

# **Mt. Hood Scenic Byway**

## **Corridor Management Plan**



**March 2005**

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# **MT. HOOD SCENIC BYWAY**

## **Corridor Management Plan**



### **EXECUTIVE SUMMARY**

This is the Corridor Management Plan for the Mt. Hood Scenic Byway (Byway), compiled through a cooperative effort by several cities and counties, transportation jurisdictions, destination management organizations and Mt. Hood National Forest staff. This Mt. Hood Scenic Byway is a natural destination for travelers exploring the scenic charm and beauty of the Mt. Hood region along with the significant historical and geologic stories of the destination. The traveler can begin the Byway from either Troutdale or Hood River and it becomes a circular route when the Historic Columbia River Highway Scenic Byway/All-American Road is included in the trip. The route is described in this Corridor Management Plan as horseshoe-shaped, beginning in Troutdale at the western end of the Byway. The other major portals on this Byway include Highway 26 in Sandy, the intersection of Highway 26 and 35 outside of Government Camp and the eastern end of the route just outside of Hood River.

With the link to Historic Columbia River Highway Scenic Byway/All-American Road, the Mt. Hood Scenic Byway provides a complete circle route out from Portland to Mt. Hood, around the base of the mountain and up to the Columbia River and Gorge and back to Portland. It is already a must see trip for people visiting the area and by formalizing the Byway with state and federal designations we will assist in assuring that the proper care, publicity and protection is given to the route. Our vision for this Byway, as it will be in 2015, is to give the visitor a holistic experience unlike that of any other destination. It will be a place where the lessons from the past are blended with the present, and the Byway's future is insured by the good stewardship of all involved. As outlined in this Corridor Management Plan, the Mt. Hood Scenic Byway contains an exceptional number of intrinsic qualities that are unique and of exceptional value, especially in the areas of natural and historic qualities. We believe this route is most deserving of designation as a scenic byway and an All-American Road.

## INTRODUCTION

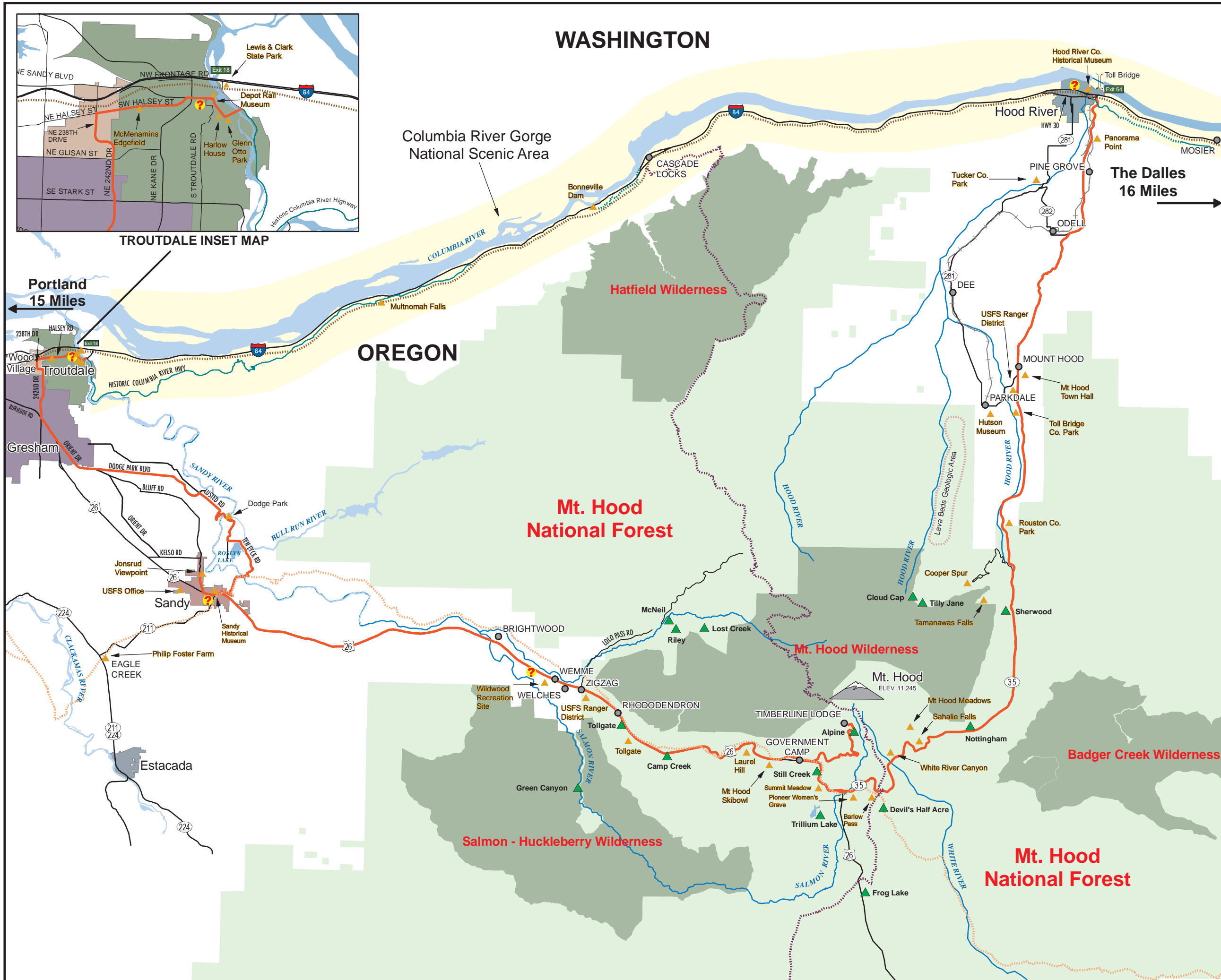
The Mt. Hood Scenic Byway is a picturesque route around Mt. Hood and along some of the the original Barlow Road portion of the Oregon Trail. The route was traveled by the wagon trains carrying settlers to the Oregon Territory and on to the Willamette Valley. We found mention of this route in the newspapers as early as 1918 when it was suggested that with the completion of the Columbia River Highway it was fitting to create a road over the route of the historic Barlow Road to Mt. Hood and dedicate the highway to the soldiers of World War I. While this Byway can be viewed as a driving route, it is an invitation to explore a unique destination. No where else can travelers go exploring to understand the geologic activity of the last Ice Age and a few miles down the road hike into wilderness areas, picnic along one of three wild and scenic rivers, only to end the afternoon with a walk in the footsteps of the settlers who traversed the area on the final leg of the westward migration to settle in the Oregon Territory. Today's traveler will delight in exploring cities, towns and rural areas along the way, as well as wilderness areas and national forest lands. With easy access from the metropolitan Portland area, this is an enjoyable day trip but also full of experiences that invite the traveler to linger longer in a destination like no other.

The Mt. Hood Scenic Byway is not only a scenic drive for sightseers. It also is a historic route that ties geological, Native American, routes of early explorers such as Lewis and Clark, and Oregon Trail history together making it an educational experience. The Byway leads travelers through and past many historical markers, memorials and museums. It is easily connected to the Historic Columbia River Highway Scenic Byway/All-American Road, thus offering easy access to three of the unique natural wonders of Oregon: Multnomah Falls, the Columbia River Gorge and Mt. Hood.

This Scenic Byway encompasses much of Highway 26 and Highway 35 with a connector from the Historic Columbia River Highway through Troutdale, Wood Village, Gresham and across some beautiful and unusual terrain into Sandy where the connection with Highway 26 begins. Along the route the traveler will encounter primeval forest, farmland, wild and scenic rivers, national forest lands and small communities.

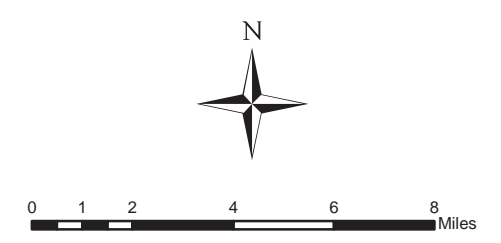
Travelers have the opportunity to enjoy the numerous outdoor recreation opportunities along the Byway. Much of the route gives easy access to Mt. Hood National Forest with hiking trails for recreation enthusiast of all skill levels. And that is only the beginning of the year-round outdoor recreation possibilities. Whether it is skiing or snowboarding on the mountain, rafting or kayaking on a scenic river, windsurfing on the Columbia River or catching a trophy fish with a special fly, there are activities for all ages and interests.

This Scenic Byway beckons travelers to enjoy the bounty of Oregon. From farmers' markets, Christmas tree farms, wineries, fruit farms and orchards (pears, apples, and berries), and chocolatiers, to the wild mushrooms and salmon that call this region home, there is a treasure to be had by each visitor to the region. The Byway is dotted with many well established family-favorite dining spots and many restaurants feature the local products in their cuisine.



# Mt. Hood Scenic Byway

- Mt. Hood Scenic Byway
- Historic Columbia River Highway/All-American Road
- Visitor Information Center
- Lewis and Clark Historic Trail
- Pacific Crest Trail
- The Oregon Trail
- ▲ Points of Interest
- ▲ Mt. Hood Campgrounds
- ( ) Toll Bridge
- Railroad



GEOGRAPHIC INFORMATION SYSTEMS  
 DEPARTMENT OF INFORMATION SERVICES/GEOGRAPHIC INFORMATION SYSTEMS  
 121 LIBRARY COURT  
 OREGON CITY, OREGON 97045

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## **ROUTE DESCRIPTION**

The Scenic Byway route starts at the west end of the Historic Columbia River Highway/All-American Road where the Troutdale Bridge crosses the Sandy River and Glenn Otto Park Road. Access is from Interstate 84 at exit 18. Glenn Otto Park Road is also named Historic Columbia River Highway and traverses through downtown Troutdale. The route then follows the Highway to Halsey Street where the route goes west with a left turn on Halsey to the intersection of 238<sup>th</sup> Street in Wood Village. With a left turn on 238<sup>th</sup> going south, (which turns into 242<sup>nd</sup> - Hogan) the route continues to Burnside Street and then makes a left turn onto Burnside. The route goes east on Burnside to Palmquist Road where a left turn makes a short 1-block connection to a right turn onto Orient Drive. It then follows Orient to the east and veers left onto Dodge Park Boulevard. It then turns right onto Lusted Road to the intersection of Ten Eyck Road, with a left turn. The route follows Ten Eyck to the intersection of Highway 26 at the east end of Sandy. The route then goes west with a right turn on Highway 26 to Bluff Road and turns right onto Bluff Road for a short distance to Jonsrud Viewpoint. The route then returns to Highway 26 and goes east with a left turn on Highway 26. The route continues east on Highway 26 with a left turn onto the Highway 26 Business Loop through Government Camp. Back onto Highway 26 to the intersection of Timberline Road. Continue with a left turn up Timberline Road to Timberline Lodge and Ski Area and back to a left turn on Highway 26. The route continues east to the interchange with Highway 35. The route continues north on Highway 35 to Hood River. The Byway ends at the intersection of Highway 35 and Highway 30, the Historic Columbia River Highway/All- American Road on the eastern outskirts of Hood River.

See Appendix F for detail Route Description indicating length of miles of each segment and corresponding road jurisdictions.

## **HIGHWAY DESIGN & MAINTENANCE STANDARDS**

The Mt. Hood Scenic Byway is approximately 100 miles in length and is primarily on 2-lane asphalt paved highways. Sections of Highway 26 are 3-lane and 4-lane and sections of Highway 35 become 3-lanes. The route is accessible by motorcoach, R/V, automobile and bicycle. Bicyclists use the designated paved shoulder where it is available along Highways 26 and 35 and share the travel lane when no shoulders are available along the rural roadways. Motorcoaches and large R/Vs can travel the entire route, although parking is limited for buses and large R/V in some locations. Sections of the rural roadways from Dodge Park Blvd to Ten Eyck Road while relatively narrow with many curves, can accommodate motorcoaches, although driving with caution and reduced speeds are recommended. From Jonsrud Viewpoint, large vehicles will return to Highway 26 via a short alternate route which is identified on installed signage at the Viewpoint where a map clearly directs them to Kelso Road and back to Highway 26.

The route is open year around with winter road maintenance provided by ODOT on Highways 26 and 35, and Multnomah County and Clackamas County roadway departments on the connecting roadways. Winter weather conditions may require traction devices and/or snow tires. Some side routes at higher elevations off of Highways 26 and 35 may be closed due to heavy snow pack in the winter.

Speed limits on most of the Byway are controlled by the Oregon Basic Speed Rule. The area is regularly patrolled by Oregon State Police, respective County Sheriffs and City Police, and Forest Service law enforcement officers. Reduced speeds have been implemented in school zones as designated by the individual school zone. A 30-mile section of Highway 26 has been designated a Traffic Safety Corridor and has been signed for reduced speed, allowing the traveler to slow down and enjoy their surroundings.

The Mt. Hood Scenic Byway has been developed as a continuous route from Troutdale to Hood River, without any gaps to diminish the traveler experience. All jurisdictions and communities have collectively developed the corridor management plan and agree to the roadway enforcement and management of the Byway to preserve the interpretation and intrinsic qualities for the enhanced visitor experience.

### **Accident History**

Both the Mount Hood Corridor Final Environment Impact Statement (FEIS): US 26 Rhododendron to OR 35 Junction (1998) and the Hood River – Mt. Hood (OR 35) Corridor Plan (August 1999) have been adopted and used by ODOT to review and identify any problem locations which may warrant further study and measures to improve safety along the Byway. The segment of Highway 26 from Rhododendron to the Highway 35 junction is the primary route connecting the Portland metropolitan area to the Mt. Hood facilities. It also serves commercial traffic between Portland and points east. The FEIS identifies this segment of roadway as currently experiencing high levels of congestions during peak use periods, and has an accident rate twice the average of other rural Oregon highways. The Roadway Strategy Improvement Projects in Appendix C3 identifies the FEIS Preferred Alternative as a means to address any necessary action to minimize safety and congestion issues along this segment. The 1999 Oregon Highway Plan classifies Highway 26 as a Statewide Highway. The Oregon Highway Plan describes that Statewide Highways: “typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports, and major recreation areas that are not directly served by Interstate Highways. The management objective is to provide safe and efficient, high-speed, continuous-flow operation.”

### **Viewpoints and Turnouts**

There are many viewpoints and turnouts along the Byway, although some travelers may also take advantage of wide shoulders for stopping for a photo opportunity. The route begins with a Historic Oregon Trail paved turnout at the east end of the Sandy River Bridge. Dodge Park and Roslyn Lake have designated areas for stopping to view and access the rivers and lake. Jonsrud Viewpoint in Sandy provides paved parking and viewing area with scenic vistas, interpretive signage and adequate parking for vehicles and turn-out for large vehicles, with signage to assist larger vehicles in returning to Highway 26 without turning

around. There are a few signed Oregon Trail and Barlow Road historic markers and pullouts along the route, including Tollgate. The wide shoulder at MP 49.5 is not a designated turn-out, but many travelers take the opportunity to pull off into the wide shoulder area for one of the best photo opportunities of Mt. Hood. The turnout at Laurel Hill is identified with a historic marker, but is currently available only to eastbound traffic and limited to accommodate one or two small vehicles. The turnout parking lot at the Mirror Lake trailhead provides access to one of the most popular scenic hikes along the Byway. Summit area in Government Camp is a Rest Area with a large parking lot and restroom facilities. The vistas from Timberline Road and Timberline Lodge provide the most panoramic view. Additional parking areas for trailheads include Glacier View, Snow Bunny, Barlow Pass, White River, Teacup, Gumjuwac, Tamanawas Falls, and Polallie Creek. Panorama Point is a short distance off the route and provides an awesome vista of the Hood River Valley, Mt. Hood and Mt. Adams.

The Enhancement Strategy Features outlined in the Management Plan – Development Strategy section addresses proposed development and enhancements for the viewpoints and turnouts along the Byway.

## **DESCRIPTION OF INTRINSIC QUALITIES**

The Mt. Hood Scenic Byway route encompasses a variety of intrinsic qualities making it interesting and unique to the traveler. These qualities include: Natural, Historic, Scenic, Agricultural and Recreational. The most unique qualities are those in the natural and historic categories. The natural wonders of the Columbia River Gorge, created by the Bretz/Missoula or Ice Age Floods, and Mt. Hood, an “at rest” volcano and highest peak in Oregon, have long been considered sacred by the Native Americans who first inhabited and explored these lands. The documented history of this part of the United States goes back to before the first humans of about 10,000 years ago to the activity of the last ice age floods that created this landscape. Much of our heritage is found in the many people who have called this area home. From the proud Native American people who fished, hunted, farmed and lived these lands to the explorers from many European countries. Their determination and bravery led to President Thomas Jefferson sending the Corps of Discovery, and soon wagon after wagon of pioneers were making their way to the “promised land” of the Oregon Territory and passing right through the Mt. Hood Scenic Byway.

### **Natural Qualities**

The Mt. Hood Scenic Byway features numerous natural qualities, most notably Mt. Hood, Oregon’s highest peak, towering at 11,245 feet. A large portion of the byway is located in the Mt. Hood National Forest, encompassing more than one million acres. There are 189,200 acres of designated wilderness in the Forest. The largest is the Mt. Hood

Wilderness, which includes the mountain's peak and upper slopes. Others are Badger Creek, Salmon-Huckleberry, Hatfield, and Bull-of-the-Woods wildernesses. The National Forest includes three designated National Wild and Scenic Rivers, the upper Sandy River, Salmon River and the White River. The Forest contains old-growth stands of fir, managed re-forestation, and native plants and foliage. The mountain area is home to alpine meadows, lake basins (natural and man-made), towering river canyons, and waterfalls.

Peaks, cliffs, and slopes give the route many of its most impressive and appealing features. Glaciers have eroded much of the mountain landscape and helped to create awesome natural vistas and formations. Throughout much of the area there is visual evidence of the mountain's volcanic origin. Mt. Hood has erupted repeatedly for over 500,000 years. For the past 30,000 years, lava-dome growth and collapse have sent fast-moving pyroclastic flows down the volcano's steep flanks, melting snow and ice. An eruption at Mt. Hood in the late 1700s choked the Sandy River with debris. In 1805, Lewis and Clark named this sand-choked river "Quicksand River." Since 1805, the river has flushed the excess sediment out. Over the years, floods and lahars have carved out the White River Canyon, with the most recent outburst flood occurring in 1998. Mt. Hood shows no sign of imminent volcanic activity today, but hot gases rising from fumaroles near Crater Rock and yearly swarms of small earthquakes indicate that it will not be quiet forever.

Cascade Streamwatch at the Wildwood Recreation Site in Welches, managed by the Bureau of Land Management (BLM), is a unique 580 acre day-use site with more than five miles of forest hiking/walking paths along the Salmon River. Cascade Streamwatch is both a unique place and an innovative program that is a collaborative effort by BLM, USFS, and the non-profit educational organization Wolfree, Inc., that created one of the premier environmental education sites and programs in the Pacific Northwest. Accessible facilities include outdoor study areas, barrier-free interpretive trails, shelters, a wetland boardwalk trail, and an underwater stream profile chamber. The highlight of the Cascade Streamwatch trail is a stream profile viewing chamber where visitors can see an underwater "fish eye" view of a stream and anadromous fish habitat through a window built into an actual streambed. The focus of the self-guided interpretive trails and education programs offered at Cascade Streamwatch is river, stream, wetland ecological systems, and the effects of people on a natural forest setting.

The dense forests of the Mt. Hood National Forest and pristine waters of the Sandy, Salmon, Zig Zag, White and Hood Rivers and numerous mountain streams provide homes for many species of fish, wildlife and plants. Animal species that call this area home include deer, elk, black bear, coyotes, beaver, reptiles, and over 150 species of birds. Highway 26 and 35 are part of the newly-designated Oregon Cascades Birding Trail, a self-guided auto tour that highlights selected sites for observing birds. The Oregon Cascades Birding Trail links a network of observation sites and birding experiences by using existing roads, pull-offs, parking areas, and walking trails to showcase birds in their natural habitats, specifically the Golden-crowned Kinglet, Swainson's Thrush, Winter Wren, MacGillivray's Warbler, the Mountain Chickadee, the Great-blue Heron, the Northern Goshawk, and hundreds of other distinct species of migratory and resident birds. These places also provide wonderful

opportunities to see other wildlife such as deer, fish, and butterflies living amidst the beauty and wonder of Oregon's natural landscapes.

Vegetation along the route varies along the suburban valleys all the way up the western slopes, around the south side to the summit of Mt. Hood and back down the eastern slopes to the fertile Hood River Valley and the Columbia River Gorge. Pastures and fields dominate the western valley but are replaced with dense forests and native alpine flora and fauna as the traveler ascends the mountain. Forests are composed of towering Douglas fir, noble fir, western cedar, hemlock, spruce, maple, alder, white oak, ponderosa pine, and tamarack. Vine maple, moss, ferns, rhododendrons, wildflowers and Oregon Grape (the state flower) carpet the forest floor with a rainbow of changing colors as the seasons transpire on the mountain.

As one of Oregon's smallest counties, Hood River County offers an enormous range of geological and climatological features. The City of Hood River, at the northern border of the county, sits at just 100' above sea level, while the county's southern border soars to the 11,245' summit of Mt. Hood. This drastic elevation change makes for an exciting drive and an extremely compact diversity of terrain.

Geologically speaking, Hood River is located within an area of the most important rock formation of the Northwest, known as the Columbia Lava. This formation is a vast sheet of basalt covering nearly 250,000 square miles and varying in thickness from 300 to 4,000 feet. This mass was not formed in one single volcanic eruption, but rather by a series of several eruptions from Mt. Hood and Washington's Mt. Adams. Since its formation, the Hood River Valley has been modified in detail by erosion, both by running water and glaciers. The columnar cliffs of the Columbia River Gorge, visible along the Hood River often reach 500 feet or more in height. Other interesting rock formations of the area include more recent lava flows located west of the town of Parkdale. Thunder egg formations may be found in some areas of the East Fork of the Hood River.

### **Historic Qualities**

The Mt. Hood Scenic Byway is a historic route that ties geological, Native American, Lewis and Clark, and Oregon Trail history together. Mt. Hood was first seen by early explorers of European descent on October 29, 1792, by WR Broughton and his men of the Vancouver Expedition. Broughton named it Mt. Hood in honor of Lord Hood of British Admiralty. It wasn't until 1805 that the Columbia River Valley was explored as the Lewis and Clark Expedition paved the way, followed by trappers, fur traders, and pioneer settlers.

The Byway begins in Troutdale at the west end of the Historic Columbia River Highway along the river Lewis and Clark named the Quicksand River, now known as the Sandy River. Troutdale Historical Society owns and operates the Harlow House Museum, constructed in 1900 by Fred E. Harlow, son of Capt. John Harlow, Troutdale's founder. The Society also operates the Rail Depot Museum, a 1907 former Union Pacific Railroad depot.

