

A trail plan will be completed to guide this work.



Zone 8 Locator Map

Zone Nine: Park Entrance at Troutdale Bridge

Cultural Resource Strategies

Use caution in regard to potential archeological resources if considering ground disturbance.

Natural Resource Strategies

Control weeds and maintain turf below trees to control erosion.

Zone 9: Restoration Projects

Item	Status
18. Maintain as turf below trees due to high use. Control weeds.	Maintain
24. Revegetate to POTR-FRLA-ACMA/SYAL-CORSER-SALIX/URTDIO-HELA-TELGRA	Restore

Recreational Strategies

Work with any ODOT and other stakeholders, including cycling advocates improvements to the historic highway and its intersection with Jordan Road.

Zone 9: Facility Projects

Item	Status	Size / Quantity	Location	Notes
Park Arrival Entrance Sequence - Park entrance sign	Rehab	Park Entrance Sign at end of Jordan Road	End of Jordan Road	Multnomah County Requirement



Zone 9 Locator Map



Detail from design plan: Improvements near Troutdale bridge

West Side Trail Connections

OPRD will work with ODOT, City of Troutdale and Metro to ensure an interim trail connection from the freeway bridge and under the bridge, is in place when the freeway bridge bike lane is opened in 2014. OPRD will continue to work with these partners to complete a final paved bike path connection from the bridge, under the bridge and connecting to the north.

Land Use Compatibility and Permitting: Chapter 8

This chapter offers an overview of the land use jurisdictions and zoning for the plan study area, as well as a summary of Multnomah County’s site review and approval process. OPRD staff met with Multnomah County staff for an informal discussion about the proposals in the plan relative to the applicable zones. That information is provided in this chapter. Staff will meet again with county planners for a Pre-Filing discussion on a more detailed level about plan proposals, zone boundary locations and requirements, and what OPRD will need to provide when we are ready to file a formal request.

Jurisdictions and Zones

Lewis and Clark State Recreation Site and adjacent ODOT land is located within Multnomah County’s jurisdiction, although a small sliver of the park is actually within the City of Troutdale, on the east side of the Sandy River. The study area on the east side of the Sandy River is within the county’s Columbia Gorge National Scenic Area Zoning.

ODOT land that is part of the study area, and is north of the railroad tracks and east of the east bank of the Sandy River lies within the Gorge Special Public Recreation Zone (GSPR). The proposed designated parking lot and trail improvements are located within this zone. The eastern portion of this land, beyond the staging areas, lies within the Gorge Special Open Space Zone (GSOS). There are no plan proposals for this area.

The portion of the park south of the tracks, and north and west of the base of Broughton's Bluff, and west to the bottom of the river terrace is located within the Gorge Special Public Recreation Zone. The existing day use area, parking lot, Jordan Road and boat ramp are located in this zone. The county zoning map shows the corner of the parking lot and all of Jordan Road within the flood hazard overlay. We will need to check elevations to confirm where the boundary of this overlay lies on the ground. The park land below the terrace all lies within the flood hazard or river overlay, where no development is allowed.

The existing parking lot south of the tracks and proposed lot north of the tracks, lie within a Recreation Intensity Class Four for the Gorge Special Management lands. The combined capacity of these lots must comply with the maximum allowed capacity for this Class and Zone, once any mitigation and overflow parking allowances are factored in. This combined parking area is farther than a quarter mile from the designated parking at Sandy River Delta. There is no other designated parking within a quarter mile.

The portion of the park on the slopes and cliffs of Broughton's Bluff lie within the Gorge Special Open Space Zone, with a steep slope overlay. Trails to climbing areas are located here.

The area upriver from the boat ramp and below Jordan Road lies within the City of Troutdale and is in the Gorge General Open Space Zone. Staff will need to clarify whether the construction of a trail along the riverside of the road would fall within this zone, on top of the bank, or within the zone above.

The area at the intersection of the Historic Highway and Jordan Road, at the Troutdale Bridge, and east along the Historic Highway has an overlay related to the special protection of the Historic Highway. This will greatly restrict any changes that could occur to this intersection.