Ascending the hill from the Sandy River bottom to the city of Sandy, the traveler will gain an appreciation for the experience the pioneers faced as they made the arduous trek along

the Barlow Road, the last leg of the National Historic Oregon Trail. The bluff at Jonsrud Viewpoint in Sandy provides a spectacular vantage point for viewing the portion of the Sandy River the pioneers crossed on their route over the mountain, the same route the traveler is exploring. The Sandy Pioneer Museum (currently under construction) is dedicated to the preservation of the pioneer experience as well as the story of the timber industry, once the economic engine of this community. A brief side trip of 6 miles to the Philip Foster Farm National Historic Site in Eagle Creek is a worthwhile trip to experience the first farm pioneers encountered as they neared the end of the Barlow Road. The Foster Farm hosted an estimated 10,000 exhausted pioneers on their trek west. Travelers can explore the house, barn, pioneer store, blacksmith shop and take part in the daily chores and activities that were the early pioneer way of life.

As the traveler continues east on Highway 26, the highway crosses and sometimes follows the route of the historic Barlow Road, a toll road that gave the pioneer wagon trains the option to finish the journey to Oregon City (end of the Oregon Trail) on land instead of floating the perilous Columbia River. The original Barlow Road cut right through the heart of the area. Travelers can see a replica of the original toll gate standing between two maple trees planted by Daniel Parker, the last gatekeeper from 1883-1902. West Barlow Tollgate was the last tollgate operated on the Barlow Road.

Pioneers used ropes and sheer strength to lower their wagons down the near-vertical slopes on their way to make land claims in Oregon City. Just a few miles east along Highway 26, travelers can walk a short trail to view rope burns on the boulders and the drop pioneers faced at Laurel Hill Chute, the worst part of the Oregon Trail according to the diaries of the pioneers.

Government Camp's name comes from its history when an incident in the winter of 1849 forced a small command of the U.S. Mounted Rifles to abandon their supplies, wagons and livestock, and barely escape with their lives after an early winter storm caught them off guard. In Government Camp, the Mt. Hood Cultural Center & Museum is the centerpiece of both culture and history for the community at the base of Mt. Hood.

Timberline Lodge, built in the 1930s through the Works Progress Administration (WPA) and the Civilian Conservation Corps (CCC), is now a National Historic Landmark visited by over one million people a year. The lodge was built entirely by hand from materials hewn from the mountain, by laborers turned artisans. Art is present in every detail of the lodge, from the mosaic floor in the foyer, the hand-woven spreads and curtains, to subtle carvings in the beams and hand-made wrought iron door handles. The Rachael Griffin Historic Exhibition Center features an authentic re-creation of a guest room as it would have appeared at the 1937 dedication.

The wagon ruts, the little grave yard at Summit Meadow near Trillium Lake, and the Pioneer Woman's Grave (access may be limited due to snow pack) all whisper to the visitor of stories and tales from long ago. Logs placed side-by-side formed a "corduroy" road across the swampy ground of the Meadow. From Summit Meadow, the highway again begins its climb to the summit of Barlow Pass, and travelers will marvel at how the pioneers with their

wagons and oxen made such a trip. Near the interpretive sign, the Barlow hiking trail continues along the emigrant route, descending the hill about a mile to the Pioneer Woman's Grave. In 1924 survey crews building the Mt. Hood Loop Highway discovered the grave of a pioneer woman buried in a wooden box. The simple grave is now marked by rocks piled high by visitors as a memorial. Along the trail, wagon swales and rut traces can be seen. Even walking a few paces down the trail into the forest, the traveler will feel as though they've entered another time.

As travelers descend into the Hood River Valley and enter the Columbia River Gorge National Scenic Area, they can share in the appreciation of the extremes and beauty of the region expressed by Meriwether Lewis who wrote this journal entry on April 14, 1806:

*The wind arose and continued hard all day but not so violent as to prevent our proceeding... the mountains through which the rivers passes nearly to the sepulchre rock, are high broken, rocky, partially covered with fir white cedar, and in many places exhibit very romantic scenes. Some handsome cascades are seen on either hand tumbling from the stupendous rocks of the mountains into the river.*

Settlement of the Hood River Valley began in 1854, bringing the first plantings of fruit trees. The Oregon Short Line Railroad was completed in 1884 and connected to the Union Pacific Railroad, bringing rail transportation to the valley. Fruit production then became the major agricultural enterprise, hand-in-hand with timber production. During the years of 1890 to 1920, Hood River became world famous for its apples. In 1919 a disastrous freeze killed many apple trees and most farmers chose to plant pears as they replaced their orchards. Hood River County is now the leading producer of Anjou pears in the world.

In Parkdale, the Hutson Museum offers exhibits on Native American art and basketry from the area, as well as great interpretive exhibits of the area's unique geological features. In the community of Mt. Hood, the historic Mt. Hood Towne Hall and the Parkdale Ranger District each offer visitor information services. In Hood River, the Hood River Hotel, the Columbia Gorge Hotel, and the National Historic District of the Mount Hood Railroad are all listed in the National Register of Historic Places and are all worthy of exploring. The Hood River County Historical Museum offers fascinating exhibits of the area's agricultural heritage, as well as modern exhibits on the evolution of the sport of windsurfing in the Gorge.

The Mt. Hood Scenic Byway ends at the Historic Columbia River Highway National Historic Landmark. Travelers can follow this historic route either west, into downtown Hood River, or east, to the Senator Mark O. Hatfield West Trailhead. Beyond the Trailhead, the historic highway is an accessible, multi-use trail providing access to the recently re-opened Mosier Twin Tunnels.

For a list of the many sites and structures designated as National Historic Places and Landmarks see Appendix G1.

## **Scenic Qualities**

While on the Mt. Hood Scenic Byway, travelers leave the suburban atmosphere of East Multnomah County and enter into a more quiet and tranquil way of life. Dotting the Byway are small family farms, and nurseries where trees, shrubs and flowers of every kind are grown for shipment all over the world. The traveler can catch glimpses of Mt. St. Helens, Mt. Adams and the Washington Cascades to the north while Mt. Hood beckons from a distance. From this pastoral way of life, the road suddenly descends into a primeval forest, complete with canopies of huge old growth fir and deciduous trees, small waterfalls springing from what seems like nowhere, and moss hanging from every branch.

The route then comes to Dodge Park featuring huge viaducts from the Bull Run Reservoir. The viaducts supply metropolitan Portland with its drinking water. The traveler again crosses the Sandy River as it races toward its final destination of the Columbia River and finally the Pacific Ocean. Crossing the Dodge Park Bridge, many find this a very popular fishing spot. From this point, the route again changes back to the small farms and passes Roslyn Lake. Not to be missed is Oral Hull Park for the Blind, a historic 23-acre park and camp designed especially for the visually impaired, emphasizing use of all five senses.

The route now takes on a more aggressive nature, as the traveler crosses the Revenue Bridge and starts the climb from the river bottom to the top of the valley and into the city of Sandy. This is the gateway to the Mt. Hood National Forest and a stop at Jonsrud Viewpoint will give the traveler a visual understanding of what the emigrants on the wagon trains encountered as they traveled the Barlow Road. Clear sightlines to Mt. Hood and surrounding areas from the Viewpoint are an added scenic bonus.

As the route continues east on Highway 26 toward the gateway to the Villages of Mt. Hood, (Brightwood, Welches, Wemme, Zig Zag, Rhododendron and Government Camp,) the highway crosses and sometimes follows the historic Barlow Road. Here the route becomes a haven for the person seeking outdoor activities. Located right in the heart of the Mt. Hood National Forest, there are the year-round recreational opportunities and the absolutely breath taking, ever-changing, dramatic and inspiring view of the mountain itself.

A short side excursion not to be missed is Timberline Road and the awesome ascent to Timberline Lodge National Historic Landmark, sitting at the 6,000-foot level of Mt. Hood. Built in the 1930s through the efforts of the WPA and CCC, Timberline Lodge proudly stands as the crown jewel of Mt. Hood, showcasing the Cascadian mountain architecture so proudly created through the handiwork and artisan craftsmanship of many during the depression era.

Connecting to Highway 35 and heading north towards Hood River, the route again begins its final ascent to the summit of Barlow Pass. On the descent, White River Canyon comes into view with yet another jaw-dropping view of Oregon's highest peak. Just north of the Mt. Hood Meadows access road, travelers can access Sahallie Falls for a brief respite and photo opportunity before continuing on their journey. Surrounded by the majestic mountain valleys and ridges, tree-covered with creeks, springs, and rushing white water, the route drops from the summit to the meadows of the north slope of the mountain.

From the canyon with its views of both forks of the Hood River, Polallie Creek, rock walls, towering trees, and teeming wildlife, the road suddenly opens up to the Hood River Valley vistas. As travelers enter this bustling agricultural district, with its quiet, pastoral charm, they will see why the Hood River Valley is such a popular destination for city dwellers seeking a taste of life in the country.

The communities of Mt. Hood, Parkdale, Dee, Odell and Pine Grove welcome travelers to the vistas of orchards, farms and vineyards all waiting to be explored and indulge the senses. Travelers delight at the opportunities to view Washington's majestic Mt. Adams, while Mt. Hood is still close enough to appear in the rear view mirror. A quick side trip up to Panorama Point offers the best views of the Valley, with the Gorge and Mt. Hood both framing the vista.

Arriving at the shores of the mighty Columbia River, with the historic and trendy shopping district of downtown Hood River immediately to the west, the Mt. Hood Scenic Byway draws to an end at the intersection of Highway 35 and the Historic Columbia River Highway. Travelers will now find themselves at the panoramic crossroads of the Columbia River Gorge and the Cascade Mountain Range – where a world of outdoor recreation, scenic pleasures, historic landmarks and friendly people welcome visitors to explore in the footsteps of Lewis & Clark.

From here, travelers can continue their Oregon Scenic Byway experience by connecting directly to the Historic Columbia River Highway Scenic Byway, or the Journey through Time Scenic Byway, less than an hour away to the east.

### **Agricultural Qualities**

This Scenic Byway beckons travelers to enjoy the bounty of Oregon. This is after all part of the highly publicized “Garden of Eden” that beckoned so many to make the great Westward Migration to The Oregon Territory.

The Byway is dotted with the local farms and nurseries that proudly grow and craft our agricultural treasures including Scenic Fruit Co cannery and Oregon Bulb Farm. As the traveler leaves the suburban atmosphere they are greeted with a landscape of a country patchwork of small family farms, ranches, fields for livestock, and nurseries where trees, shrubs and flowers of every kind are grown for shipment all over the world. Clackamas County is known as the largest producer of nursery stock and Christmas trees in the U.S.

There are many wineries along the route, beginning with McMenamins Edgefield as you leave Troutdale. Sandy is home to Wasson Brothers Winery, the oldest winery in the Mt. Hood Territory and offers unique handcrafted berry and fruit wines, in addition to the more traditional grape varieties. As the traveler descends Mt. Hood to the Hood River Valley, more wineries dot the landscape, specifically Cathedral Ridge Winery, Pheasant Valley Vineyard & Winery and Hood River Vineyards.

Culinary delights are found at dining establishments throughout the area. Many of the restaurateurs in the Villages of Mt. Hood use the term “Peak Cuisine” to refer to their special offerings and Cooking in the Country demonstrations with selected Chefs are very popular. The many fine restaurants of Hood River take pride in using locally grown and foraged produce in their menus. Travelers should not miss sampling a pear dumpling during harvest season – many restaurants feature this local favorite that is sure to bring them back for more.

The Hood River Valley can in many ways be considered Oregon’s fruit basket. Travelers will enjoy lavish vistas of orchards full of pears, apples, peaches, apricots, as well as vineyards and farms raising vegetables, flowers, alpacas, llamas and more. Nearly 50% of the nation’s winter pear crop is grown in this fertile and scenic valley, currently comprised of about 380 commercial farms, sharing more than 14,000 acres in orchard land and 20,000 in farm land. Many orchards are open and welcome visitors during the spring, summer, and fall harvest season. Every April, during the Hood River Blossom Festival, the trees of the valley burst into bloom, carpeting the valley in dainty pink and white blossoms. In October, visitors are encouraged to join the locals in celebrating the bounty of the harvest season, as trucks deliver the fruits of the year’s labor to distant lands and local dinner tables. The annual Hood River Valley Harvest Festival is the largest annual event in the Gorge, with art, wine, and the freshly harvested produce attracting visitors from throughout the Pacific Northwest. The Mt. Hood Railroad offers train excursions into the valley to enjoy the scenic views of the orchards during most of the year.

### **Recreational Qualities**

The Mt. Hood Scenic Byway provides access to the most popular recreation destination in Oregon, offering a wide range of outdoor settings for year-round recreational activities. From year-round skiing on Mt. Hood at Timberline, to world-class wind surfing in Hood River, the route is known around the world for top-notch recreational offerings. The Pacific Crest Trail along the Cascades is accessible along the Byway at Barlow Pass on Highway 35 and Timberline Lodge, and many viewing areas of the Oregon Cascade Birding Trail’s – Mount Hood Loop are also along the route.

Travelers can enjoy fishing, camping, picnicking, rafting, kayaking, boating, swimming, biking, climbing and hiking in the summer; hunting in the fall; and skiing, snowboarding, snowmobiling, snowshoeing, sledding, dog sledding (tours available), and sleigh rides in the winter. Trails for hiking, mountain biking, horseback riding, Nordic skiing and snowshoeing can be found throughout the area. Berry-picking and mushroom collecting are popular activities, and for many families a trip in December to cut down the family's Christmas tree is a long-standing tradition. Beginning with the most basic of hiking trails and running the gambit to trails for experienced hikers and climbers and to extreme sports, the opportunities for all ages and experience levels await the traveler along the route.

The ski resorts along the Byway include: Mt. Hood Skibowl with the largest lighted night ski area in U.S. and 4 chair lifts and 4 tows; Summit Ski Area with areas for tubing and beginners on the slope and located in the heart of Government Camp; Timberline Ski Area

with summer runs on Palmer Glacier as well as winter runs from 6 lifts; Mt. Hood Meadows Ski Resort the largest alpine recreation area with 2,150 acres of terrain and 11 lifts; and Cooper Spur Mountain Resort with a more rustic traditional winter recreation experience and Tubing Center.

White River Canyon and nearby Bennett Pass have also become a mecca for snow sports enthusiasts of every kind, with cross-country skiers, snowmobilers, snowshoers, and sledders all enjoying the easy access and expansive terrain. Snow-park permits available at retailers and information centers throughout the area are required for parking as designated in Mt. Hood National Forest. Snow-park areas for snow play include Summit, Snow Bunny, White River Canyon, Tea Cup Lake, Clark Creek, Glacier View, Pocket Creek, and Little John.

The region's numerous lakes, rivers and streams provide outstanding fishing, boating and rafting opportunities. Trout, Chinook salmon, and steelhead are actively pursued throughout the fishing seasons. Travelers can try their hand at fly fishing on the pristine mountain streams. Travelers ready to venture into the area can contact one of the area's many professional guide services and outfitters for assistance. White water rafting and kayaking have become popular sports in the Mt. Hood National Forest, as well as along sections of the Hood River.

With 10,000 summit attempts per year, Mt. Hood is the second most-climbed mountain in the world, surpassed only by Japan's Mt. Fuji. Climbing season is mid-April to mid-June, and wilderness and climbing permits are required. Climbers are requested to carry a Mountain Locator Unit, register at Timberline Lodge before their climb and sign back in upon return to assist searchers if a search and rescue is necessary.

Hood River is known as the windsurfing capital of the world. New to the scene is kiteboarding. It is not uncommon to see vehicles with snow skis and a windsurfing board strapped on top. There is no other place where visitors can ski in the morning on the slopes of Mt. Hood and then windsurf in the afternoon on the Columbia River. Hosting of the annual Gorge Games has played a significant role in raising the awareness of the Columbia River Gorge as premier destination for windsurfing and sailing.

The Mt. Hood Scenic Byway offers camping at numerous public campgrounds for tent camping and R/V parking as well as wilderness camping experiences. There are five campgrounds in the Mt. Hood National Forest that are visible along the Byway, with an additional six that are located in close proximity (within 5-6 miles) to the route. There are a total of eighty designated campgrounds in the National Forest. Camping is also available at city and county parks along the route, specifically Dodge Park, Routson Park, Tollbridge Park, Lost Lake, Kingsley Reservoir, Laurance Lake, and Tucker Park. Additional camping opportunities are easily accessible in the nearby Columbia River Gorge National Scenic Area.

For those travelers seeking recreational experience, off the mountain, there are many offerings. Golf is a popular recreational activity with public courses throughout the area.

The Resort at The Mountain offers the Three Nines (27 hole course) on the edge of the Mt. Hood National Forest. At Indian Creek Golf Course in Hood River, views of snowcapped Mt. Hood appear at every tee box. If miniature golf is more appealing, there are two courses, Mountain Air Miniature Golf Course and Mt. Hood Skibowl Summer Adventure Park. The Adventure Park also has over 20 summer attractions including a 1/2 mile dual Alpine Slide, Indy karts, bungee jumping, 40+ miles of mountain bike trails, bike rentals & tours, automated batting cages, and Frisbee golf.

The Byway route provides access to numerous festivals and events hosted within the local communities throughout the year, providing a celebration of heritage, local art, cuisine, entertainment and fun for families and visitors alike. Calendars of events for the area included in Appendix G2.

## **MANAGEMENT PLAN AND DEVELOPMENT STRATEGY**

### **Vision**

In 2015, the Mt. Hood Scenic Byway has a reputation as a rich, meaningful, exciting and scenic travel experience. The Byway is known as the route to recreation adventures, heritage interpretation and as an area where nature and the environment are cared for and still accessible as a holistic experience unlike that available any other place. It is a known destination with a cohesive interpretation program that weaves together the many stories and qualities of the Byway and the people who have inhabited the area throughout history.

Each of the 16 cities and communities along the Mt. Hood Scenic Byway actively showcases its heritage in a genuine style. Locally owned and managed enterprise in antique stores, gift shops, art galleries, outfitters, restaurants, lodging facilities and other related visitor services is thriving. The route offers a variety of experiences such as a winter horse drawn sleigh ride, hand picking the local orchard's bounty, walking beside the ruts left by the pioneer wagon trains, snapping a fly fishing rod, a walk with a Forest Ranger naturalist or photographing the beauty and solitude in a wilderness area.

When visitors leave the area, having spent several days exploring the Byway and its communities, the lessons from the past insure a better understanding of our precious environment and rich history; and local people feel that the route is helping them preserve and improve their quality of life.

### **Goals and Objectives**

1. To assist in the protection and enhancement of the natural, scenic, historic and recreational resources of the Mt. Hood Scenic Byways area by overseeing the implementation of the recommendations outlined in this Corridor Management Plan.

- a. Plan for cooperative programs that both entertain and educate the visitor, thus increasing appreciation and understanding of the resources and intrinsic qualities of the Byway area.
  - b. Coordinate the signage and interpretative elements to provide an understanding of the essence of the Byway's cohesive story.
  - c. Lend credence to programs and policies that support the protection and enhancement of all of the identified resources and intrinsic qualities of the Mt. Hood Scenic Byway.
  
2. To encourage appropriate economic development opportunities in the communities and businesses along the Mt. Hood Scenic Byway by becoming more attractive to visitors and better capitalizing on visitor spending.
  - a. Conduct an inventory and needs assessment of the current attractions and services along the Byway.
  - b. Publicize, as appropriate, the needs assessment to agencies and businesses that can affect change like state/county/city economic development departments, Mt. Hood Economic Alliance, chambers, Forest Service and business/community organizations.
  - c. Use the inventory/needs assessment to encourage plans to both upgrade and add facilities, services and attractions including downtown planning efforts in communities along the Byway with appropriate visitor information and interpretative sites in these communities.
  - d. Develop coordinated marketing plans that use strategies such as public relations, web sites, advertising and promotions to generate increased visitation to the Byway area.
  
3. To assist in maintaining the small town, rural lifestyle and the friendly authentic feel of the area by sharing the stories of past and present residents and their livelihoods with visitors to the Mt. Hood Scenic Byway.
  - a. Encourage the planning, creation and promotion of interpretative displays and interactive experiences that share the agricultural way of life and portray the role the farms, orchards, nurseries and wineries play in our everyday lives.
  - b. Encourage the planning, creation and promotion of interpretative sites and displays that depict the story of the timber industry's history and the production of forest products over the years.
  - c. Encourage planning, creation and promotion of interpretative sites and interactive experiences to share the story and lasting impact of the WPA/CCC projects and the history of the Forest Service as stewards of the public lands.
  - d. Encourage planning, creation and promotion of interpretative sites and interactive experiences that tell the story of the area's role in the great

- westward migration along the Oregon Trail and the lives of the settlers once they arrived in the Oregon Territory.
- e. Seek opportunities to tell the stories of the legends and people in fields of timber, agriculture and recreation as they relate to the Byway through publicity in appropriate publications and other media.

### **Proponents and Jurisdictions**

The proponent of the Mt. Hood Scenic Byway is the Mt. Hood Scenic Byway Committee. The recognized lead organization is the Clackamas County Tourism Development Council. The Committee includes representatives from a number of public and governmental jurisdictions along the Byway and the agencies include:

- Clackamas County Tourism Development Council
- West Columbia Gorge Chamber of Commerce
- Hood River County Chamber of Commerce
- Mt. Hood Area Chamber of Commerce
- Mt. Hood/Columbia River Gorge Region Tourism Alliance
- Columbia River Gorge National Scenic Area/USDA Forest Service
- Mt. Hood National Forest/USDA Forest Service
- Oregon Department of Transportation
- East Multnomah County Transportation Committee
- City of Troutdale
- City of Sandy
- City of Wood Village
- City of Gresham
- Multnomah County Board of Commissioners
- Clackamas County Board of Commissioners
- Hood River County Board of Commissioners

Representatives from the jurisdictions serve on the Corridor Management Committee responsible for the continued review and implementation of this plan. Private rights and use of the land owners will be protected and recognized through the use of local land use plans, zoning ordinances, and public involvement either directly or indirectly during the individual projects and through the local County Commissioners. Public lands are managed by the designated agencies. This Corridor Management Committee will strive to achieve a balance that encourages both economic development and protection of natural resources. With approval of the Scenic Byway and All-American Road designation the Corridor Management Committee will meet to set up a schedule for regular review of the goals and action items in the Plan. It is anticipated that the group would meet quarterly for the first couple of years and then semi-annually to continue the efforts and updates of the Plan as needed.

It should be expressly stated that the purpose of the Scenic Byway designation is to assist local jurisdictions and communities in achieving their tourism development goals, not to impede or obstruct in any way development or infrastructure changes deemed favorable or

necessary by those agencies. The Mt. Hood Scenic Byway designation is in no way intended to create explicit or implied impediments to the development of new visitor attractions or services, such as museums, resorts, ski or golf facilities, nor the development of new agricultural, manufacturing or timber harvesting areas. The Byway designation will assist in the preservation and support of the local traditional industries of agriculture, timber, manufacturing, developed recreation, and retail services by providing education and exposure to travelers about the benefits and importance of these essential industries.

## **Protection Strategy**

The intrinsic natural and scenic qualities of the Mt. Hood Scenic Byway are protected by the Mt. Hood National Forest through its land management planning process and by Multnomah, Clackamas and Hood River Counties through zoning and design review.

Many federal laws, regulations, and plans help to conserve the natural qualities of the Byway within the Mt. Hood National Forest. Much of the forested land along Highway 26 is managed to protect and enhance habitat for late-successional and old-growth related species. Most of the remaining Highway 26 corridor has strict requirements about tree cutting. The stretch of Highway 35 within the Mt. Hood National Forest has rigorous visual quality objectives in order to preserve the natural landscape. See Appendix B1 for the Mt. Hood National Forest Land and Resources Management Plan as it pertains to the Byway.

The backdrop for much of the Byway through the National Forest includes the Salmon-Huckleberry and the Mt. Hood Wilderness areas. By law, these areas are managed to retain their primeval character and natural conditions. They will always look like they have been affected primarily by the forces of nature. Legal definition of a wilderness: A wilderness, in contrast with those areas where man and his own works dominate the landscape, is hereby recognized as an area where the earth and its community of life are untrammelled by man, where man himself is a visitor who does not remain. An area of wilderness is further defined in the Wilderness Act as an area of undeveloped Federal land retaining its primeval character and influence, without permanent improvements or human habitation, which is protected and managed so as to preserve its natural conditions and which (1) generally appears to have been affected primarily by the forces of nature, with the imprint of man's work substantially unnoticeable; 2) has outstanding opportunities for solitude or a primitive and unconfined type of recreation; 3) has at least five thousand acres of land or is of sufficient size as to make practicable its preservation and use in an unimpaired condition; and 4) may also contain ecological, geological, or other features of scientific, educational, scenic, or historical value.

As part of the National Wild and Scenic River System, the Salmon, upper Sandy, and White Rivers are managed by the Forest Service to protect the free-flowing condition and other values of the designated rivers and their immediate environments.

Multnomah County West of the Sandy River Rural Area Plan, MCC 36.7000 through 36.8035 provides for the review and administrative approval of the design of certain

developments and improvements in order to promote functional, safe, innovative and attractive site development compatible with the natural and man-made environment. Refer to the Rural Area Plan in Appendix B2.

Clackamas County's Comprehensive Plan and Zoning and Development Ordinances are consistent with and facilitate designation of the Mt. Hood Scenic Byway. In addition, this designation is consistent with County objectives encouraging tourism and opportunities for recreational activities. Refer to the Comprehensive Plan and Zoning and Development Ordinance in Appendix B3.

Hood River County's Article 5 - Forest (F-1) and Primary Forest (F-2) Zones, and Article 7 - Exclusive Farm Use Zone (EFU) ordinances are consistent with and facilitate designation of the Mt. Hood Scenic Byway. The designation will support the County's efforts to improve visitor services infrastructure and to strengthen the tourism industry in our region. Refer to Hood River County Articles 5 and 7 in Appendix B4.

Hood River County's primary purpose in owning and managing Hood River County forest lands is for the production and sale of timber. Hood River County's primary private industries are agriculture, manufacturing, and tourism. No provision in this Corridor Management Plan shall be interpreted to the contrary, and no activity authorized by this plan shall be allowed to limit the County's ability to manage its forest, or for Hood River County farmers and orchardists to farm and manage their farmland, or for the development of recreation destinations, activities, or facilities, or for the construction and management of manufacturing facilities. However, in order to provide for an ever-increasing public demand for outdoor recreation, and ease of access to scenic points in the Hood River Valley; and in order to manage public access to, travel within and enjoyment and appreciation of, the outdoor areas of Hood River County, the Mt. Hood Scenic Byway designation should be established along State Highway 35.

The City of Troutdale has identified the Troutdale Development Code and Town Center Plan. The primary objective of the District is to develop a strategy for new infill and redevelopment that will enable downtown Troutdale to thrive as a viable town center within the Portland region. See summary of the Troutdale Town Center Plan in Appendix B5.

The City of Sandy has specific land-use zoning and design standards as it pertains to their commercial district that the Byway passes through. This district is intended to provide the community with a mix of retail, personal services, offices and residential needs of the community and its trade area in the city's traditional commercial core. This district is not intended for intensive automobile or industrial uses. The design intent is to have an attractive pedestrian-oriented downtown that is consistent with the design guidelines of the Main Street program (National Trust for Historic Preservation) with new buildings to be consistent with and preserve the historic look of Sandy as one of the original Oregon Trail settlements. The design guidelines have been helpful in the \$5 million Urban Renewal District in downtown Sandy. Refer to City of Sandy Zoning and Design Standards and Urban Renewal Design Guidelines in Appendix B6.

## **Interpretive & Enhancement Strategy**

The heritage of the area and natural beauty and qualities of the land are the overall interpretive themes as the Mt. Hood Scenic Byway celebrates an area uncommonly rich in history and natural scenic splendor. Travelers will be able to understand the geologic activity that formed Mt. Hood and the Gorge and the life of the early inhabitants of the area. The route also gives the traveler a sense of the wonder the pioneers felt when they reached this portion of the Oregon Trail and visually showcases the hardships endured as wagons and people attempted to complete the journey over Mt. Hood and across the rivers to Oregon City. There are many places where the incredible efforts of the Works Progress Administration of the 1930s still proudly stand, including the magnificent Timberline Lodge.

While much has been done in the past to provide interpretation at key points along the Byway, our plan is to review and enhance interpretation and visitor information with a cohesive overall plan that will feature a unique look to indicate the traveler is following the Mt. Hood Scenic Byway and the story is unfolding in a logical and understandable sequence. The complete inventory list of new or improved features planned for the Byway is included. We believe these additions and improvements will add significant enjoyment and understanding to the visitor experience and help create a reason to linger longer on the Byway.

The first step in our Corridor Management Plan is to develop a comprehensive interpretative site plan that includes the current interpretative sites with needed improvements as well as new sites. We will tell several stories with this coordinated plan including: the geologic formation of the area and the significant natural elements visible today; the crossing of the Barlow Road segment of the Oregon Trail; identification of sites along the Oregon Cascade Birding Trail; history of timber and forest products; our agricultural legacy as well as present day operations; and the role of the Works Progress Administration and Civilian Conservation Corps in area projects. We anticipate both outdoor, all weather sites and indoor sites with interpretative staff and more detailed information for the visitor. We will plan for the interpretative displays to use the Cascadian architectural style and a theme that identifies easily for the visitor that they are within the Mt. Hood Scenic Byway and that the stories are interrelated.

In addition to the interpretative sites, there are plans for improved access with connecting bicycle trails, improved and additional hiking trails, additional parking and invasive vegetation clean up.

Detailed plans for improved and new strategies for interpretation and visitation along the Byway are included as an inventory.

## Enhancement and Interpretation Strategies for Byway Features

### Resource: Historic Interpretation

Feature	Existing Facilities or Situation	Enhancements	Interpretations	Partners	Goals & Objectives
<b>Sandy River Bridge – East</b>	Historic Oregon Trail paved turnout, including a historic interpretive sign (“beaverboard”)	Expand to a viewpoint overlooking the Sandy River, Update signage, open view corridor through vegetation. (Need to take into consideration restrictions included in 1007.03D. Any proposal for this area would need to be presented to the HCRH Advisory Committee and have “No Adverse Effect” on the HCRH historic district)	History of Oregon Trail and Lewis and Clark	Multnomah County, ODOT	1b, 3d
<b>Sandy River Bridge – West</b>	Grassy field	Park and Ride parking lot, restrooms, signage, viewpoint at river.	History of Lewis and Clark and smelt runs on the Sandy River	Multnomah County, City of Troutdale	3d
<b>Glenn Otto Park</b>	Park with hiking trails, picnic areas, building available for groups and events, outdoor BBQ’s, childrens’ playground	Interpretive signage along the Sandy River and Beaver Creek, benches and viewpoints	History of smelt runs, ecosystems	Multnomah County, City of Troutdale	1b, 3d
<b>Jonsrud Viewpoint</b>	Paved parking lot, interpretive sign.	Update signs, replace binoculars, enhance motorcoach parking accessibility	History of the Barlow Road and settlement in Sandy	Clackamas County, City of Sandy	1b, 2c, 3d
<b>Sandy Historical Museum</b>	New facility under construction	Add Visitor Information Center with outdoor kiosk	Preserving the pioneer experience and local history with museum exhibits	City of Sandy, Sandy Historical Society	2c
<b>Arlie Mitchell Road</b>	Historic marker	Improve access and parking, add an interpretive kiosk for the Barlow Road	History of Barlow Road, specifically their river crossings	Clackamas County, USFS	1b, 3d
<b>Tollgate</b>	Replica of the original toll gate operated on the Barlow Road	Improved access with turning lane, motorcoach parking, improved kiosk	History of Barlow Road, specifically the role of the toll gates	Clackamas County, ODOT, USFS	1b, 3d
<b>Laurel Hill</b>	Historical marker describing the most treacherous stretch of the Barlow Road	Improved paved parking for eastbound traffic with approach signs and deceleration lane, paved parking pull-out for westbound traffic with deceleration lane and pedestrian underpass constructed, improved interpretive kiosk	History of Barlow Road, specifically the impact of the Chute	Clackamas County, ODOT, USFS	1b, 2c, 3d

<b>Mt. Hood Cultural Center &amp; Museum</b>	Museum highlighting the history of the mountain and local community with exhibits and educational lecture series	Improvements to exhibits, expansion of lecture series	History of geography and recreation on Mt. Hood	Government Camp Historical Society	1a,b,c; 2c, 3d, 3e
<b>Summit Meadow</b>	Historic graveyard and Barlow Road crossing	Improved road access and parking, interpretive signs	History of pioneers traveling the Barlow Road, specifically crossing the Meadow and encampments	Clackamas County, USFS	1b, 3d
<b>Pioneer Woman's Grave</b>	Historic pioneer gravesite along old loop highway (Mt. Hood Forest Road 3531)	Improve parking access to protect the heritage site, and interpretive signs (fabricate a fiberglass reproduction of the CCC sign that used to be at the grave site - a large beautiful hand carved sign), picnic tables, restore 1925 vintage drinking fountain	History of pioneers crossing the Barlow Road, specifically a memorial to all those who perished	Clackamas County, USFS	1b, 3c, 3d
<b>Barlow Pass</b>	State Snowpark and trailhead	Reconfigure Snopark (the current parking area is difficult to operate; snow must be moved with a blower), improve interpretive sign, outdoor kiosk	History of pioneers crossing the Barlow Road, recreation	Clackamas County, Hood River County, USFS, ODOT	1b, 2c, 3d
<b>Hood River County Agricultural History Museum</b>	Proposed facility	Ag history museum and visitors center in Pine Grove	Hood River County agriculture history, Mt. Hood Railroad	Hood River County, Mt. Hood Railroad, private parties	1, 2c, 3a
<b>Mount Hood Towne Hall</b>	Historic schoolhouse building, lawn and parking area	Improved parking, signage, visitor information kiosk, restrooms	Community history	Hood River County, ODOT, private parties	1b, 3e
<b>Hutson Museum</b>	Historic building, lawn, picnic area	Improved parking, signage, visitor information kiosk, restrooms	Mt. Hood Railroad history, Native American perspective	Hood River County, Mt. Hood Railroad	3a, 3b, 3d
<b>Hood River County Historical Museum</b>	Small county museum	Expansion of facility and displays, improved landscaping, access, storage	History of Hood River	Hood River County	1c, 2c, 3a, 3b, 3e

## Resource: Natural Interpretation

Feature	Existing Facilities or Situation	Enhancements	Interpretations	Partners	Goals & Objectives
<b>Mt. Hood National Forest Headquarters</b>	Principal visitor information contact point for visitors to the Mt. Hood National Forest: visitor information, forest use passes and product permits (firewood, mushrooms, Christmas trees), forest interpretive books, maps, and materials sold	Improve roadway access and signage, add outdoor kiosks	Provide seasonal displays about activities and experiences, points of interest, and forest etiquette	USFS, ODOT	1a,b,c; 2b, 2d; 3b,c,d
<b>Wildwood Recreation Site – Cascade Streamwatch</b>	Day-use recreation area bordering the Salmon River, with picnicking, group use, interpretive trails and signs, and wildlife viewing platforms	Highway directional and orientation signs for Oregon Cascades Birding Trail, open year-round	Riparian ecosystems, salmon lifecycles, birds, recreation	BLM, USFS, Wolfree, ODOT	1c, 3c, 3e
<b>Zig Zag Ranger District</b>	Distribute forest passes and permits	Improved parking, add interpretive signs and kiosks	(Same as Headquarters)	USFS	1c, 3c
<b>Three Creeks (planned) and Lost Creek Nature Trails (Old Maid Flat)</b>	Handicapped accessible interpretive trails approximately six miles north of Hwy 26 via Lolo Pass Road (Mt. Hood Forest Road 18)	Construct Three Creeks Nature Trail along with interpretive partner, Wolfree. Fabricate new interpretive signs for existing Lost Creek Nature Trail. Placement of highway directional and orientation signs. Placement of signs for Oregon Cascades Birding Trail	Volcanism and geology, riparian and forest ecosystems, fish habitat, birds	USFS, Wolfree, ODOT	1b, 1c, 3c
<b>Ramona Falls (Old Maid Flat)</b>	Trailhead to popular natural feature along tributary to the Sandy River in the Wilderness	Improved parking and restroom facilities, interpretive kiosk	Wilderness, leave no trace	USFS Historical Society	1b, 3c
<b>Zigzag Falls</b>	Trailhead to popular, short hike along the Zigzag River, approximately two miles off Hwy 26	Improved parking, interpretive sign	Waterfall	USFS	1b, 3c
<b>Timberline Lodge</b>	National Historic Landmark operated as a world-class hotel and year-around ski resort under permit from the Mt. Hood National Forest	New portal sign at Timberline Road, improvements to trail systems, new self-service welcome/orientation center and sidewalks connecting parking to Lodges, improved climbers registry center, support and safety services for climbers, interpretive signs, kiosks,	Great Depression era history through guided and self-guided interpretive tours, sub-alpine ecosystems, wildflowers, birds	USFS, RLK Corporation	1c, 2c, 3c, 3d

		installation of signs for Oregon Cascades Birding Trail			
<b>Devil's Half Acre Meadow</b>	High elevation wet meadow along the historic Barlow Road approximately one mile south of Hwy 35	Installation of signs for Oregon Cascades Birding Trail	Meadow ecosystems/birds	USFS	1b, 3c
<b>Sahalie Falls Loop</b>	Portion of historic Mt. Hood Loop Highway completed in 1924; passes by Hood River Meadows, over Meadows Creek, and past Sahalie Falls; old stone bridge below falls with beautiful view	Reconstruct historic bridge for vehicle traffic (currently closed), installation of signs for Oregon Cascades Birding Trail	Alpine meadows, birds, Oregon history	USFS, Hood River County	1b, 3c
<b>Parking area at Baseline Road intersection</b>	Gravel parking area, access to the Hood River	Paved and improved parking area, signage, picnic area	Fish species of the upper Hood River	USFS, Hood River County, ODOT	1b, 1c
<b>Tamanawas Falls</b>	Trailhead for two-mile hike to 100 foot high, 40 foot wide waterfall	Replace trail bridge over East Fork Hood River, construct public toilet, interpretive kiosk, installation of signs for Oregon Cascades Birding Trail	Cloud Cap – Tilly Jane National Historical Area	USFS, Hood River County	1b, 2c, 3c
<b>Polallie Creek</b>	Mt. Hood National Forest portal, trailhead, day-use area	Construct gateway information/interpretive kiosk (east side of Hwy 35), widen Hwy 35 bridge for safe bicycle and horse travel, construct new trailhead on west side of Hwy 35	Mt. Hood National Forest recreational opportunities, invasive plants	USFS, ODOT	1b, 2c, 3c
<b>Tollbridge County Park</b>	Campground, play area, picnic area, pavillion	Installation of signs for Oregon Cascade Birding Trail and Hood River riparian ecosystem	Birding, fish species, Lava Beds Geological Area	USFS, Hood River County	1b, 3c
<b>Tucker County Park</b>	County park, camping	Install signage for Cascades Birding Trail	Bird species, riparian ecosystem	Hood River County	1b, 2c, 3c
<b>Hood River Pedestrian Bridge</b>	Foot bridge over the Hood River confluence into the Columbia River	Install signage for Cascades Birding Trail	Bird species, riparian ecosystem	Port of Hood River, USFS	1b, 2c, 3c

## Resource: Scenic Views

Feature	Existing Facilities or Situation	Enhancements	Interpretations	Partners	Goals & Objectives
<b>Dead Man's Curve</b>	Pull-out corner just before Laurel Hill on Hwy 26 (milepost 49.5 )	Improve vehicle pull-out, motorcoach parking, install interpretive signage	Geography and history of Mt. Hood, photo opportunity	ODOT, Clackamas County	1b, 2c, 3c
<b>Buzzard Point Vista</b>	View point of Mt. Hood along Forest Road 3531 approximately ¾ miles east of Pioneer Woman's Grave	Modify vegetation to improve view of mountain, install benches	Visitor experience, mushrooms	USFS, Hood River County	1b, 2c, 3c
<b>Switchback Falls</b>	Dramatic view of Mt. Hood	Enlarge turnout for safe highway egress for photo opportunity of Mt. Hood. Approach signs on Hwy 35	Visitor experience, glaciers	ODOT, Hood River County	1b, 2c, 3c
<b>Road 44 Junction</b>	Dramatic view of Mt. Hood, gravel shoulder	Enhance parking for photo opportunity along Forest Road 44, install picnic tables, signage	Native American experience, The Dalles Watershed	Hood River County, USFS	1b, 2c, 3c
<b>Viewpoint at Gilhouley/Miller intersection</b>	Gravel shoulder frequently used for photo opportunity	Paved vehicle turnout area, signage	Local history, volcano geology	ODOT, Hood River County	1b, 3a
<b>Viewpoint at MP 92.5</b>	Paved vehicle turnout area	Improved parking area, signage	Agriculture industry history, birding	ODOT, Hood River County	1b, 3a
<b>Viewpoint at MP 100.5</b>	Paved vehicle turnout area	Improved parking area, signage	Weather shadow of Mt. Hood, HR Valley history	ODOT, Hood River County	1b, 3e
<b>Panorama Point County Park</b>	Dramatic view of Mt. Hood, park facilities	Improved picnic area, signage, kiosk	Geological history of HR Valley formation, wildflower identification	Hood River County	1b,

## Resource: Recreation Opportunities

Feature	Existing Facilities or Situation	Enhancements	Interpretations	Partners	Goals & Objectives
<b>Proposed Portland to Hood Trail (non-motorized)</b>	Extension of Springwater Trail to Government Camp	Construct non-motorized, multi-use trail from the eastern terminus of the Springwater Trail in Boring along the Hwy 26 corridor. Incorporate existing trails in the National Forest to the extent possible (Pioneer Bridle Trail, Crosstown Trail, Glade Trail)	Tread lightly, minimum impact usage	Metro, Oregon State Parks & Recreation, Clackamas County, USFS, ODOT	2c
<b>Dodge Park</b>	City of Portland park located on the confluence of the Bull Run and Sandy Rivers	Improve day-use facilities	River and family recreation, water source for metro Portland	City of Portland, Clackamas County	2c
<b>Mirror Lake</b>	Trailhead for Mirror Lake Trail, one of the most popular scenic hikes along the Byway	Expanded parking with safer ingress/egress to Hwy 26 (approach signing, turn pockets, acceleration/deceleration lanes), reconstructed trail bridge over Camp Creek, interpretive kiosk	Public access safety, mountain lake shore restoration, recreation	ODOT, USFS	1b, 2c, 3c
<b>Glacier View</b>	Trailhead for Pioneer Bridle and Crosstown Trails with access to Enid Lake	Improve parking, add interpretive kiosk	History of Barlow Road to mountain recreation	USFS	1b, 2c, 3c, 3d
<b>Crosstown Trail</b>	Hiking and groomed snowshoeing/skiing trail around Government Camp	Trail markers and signs, parking, trail improvements, weather-proof trail maps	Forest and mountain ecosystems, recreation	USFS, Clackamas County	2c, 3c
<b>Trillium Lake</b>	Picturesque mountain lake, one mile south of Hwy 26, offering outstanding views of Mt. Hood including a trail with boardwalk along the lakeshore	Interpretive signage, improved trail system (complete trail around lake, reconstruct boardwalk), improved roadway access, installation of signs for Oregon Cascades Birding Trail	Accessible recreation, birds, alpine meadow ecosystems	USFS	1b, 3c
<b>White River</b>	Snowpark and trailhead	Improve facilities for summer use, add picnic tables and interpretive kiosk, installation of signs for Oregon Cascades Birding Trail	White River Wild and Scenic River (White River West)/Bonnie Butte Hawk Watch (White River East)	USFS, ODOT	1b, 2c, 3c
<b>Teacup</b>	Snowpark and trailhead	Enlarge Snopark by approximately 50% to increase parking capacity, construct tunnel under Hwy 35 to connect Teacup Trail with Meadows Trail for trail user safety	Winter sports recreation	USFS, ODOT, Hood River County	2c

<b>Gumjuwac</b>	Trailhead	Replace trail bridge over East Fork Hood River for safe horse passage along Gumjuwac Trail	Badger Creek Wilderness recreation	USFS	1c, 3c
<b>Robinhood</b>	Day-use area	Construct new day-use (picnic) area across Hwy 35 from Robinhood Campground	Flooding	USFS, ODOT	2c, 3c
<b>Sherwood</b>	Day-use area	Expand picnic area by 5-6 tables	Forest insects	USFS	3c
<b>Routson County Park</b>	Day-use area	Expand picnic area, improve parking and pave access road, camping sites, signage	Hiking and fording streams, flora fauna, tread lightly	Hood River County, USFS	1b, 3c
<b>Parkdale-Mt. Hood Railroad terminus</b>	Trailhead for Hwy 35 bike route (bicycles are allowed on the Mt. Hood Railroad)	Visitor center with cycling maps, bike racks, improved parking area	Cycling the Hood River Valley	Hood River County, Mt. Hood Railroad	1b, 3a, 3e
<b>Hwy 35 Bicycle Lane</b>	Popular bicycle route	Widen entire length for safe bicycle travel	Visitor experience	ODOT	2c
<b>Hood River County Bike Plan</b>	Proposed	Safe cycle travel with paths, lanes, education	Visitor experience	ODOT, Hood River County, City of HR	1c, 2c, 3e
<b>Button Junction, intersection Hwy 35 and Hwy 30</b>	Gravel parking lot	Visitor center and/or visitor information kiosk, improved paved parking, signage. Invasive vegetation cleanup	Welcome message, Historic Highway, Hood River Valley features	Hood River County, ODOT, City of Hood River	1a, 1b, 2d, 3a, 3e
<b>Pacific Crest National Scenic Trail</b>	Hiking trail	Improved signage, mapping of all entry points to the trail within the Gorge/Mt. Hood Region	Safety essentials, maps, plant identification	USFS	1b, 1c, 3c