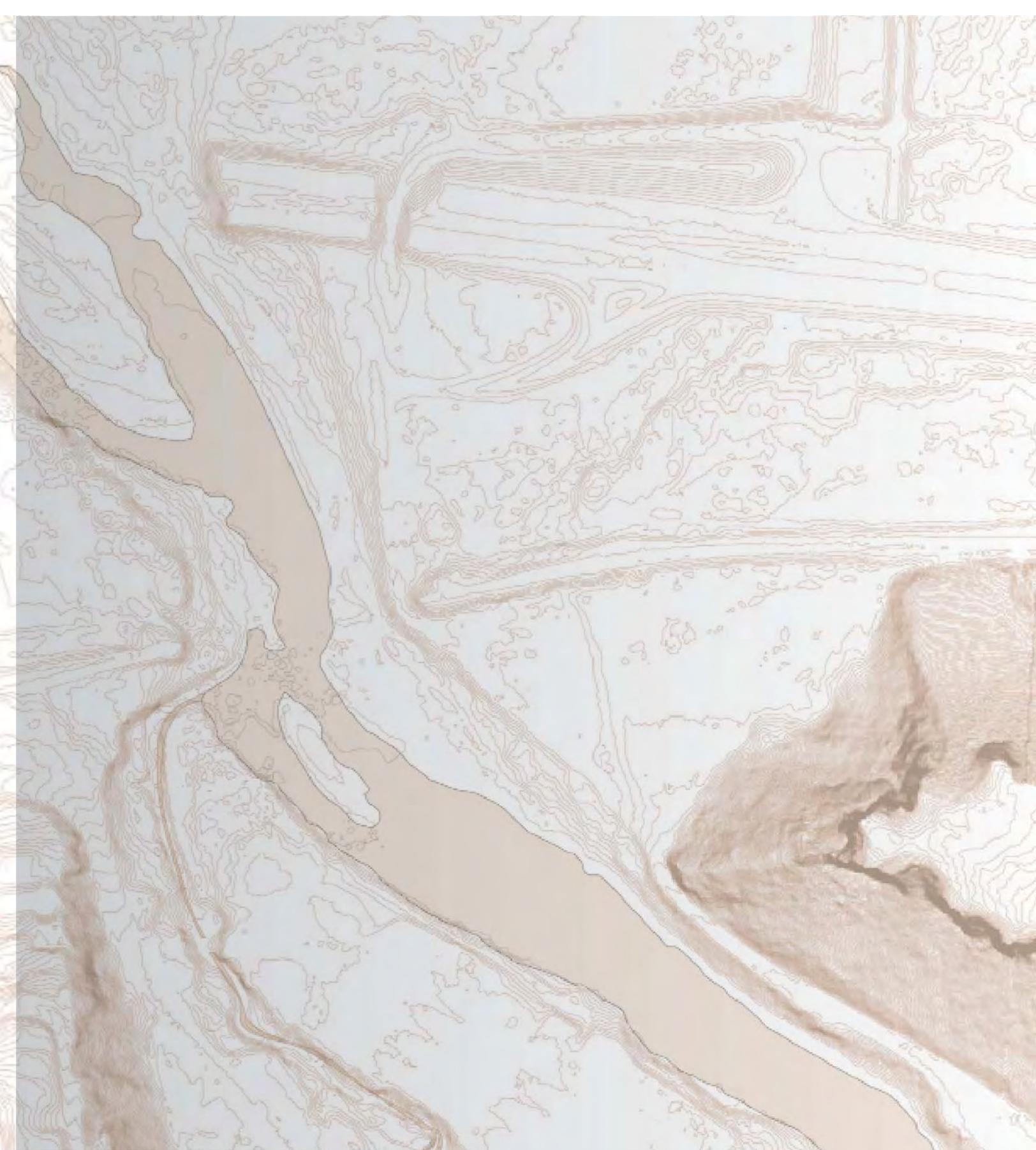
OPRD and ODOT will need to work out how to coordinate a land use application for ODOT lands that may be affected by OPRD plan proposals.

Proposal Approval Process

Multnomah County outlines its Site Review Process in National Scenic Area Handout #5, and has been paraphrased below.

1. The process starts with an informal Pre-Filing Meeting with county staff where our development proposals and review submittal requirements are discussed. There is no fee for this type of meeting, and the meeting can be repeated as needed.
2. The county has 14 days to provide recommendations on how to fine-tune our proposal. The county provides feedback on likely impacts from the proposals, limitations on what is proposed, submittal requirements, development standards and fees. Recommendations are intended to give the applicant a good chance of approval, once their application is formally submitted.
3. We then have as much time as we need to complete a formal application and the needed attachments as per county recommendations.
4. We submit the formal application to the county, who has 30 days to issue a statement about whether the application is complete or if additional information is required. If incomplete, the applicant has 30 days to reply whether we want to provide what is required or not. We would have 180 days to provide the additional information, or the process will be terminated. Generally, the application includes 30% complete construction documents, with some more detailed information as requested.
5. The county mails notice of the application to the Forest Service, Gorge Commission, tribal governments and adjacent property owners for a 14 day comment period. A cultural resource review may also be required.
6. The county reviews the application and comments, and prepares a decision within 14 to 30 days. There is then a 14 day appeal period.
7. After the appeal period expires the county has 30 days to record its Notice of Decision.
8. The applicant may then apply for building permits.

This process can take up to a year, or more, to complete.



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