## Resource: Beautification and Development

Feature	Existing Facilities or Situation	Enhancements	Interpretations	Partners	Goals & Objectives
<b>HCRH from the Troutdale Bridge to Downtown Troutdale</b>	Troutdale Town Center	Improve bike paths, install historic lighting to be consistent with the Downtown, underground the utilities	Consistency in the look of the Scenic Byway, visitor experience	ODOT, Multnomah County, City of Troutdale	2c
<b>Downtown Troutdale</b>	Troutdale Town Center	Expansion of the 40 mile loop bike path along the Sandy River into Downtown to include Halsey to 238 <sup>th</sup> to Springwater Trail, interpretive signage along the route, pedestrian overpass across the railroad tracks, motorcoach parking	History, alternative modes of transportation, accessibility, visitor experience	Multnomah County, City of Troutdale, Metro	1b, 2c
<b>Halsey Street from Downtown Troutdale to 238<sup>th</sup></b>	Urban development	Underground the utilities, bike lanes or paths to connect to 238 <sup>th</sup> and the Springwater Trail, bus turnouts, historic lighting, sidewalk and tree enhancement to be consistent with the Halsey Street improvement plan	Consistency in the look of the Scenic Byway, alternative transportation modes, visitor experience	Multnomah County, City of Troutdale and Wood Village	1b, 2c
<b>238<sup>th</sup> from Halsey to Burnside</b>	Urban development	Adequate signage, invasive vegetation cleanup	Consistency in the look of the Scenic Byway, visitor experience	Mult. County, Wood Village, Gresham	1b, 2c
<b>Burnside to Orient Drive</b>	Urban development	Adequate signage, invasive vegetation cleanup	Consistency in the look of the Scenic Byway, visitor experience	Multnomah County, Gresham, ODOT	1b, 2c
<b>Orient Drive to Dodge Park</b>	Transition urban to rural	Adequate signage, invasive vegetation cleanup	Consistency in the look of the Scenic Byway, agriculture	Multnomah/ Clackamas County	1b, 3a
<b>Mt. Hood Visitor Information Center</b>	Visitor Center	Expand Visitor Center and kiosk, signage	Mt. Hood visitor information and services	Clackamas County, ODOT	1b, 2c, 2d, 3c, 3d, 3e
<b>Government Camp</b>	Cascadian mountain village. Barlow Road interpretive kiosk	Expand hike/bike/ski trails from Government Camp to Timberline Lodge and Trillium Lake, add Visitor Information Center with outdoor kiosk, restroom facilities, improved parking, improved turning lanes westbound to Skibowl and eastbound to Summit Rest Area, pedestrian overpass on Hwy 26 at Skibowl, pedestrian highway underpass near Summit Ski Area	Mt. Hood as a recreation area, including mountain history, alpine ecology, and wildlife	Clackamas County, ODOT,	1b, 2c, 2d

<b>Mt. Hood Gondola (Proposed)</b>	Proposed	People mover connecting Mt. Hood Skibowl, Timberline Lodge and Mt. Hood Meadows, underground parking structure	Recreation on Mt. Hood	USFS, Clackamas County, Hood River County, private enterprise	2c
<b>Parkdale</b>	Mountain village, high elevation agricultural district	Enhance downtown area, street-scaping, invasive vegetation cleanup, new visitor center	Upper Hood River Valley as a recreation area	ODOT, Hood River County	1c, 2c, 3e
<b>Parkdale Memorial Garden</b>	Community maintained garden	Improved signage, lighting, support	Native plants, cultivars, plant identification	Community gardeners, Hood River	1a, 3a
<b>Odell</b>	Small town, major agriculture industrial area	Enhance downtown area, street-scaping, gardens, packing house tours and interpretation	Agriculture industry history, current conditions	ODOT, Hood River County, private parties	3a
<b>Pine Grove</b>	Small residential area, major agricultural area	Street-scaping, signage, visitor information kiosk	Surveyors Ridge geology, transitional climate zone	ODOT, Hood River County	1a, 3a, 3b
<b>Hood River County Visitor Information Center</b>	Visitor Center	Improved lighting, expand Expo Center, landscaping, expand Visitor Center and kiosk, downtown visitor services	Columbia River Gorge, Hood River County Information and services	Hood River County, Port of Hood River	1a, 1b, 2d, 3a, 3e
<b>Mt. Hood Railroad Depot</b>	National Historic Landmark District	Historically sensitive restoration of Depot building, landscaping, paved parking lot, invasive vegetation cleanup	Mt. Hood Railroad history, visitor services	Mt. Hood Railroad, City of HR, Union Pacific	1c, 2c
<b>Mt. Hood Railroad Jitney</b>	Vintage railroad jitney trolley currently not restored	Restoration of jitney, establish route through downtown Hood River to waterfront	Visitor experience	Mt. Hood Railroad, City of HR, Port of HR, ODOT	2c
<b>Wildlife Animal Crossings, Hwy 35</b>	No established wildlife animal crossings, frequent roadkill	Construct several underground or overground crossings in areas with frequent and habitual wildlife animal crossing use	Safety and watchable wildlife. Once the crossing points are established within the deer and elk population in particular, they can become great places to see the animals	ODOT, Hood River County, private and non-profit parties	2c

## **Roadway Strategy**

The eight road authorities responsible for the Mt Hood Scenic Byway (ODOT, Multnomah, Clackamas and Hood River Counties, Cities of Troutdale, Wood Village, Gresham and Sandy) will promote safe travel on the Byway by continuing to make minor safety and other improvements. Highways 26 and 35 are designated all-year state highways and identified as high priority for road plowing in winter months to keep the highways accessible. Major improvements are underway along Highway 26 as part of the OTIA III State Bridge Delivery Program.

Multnomah County will continue to carry out its Capital Improvement Plan and Program to maintain the condition and functionality of the county transportation system. Multnomah County's FY 2003-2007 Capital Improvement Plan contains several projects that directly affect the Byway, including the proposed 242<sup>nd</sup> Connector, which will address the hazardous conditions on 238<sup>th</sup> Drive south of Halsey caused by freezing precipitation. While these projects are included in the Capital Plan, with few exceptions, funds for constructing the improvements are not currently programmed. A list of the Capital Improvement Plan projects directly related to the Byway are in Appendix C1.

The roadways within the cities of Troutdale, Wood Village and Gresham that form the Mt. Hood Scenic Byway are County roads belonging to Multnomah County.

Policy 35.3 of the Transportation Chapter of the Clackamas County Comprehensive Plan states: "Designate that portion of the Mt. Hood Loop in Clackamas County (Dodge Park Road, Lusted Road, Ten Eyck Road, US 26 and OR 35) as an official Oregon Scenic Byway." These roads are listed as "scenic roads" in the Clackamas County Comprehensive Plan (policies 35.1 and 35.2). Standards are designed to minimize visual impacts and to facilitate pedestrian and bicycle use of the roadways. Refer to Clackamas County Comprehensive Plan in Appendix B3.

The Five-Year Transportation Capital Improvement Program and Twenty-Year Transportation Capital Improvement Program (CIP) for Clackamas County identifies improvement projects that are desirable to be complete by 2024 (See Appendix C2).

ODOT has adopted both the Mount Hood Corridor Final Environment Impact Statement (FEIS): US 26 Rhododendron to OR 35 Junction (1998) and the Hood River – Mt. Hood (OR 35) Corridor Plan (August 1999). The FEIS selected the Preferred Alternative and the Corridor Plan identified a list of projects in the Solution List by Funding Priority. Lastly ODOT has identified recommendations projects for the DRAFT 06-09 Statewide Transportation Improvement Program (STIP). Refer to Appendix C2 and C3 for the list of priority projects to be implemented under the Preferred Alternative, Solution List by Funding Priority and 06-09 STIP.

The Oregon State Highway 35 Feasibility Study (March 2003) investigated alternatives for seven sites that have been damaged by debris flows in the recent past along a 20-mile stretch of Highway 35 between White River and Baseline Road. Damage caused by debris flows

emanating from the slopes of Mt. Hood above Highway 35, has resulted in the need for frequent and costly repairs over the years. The study is intended for planning purposes and as a ‘spring board’ for future projects in the study area. The damaged sites of expressed concern are: White River (MP 61.7), Clark Creek (MP 65.9), Newton Creek (MP 67.5), The Narrows (MP 73), Polallie Creek (MP 74) Dog River (MP 78), and Baseline Road (MP 80).

The City of Sandy has entered into a “Special Transportation Area” agreement with ODOT which recognizes that Highway 26 in Sandy also serves as their downtown “main street.” The agreement specifically supports improvements for pedestrian access (crosswalks, pedestrian signals), and for improvements to the appearance of downtown (street lights, sidewalk improvements, streetscape, landscaping, etc.). Their transportation system plan, approved by ODOT, also calls for timing the existing traffic signals to provide a smooth flow of through traffic at the posted speed limit.

### **Visitor Experience Strategy**

The visitor experience is well protected by the land management planning process and the zoning and design review ordinances of the Mt. Hood National Forest, the counties of Multnomah, Clackamas and Hood River and the cities of Troutdale, Wood Village, Gresham and Sandy. Many sections of the Byway have litter removal provided by volunteers through the Adopt-A-Highway program, addressing the beautification and visual appeal of the roadway. The Corridor Management Plan serves as the vision and guidance for future protection and management of the Byway to preserve the interpretation and intrinsic qualities for the enhanced visitor experience.

Visitor services are available along the route especially in several commercial areas. In the city of Troutdale there is not only a national outlet mall, but a “main street” lined with antique shops, unique dining and a bronze casting studio/art gallery. Visitor information is available at the West Columbia Gorge Chamber of Commerce in downtown Troutdale. McMenamins Edgefield provides a unique mix of lodging, dining, brewery, winery and entertainment, all preserving the history dating back to the 1911 Multnomah County Poor Farm. From 242<sup>nd</sup> to Burnside, all services are available. Auto services, restaurants, banking, lodging, retail, medical, even a pet store line the way to Orient Drive.

From Orient Drive to Sandy the route is more rural but there are choices for dining and shopping. In Sandy, an information center, museum, dining and auto services are available to the traveler. The shopping in Sandy includes unique gift shops, a bronze casting studio/gallery and Wasson Brothers Winery. Most locals have a hard time choosing between Joe’s Donuts and the Tollgate Bakery for “not to be missed” treats.

The Mt. Hood Visitor Information Center in Welches is a one stop shopping center for every information need, gifts, and restroom facilities. The Villages provide all services including lodging, dining, shopping, auto services and recreation. It is just a short drive down Welches Road to The Resort at The Mountain, complete with lodging, conference facilities, restaurants, a 27-hole golf course and also host of the International Croquet Tournament.

Government Camp has the look of a Cascadian mountain ski village, appealing to visitors exploring the Byway in all seasons. This authentic mountain village has dining and lodging options as well as equipment rentals and outdoor recreation right out the door. Entertainment options include the Brew Pub, jazz at the local watering hole and special programs on the history and artisans of the area at the Mt. Hood Cultural Center and Museum.

Timberline Lodge is a National Historic Landmark operated as a full-service destination hotel and year-round ski resort under permit from the Mt. Hood National Forest. Forest Service visitor services are available for geologic and sub-alpine ecosystems interpretation and guided tours.

The newly remodeled lodge at Mt. Hood Meadows offers all services, including casual and fine dining, visitor information, shopping, emergency medical services, and of course, ski and snowboard lessons and coaching.

The Spur Steakhouse at Cooper Spur Mountain resort, just off the Byway route on Cooper Spur Road, is famous for signature steaks of certified angus beef. In Parkdale, travelers can fill up their vehicles at Bellberry's Gas Station, and fill up their bellies at the Whistle Stop Café, Rails' End Restaurant, or the local's favorite, Elliot Glacier Brew Pub.

The communities of Mount Hood, Parkdale, Odell and Pine Grove in the Hood River Valley offer a variety of groceries, deli and espresso services, miscellaneous hardware essentials and auto services. Visitor information brochures and maps of the valley are available for visitors in Mount Hood, at the Parkdale Ranger District, and in the future, the Hood River County Agricultural History Museum in Pine Grove will offer visitor information and services as well.

As Hood River has experience a rapid growth in its tourism industry and the revitalization of its historic downtown district, a mini-boom in new restaurants, lounges, and bistros has occurred. Visitors will find faire to suit any palate. The city offers every amenity and service the traveler needs, the guides, rentals and retail needed for the myriad of recreational opportunities such as rafting, kayaking, mountain and road cycling, hiking, and of course windsurfing and kiteboarding. The Hood River County Visitor Information Center, located on the waterfront, offers visitor information and services, maps and brochures. For Byway travelers, Hood River can serve as the gateway to connect to the Historic Columbia River Highway and 40 miles east on I-84 to the Journey Through Time Scenic Byway, as well as connections to the Gifford Pinchot National Forest and Mt. St. Helens in Washington.

Recent visitor satisfaction surveys tell us the visitors love the Byway area. Here are just a few of the comments visitors have made: *Really enjoyed the beauty of the Mt. Hood area; The land is so beautiful with all of the trees and being able to see the mountains while driving in the area; We love the beauty and nature of the area and that it is not overdeveloped; It is very relaxing place to visit; We love to golf and the courses are gorgeous and we love the many places to hike and walk.*

## **Commerce Plan**

Highway 26 to the Highway 35 junction is the primary route connecting the Portland metropolitan area to the Mt. Hood facilities. It also serves commercial traffic between Portland and points east. The combination of Highways 26 and 35 historically make up the well-known Mt. Hood-Gorge Loop, along with the connector to the Historic Columbia River Highway. The “Loop” has been one of the most traveled scenic routes in Oregon and draws large numbers of visitors from around the world for this unique scenic experience. The marketing strategies for all agencies involved in promoting Mt. Hood and the Gorge encourage the extension of the trip around the “Loop” to include longer overnight stays and utilization of the visitor services and experiences available.

Visitor spending in the Mt. Hood Scenic Byway area for 2002 was reported in an Oregon Tourism report as \$502.4M with 6,750 employees in the tourism sector and room tax collections from overnight lodging accommodations of \$2.5M. While some holiday weekends are at capacity, the Byway area is capable of handling an increase in the number of visitors. We believe that promotion of the Mt. Hood Scenic Byway will bring new visitors to the area in non-peak times like spring and fall and help sustain and expand the current businesses as well as create the demand for new development. New lodging facilities are being built in the Government Camp and Welches areas.

Traffic management issues in relation to an increase in commerce and traffic volume on the Byway were addressed in the Roadway Strategies section of the Corridor Management Plan.

## **OUTDOOR ADVERTISING CONTROL STRATEGY**

State and federal law provides adequate control of off-premise outdoor advertising signs on lands adjacent to routes under their jurisdiction outside commercial and industrial zones. Cities and counties still maintain their jurisdiction of sign control ordinances within the Byway corridor. Cities along the route include: Troutdale, Wood Village, Gresham, Sandy and Hood River. Communities in unincorporated areas of the counties include: Brightwood, Welches, Wemme, Zig Zag, Rhododendron, Government Camp, Mt. Hood, Parkdale, Dee, Odell, and Pine Grove. See Appendix D1 – D7 for copies of the county and city sign ordinances.

ORS 377.510 allows signs identifying communities, to be erected in a “scenic area” as long as they “...are designed to complement the scenic quality of the area in which they are erected.” Areas on the route with state law controlling billboards include:

- OR 35 MP 96.78 to 97.74 – 600 feet both sides of roadway
- MP 97.74 to 97.85 – 600 feet west side
- MP 97.85 to 101.87 – 600 feet both sides
- MP 57.45 to 78.09 – 660 feet both sides
- US 26 MP 30.50 to 35.00 – 660 feet both sides
- MP 45.25 to 44.00 – 660 feet both sides
- MP 45.00 to 57.45 – 660 feet both sides

Multnomah County sign ordinance for West of Sandy River Rural Plan Area section (MCC 36.7450 Signs Generally in the EFU, CFU-3, CFU-4, MUA-20, RR, and RC Zones) addresses the size, height, number extension sign allowance for Free Standing Signs – specifically one free standing sign is allowed per site frontage. (MCC 36.7455 Billboard Regulations) addresses allowance of billboards; (A-1) No billboard, other than as provided in this ordinance, may be erected in unincorporated Multnomah County. The inventory of all billboards in existence on effective date of this ordinance is known as the Total Billboard Allowance for Unincorporated Multnomah County. Section (B) details limitation on the Relocation of Existing Billboards indicating an existing billboard may be relocated to a new location, only in the event that such relocation is necessitated and only under the provisions as outlined in this ordinance.

Clackamas County’s General Provisions for Signs (1010.02) states “Along State highways - all off-premise signs which are visible from a state highway are subject to approval by the Oregon State Highway Division pursuant to the Motorists Information Act.” The County’s sign ordinance has no provisions allowing billboards. The largest sign allowed in the area of the Byway route would be 32 sq. ft., far smaller than the typical billboard. Adjacent to roads listed in the Clackamas County Zoning and Development Ordinance as scenic roadways, the Ordinance requires “design review of developments adjacent to scenic roads with particular emphasis on visual characteristics and signing appropriate for the area.” Section 1010.09 Commercial Signs in Commercial and Industrial Districts specifies only one sign shall be allowed for a development or complex, unless through Design Review provisions are allowed as outlined in the Ordinance.

Hood River County's Article 5 - Forest (F-1) and Primary Forest (F-2) Zones, and Article 7 - Exclusive Farm Use Zone (EFU) Ordinances are consistent with and facilitate designation of the Mt. Hood Scenic Byway. The designation will support the County's efforts to improve visitor services infrastructure and to strengthen the tourism industry in our region. Section 5.50 and Section 7.55 clearly prohibit billboards and signs exceeding six square feet on each of two sides, except Oregon State Highway Division signs.

City of Troutdale - New or relocated off-premise outdoor advertising signs (billboards) are prohibited more than 800-feet south of I-84 Freeway per TDC 10.015.19 definition of Freeway Sign. The proposed Mt. Hood Loop road is south of that constraint. Other types of freestanding signs are permitted along Highway 30 (Historic Columbia River Highway) within the City, subject to location and size standards as specified in TDC 10.060 and 10.065.

City of Wood Village – Section 370.020 for General Provisions for Signs, off-premise signs regulation is addressed in section F(8) Signs of Advertising Devices Expressly Prohibited: Off-Premise Signs – except as otherwise permitted by this Code, off-premise signs are prohibited. Section 370.030 for Specific Regulations for Certain Zoning Designations, section C(3) Commercial and Industrial Zone: Free-Standing Signs – clearly indicates the parameters that permits on-premise signs.

City of Gresham – Section A6.100-A6.101 Signs in Commercial, Mixed Use & Industrial Land Use Districts are subject to the limitations set forth, specifically (A-3) Free-standing Signs area, height and number – one sign per site street frontage shall be permitted. The maximum permitted area per sign face shall be 0.4 square feet of sign face area per linear foot of site frontage, up to a maximum of 250 square feet.

City of Sandy – Section 15.32.020 –C. Signs permitted only in commercial & industrial zones are subject to limitations set forth on size, height and number per site. E.- Off-site directional signs specify “Signs directing traffic to other businesses are permitted, subject to all sign regulations that apply to the host business. No additional sign quantities or area are granted for off-site directional signs.” No new billboards are permitted, two existing ones are grandfathered as required by federal law.

## **SIGNING PLAN**

Funding for the portal signs for the Mt. Hood Scenic Byway is provided by the State of Oregon. Installation and maintenance of portal and trailblazer signs for the Byway on state highways is done by ODOT. Funding, installation and maintenance of these signs on county and city roadways is a local responsibility. The Mt. Hood Scenic Byway Committee desires that a Tour Route portal signs be placed on Interstate 84 at exit #18 and exit #64 by ODOT to inform the traveler of the entrance to the Scenic Byway.

Once the Mt. Hood Scenic Byway receives final state designation, ODOT will work with the Byway Committee to develop a sign logo and a detailed sign plan, including number of signs needed along the route and actual placement of the signs to enhance the visitors travel experience. The logo and sign plan will be driven by the interpretive themes of heritage and natural/scenic interpretation and will work in harmony to achieve both. The Byway Committee will oversee and coordinate with ODOT, county and city roadway jurisdictions for the funding, installation and ongoing maintenance of the Byway roadway and directional signs.

Additional signage strategy will be developed to present an overall interpretive sign branding or image recognition of the Mt. Hood Scenic Byway with a unique graphic feature, similar to what has successfully been done throughout the Columbia River Gorge National Scenic Area.

## MARKETING STRATEGY

### Marketing Organizations

The Marketing Strategy for the Mt Hood Scenic Byway is included in marketing plans prepared and managed by several local destination marketing organizations as well as the Mt. Hood - Columbia River Gorge Region Tourism Alliance. Oregon's Mt. Hood Territory, Columbia River Gorge Visitors Association, Hood River County Chamber of Commerce and West Columbia Gorge Chamber of Commerce all have marketing strategies for the area, including the scenic Byway route, that include advertising and media campaigns, as well as visitor information brochures and magazines to be used as fulfillment. The strategies are designed to create a destination that a visitor will want to explore for more than one day, thus increasing the visit stays to several days in the Byway area.

### Target Markets

Our target market for visitors to the Byway includes local residents who have friends and relatives visiting, visitors to the metropolitan Portland area including convention delegates to the Oregon Convention Center and visitors to Oregon from around the world. The Portland International Airport is located just minutes from the start of the Byway and is served by 15 airlines including Lufthansa with direct service to Germany and an extensive connecting system reaching much of Europe, Africa and Asia. Northwest Airlines has direct service to Japan and connecting service throughout Asia. Mexicana Airlines has direct service to Guadalajara and connections throughout Mexico. Another focus of our marketing is the packaged travel market and most sightseeing motorcoach tours to Oregon already include a trip on portions of this Byway.

We plan to target the spring and fall months as prime times to enjoy the many natural and historic qualities of the Byway. This will assist in spreading the visitor traffic over the entire year and support growth and sustain current businesses. We will also focus our efforts on mid-week business as another target for growth. A group of properties in the Government Camp area have successfully launched mid-week programs for winter sports. Many people look for the less crowded time to travel as well as have work schedules that give them time off during the traditional work week. We also know that the international visitor will be able to visit throughout the year. Currently the summer snow boarding camps are bringing both boarders and parents from all over the world to the area for several weeks in the summer.

### Competitive Analysis

The competition for visitors to the Mt. Hood Scenic Byway depends on the experience the potential visitor is seeking to enjoy. For those already here in the metropolitan Portland area it is sometimes a choice between the drive to the Oregon Coast and the area covered by this Byway. However, the sights, and scenic beauty of the two choices are different and the history is tied together by the early tribal people and the explorers, so many visitors make time to have both experiences. Nationally, the competition is the other beautiful and scenic National Parks and designated Scenic Byways/All-American Roads. However, the experiences along the Mt. Hood Scenic Byway are not duplicated in these other areas and with the world-wide reputation of the Gorge and Mt. Hood this area is on most "want to

visit” lists. International visitors often choose to come for a visit to Oregon because of our scenic beauty and natural wonders so again the area is high on the “to do” list for these visitors along with the Oregon Coast, Crater Lake and Mt. St. Helens.

### Marketing Strategies

Current strategies for promotion of the Byway include the Barlow Road Driving Tour developed by Oregon’s Mt. Hood Territory. This is a 73-minute narrated script on CD with historical accounts of tales and diary excerpts along with themed music that follows the historic Barlow Road as much as is possible on today’s roads. As explained in the route description, this route is similar to the Highway 26 portion of the Byway. The CD is available to borrow or buy at the Mt. Hood Visitor Information Center and many other establishments along the route.

Another example is the Gorge Guide. This is an annual free magazine produced for the Columbia River Gorge Visitors Association. In 2005, 80,000 copies will be printed and widely distributed within the region, across the Pacific Northwest and internationally. The magazine includes feature articles, photography and route maps for driving the region. It is supported by paid advertisements and features many of the facilities and services available to visitors in the region.

A similar publication is the Travel Guide for Oregon’s Mt. Hood Territory. It is published annually by the Clackamas County Tourism Development Council with 50,000 copies available free to visitors to the region and additional copies used as fulfillment for all visitor inquiries resulting from national and international media advertising and publicity. This publication features stories about the Territory, photography and listings for all facilities, attractions and services in the area. There is no paid advertising in this publication.

Published by the Hood River County Chamber of Commerce, the “Discover Your Next Adventure” brochure features descriptive narrative, images, and listings for visitor service businesses. The narrative describes the outdoor adventure sports, agriculture tourism, and cultural/natural history characters of the region. The map is supported with paid advertising and includes all of Hood River County and portions of Clackamas County roads and points of interest.

Travel Oregon’s approved marketing plan for the regional group, Mt. Hood - Columbia River Gorge Tourism Alliance, combines the other scenic byways (Journey Through Time Scenic Byway and Historic Columbia Highway Scenic Byway/All-American Road) in the region to create an infinity (figure eight) loop tour. This loop tour has four lodging hubs in Troutdale, Hood River, The Dalles and the Villages of Mt Hood. The attractions and services along the entire infinity tour route are being inventoried and will be featured in a printed brochure/guide and on a website. Funds are set aside for a fall 2005 campaign in the Seattle - Vancouver B.C. area to promote the tour and the brochure/guide will be used as a fulfillment piece. The complete Regional Cooperative Marketing Plan is included as Appendix E.

There are also a number of websites with complete information about the Byway area. After official designation, we will add the specific Mt. Hood Scenic Byway route as a suggestion for visiting the area on all related websites as well as on the Travel Oregon site. Promotion of the websites is part of the more than \$1M spent on paid advertising by the destination marketing organizations of the area.

#### All-American Roads Marketing Strategy

This Mt. Hood Scenic Byway is marketed internationally through the efforts of the Oregon Tourism Commission dba Travel Oregon, and the local destination management organizations in close partnership with the Port of Portland and the international air carriers. The destination is very popular with international visitors and we expect to continue to market the Byway to these potential visitors. We have hosted many international tour operator, wholesaler, and receptive agent educational tours and had many members of the international travel media in the area with great press coverage in Japan, Germany and Mexico. We will continue these activities and work to have our interpretative, printed guide materials and websites available in several languages.

## **COMMUNITY INVOLVEMENT AND SUPPORT**

The Mt. Hood Scenic Byway has been an unofficial tour route for years and a number of people have been working tirelessly to make this Byway an official State scenic byway. They have worked to overcome the concerns and objections from some of the jurisdiction partners and finally have all proponents onboard and submitting their approval and consent.

In July 1995, the first pre-application for the Oregon Scenic Byway Program was submitted by Mr. Jon Tullis, representative from the R.L.K. and Company, managers of the Timberline Lodge and Timberline Ski Area.

Starting in April of 1999, the planning was revitalized by Ms. Melody Johnson, owner of a B&B in Government Camp and active in many tourism organizations. Ms. Johnson made presentations and conducted meetings with the County Commissioners of Clackamas, Multnomah and Hood River, the various Chambers of Commerce, City of Sandy, East Multnomah County Transportation Committee and the Portland Oregon Visitors Association. A second pre-application was submitted on December 31, 1999, but without the approval and support of the Hood River County partners.

It wasn't until Spring of 2003 that support of the Byway was developed in Hood River County. A letter of support by the Hood River County Commissioners was written in December, 2003. At long last, the final piece of the Mt. Hood Scenic Byway proposal was in place.

The final Byway pre-application was submitted to the ODOT Scenic Byway Commission August 9, 2004. The Byway Committee received announcement in November 2004 that the Byway Commission rated the Mt. Hood Scenic Byway and approved the pre-application with recommendation to prepare and present the Corridor Management Plan.

Throughout this entire designation process, the public was informed about the Byway proposal and invited to submit input and comment throughout with inclusion of the private sector in the planning process. City and county public agencies presented the proposal in public meetings, local news releases and articles, and posted in public facilities.

## **APPENDIX A – Letters of Support**

## APPENDIX B1 – Mt. Hood National Forest

### Land and Resource Management Plan Mt. Hood National Forest 1990

#### *Forest Management Goals (Selected, Land Management Plan, pp. Four-4 to Four-5)*

- Integrate the activities of implementing the Mt. Hood National Forest Plan with activities of local dependent communities to: 1) improve employment opportunities, 2) improve incomes and well-being of the nation's rural people, and 3) strengthen the capacity of rural America to compete in the global economy.
- Provide a broad range of year-round, high quality developed recreation opportunities.
- Provide Forest visitors with visually appealing scenery. Manage all Forest lands to attain the highest possible visual quality commensurate with other resource values.
- Develop interpretive services programs for the Mt. Hood National Forest that will meet the needs of: Portland metropolitan people, rural population adjacent to the Forest and national and international visitors.
- Provide a Forest-wide bicycle trail system integrated with other transportation systems and coordinated with other agencies.

#### *Desired Future Condition of the Forest (Land Management Plan, pp. Four-7 and Four-9)*

- **Scenic Quality:** Major roads and highways designated as scenic travel routes continue to appear in or near a natural condition.
- **Local Communities:** Opportunities for the Forest to help enhance the vitality of surrounding communities will occur through a Regional initiative called the Pacific Northwest Strategy. It is envisioned that the Pacific Northwest Strategy will be a new focus of operation for many people, one that empowers Forest Service people and local citizens to look and work beyond the traditional boundaries. At the same time, it reaffirms and emphasizes working with other government agencies, local businesses, and the communities themselves in a spirit of interdependency and cooperation that has always existed at the Ranger District level. As the Strategy becomes an integral part of doing business, its central focus will be to foster and enhance communication, cooperation, and partnerships.

*Forest Management Objectives (Land Management Plan, p. Four-34 and Four-37)*

- **Recreation:** The Mt. Hood National Forest is an urban forest which provides a mosaic of recreational opportunities, services, and natural settings that are accessible and appealing to the urban customer, as well as the traditional user. The Forest is a major provider of recreation opportunities to experience and learn about natural environment, and cultural and historic heritage. Guiding principles are to: foster coordination among all partners who provide outdoor recreation activities and settings; be leaders in providing environmental education and outdoor recreation as part of urban outreach efforts; seek bridging opportunities to tie local and State tourism strategies to the Forest mission; connect and network with community based organizations, programs, agencies and groups which sponsor outdoor recreation activities.
- **Dispersed Recreation:** This plan provides adequate opportunities for roaded, dispersed recreation including driving for pleasure, viewing scenery, gathering forest products, and short hikes. Through transportation planning and other management activities, opportunities to improve or establish appropriate scenic views may be developed.

## **APPENDIX B2 – Multnomah County West of Sandy Rural Area Plan**

### **CHAPTER 36**

#### **WEST OF SANDY RIVER RURAL PLAN AREA**

##### **§ 36.0055\* PART 2 - PLANNING AUTHORITY - General Provisions**

###### **§ 36.0055- Policy and Purpose.**

(A) The Board of County Commissioners of Multnomah County, Oregon, recognized that planning for county and community development is vital to:

- (1) Protect the citizenry from fire, flood, pollution and other health or safety hazards;
- (2) Prevent overcrowding and inefficient use of land;
- (3) Safeguard natural resources;
- (4) Provide communities and neighborhoods with a variety of living choices, adequate housing, amenities, stores, schools, parks and other public and private facilities;
- (5) Provide a transportation system meeting the needs of all citizens;
- (6) Provide for the location of industry and the creation of new and varied employment opportunities; and
- (7) Provide a framework and process in which decisions by individuals and governmental agencies can be coordinated and made in the best interests of the general public.

(B) Therefore, in accordance with ORS chapter 197 and 215 and the County Charter, the Board has determined that all decisions made by Multnomah County with respect to County development shall be predicated upon a comprehensive plan adopted and revised in the manner described in this Chapter.

##### **§ 36.2000\* PART 4 - ZONING DISTRICTS - Commercial Forest Use CFU**

###### **§ 36.2000- Purposes.**

The purposes of the Commercial Forest Use District are to conserve and protect designated lands for continued commercial growing and harvesting of timber and the production of wood fiber and other forest uses; to conserve and protect watersheds, wildlife habitats and other forest associated uses; to protect scenic values; to provide for agricultural uses; to provide for recreational opportunities and other uses which are compatible with forest use; implement Comprehensive Framework Plan Policy 11, Commercial Forest Land; the Commercial Forest Use policies of the West of Sandy River Rural Area Plan, and to minimize potential hazards or damage from fire, pollution, erosion or urban development.

One of the implementation tools to carry out the purposes of this District is a Lot of Record requirement to group into larger "Lots of Record" those contiguous parcels and lots that were in the same ownership on February 20, 1990. This requirement is in addition to all "tract" grouping requirements of State Statute and Rule.

##### **§ 36.2600\* EXCLUSIVE FARM USE, EFU**

###### **§ 36.2600- Purpose.**

The purposes of the Exclusive Farm Use District are to preserve and maintain agricultural lands for farm use consistent with existing and future needs for agricultural products, forests and open spaces; to conserve and protect scenic and wildlife resources, to maintain and improve the quality of the air, water and land resources of the County and to establish criteria and standards for farm uses and related and compatible uses which are deemed appropriate. Land within this district shall be used exclusively for farm uses as provided in the Oregon Revised Statutes Chapter 215 and the Oregon Administrative Rules Chapter 660, Division 33 as interpreted by this Exclusive Farm Use code section.

##### **§ 36.2800\* MULTIPLE USE AGRICULTURE - 20, MUA-20**

§ 36.2800- Purpose.

The purposes of the Multiple Use Agriculture District are to conserve those agricultural lands not suited to full-time commercial farming for diversified or part-time agriculture uses; to encourage the use of non-agricultural lands for other purposes, such as forestry, outdoor recreation, open space, low density residential development and appropriate Conditional Uses, when these uses are shown to be compatible with the agricultural uses and character of the area, and the applicable County policies.

§ 36.3100\* RURAL RESIDENTIAL, RR

§ 36.3100- Purpose.

The purposes of the Rural Residential District are to provide areas for residential use for those persons who desire rural living environments; to provide standards for rural land use and development consistent with desired rural character, the capability of the land and natural resources; to manage the extension of public services; to provide for public review of non-residential use proposals and to balance the public's interest in the management of community growth with the protection of individual property rights through review procedures and flexible standards.

§ 36.3300\* PLEASANT HOME RURAL CENTER, PH-RC

§ 36.3300- Purpose.

The purposes of the Pleasant Home Rural Center District are to provide standards and review procedures which will encourage concentrations of rural residential development, together with small-scale low impact commercial and industrial uses that primarily serve the population of the immediate surrounding rural area and tourists traveling through the area.

36.3400\* ORIENT RURAL CENTER RESIDENTIAL, OR

§ 36.3400- Purpose.

The purposes of the Orient Rural Center Residential Zone are to provide standards and review procedures which will encourage concentrations of residential development for people who want to live in a rural setting close to small-scale, low impact commercial and industrial services, to provide for home occupations and marketing of home-grown products, and to provide standards for land use and development consistent with the desired rural character and capability of the land and natural resources.

§ 36.3500\* ORIENT COMMERCIAL-INDUSTRIAL, OCI

§ 36.3500- Purpose.

The purpose The Orient Commercial-Industrial Zone is to provide for small-scale low-impact commercial and industrial uses that primarily serve the population of the immediate Rural Community area, and the immediate surrounding rural area as well as tourists traveling through the area. The uses allowed within the zone should reinforce the rural nature of the area and not adversely impact agricultural uses in the area.

§ 36.4000\* PART 5 - SPECIAL DISTRICTS - General Provisions

§ 36.4000- Classification of Special Districts

In addition to classification as a base district as provided in MCC 36.2000 through 36.3585 of this Chapter, land may also be classified in one or more of the following special districts. Such classification shall be made in accordance with the provisions of MCC Chapter 37. Land so classified shall be shown on the Multnomah County Zoning Map by a combination of color designations, symbols, or short title identification, as for example: LF, OP, SEC.

§ 36.4010\* AIRPORT LANDING FIELD, LF

§ 36.4010- Purpose.

The purposes of this sub-district are to provide for review, approval, and development standards for airports, air fields, landing pads, and related uses associated with aircraft operations in any district; to establish maximum structure heights for developments in the vicinity of an airport, designed to promote safe operating conditions for aircraft under ORS 492.560; to reduce the potential for exposure to hazardous conditions by limiting the occupancy of buildings and uses in airport approach areas.

§ 36.4100\* OFF-STREET PARKING and LOADING, OP

§ 36.4100- Purpose.

The purposes of this subdistrict and these off-street parking and loading regulations are to reduce traffic congestion associated with residential, commercial, manufacturing, and other land uses; to protect the character of neighborhoods; to protect the public's investment in streets and arterials and to provide standards for the development and maintenance of off-street parking and loading areas.

§ 36.4300\* PLANNED DEVELOPMENT, PD

§ 36.4300- Purposes.

The purposes of the Planned Development sub-district are to provide a means of creating planned environments through the application of flexible and diversified land development standards; to encourage the application of new techniques and new technology to community development which will result in superior living or development arrangements; to use land efficiently and thereby reduce the costs of housing, maintenance, street systems and utility networks; to promote energy conservation and crime prevention; to relate developments to the natural environment and to inhabitants, employers, employees, customers, and other users in harmonious ways.

§ 36.4500\* SIGNIFICANT ENVIRONMENTAL CONCERN, SEC

§ 36.4500- Purposes.

The purposes of the Significant Environmental Concern Overlay Zone subdistrict are to protect, conserve, enhance, restore, and maintain significant natural features which are of public value, including among other things, river and stream corridors, streams, lakes and islands, flood water storage areas, natural shorelines and unique vegetation, wetlands, wildlife and fish habitats, significant geological features, archaeological features and sites, and scenic views and vistas, and to establish criteria, standards, and procedures for the development, change of use, or alteration of such features or of the lands adjacent thereto.

§ 36.4700\* HERITAGE PRESERVATION

§ 36.4700- Purposes.

The general purposes of the Heritage Preservation subdistrict are to implement various provisions of the Comprehensive Plan, the Statewide Planning Goals, and elements of County programs to preserve and conserve for public benefit those districts, sites, buildings, structures, and objects which are found to be significant in history, architecture, archeology, and culture; to assist heritage preservation projects and activities in the public and private sector; to authorize adaptive uses not otherwise permitted where beneficial to the purposes of preservation; to establish development standards and other regulatory techniques designed to achieve the purposes of heritage preservation.

§ 36.4750\* HERITAGE PRESERVATION - 1, HP-1

§ 36.4750- Purposes

The purposes of the HP-1 subdistrict are to provide for the preservation and protection of buildings which satisfy the Historical Site Criteria in the Comprehensive Framework Plan and to permit authorization of adaptive uses not otherwise permitted where found to be beneficial to the purposes of heritage preservation.

§ 36.5500\* HILLSIDE DEVELOPMENT and EROSION CONTROL

§ 36.5500- Purposes.

The purposes of the Hillside Development and Erosion Control subdistrict are to promote the public health, safety and general welfare, and minimize public and private losses due to earth movement hazards in specified areas and minimize erosion and related environmental damage in unincorporated Multnomah County, all in accordance with ORS 215, LCDC Statewide Planning Goal No. 7, and the Multnomah County Comprehensive Framework Plan Policy No. 14. This subdistrict is intended to:

- (A) Protect human life;
- (B) Protect property and structures;
- (C) Minimize expenditures for rescue and relief efforts associated with earth movement failures;
- (D) Control erosion, production and transport of sediment; and
- (E) Regulate land development actions including excavation and fills, drainage controls and protect exposed soil surfaces from erosive forces.

§ 36.5700\* PROTECTED AGGREGATE and MINERAL SITES, PAM

§ 36.5700- Purposes.

The purposes of the Protected Aggregate and Mineral Resources Overlay Subdistrict are:

- (A) To provide a mechanism to identify and, where appropriate, protect significant aggregate and mineral resource sites;
- (B) To allow surface mining subject to uniform operating standards; and
- (C) To regulate conflicts with surface mining activities.

§ 36.6000\* PART 6 - STANDARDS FOR COMMUNITY SERVICE USES and CONDITIONAL USES - Community Service, CS

§ 36.6000- Purpose.

MCC 36.6010 through 36.6230 provides for the review and approval of the location and development of special uses which, by reason of their public convenience, necessity, unusual character or effect on the neighborhood, may be appropriate as specified in each district.

§ 36.6005 General Provisions.

- (A) Community Service approval shall be for the specific use or uses approved together with the limitations or conditions as determined by the approval authority.
- (B) Uses authorized pursuant to this section shall be subject to Design Review approval under MCC 36.7000 through 36.7060.
- (C) A Community Service approval shall not be construed as an amendment of the Zoning Map, although the same may be depicted thereon by appropriate color designation, symbol or short title identification.

§ 36.7000\* PART 7 - DESIGN REVIEW; NONCONFORMING USES; SIGNS; VARIANCES; LAND DIVISIONS - Design Review

§ 36.7000- Purposes.

MCC 36.7000 through 36.7065 provides for the review and administrative approval of the design of certain developments and improvements in order to promote functional, safe, innovative and attractive site development compatible with the natural and man-made environment.

Official version of the Multnomah County land use and management plan is on the website at:  
[http://www.co.multnomah.or.us/dbcs/LUT/land\\_use/index.shtml](http://www.co.multnomah.or.us/dbcs/LUT/land_use/index.shtml)

# **APPENDIX B3 - Clackamas County Comprehensive Plan**

## **INTRODUCTION**

Nearly one third of a million people call the 1,893 square miles of Clackamas County home.

The County's settlement pattern has resulted in small communities, most of which are clustered in the northwest part of the County. Most of the housing is attractive and structurally sound. Business and industry have established the reputation of being good neighbors.

County residents value the clean water, the thriving fisheries of the rivers, the glistening year-round snow of Mt. Hood, and the verdant carpet of timber on mountain slopes. They also value the proximity of jobs, services, and the cultural advantages of Portland.

This combination of an unspoiled natural environment, rich in contrasting beauty, and the pleasant cultural environment of local communities and neighboring Portland, has inspired County residents to turn their attention to what the future may bring.

### **WHY PLAN?**

Planning is essentially an organized attempt at community foresight. It seeks to guide the future conservation and development of an area within a framework of goals and policies consistent with physical constraints, legal requirements and attitudes and resources of the community. The basic aim of the Comprehensive Plan is to organize and coordinate the complex interrelationships among people, land, resources, and facilities in such a way as to protect the future health, safety, quality of life and welfare of Clackamas County residents.

### **GOALS**

The overall goals of the Plan are:

- Balance public and private interests and adopt a coordinated set of goals and policies to guide future development in Clackamas County.
- Identify the most appropriate land uses for individual sites by evaluating site characteristics in light of market demand, human needs, technology, and state, regional, and County goals.
- Provide for growth in areas where public facilities can economically be provided to support growth.
- Create development opportunities most compatible with the fiscal and financial capacity of the County and its residents.
- Implement the policies of this Plan by adopting a zoning map and set of regulations, and by guiding public investments to support anticipated growth.
- Establish a system whereby individual interests may be compared to stated County policy, and provide a process for review and amendment of those policies as expressed in this Comprehensive Plan.

### **FOUNDATION IN THE PAST**

This Plan is the culmination of Clackamas County's comprehensive planning efforts. The first Plan was adopted in 1974, with major updates in 1980 and 1992. In addition, revisions to the plan text and maps have been made periodically in response to an opportunity, or a state, federal or regional requirement. All revisions to the plan have been developed through a process including public input in development of plan concepts, and public hearings on specific proposed plan language. Much of the Plan is carried over in each update.

Revisions to the Plan are necessary because:

1. The Plan calls for regular review and revision.
2. Statewide Planning Goals, adopted by the Land Conservation and Development Commission in 1974, require periodic review.
3. The County's population, housing, natural resources, employment and traffic have changed since the first Plan was adopted, and are expected to continue to change over time.
4. New state laws, Administrative Rules (OARs), and court decisions regularly occur that further specify the relationship between planning and zoning, or establish new requirements or opportunities.

This Plan considers, and includes as a part of this Plan, the Mt. Hood Community Plan adopted in 1982 by Order No. 76-1855 and all subsequent amendments to it. All parts of the Mt. Hood Plan are deemed consistent with this Plan. Procedures for amending the Mt. Hood Community Plan shall be governed by policies for amendments and procedures in Chapter 11 of this Plan.

### **HOPE FOR THE FUTURE**

While continuity is one strength of comprehensive planning, the ability to adapt policy to changing needs and conditions is another. This plan builds on earlier Comprehensive Plans. It addresses concerns about energy and housing, for instance, which our society ignored previously. It attempts to resolve administrative problems encountered during the first years the Plan was used. With each update, the Comprehensive Plan is supported by better information and a more effective citizen involvement process. Consequently, this Plan can better guide development to the year 2020 than its predecessor, and it contains policies for future revision and amendment.

### **HOW TO USE THIS PLAN**

This Plan, together with its supporting documents and the Court Orders by which it is adopted, is an official policy statement of the County.

Goals and Policies in this Plan direct future decisions on land use actions, ordinance amendments, zone changes, capital expenditures, procedures, and programs.

Plan Maps, in conjunction with the goals and policies, direct development and identify areas subject to various policies.

Each chapter of the Plan consists of:

- Background
- Issues
- Summary of Findings and Conclusions
- Goals
- Policies

The facts on which the Plan is based are in the supporting documents listed at the end of the Plan and in the Court Orders by which the Plan is adopted.

The Land Use chapter defines land use categories, specifies the site conditions used to qualify land for each category of use, and explains allowed uses or uses which may be established under certain conditions. Other chapters contain policies that are less site specific. Cross-references are provided where pitfalls to using the Plan are anticipated. Chapter 10 of the plan includes specific community or design plans, where certain policies may apply that do not apply elsewhere under the plan.

Most development proposals need only comply with provisions of implementing measures such as the zoning and subdivision ordinances. Some may require a zone change. Changes of the zoning map may be approved to allow a use equal to, or of less intensity than, the Plan specifies.

If the Plan does not accommodate the requested zone change, the applicant may request a Plan amendment. In most cases, the easiest way to accomplish this is to seek reclassification on the land use map based on the criteria for designating the desired category and showing that the site in question meets those criteria (see Chapter 11 for amendment procedures).

If a more fundamental change is desired, such as a change in the County's goals or definitions, the same procedure must be followed. However, changes must comply with state and regional goals and result in a Plan which is internally consistent.

### **IMPLEMENTATION COSTS**

Policies throughout this Plan, as well as in Chapter 11, direct how the Plan will be implemented. The costs involved and the limitations on County financial resources will require that priorities be set to insure that implementation of the Plan is financially responsible.

### **WHAT DOES THIS PLAN DO?**

#### **Overall Perspective**

- Recognize urban-rural identities

Resource preservation emphasis in farm, forest, and rural areas  
Manage growth in urban areas  
Diverse, interesting, and active urban community in the northwest corner of the County  
People activities focused at urban centers  
Landscapes, rivers and other natural attractions protected.

### **Prospects for the Urban Community**

Energy savings in land use patterns, housing, and transportation  
Desirable and affordable housing  
Livable neighborhoods  
More jobs for present and future residents  
Protected open spaces, streams, and hillsides  
Cost efficiency in providing roads, sewers, and other public services  
Fairer system of distributing necessary costs.

## **CITIZEN INVOLVEMENT**

Citizen involvement is essential in the governmental process to promote the general health and welfare of the total community. New approaches must be developed by local government to effectively involve citizens in the planning and decision-making process. Positive accomplishments can be achieved when citizens become involved in planning programs.

### **ISSUES**

5. Public awareness and understanding of land use proposals
6. Communication between the County and community groups, special interests, and individuals
7. Public availability of land use information
8. Mechanisms for public participation
9. Methods for decision makers to respond to citizen concerns and comments
10. The role of various public groups in the planning process

## **NATURAL RESOURCES AND ENERGY**

Citizen involvement is essential in the governmental process to promote the general health and welfare of the total community. New approaches must be developed by local government to effectively involve citizens in the planning and decision-making process. Positive accomplishments can be achieved.

The resources and natural systems of Clackamas County are the most enduring and tangible assets for its communities and their economies and environment.

River corridors, farm fields, marshes, scenic outlooks, wildflowers, spawning beds for salmon, deer and elk wintering areas, gravel quarries, magnificent stands of trees along Oatfield Ridge, or reservoirs of hot water beneath the slopes of Mt. Hood are all part of the wealth of Clackamas County's environment.

Natural resources and processes are interdependent, supplying benefits to the system of which they are a part. Plants are used by animals. Floodplains accommodate floods. Geologic processes produce areas of spectacular scenery. Skiers use the snow-covered slopes of Multnomah Mountain. Favorable soils and slopes result in savings for construction. Energy flows into the region from the sun, wind, and rain.

Clackamas County is an area of rapid growth, urbanization pressures, and diverse rural activities. As man exerts a greater influence on the environment, planning for future use of Clackamas County's land, water, and energy resources becomes increasingly important. The concern becomes one of insuring long-range values and a high quality of life. This can be

accomplished by insuring that our resources are wisely managed, that different uses of land do not conflict, that energy for productivity is available in the quantities needed, and that there is a sufficient amount of high-quality water for the needs of the population as well as natural systems.

## **ISSUES**

11. Use of rivers for recreation and public water supply
12. Effects of river corridor development
13. Competing land use demands in river corridors and impact of development on wetlands
14. Availability and quality of groundwater
15. Management of agricultural resources
16. Management of forest resources on small woodlot ownerships
17. Management of urban forests
18. Competition of recreational demands in forest areas
19. Management of mineral and aggregate supplies
20. Reuse of exhausted aggregate extraction sites
21. Management of fish and wildlife habitat
22. Compatibility of structures and land uses in critical habitat areas; animal damage in agricultural/forest areas
23. Protection of scenic and unique natural areas on public and private lands
24. Housing density in hazard areas (e.g., steep slopes, active landslides, and floodplains)
25. Government liability if known hazard areas are allowed to develop, and damage to life or property occurs
26. Energy efficiency and alternative local sources (e.g., solar, geothermal)
27. Need for educational programs on energy conservation (e.g., weatherization, recycling, and efficient land use patterning).

## **LAND USE (3/17/04)**

When the pioneers settled Clackamas County, the land resource appeared infinite. They cleared forest, carved towns from the wilderness, and used waterways as the arterials of commerce. Some lands were valued for certain uses. The alluvial valley of the Willamette River was among the first areas to be cleared for agriculture. The falls at Oregon City was one of the first industrial sites. From the earliest days, the value of strategic location for various uses of the land was recognized and exploited for man's benefit. The best sites were usually used first.

Now we realize that not only is land finite, but also that sites with desirable characteristics for certain types of development are scarce. A growing population is increasing demand for land of all types. It is increasingly important to evaluate characteristics of remaining sites to determine their optimum use.

The Oregon Legislature has provided for land use to be determined at the local level through a rational process of balancing state and local goals, human needs, and the site characteristics of land. Generally, the factors for designating land use categories in this plan include the following:

- Physical site conditions such as soils, slope, and drainage
- Present and projected needs of the people
- Character of existing development
- Financial impacts on the County and its residents
- Community livability
- Capacities of streets, sewers, water systems, and other facilities
- Estimated market demand
- Parcel sizes

Availability of transit

Proximity to jobs, shopping and cultural activities

Providing an adequate balance between various uses

The above factors alone are insufficient for planning a community. A planning process reflecting community values is needed to weigh various factors. This systematic approach involves identifying issues, developing alternative ways of dealing with the issues and choosing the most desirable alternative.

## **TRANSPORTATION (3/17/04)**

See Attached full documentation for Transportation

## **HOUSING**

Meeting the future housing needs and desires of residents will require a variety of housing types and densities. For example, the desire for home ownership can be partially met with mobile homes and condominiums in large or small complexes or owner-occupied duplexes. A range of housing prices can be encouraged by providing a greater variety of lot sizes for single family housing. More apartments and other alternative housing forms are needed to house the young, the elderly, and lower income households which are priced out of the single family housing market, or households which may prefer other than single family homes.

## **ISSUES**

The planning process has identified a number of issues. These issues address affordable housing, housing choice and variety, citizen preference, density, neighborhood livability, and compatibility with mass transit. Some of these issues follow:

28. Affordable housing for all the County's households
29. Housing for low and moderate income households, the elderly, and mentally or physically handicapped residents
30. A variety of housing types for all income levels, including single family houses, apartments, duplexes, condominiums, and mobile homes
31. The number and densities of single family and multifamily units, duplexes and mobile homes
32. Locations of multifamily housing in relation to services, employment, transportation and open space
33. Locations of individual mobile homes, mobile home parks and mobile home subdivisions
34. Owner-occupied and renter-occupied housing

## **PUBLIC FACILITIES AND SERVICES (3/14/02)**

The provision of public facilities and services is a key ingredient in the development of Clackamas County and the implementation of this Plan. All development requires a certain level of public facilities and services. The objective of this Plan element is to provide the level of public facilities and services to support the land use designations in this Plan, and to provide those facilities and services at the proper time to serve development in the most cost effective way.

This chapter addresses, in part, the requirements of the Land Conservation and Development Commission's (LCDC's) Goal 11, also known as Oregon Administrative Rule 660, Division 11. It requires planning for sanitary sewage treatment, water, storm drainage and transportation. Adequate levels of those public facilities and services must be available before urban levels of development can be built in a manner consistent with the land use designations in this Plan. (Transportation facilities and services are addressed in Chapter 5 of this Comprehensive Plan). Further detail, particularly with regard to necessary facility improvements and their costs, can be found in the County's Public Facilities Plan.

Failure to plan for public facilities properly could result in unnecessary financial costs, if the services are provided in excess of needed levels. Unnecessary environmental degradation and ultimately more financial cost could result if services are not properly designed to accommodate the anticipated level of development.

The public facilities and services policies of this Plan provide a logical framework for the timely, orderly and efficient arrangement of facilities and services required to meet the population and economic needs of this County. The following

policies will be used to guide and coordinate the provision of future facilities and services with development activities in Clackamas County. Other policies that may pertain to public facilities and services are included in the Natural Resources, Transportation, and Land Use Chapters of this Plan.

## **ISSUES**

Several critical issues stand out among the others when planning for the provision of new public facilities and services. These issues are:

35. The type of services provided,
36. The appropriate level of each service,
37. The arrangement or pattern of services,
38. The timing of the necessary services,
39. Who should provide the services,
40. Who should benefit from and pay for the necessary services,
41. The differential cost of providing services in different geographic areas.

## **ECONOMICS**

If any community is to thrive and prosper, jobs must be available to provide income for its residents. The type, quality, wage rates, and variety of jobs available in the community determine to a large extent the life-style and well-being of the residents.

The economy of Clackamas County is not separable from that of surrounding urban areas, nor is it uniform throughout. The northwest urban portion of the County clearly is part of the highly diversified urban economy of the Portland metropolitan area, with similar industries, and many retail and service business to serve the large urban population. The rural parts of the County and the cities lying outside the northwest urban area have traditionally been timber or agriculture based economies; however, residents are increasingly commuting to jobs in the Portland urban area.

## **ISSUES**

42. Providing jobs for existing and expected population
43. Job locations, numbers and types
44. Balancing community livability and environmental quality with economic development
45. Protecting existing firms
46. Industrial and commercial growth
47. Types and locations of commercial and industrial development
48. Quality of industrial and commercial areas
49. Relationship of industrial land uses and environmentally sensitive areas
50. Relationships of commercial/industrial sites to housing and transportation
51. Future of natural resource based industries
52. Relationship of increased employment and accelerated immigration
53. Home occupations
54. Adapting to the information/global/service economy.

## **OPEN SPACE, PARKS, AND HISTORIC SITES**

The conservation of land, water, and historic resources, and the related provision of recreation opportunities, is one of the most important factors in maintaining the quality of life which has made Clackamas County an attractive place to live. Recently, however, the urban area in particular has experienced a sharp jump in population, with substantial changes in

the physical environment. Population growth is inevitable, at least for the foreseeable future, but the degradation of our communities is not.

Numerous natural, historic and recreation resources will continue to be available for everyone's enjoyment if the commitment is made to preserve them. The streams and river corridors, the steep wooded hillsides, marshes and wetlands, the rich farmlands, and the vast, magnificent mountains form a natural network of significant benefit. A distinctive building or section of the Barlow Trail provide us with an historical context which can be an important part of our identity. They give us a feeling of continuity, a connection with the past and with the future. Recreation resources are also important but, unlike the others, these need to be built up, changed, and improved as the demands of the people who use them change. This must be done within the limits of the natural resource systems. For instance, the natural characteristics of a stream must not be sacrificed to satisfy the demands of the people who use it for recreation. Rather, more recreation opportunities must be developed elsewhere to satisfy the demand.

This example illustrates the need for a resource conservation and recreation development strategy for Clackamas County. In the past there was ample open space and a wide selection of recreation activities available to virtually everyone. With little urban development pressure, there was little need to preserve either natural or man-made resources. Now the pressures on these resources are increasing, and will continue to mount in the future. Population density and recreation needs are rising, once cherished local open spaces are disappearing, and more people are demanding more places for a variety of recreation activities. It is increasingly clear that our options and opportunities, especially within the urban area, are becoming fewer every day. The County must take the lead to preserve the resources and develop facilities which will assure that a high quality of life is available to all County residents.

### **MOUNT HOOD COMMUNITY PLAN**

The Mt. Hood area is unique, and the policies of the Mt. Hood Community Plan recognize this character. The economy of the community is dependent upon the conservation of the environment, which creates the setting so attractive to both residents and visitors. The Mt. Hood Community Plan, in conjunction with the Clackamas County Comprehensive Plan, provides the guidelines to assure reasonable development potential consistent with the need for environmental conservation.

The Clackamas County Comprehensive Plan is applicable to the Mt. Hood area; however, the Mt. Hood Community Plan takes precedence where conflicts between the two documents exist.

The Mt. Hood Community Plan contains some policies which are in addition to, or different from, the County Comprehensive Plan in four subject areas: Land Use, Public Facilities, Transportation, and Planning Process.

### **THE PLANNING PROCESS**

The purpose of Clackamas County's comprehensive planning process is to establish a framework for land use decisions that will meet the needs of Clackamas County residents, recognize the County's interrelationships with its cities, surrounding counties, the region, and the state, and insure that changing priorities and circumstances can be met. Coordination with other governmental agencies and refinement of this Plan and County ordinances is essential to achieve this end.

### **ISSUES**

55. Coordination with cities, special districts and federal, state and regional agencies
56. Compatibility of County planning programs with those of other jurisdictions and agencies
57. Relationship of changing circumstances to County plans and ordinances
58. Implementation of County goals and policies
59. Public and private costs
60. Administration of ordinances and programs

Official version of the Clackamas County Comprehensive Plan is on the website at:

<http://www.co.clackamas.or.us/dtd/zoning/comp/index.html>

# **APPENDIX B3 - Clackamas County Zoning & Development Ordinance**

## **SECTION 1000 - DEVELOPMENT STANDARDS**

### **1001 GENERAL PROVISIONS (1-25-96)**

#### **1001.01 PURPOSE**

This section sets forth the general standards for development of property and associated facilities within the unincorporated area of Clackamas County. The purpose of this section is to:

- A. Carry out the Comprehensive Plan with respect to development standards and policies.
- B. Insure that natural features of the landscape, such as land forms, natural drainageways, trees and wooded areas, are preserved as much as possible and protected during construction.
- C. Promote energy conservation and efficiency in development through site planning, building orientation and design and landscaping.
- D. Promote and maintain healthy environments, protect against noise, air and visual pollution, and minimize development impacts upon surrounding properties and neighborhoods.
- E. Allow for incentives and flexibility within development requirements to encourage functional, imaginative design solutions.

### **1002 PROTECTION OF NATURAL FEATURES (11-27-96)**

#### **1002.01 PURPOSE**

- F. To protect the natural environmental and scenic features of Clackamas County.
- G. To encourage site planning and development practices which protect and enhance significant natural features such as streams, swales, hillsides, ridges, rock outcroppings, views, large trees and wooded areas.
- H. To provide ample open space and to create a man-made environment compatible and harmonious with the natural environment.

### **1003 HAZARDS TO SAFETY**

#### **1003.01 PURPOSE**

- I. To protect lives and property from natural or man-induced geologic or hydrologic hazards and disasters.
- J. To protect property from damage due to soil hazards.
- K. To protect lives and property from forest and brush fires.
- L. To avoid financial loss resulting from development in hazard areas.

### **1004 HISTORIC PROTECTION**

#### **1004.01 PURPOSE**

To preserve structures, sites, objects, and areas within Clackamas County having historic, cultural, or archaeological significance.

## **1005 BUILDING SITE AND DESIGN**

### **1005.01 PURPOSE**

To site and design buildings in an energy efficient manner compatible with the natural and man-made environment, and assure equal access using all transportation modes. (9-8-94)

## **1006 UTILITY LINES AND FACILITIES (02-10-94)**

### **1006.01 PURPOSE**

To provide adequate services and facilities appropriate to the scale and type of development.

## **1007 ROADS, CIRCULATION AND PARKING (3/17/04)**

### **1007.01 PURPOSE**

To provide safe, efficient, convenient, and economical movement of vehicles and pedestrians while minimizing environmental degradation and conserving energy.

### **1007.02 GENERAL PROVISIONS**

The location, alignment, design, grade, width and capacity of all road, circulation and parking systems within the County shall conform to the Comprehensive Plan and shall be established so as to:

- M. Protect public health and safety through functional, efficiently designed improvements.
- N. Require the least amount of impervious surface necessary to adequately serve the type and intensity of proposed land uses within developments, provide adequate access for service vehicles, and take into account future traffic demands by type and volume.
- O. Require the creation of the minimum feasible amounts of land coverage and the minimum feasible disturbance to the soil.
- P. Provide, to the extent feasible, for the separation of motor vehicular, bicycle, pedestrian and equestrian traffic.
- Q. Create conditions of proper drainage.
- R. Provide for proper landscaping and preserve trees, vegetation, and topography to the greatest extent possible.

### **1007.03 ROADWAYS**

- A. Right-of-way dedication and improvements shall be required of all new developments and subdivisions as deemed necessary by the Department of Transportation and Development. All roadways shall be developed according to classifications and guidelines listed in Tables V-2 and V-3 of the Clackamas County Comprehensive Plan and the Clackamas County Roadway Standards. These standards may be deviated from when the County finds that alternate designs would better accommodate: (3/17/04)
  - 1. Terrain
  - 2. Scenic qualities
  - 3. Existing development
  - 4. Forest or agricultural uses
  - 5. Planned Unit Developments
  - 6. Local streets less than 200 feet in length which are not extendible. (5/24/01)
  - 7. Interior vehicular circulation for multifamily, commercial and industrial developments.

8. Half streets or private common access drives within developed urban areas providing access to not more than seven (7) lots.
- B. Where appropriate, roadways shall be designed to accommodate transit services.
  - C. Development along the specific urban arterials listed in the Clackamas County Comprehensive Plan shall improve those arterials to the specifications set forth in the plan.
  - D. Development adjacent to scenic roads listed in the Comprehensive Plan and adjacent to any future roads which may be designated as scenic roadways by Clackamas County shall conform where appropriate to the following design standards: (3/17/04)
    1. New developments shall have strict access controls.
    2. Road shoulders shall be improved to accommodate pedestrian or bicycle traffic.
    3. Turnouts shall be provided at view points or for recreational needs as determined by the County.
    4. Design review of developments adjacent (immediately abutting) to scenic roads with particular emphasis on visual characteristics and signing appropriate for the area.
    5. Building, parking areas and frontage roads which are developed adjacent to scenic roads shall be set back a suitable distance to provide for a landscaped buffer along the scenic road. (3/14/02)
  - E. Boulevard design guidelines on Table V-4 shall be considered for Regional and Community Boulevards designated on Map V-3 or as specified in Chapter X in the Comprehensive Plan. (5/24/01)
    1. Developments and subdivisions adjacent to boulevards shall provide pedestrian, bicycle, transit and visual amenities. These may include: Street trees, landscaping, kiosks, outdoor lighting, outdoor seating, bikeways/bike racks, bus shelters, pedestrian spaces and access to the boulevard, landscaped medians, aesthetically designed lights, bridges, signs, and turn bays rather than continuous turn lanes, as appropriate. (3/17/04)
    2. Vehicle access shall be strictly controlled with strict visibility controls on signing, planting, curbside parking.
    3. Boulevard design and developments fronting boulevards shall be environmentally sensitive including people oriented uses and transit amenities.
    4. Noise and pollution control measures shall be incorporated into the design of developments along boulevards.
  - F. Road Frontage Improvements (10-15-92)
    1. New developments, subdivisions and partitions may be required to dedicate land and/or make road frontage improvements to existing rights-of-way as required in Subsections 1007.02(A) through (F) and Subsections 1007.03, 1007.04, and 1007.05. (3/17/04)
      - a. A waiver of or modification to, or both, such requirements may be granted or approved by the Planning Director or authorized staff member upon finding that the proposed road frontage improvements are included in or are a part of a partition that develops less than one-half of a block. (3/17/04)
    2. Improvements in the urban area shall include surfacing, curbing or concrete gutters, except as provided under Subsection 1007.03(A), and street lights. Sidewalks, bikeways, and transit facilities shall be provided as required under Subsections 1007.05 and 1007.06. Street trees are required as specified in Subsection 1009.09. (3/17/04)
  - G. Onsite vehicular circulation roadways in the case of multifamily, commercial and industrial developments shall be a maximum of twenty-four (24) feet in width unless the size and intensity of development warrants additional width for turning lanes, or truck circulation.
  - H. When easements are used to provide vehicular access to lots within short subdivisions or subdivisions, the minimum width shall be eighteen (18) feet. The access easements shall be

developed according to the most recent standards adopted by separate order by the Board of County Commissioners. Access easements may also be used for utilities. Access easements shall be designated as common access and utility easements on the final plat or recorded survey. Existing access easements shall be identified by recorder's fee number. (10-11-82)

- I. Roadways in condominium developments must be constructed to the standards of the Department of Transportation and Development. Such roadways shall be constructed or the construction shall be guaranteed pursuant to Section 1104 prior to final approval by the Department of Transportation and Development. Roadways in condominium developments shall be inspected by the County Road Engineer prior to final approval. The normal inspection fee shall be paid prior to review of road and storm drainage plans and recording of the final plat. (3/14/02)
- J. In all developments road compaction tests shall be conducted in all fill areas and backfill areas when deemed necessary by the Department of Transportation and Development. The cost of the compaction tests shall be borne by the developer. (10-11-82)

#### **1007.04 VEHICLE ACCESS**

- A. The location and design of an access to existing and new developments shall be planned, coordinated and controlled by the Department of Transportation and Development. (3/17/04)
- B. Access control shall be based on the guidelines found in Table V-5 of the Comprehensive Plan. Joint access and circulation drives shall be utilized whenever feasible. (3/17/04)
- C. Access to state highways shall require a road approach permit issued by the Oregon Department of Transportation (ODOT). (3/17/04)
- D. Visibility:
  - 1. Developments and subdivisions along all roadways shall be designed to optimize visibility for vehicular traffic. (3/14/02)
  - 2. No planting, signing, or fences shall be allowed which restricts vision.
  - 3. Curbside parking restrictions may be required along streets determined to have visibility problems.

#### **1007.05 PEDESTRIAN/BICYCLE CIRCULATION (9-8-94)**

- A. Pedestrian and bicycle circulation facilities shall be designed to: (9-8-94)
  - 1. Minimize conflicts among automobiles, trucks, pedestrians and bicyclists.
  - 2. Provide safe, convenient and an appropriate level of access to various parts of the development and to locations such as schools, employment centers, shopping areas, adjacent developments, recreation areas and open space, and transit corridors. (3/17/04)
  - 3. Allow for unobstructed movements and access for transportation of disadvantaged persons. (3/17/04)
  - 4. Be consistent with Maps V-7a, V-7b, and V-8 of the Clackamas County Comprehensive Plan, North Clackamas Parks and Recreation District's Park Recreation Master Plan, and Metro's Regional Trails and Greenways Map. (3/17/04)
- B. Sidewalks and Accessways: (9-8-94)
  - 1. Sidewalks, accessways, and walkways shall be developed according to the specifications of the Department of Transportation and Development within all subdivisions, partitions, developments, and structural additions to existing commercial or industrial buildings exceeding 10 percent of the assessed value of the existing structure, or for additions of 1,000 square feet or more within the Urban Growth Boundary. The Mt. Hood Urban area is excluded from this requirement. Sidewalks shall be built on:
    - a. Both sides of a new street within a subdivision, or any new or reconstructed street. (9-8-94)

- b. The street frontage(s) adjacent to a development or subdivision. (5-23-96)
  - c. The street frontage adjacent to a partition when the existing street is identified on Map V-8 in the Comprehensive Plan. (3/14/02)
2. Sidewalk requirements may be reduced by staff to one side of a street when: (3/17/04)
    - a. Topographic or natural areas require a reduction in road standards. (3/17/04)
    - b. New cul-de-sacs which are 350 feet or less in length and cannot be extended. (9-8-94)
  3. Sidewalks shall be constructed to the following minimum widths: (9-8-94)

<b>Table 1 (3/14/02)</b>			
<b>Functional Class, Land Use Designation/Minimum Required Sidewalk Width (9-8-94)</b>			
<b>Street Type</b>	<b>Residential Sidewalk</b>	<b>Commercial/Public/Institutional Sidewalk</b>	<b>Industrial Sidewalk</b>
Local	5'	7'	5'
Connector	5'	7'	5'
Collector	5'	8'	5'
Arterial	6'	8'	6'

The entire required width of sidewalks shall be unobstructed. Sidewalks at transit stops shall be a minimum of eight (8) feet wide. A sidewalk setback from the curb by at least five feet may be one foot narrower (but not less than 5 feet) than the standard listed above. This 5 foot separation strip shall be landscaped and shall be maintained by the adjacent property owner. The separation strip may contain fixed objects such as trees, mailboxes, fire hydrants, telephone poles or benches. (9-8-94)

Industrial Uses containing over 5,000 square feet of office space shall comply with the requirements for Commercial/ Public and Institutional Uses. (9-8-94)

4. In Rural Centers and the Mt. Hood Urban Area either a sidewalk or a separated pedestrian path shall be provided along arterial and collector streets. (9-8-94)
5. Accessways for use by pedestrians and bicyclists shall be required where topography allows and where necessary to provide direct routes not otherwise provided by the road system. Developments shall not be required to provide right-of-way for accessways off-site to meet this requirement. If right-of-way is otherwise available off-site, the developer may be required to improve an accessway off-site up to 150 feet in length. (3/14/02)  
Accessways shall provide safe, convenient access to facilities generating substantial pedestrian or bicycle trips, such as an existing or planned transit stop, school, park, church, day care center, library, commercial area, or community center. Facilities such as these shall be accessible from dead-end streets, loops, or mid-block locations where accessways shall be constructed at intervals of no more than 330 feet, unless they are prevented by barriers such as topography, railroads, freeways, pre-existing development, or environmental constraints such as streams and wetlands. (5/24/01)
  - a. An accessway shall include at least a 15-foot wide right-of-way and an 8-foot wide hard surface. For safety, accessways should be as straight as practicable. Bollards or other large objects may be used to block motor vehicular access. (3/14/02)

- b. Accessways shall be illuminated either by street lights or luminaires on shorter poles so that they may be safely used at night. Separate lighting shall not be required if existing lighting adequately illuminates the accessway. (9-8-94)
- c. Fences are not required but, the maximum height of a fence along an accessway shall not exceed 6 feet. (9-8-94)
- d. Ownership and maintenance responsibility for accessways shall be resolved during the development approval process. (9-8-94)

C. Walkways (9-8-94)

- 1. Walkways shall connect at least one public entrance of each building accessible to the public to the nearest sidewalk or other walkway leading to a sidewalk. Walkways shall also connect to outdoor activity areas such as parking lots, transit stops, children's play areas and plazas. Walkways shall be designed to minimize walking distance between sidewalks and public entrances of buildings. (9-8-94)
- 2. Buildings set back from the sidewalk more than 75 feet shall have walkways directly connecting to walkways in adjacent developments or stubbed to the adjacent side yard property line if the adjacent land is vacant or is developed without walkways. The location of such a walkway stub shall be in consideration of topography and eventual redevelopment of the adjacent property. Walkway linkage to adjacent developments shall not be required within industrial developments, to industrial developments, or to vacant industrially zoned land. (3/14/02)
- 3. Walkways shall be constructed with a well-drained, hard-surfaced, or permeable hard-surfaced material that shall be at least 5 feet in unobstructed width. (3/17/04)
- 4. Portions of walkways shorter than 30 feet across driveways, parking lots or walkways crossing surfaces shared by fork lift or heavy truck traffic may use a painted crossing zone. Otherwise, walkways crossing driveways, parking areas, and loading areas shall be clearly identifiable to motorists through the use of a different paving material, raised elevation, warning signs or other similar method. Where walkways are adjacent to driveways, they shall be separated by a raised curb, bollards, landscaping or other physical barrier. If a raised walkway is used, the ends of the raised portions shall be equipped with curb ramps. (9-8-94)
- 5. Walkways shall be illuminated. Separate lighting shall not be required if existing lighting adequately illuminates the walkway. (9-8-94)

D. Bikeways: (9-8-94)

- 1. Shoulder bikeways, bike lanes, or bike paths shall be included in the reconstruction or new construction of any street if a bikeway is indicated in the Clackamas County Bikeway Plan (Maps V-7a and V-7b of the Comprehensive Plan), North Clackamas Parks and Recreation District Park and Recreation Master Plan, and Metro Regional Trails and Greenways Map. (3/17/04)
- 2. Shoulder bikeways, bike lanes or bike paths shall be considered in the reconstruction or new construction of any other arterial or collector. (3/17/04)
- 3. Bikeway improvement standards, including signage, shall be as specified by the current ODOT Oregon Bicycle Plan. (9-8-94)

E. Trails: (9-8-94)

- 1. Trail dedications or easements shall be provided and developed as shown on Map IX-1 of the Comprehensive Plan, the Facilities Plan (Figure 4.3) in the North Clackamas Parks and Recreation District Park and Recreation Master Plan, and Metro's Regional Trails and Greenways Map. (3/17/04)
- 2. Off-road sections of trails shall have a minimum 30-foot right-of-way width. (3/14/02)

### **1007.06 TRANSIT AMENITIES**

Major new residential, commercial and industrial developments shall be reviewed with the participation of Tri-Met during the site analysis process under subsection 1102.06 to insure appropriate design and integration of transit amenities into the development. The design shall not be limited to streets but shall insure also that pedestrian/bikeway amenities and other transit supportive features, such as shelters, turn bays, park-and-ride spaces, and signing will be provided. (3/14/02)

### **1007.07 OFFSTREET PARKING REGULATIONS**

#### **A. General Provisions**

1. The provision and maintenance of offstreet parking spaces is a continuing obligation of the property owner. When any parking area for the parking of three (3) or more cars is to be established, the standards set forth herein shall apply.
2. No area shall be considered a parking space unless it can be shown that the area is accessible and usable for that purpose and has maneuvering area for the vehicles, as determined by the Planning Director.
3. In cases of enlargement of a building or use existing on the effective date of this Ordinance, the number of parking spaces required shall be based only on the floor area or capacity added and not the area or capacity of the previously existing building or use. At least the same number of parking spaces that were established for the previously existing building or use must be provided if enlargement covers any of the previously existing parking area.
4. In the event several uses occupy a single structure or parcel of land, the total requirement for offstreet parking shall be the sum of the requirements of the several uses computed separately. The total sum may be reduced up to 10% per use when "shared parking", as provided below, is utilized. (9-11-85)
5. "Shared parking" may be defined, for purposes of subsection 1007.07B2c, as parking spaces used jointly by two or more uses within the same development, or separate developments, which either have peak hours of operation which do not overlap, or typically provide services to many of the same patrons (i.e. hotel providing lodging for convention participants within the same development), provided satisfactory legal evidence is presented in the form of deeds, leases, or contracts securing full access to such parking spaces for all parties jointly using them. (9-11-85)
6. Offstreet parking spaces existing prior to the effective date of this Ordinance may be included in the amount necessary to meet the requirement in case of subsequent enlargement of the building or use to which such spaces are accessory.
7. Parking spaces fulfilling the minimum requirement for a specified use shall not be rented, leased, or assigned to any other person or organization, except as provided for "shared parking". The conducting of any business activity shall not be permitted on the required parking spaces, except for temporary uses (e.g., Saturday markets).(9-11-85)
8. Parking spaces along the boundaries of a parking lot shall be provided with a sturdy bumper guard or curb at least four (4) inches high and located far enough within the boundary to prevent any portion of a car within the lot from extending over the property line or interfering with required landscaping.
9. All areas used for circulation and parking shall be graded and drained to dispose of all surface water on the site.
10. In Rural and Natural Resource areas, and Rural Centers, all areas used for parking and maneuvering of cars shall be surfaced with screened gravel or better. In urban areas, parking and maneuvering areas shall be hard surfaced, unless a permeable surface is required to reduce surface runoff, as determined by the Department of Transportation and Development.

11. Outdoor illumination in parking lots shall be designed and situated to avoid glare and shall be deflected so as not to shine into adjacent properties. (3/14/02)
  12. Adequate backing and maneuvering areas for cars, trucks, and service vehicles shall be located entirely on site.
  13. Parking and loading should be separated from major onsite circulation patterns, and from each other, especially in commercial developments.
  14. Utilize double loaded parking bays where possible to reduce hard surfacing.
  15. Offstreet parking requirements for types of uses and structures not specifically listed in this Ordinance shall be determined by the Planning Director.
  16. All parking lots shall be landscaped, screened and buffered, as provided in subsection 1009.04.
  17. Uses located on transit service lines which have days and hours of operation not in conflict with weekday use, such as churches, fraternal organizations, or nighttime amusements, may be encouraged, or required under subsection 1007.06, to allow a portion of their parking area to be used for a park-and-ride lot.
  18. New industrial and office developments shall provide carpool/vanpool spaces for employees. A minimum of five percent, but not fewer than one, of the required parking spaces shall be marked and signed for use as carpool/vanpool spaces. These spaces shall be the closest employee motor vehicle parking spaces to the building entrances normally used by employees, except for any handicapped spaces provided. (9-8-94)
  19. On-site parking spaces constructed in excess of those required may be redeveloped for transit oriented uses or any other uses permitted in the applicable zone. (9-8-94)
- B. Exceptions to Parking Requirements: Exceptions to standards of this section may be granted by staff as follows: (11-5-98)
1. Parking Maximums: exceptions to parking maximums in Table 2 may be taken for: (11-5-98)
    - a. Parking spaces in parking structures;
    - b. Fleet parking;
    - c. Designated employee carpool spaces;
    - d. Dedicated valet parking spaces;
    - e. User paid spaces; and
    - f. Parking for vehicles for sale, lease or rent;
  2. Parking Minimums: exceptions to the parking minimums in Table 2 may be taken for shared parking spaces provided under Subsection 1007.07A5. (11-5-98)
  3. Government Camp: Parking space requirement may be reduced by the number of head-in parking spaces available between property lines projected out onto Old Mt. Hood Loop Highway for properties with frontage on Old Mt. Hood Loop Highway between Wyeast Trail and Church St. and on Little Trail between Olive and Church Streets. Corner lots shall count parking on adjacent streets calculated in the same manner towards a parking requirement reduction. (3-03-93)
- C. Specific Parking Standards
1. Parking Minimums: (11-5-98)
    - a. New development is subject to the parking minimums in Table 2. Uses not listed in Table 2 are subject to the minimums for the most similar

use, unless specified in the underlying zoning district, or Section 800.  
(3/14/02)

2. Parking Maximums: (11-5-98)
  - a. Within the Urban Growth Boundary, the Parking Maximums listed in Table 2, Zone A, apply when an area has 20 minute peak hour transit service within one-quarter (1/4) mile walking distance for bus transit or one-half (1/2) mile walking distance for light rail transit; (3/14/02)
  - b. Within the Urban Growth Boundary, areas not meeting the requirement of 1007.07C2a, are subject to the maximums listed in Table 2, Zone B. (3/14/02)
  - c. Uses not listed in Table 2 are not subject to parking maximums.
3. Parking minimums for industrial, manufacturing and processing facilities: (3/14/02)
  - a. Zero to 24,999 square feet: See Table 2 (3/14/02)
  - b. 25,000 to 49,999 square feet: One (1) per 700 square feet.
  - c. 50,000 to 79,999 square feet: One (1) per 800 square feet.
  - d. 80,000 to 199,999 square feet: One (1) per 1,000 square feet.
  - e. 200,000 square feet and over: One (1) per 2,000 square feet.
4. Parking minimums for warehousing and storage distribution, terminals (air, rail, truck, water, etc.): (3/14/02)
  - a. Zero to 49,999 square feet: See Table 2 (3/14/02)
  - b. 50,000 square feet and over: One (1) per 5,000 square feet.
- a. Width and length requirements: Parking spaces shall satisfy the following minimum size requirements:
  1. 8 x 22 feet for all parallel parking spaces.
  2. 9 x 20 feet (18' with 2' overhang) for at least seventy (70) percent of the parking spaces required under this section.
  3. 8-1/2 x 16 feet for no more than thirty (30) percent of the parking spaces required under this section, and for spaces in excess of the requirements of the Ordinance provided that all such spaces are marked "Compact Only".
  4. Up to fifty (50) percent of the required parking spaces for residential, industrial, office or institutional uses may be compact spaces when the applicant demonstrates that a higher ratio of compact and regular-sized vehicles are found in parking areas of similar developments and uses.
- b. Bicycle Parking Standards (9-8-94)
  1. Location (9-8-94)
    - a. Required bicycle parking spaces must be illuminated and at least 75% of the bicycle parking spaces shall be located within 50 feet of a public entrance to the building. (3/14/02)
    - b. Bicycle parking may be provided within a building, if the location is easily accessible for bicycles. (9-8-94)
    - c. Bicycle parking for multiple uses, or a facility with multiple structures, may be clustered within 50 feet of each building's entrance in one or several locations and shall meet all other requirements for bicycle parking. (3/17/04)

2. Covered Spaces. Cover for bicycle parking can be provided by buildings or roof overhangs, awnings, bicycle lockers, bicycle storage within buildings or free standing shelters. (3/14/02)
3. Signs. If the bicycle parking is not visible from the street or main building entrance, then a sign must be posted indicating the location of the parking facilities. (9-8-94)
4. Rack types and dimensions. (9-8-94)
  - a. Bicycle racks must hold bicycles securely by the frame and be securely anchored. (9-8-94)
  - b. Bicycle racks must accommodate both: (9-8-94)
    1. Locking the frame and one wheel to the rack with a high-security U-shaped shackle lock; and, (9-8-94)
    2. Locking the frame and both wheels without removal of wheels to the rack with a chain or cable not longer than 6 feet. (3/17/04)
5. Bicycle parking spaces must be at least 6 feet long and 2 feet wide, and in covered situations the overhead clearance must be at least 7 feet. An aisle 5 feet wide for bicycle maneuvering must be provided. (3/14/02)
6. Areas set aside for required bicycle parking must be clearly marked and reserved for bicycle parking only, and separated from motor vehicle parking to prevent damage to parked bicycles. (9/8/94)

#### **1007.08 OFFSTREET LOADING REGULATIONS**

##### **A. General Provisions:**

1. The provisions and maintenance of offstreet loading facilities is a continuing obligations of the property owner. When any loading area is to be established, the standards set forth herein shall apply.
2. No area shall be considered a loading space unless it can be shown that the area is accessible and usable for that purpose, and has maneuvering area for vehicles, as determined by the Planning Director.
3. In cases of enlargement of a building or use existing on the effective date of this Ordinance, the number of loading spaces required shall be based only on the floor area or capacity added and not on the area or capacity of the previously existing building or use. At least the same number of loading spaces that were established for the previously existing building or use must be provided if enlargement covers any of the previously existing loading area.
4. In the event several uses occupy a single structure or parcel of land, the total requirement for offstreet loading shall be the sum of the requirements of the several uses computed separately.
5. Offstreet loading spaces existing prior to the effective date of this Ordinance may be included in the amount necessary to meet the requirements.
6. It shall be unlawful to store or accumulate goods in a loading space, rendering it useless for loading and unloading operations.
7. Where the boundary of a loading area adjoins or is within a residential district, such loading area shall be screened by a sight-obscuring fence. The screening shall be continuous along the boundary and shall be at least six (6) feet in height.
8. Artificial lighting, which may be provided, shall be deflected so the light does not shine into adjoining structures used as dwellings or other types of living units. (3/14/02)

9. In Rural and Natural Resource areas and Rural Centers, all areas used for loading and maneuvering of vehicles shall be surfaced with screened gravel or better, and shall provide for suitable drainage. In Urban areas, loading and maneuvering areas shall be hard-surfaced unless a permeable surface is required to reduce surface runoff, as determined by the Department of Transportation and Development.
10. Offstreet loading requirements for types of uses and structures not specifically listed in this Ordinance shall be determined by the Planning Director.

(LAST TEXT REVISION 3/17/04)

## **1008 STORM DRAINAGE**

### **1008.01 PURPOSE**

To minimize the amount of stormwater runoff resulting from development utilizing nonstructural controls where possible, maintain and improve water quality, prevent and/or reduce soil erosion, prevent structural and environmental damage.

## **1009 LANDSCAPING (3/14/02)**

### **1009.01 PURPOSE**

- S. To complement the color, texture, scale and building materials used in a development, while taking into account existing landscape elements and native plant materials.
- T. To provide landscaped areas within parking lots which are designed to facilitate movement of traffic, breakup large areas of impervious surfaces, provide shade, buffer and screen adjacent properties, and promote a safe environment with a pleasant appearance.
- U. To promote energy efficiency and conservation of water and other resources.
- V. To guide the planting and maintenance of landscaping materials.
- W. To provide pedestrian amenities along streets and within new development. (12/23/98)
- X. Promote the retention and use of natural features on a site. (12/23/98)
- Y. Highlight public access to buildings for streets, parking areas and structures, and public spaces such as plazas. (12/23/98)
- Z. Promote compatibility between land uses by reducing visual, noise, and lighting impacts of development on users of the site and abutting uses, with particular attention to off-site impacts when abutting a residential area. (12/23/98)
- AA. Enhance the overall appearance of a development. (12/23/98)

## **1011 OPEN SPACE AND PARKS (1-4-96)**

### **1011.01 PURPOSE**

- A. To preserve a network of open space resources within the urban area.
- B. To protect sensitive or hazardous open space resources from incompatible development.
- C. To provide land which meets the open space and recreation needs of the people.

## **1012 DENSITY STANDARDS, TRANSFERS AND BONUSES (5/3/01)**

### **1012.01 PURPOSE**

- A. To assure that the density or intensity of development will be properly related to:
  1. Natural features,

2. Public facilities/utilities,
  3. Adjacent land uses, and
  4. Applicable zoning.
- B. To encourage transferring density and development from any restricted portions of a site to other usable areas.
- C. To encourage density bonuses or incentives for certain design features, assisted housing opportunities, and public recreation amenities.
- D. To provide specific criteria for determining allowable density or intensity of use.
- E. To assure that available land is developed to the maximum extent, consistent with infrastructure availability and limitations imposed by natural features. (11/5/98)

### **1013 PLANNED UNIT DEVELOPMENT (PUD) (6/26/03)**

#### **1013.01 PURPOSE**

- A. Encourage a more creative approach in the development of land, and a more efficient, aesthetic and desirable use of open area, while maintaining the same population density permitted in the district in which the project is located.
- B. Allow flexibility in design, placement of buildings, use of open spaces, circulation facilities, offstreet parking areas, and utilize the potentials of sites characterized by special features of geography, topography, size and shape.
- C. Allow a mixture of densities between zoning districts when more than one district is included in the development.

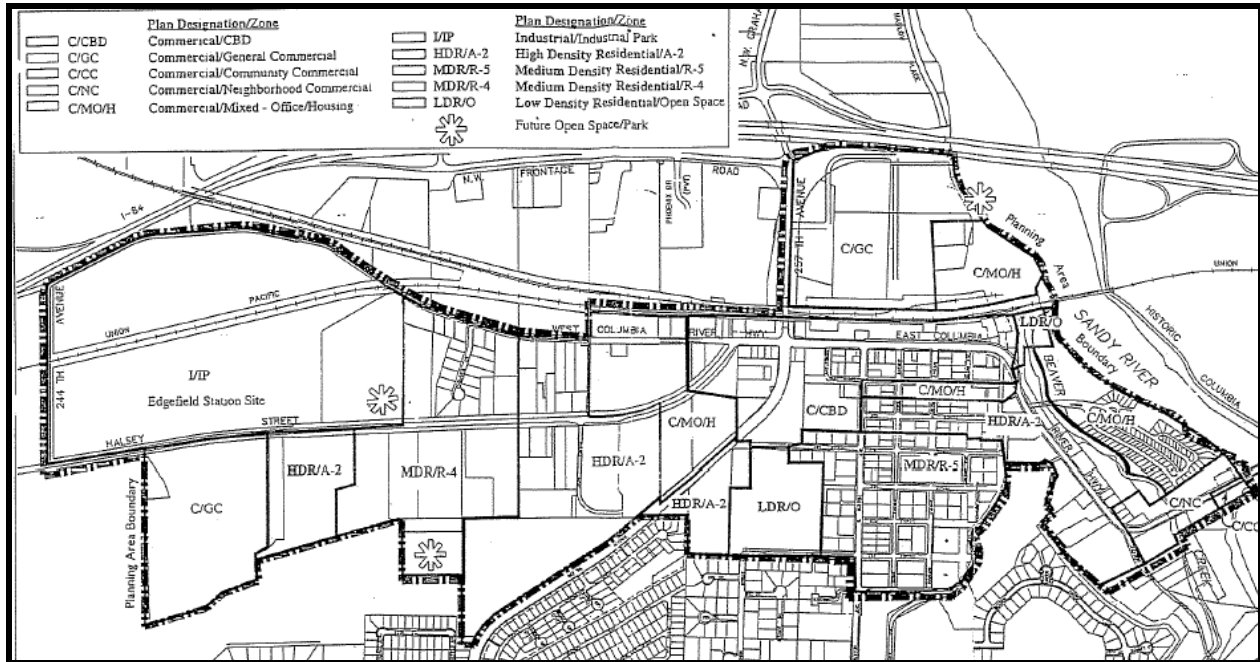
Official version of the Clackamas County land use and management plan is on the website at:

<http://www.co.clackamas.or.us/dtd/zoning/zdo/index.html>

**APPENDIX B4 – Hood River County Articles 5 and 7**

## APPENDIX B5 – Troutdale Development Code and Town Center Plan

The Columbia River Highway and SW Halsey Street are within the Troutdale Town Center Plan. This area is shown on the following map.



The primary objective of the District is to develop a strategy for new infill and redevelopment that will enable downtown Troutdale to thrive as a viable town center within the Portland region. It was adopted, in part, to implement the regional Metro 2040 Growth Concept (*Troutdale Town Center Plan*, Ordinance No. 658, adopted February 10, 1998).

There are multiple zoning districts within the Town Center, including commercial, residential and, at present, light industrial. Design review is required for development of any commercial or industrial project. Residential development is for medium- and high-density. Mixed commercial-residential development is also permitted within the MO/H zoning district.

Development standards for the Town Center Plan were adopted in the Troutdale Development Code, and include street-scape standards that limit fence heights and/or locations along the Highway or Halsey, landscaping, front door placement and pedestrian accessibility.

The maximum building height within the Town Center Plan is 35-feet, except multiple-family development on a site affected by an overlay of vegetation corridor setbacks from Beaver Creek, the Sandy River, wetlands, or lots with steep slopes may be 45-feet in height.

There are no scenic easements within the Town Center Plan or underlying zoning districts.

Designation of the Scenic Byway route is consistent with the Town Center Plan.

Signage and development east of the Sandy River is regulated by both the City's Development standards and the Columbia River Gorge National Scenic Area plan. Multnomah County Planning administers the NSA permitting process.

## **APPENDIX B6 – Sandy Zoning Ordinance and Design Standards**

### **Chapter 17.42 CENTRAL BUSINESS DISTRICT (C-1)**

#### **17.42.00 INTENT**

This district is intended to provide the community with a mix of retail, personal services, offices and residential needs of the community and its trade area in the city's traditional commercial core. This district is not intended for intensive automobile or industrial uses. This district is intended to provide the principal focus for civic and social functions within the community.

This commercial district is intended for civic uses and to provide all basic services and amenities required to keep the downtown the vital center of our community. While the district does not permit new low density building types, it is not intended to preclude dwelling units in buildings containing commercial activities. All development and uses shall be consistent with the intent of the district, as well as compatible with the space, access and exposure constraints and opportunities of the central city.

### **Chapter 17.44 GENERAL COMMERCIAL (C-2)**

#### **17.44.00 INTENT**

This district is intended to provide for a wide range of commercial activities in a community scale shopping center and for commercial uses and related services and businesses, which require large land areas for structures and parking facilities and direct automobile access. This district is not intended for residential or industrial uses.

### **Chapter 17.46 VILLAGE COMMERCIAL (C-3)**

#### **17.46.00 INTENT**

The intent of the village commercial district is primarily oriented to serve residents of the village and the immediately surrounding residential area. The Village Commercial area is intended to help form the core of the villages. Allowing a mixture of residential uses beside and/or above commercial uses will help create a mixed-use environment, which integrates uses harmoniously and increases the intensity of activity in the area. The orientation of the uses should integrate pedestrian access and provide linkages to adjacent residential areas, plazas and/or parks, and amenities.

### **Chapter 17.90 LANDSCAPING AND DESIGN STANDARDS**

#### **17.90.00 INTENT**

These standards are intended to promote functional, safe, innovative and attractive buildings and sites which are compatible with the surrounding environment. These regulations include the articulation of walls, roof design, materials, colors, placement of elements such as windows, doors, mechanical equipment, identification features and site features including, but not limited to, pedestrian circulation, entries, location of service facilities, safety and security, placement, design and relationship of proposed site elements such as buildings, vehicular parking and circulation areas, outdoor shared areas, private areas, walkways, buffer areas and landscaping.

The intent of these design standards is to guide the design of buildings constructed to ensure excellent design in new building construction, to enhance street safety, and to provide a comfortable street environment by utilizing features of interest to pedestrians. Good design results in buildings that are in visual harmony with nearby buildings, leading

to development that is interesting, active, and safe. The exterior storage of merchandise and/or materials directly or indirectly related to a business is prohibited except as specifically authorized by this code.

In addition, within the Central Business District, existing buildings reflect architectural styles that were popular during the early to mid-twentieth century. It is the desire of the City to have buildings in the Central Business District conform to architectural styles of this era. The design standards are intended to further define those characteristics that cause buildings to look like they were constructed during this period.

Development of a Village Commercial District, buildings should complement the architectural styles of the surrounding residential development through use of compatible materials, colors, and architectural elements.

Additional standards governing drive-up/drive-through uses are listed in [Chapter 17.94](#).

## **17.90.70 SUBMISSION REQUIREMENTS - TYPE II**

### **H. Signs.**

#### 1. Free-standing sign:

a. Location of sign on site plan;

b. Elevation of sign (indicate size, total height, height between bottom of sign and ground, color, materials and means of illumination).

#### 2. Wall or Projecting signs:

a. Building elevation with location of signs (indicate size, color, materials and means of illumination).

b. Plot plan showing location of sign on building in relation to adjoining properties.

## **Chapter 17.92 LANDSCAPING AND SCREENING GENERAL STANDARDS - ALL ZONES**

### **17.92.00 INTENT**

The City of Sandy recognizes the aesthetic and economic value of landscaping and encourages its use to establish a pleasant community character, unify developments, and buffer or screen unsightly features; to soften and buffer large scale structures and parking lots; and to aid in energy conservation by providing shade from the sun and shelter from the wind. The community desires and intends all properties to be landscaped and maintained.

This chapter prescribes standards for landscaping, buffering, and screening. While this chapter provides standards for frequently encountered development situations, detailed planting plans and irrigation system designs, when required, shall be reviewed by the City with this purposes clause as the guiding principle.

#### 1. Purpose

The Design Guidelines included as part of the Sandy Downtown Design Vision are intended to promote a desired level of future development quality that will:

a. Contribute to implementing the Sandy Downtown Design Vision;

- b. Stimulate investment in, and strengthen the economic vitality of Downtown Sandy; and
- c. Renew a positive physical image and identity of Downtown Sandy.

These guidelines acknowledge the prevailing architectural character and development patterns within the Downtown today. The guidelines, therefore, do not seek to impose an overriding style, a limited color palette, or an artificial theme. They do seek to assist in promoting the positive design characteristics existing throughout Downtown today.

It is not the intent of these design guidelines to eliminate design freedom or discourage innovative design. The design guidelines complement the mandatory development standards contained in the City of Sandy Development Code by providing good examples of appropriate design solutions and by providing design interpretations of the various mandatory regulations. The guidelines are less quantitative than the mandatory development standards and may be interpreted with some flexibility in the application to specific projects.

Official versions of the City of Sandy Zoning Ordinance and Design Standards are on the website at:

[http://www.ci.sandy.or.us/municipal\\_code/Development\\_Code/Zoning/Business\\_\\_Commercial/business\\_\\_commercial.html](http://www.ci.sandy.or.us/municipal_code/Development_Code/Zoning/Business__Commercial/business__commercial.html)

[http://www.ci.sandy.or.us/municipal\\_code/Development\\_Code/Miscellaneous/Part\\_IV/part\\_iv.html](http://www.ci.sandy.or.us/municipal_code/Development_Code/Miscellaneous/Part_IV/part_iv.html)

[http://www.ci.sandy.or.us/Ads\\_Events\\_Issues/Urban\\_Renewal/Design\\_Guidelines/sandyurbandsign.html](http://www.ci.sandy.or.us/Ads_Events_Issues/Urban_Renewal/Design_Guidelines/sandyurbandsign.html)

## **APPENDIX C1 – Multnomah County Capital Improvement Plan**

### **Multnomah County's FY 2003-2007 Capital Improvement Plan**

Project #708:	242 <sup>nd</sup> Ave.: Stark St. - Glisan St.
Description:	Construct 242 <sup>nd</sup> Street to principal arterial standards with 4 travel lanes, center turn lane/median, sidewalks and bicycle lanes. Southern segment of 242 <sup>nd</sup> Ave. Connector.
Total Cost:	\$1,000,000
Project #98:	Orient Dr.: 257 <sup>th</sup> Ave. – 267 <sup>th</sup> Ave.
Description:	Construct Orient Dr. to 5 lanes including center turn lane/median, sidewalks, and bicycle lanes.
Total Cost:	\$2,300,000
Project #729:	Burnside Rd.: 242 <sup>nd</sup> Ave. to Powell Blvd.
Description:	Reconstruct road-capital preservation project.
Total Cost:	\$750,000
Project #88:	242 <sup>nd</sup> Ave Connector: I-84 – Start St.
Description:	Construct 5 lane arterial, widening 242 <sup>nd</sup> Ave. to major arterial standards with 4 travel lanes, center turn lane/median, and bicycle lanes.
Total Cost:	\$24,000,000
Project #107:	Halsey St.: 238 <sup>th</sup> Dr. - HCRH
Description:	Widen Halsey St. to 3 lane arterial with center turn lane/median, sidewalk and bicycle lanes.
Total Cost:	\$2,500,000
Project #722:	238 <sup>th</sup> Dr.: Glisan St. - Arata Rd Safety Improvements
Description:	Widen existing pavement near entrance to Tree Hill Condominiums, and install signal ahead sign with beacons.
Total Cost:	\$125,000.
Project #109:	Oregon Dr.: 267 <sup>th</sup> Ave. - Gresham City
Description:	Improve Orient Dr. to arterial standards with sidewalks and bicycle lanes.
Total Cost:	\$735,000.
Project #724:	Beaver Creek Bridge on Historic Columbia River Highway
Description:	Replace Bridge.
Total Cost:	\$1,047,000
Project #172:	242 <sup>nd</sup> Ave./23 <sup>rd</sup> St.
Description:	Install traffic signal and replace curbs, sidewalks, and ADA ramps on east side of intersection.
Total Cost:	\$220,000
Project #191:	Orient Dr./267 <sup>th</sup> Ave.
Description:	Realign intersection and install traffic signal.
Total Cost:	\$1,200,000
Project #703:	Orient Dr./Dodge Park Blvd.
Description:	Widen Orient Drive to create eastbound turn lane.
Total Cost:	\$100,000

## APPENDIX C2 – Roadway Strategy Improvement Projects

The Five (5)-Year Transportation Capital Improvement Program and Twenty (20)-Year Transportation Capital Improvement Program (CIP) for Clackamas County identify the following improvement projects that need to be complete by 2024.

<b>The Following Projects are Scheduled for Construction Between 2004 &amp; 2009.</b>				
<b>Map Location #</b>	<b>Project</b>	<b>Section</b>	<b>Description</b>	<b>Program Year</b>
225	Arrah Wanna Bridge	Bridge #6572	Reconstruct and widen - 32'	2007/08
312	Government Camp Core area	US 26 through Government camp to US 26	Overlay, construct sidewalks	2004/05
313	Zigzag River Bridge	Lolo Pass Road	Bridge #6401 replacement	2004 / 2006
881	Lolo Pass/Bear Creek culvert replacement	Lolo Pass Road	Culvert replacement	2004/05

ODOT has adopted both the Mount Hood Corridor Final Environment Impact Statement (FEIS): US 26 Rhododendron to OR 35 Junction (1998) and the Hood River – Mt. Hood (OR 35) Corridor Plan (August 1999). The FEIS selected the Preferred Alternative. The list of priority projects to be implemented under the Preferred Alternative are:

- MP 48.0 to MP 51.8 (Laurel Hill) - add a paved chain-up area at the base of Laurel Hill, construct a highway underpass for Pioneer Bridle Trail (near MP 48.7), and widen the highway to 4 lanes to the top of Laurel Hill.
- MP 44.5 to MP 48.0 (Rhododendron to Laurel Hill) - widen to three lanes between MP 44.5 and MP 46.2, and widen to 4 lanes between MP 46.2 and MP 48.0.
- MP 51.8 to MP 54.3 (from top of Laurel Hill to Timberline Road junction) – improve to four lanes.
- MP 54.3 to MP 57.5 (Timberline Road to OR 35 junction) – widen to four lanes up to the interchange with OR 35. No widening within the interchange.  
(refer to map in appendix)

The Corridor Plan has also identified a Solution List by Funding Priority, and the following projects have been identified.

First priority:

- Install/upgrade culverts across OR 35 vicinity of Clark Creek
- Improve Robinhood Quarry/bridge to allow disposal of roadway ditch material
- Create a Mt. Hood scenic view site along OR 35 – ½ mile south of White River Br.

- Hood River – I-84 connection to OR 35 (Button Junction), project development for signal/intersection improvements.
- Adjust maintenance practices and provide improvements (change guardrail to concrete shoulder barrier) to minimize adverse impacts on salmon habitat.
- Enhance salmon habitat at selected rivers throughout corridor.

Second priority:

- Parking improvements at Clark Creek Tea Cup Sno-Park
- Provide chain-up area NB at MP 62 to Bennett Pass

Third priority:

- Robinhood Campground rehabilitation, debris removal under OR 35 bridge
- Polallie Creek bridge reconstruction
- Replacement of three bridges over the East Fork Hood River along OR 35
- Major widening with alignment improvements along OR 35 (MP 94.43 – 95.45; 96.26 – 96.87; and 97.97 – 98.62)

ODOT has identified recommendations for their DRAFT 06-09 Statewide Transportation Improvement Program (STIP) and the following are included:

- US 26 Langensand Rd-Brightwood Loop Rd. (Safety), year 2009
- US 26 Mt Hood Hwy MP 49.60 - MP 50.00 (Rockfall), year 2009
- US 26 E. Mountain Air Dr. – E. Lolo Pass Rd., year 2008
- US 26 MP 44.03 – MP 49.2, year 2008
- US 26 West Skibowl – Government Camp Loop (Safety), year 2007
- US 26 Langensand Rd. – Brightwood Loop Rd. (Safety), year 2008
- I-84 @ Hwy 35 interchange improvements, year 2009

## APPENDIX C3 – Mt. Hood Highway ODOT Data

The 2004 SPIS Report (using 2001-2003 crash data) lists four top ten percent SPIS sites on the Mt. Hood Highway in the section between Ten Eyck Road (Sandy) (MP 24.61) and the OR35/US26 Interchange (MP 57.59) and on OR35 between US26 (MP 57.59) and the Historic Columbia River Highway (HCRH) in Hood River (MP 101.82). Table 1 below provides information about the 2004 SPIS sites.

Highway/Milepoint	Location	2004 SPIS Value*	Comments
US26 MP 51.90 – MP 52.08	Approximately 0.50 mile west of the west entrance to the Ski Bowl.	56.20	This SPIS site is within the limits of a safety improvement project named W. Ski Bowl – Government Camp Loop (Key #11967). See detailed description of the project in Table 2 <sup>1/</sup> .
US26 MP 53.90 - MP 54.04	At the east end of E. Government Camp Loop	50.92	This SPIS site is within the limits of a safety improvement project named Multorpor U-xing – Timberline Road (Key #11930), which will be constructed in 2005. See detailed description of the project in Table 2 <sup>2/</sup> .
OR35 MP 59.91 - MP 60.09	Just east of the Barlow Pass Summit	50.31	This SPIS site will be investigated for correctable measures in Summer 2005.
OR35 MP 60.91 - MP 61.09	North of White River	47.31	This SPIS site will be investigated for correctable measures in Summer 2005.

\* 2004 top ten percent SPIS Cutoff Value = 44.49

There are three projects on the Mt. Hood Highway that are currently scheduled for construction in 2005. The three projects include a safety improvement project and two pavement preservation projects. In addition, there are other projects identified in the 06-09 STIP. A listing of these projects along with the three 2005 projects is provided in Table 2. Implementation of these projects will improve the overall roadway safety and operations in the Mt. Hood Highway corridor.

Highway/Milepoint	Problem (from project prospectus)	Proposed Solution (from project prospectus)	Bid Let Date
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<p>US 26 MP 27.00 – MP 41.00</p> <p>US26: Langensand Road – Brightwood Loop Road (Mod.), Key #13953</p>	<p>This corridor has experienced an unusually large number of crashes, including head-on collisions and turning movement incidents.</p>	<p>The project will include a number of safety improvements that are undefined at this point pending further scoping. Solutions may include widening of the median barrier, left turn channelization, centerline rumble strips, warning signal and restriping of wider shoulders to provide more median.</p>	<p>January 2009</p>
<p>US26 MP 38.68 – MP 40.01</p> <p>US26: Wildwood – Wemme (Mod.), Key #12840</p>	<p>Numerous driveways and streets access Mt. Hood Highway along this section. Due to the lack of left turn median, vehicles making the left turns off of the highway create a safety problem when they stop in the travel lanes to await oncoming traffic to clear.</p>	<p>Construct a median through the section to provide consistent cross section and meet driver expectation.</p>	<p>July 2007</p>
<p>US26 MP 39.00 – MP 41.60</p> <p>E. Mountain Air Drive – E. Lolo Pass Road (Preservation), Key #13715</p>	<p>2001 Pavement Condition Map lists Pavement in fair condition.</p>	<p>Overlay to improve condition. In-lay/overlay. Correct drainage issues. Replace and adjust guardrail as necessary.</p>	<p>January 2008</p>
<p>US26 MP 44.03 – MP 49.20</p> <p>(Preservation), Key #13716</p>	<p>Existing pavement on Mt. Hood Highway from MP 44.15 to MP 49.04 is considered to be in fair condition and moving towards poor. Currently there are several localized areas of potholes due to delaminating pavement and areas that are beginning to ravel. The pavement on Hwy 26 in this area will need to be rehabilitated to maintain serviceability and extend the useable life. Some sight distance issues from side forest service roads on to the Hwy. Mail boxes, utility poles, trees within the clear zone.</p>	<p>Inlay with 2.0" HMAC inlay and overlay with 2.0" HMAC between MP 44.56 and MP 44.70. Overlay the balance of the project with 2.0" HMAC. Include 200 square yards of localized surfacing repair (2.0" HMAC inlay). Also include a quantity of additional HMAC for leveling of ruts prior to overlay." Adjust or replace guardrail as necessary. No drainage issues were identified by Maintenance for this section. Clear zone exceptions may be requested.</p>	<p>January 2008</p>

<p>US26 MP 49.00 – MP 50.00</p> <p>Mt. Hood Highway at MP 49.60 – MP 50.00 (Rockfall) (Safety) Key #13717</p>	<p>Through this section of highway, rockfall often occurs resulting in rocks in the travel lanes and a hazard for motorists. Ditches through this section are narrow and no fallout area exists. Maintenance forces are frequently removing rocks from the road and the ditch area. This section of roadway has also been proposed in a corridor study for future development to four lanes. Rockfall site with little, if any, ditch area and poor sight distance. Frequent events have rocks falling across all lanes of traffic causing accidents or vehicle damage.</p>	<p>Remove rock bluff to provide an adequate fall out area as well as provide for adequate cross section for a future four lane section. Rock bolt and screen the slopes as needed. The bluff will need to be cut back 20 meters. Most feasible alternative includes creating a fallout area, of approximately 30 feet wide for the height of cut involved. May need to screen areas near truck escape ramp and to east of cut. As with the MP 49.1 rockfall mitigation project scoping team should consider including a fourth travel lane through the section as well as shoulders per the corridor study recommendations.</p>	<p>January 2009</p>
<p>US26 MP 52.18 – MP 53.13</p> <p>US26: West Ski Bowl – Government Camp Loop (Safety), Key #11967</p>	<p>Extreme skewed angle at the west end <sup>1/</sup> Government Camp Loop intersection causes safety problems.</p>	<p>Realign and relocate intersections of the W. end of Government Camp Loop and the east entrance to the Ski Bowl. Realign west entrance to Ski Bowl and the Forest Service Road. Add WB turn lanes and improve signing, illumination and paving.</p>	<p>October 2006</p>
<p>US26 MP 53.13 – MP 55.63</p> <p>US 26: Multorpor U-xing – Timberline Highway (Safety), Key #11930</p>	<p>Substandard westbound climbing lane <sup>2/</sup> and inefficient intersection at East Government Camp Loop intersection. Accidents associated with the deficiencies.</p>	<p>Shorten the westbound passing lane to ends just east of the Timberline Highway intersection &amp; improve intersections to handle turn movements at the E. end of Government Camp Loop. Provides left turn channelization at the Camp Ground Creek intersection. The project will improve signing and also be paving the entire length of the project limits.</p>	<p>March 2005</p>
<p>OR35 MP 73.79 – MP 84.93</p> <p>OR35: Jct. Hood River Highway – Pollalie Creek (Preservation), Key #11939</p>	<p>The pavement rating is poor.</p>	<p>Project consists of pavement o'lay &amp; safety work as needed. Repair and upgrade all guardrail as required.</p>	<p>April 2005</p>
<p>OR35 MP 91.55 – MP 95.24</p> <p>OR35: Long Prairie – Odell Highway (Preservation), Key #11940</p>	<p>The pavement rating is poor.</p>	<p>Combined inlays/o'lays for 2.5 miles. Needed safety upgrades. Restripe Odell intersection. Add guardrails.</p>	<p>February 2005</p>

I-84 MP 64.44 – MP 64.45  OR35: I-84 @ OR35 (Mod.), Key #13956	Poor sight distance at the I-84 eastbound and westbound ramp terminals. Also have operational deficiency problems.	Improve safety and operations at the interchange.	January 2009
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The 2002 crash rate is the most current information available from the State Highway Crash Rate Tables. The 2003 crash rate will not be available until the end of February or March. Table 3 below provides the 2002 crash rate for the Mt. Hood Highway between Sandy and Crystal Spring Creek.

<b>Table 3</b>		<b>CRASH RATE</b>		
<b>Milepoint</b>	<b>Location</b>	<b>2002 ADT</b>	<b>2002 Crash Rate (Crashes Per Million Vehicle Miles)</b>	<b>2002 Statewide Average Crash Rate (Average Crash Rate for Similar Rural Secondary Highway)</b>
MP 24.61 - MP 26.12	End Couplet to Sandy ECL	19,731	0.53	0.80
MP 26.12 - MP 33.23	Sandy ECL to Alder Creek Bridge	16,424	0.67	0.80
MP 33.23 - MP 37.26	Alder Creek Bridge to Salmon River Bridge	14,367	0.37	0.80
MP 37.26 - MP 41.59	Salmon River Bridge to E. Lolo Pass Road	12,425	0.40	0.80
MP 41.59 - MP 46.02	E. Lolo Pass Road to Zig Zag River	8,390	0.82	0.80
MP 46.02 - MP 52.88	Zig Zag River to Government Camp Road	7,698	1.29	0.80
MP 52.88 - MP 54.23	Government Camp Road to Jct. Timberline Hwy 173	7,300	3.04	0.80
MP 54.23 - MP 57.52	Jct. Timberline Hwy 173 to Warm Springs Hwy 53/US26	6,987	0.53	0.80
MP 57.52 - MP 59.67	Warm Springs Hwy 53/US26 to Hood River County	1,800	5.64	0.80
MP 59.67 - MP 76.93	Hood River County to Crystal Spring Creek	1,423	4.11	0.80
MP 76.93 - MP 85.02	Crystal Spring Creek to Hood River Highway #281	1,512	1.78	0.80
MP 85.02 - MP 95.25	Hood River Highway #281 to Odell Highway #282	4,968	0.98	0.80
MP 95.25 - MP 101.82	Odell Highway #282 to Hood River	6,351	0.20	0.80

# **APPENDIX D1 – Multnomah County Sign Ordinance**

## **West of Sandy River Rural Plan Area**

### **§ 36.7400\* SIGNS**

#### **§ 36.7400- Purpose.**

(A) This Chapter regulates signs which are visible from the right-of-way and from beyond the property where erected. These regulations balance the need to protect the public safety and welfare, the need for a well maintained and attractive community, and the need for identification, communication and advertising for all land uses. The regulations for signs have the following specific objectives:

- (1) To ensure that signs are designed, constructed, installed and maintained so that public safety and traffic safety are not compromised;
- (2) To allow and promote positive conditions for meeting sign users' needs while at the same time avoiding nuisances to nearby properties;
- (3) To reflect and support the desired character and development patterns of the various zones; and,
- (4) To ensure that the constitutionally guaranteed right of free speech is protected.

(B) The regulations allow for a variety in number and type of signs for a site. The provisions do not necessarily assure or provide for a property owner's desired level of visibility for the signs.

(Ord. 1001, Reorg&Renun, 12/12/2002)

#### **§ 36.7405 Applicability and Scope.**

This Chapter regulates the number, size, placement and physical characteristics of signs. The regulations are not intended to, and do not restrict, limit or control the content or message of signs. The regulations of this Chapter apply to all zones. The regulations of this Chapter are in addition to all other regulations in the Multnomah County Code and State Building Code applicable to signs.

#### **§ 36.7410 Conformance.**

No sign may be erected unless it conforms with the regulations of this Chapter. Sign permits must be approved prior to erection of the sign.

#### **§ 36.7415 Severability.**

If any portion of this Chapter is for any reason ruled invalid or unconstitutional by a court of competent jurisdiction, that portion shall be deemed a separate, distinct and independent provision and such ruling shall not affect the validity of the remaining portions of this Chapter, Title or Code.

#### **§ 36.7420 Exempt Signs.**

The following signs are exempt from the provisions of this Chapter, but may be subject to other portions of the County Code:

- (A) Signs not oriented or intended to be legible from a right of-way, private road or other private property;
- (B) Signs inside a building, except for strobe lights visible from a right-of-way, private road or other private property;

- (C) Signs legally erected in the right-of-way in accordance with MCC 29.500 through 29.583, the Rules For Street Standards adopted thereunder, and Administrative Rules and Regulations pursuant to MCC 15.225 through 15.236;
- (D) Building numbers required by the applicable street naming and property numbering provisions in Multnomah County Code;
- (E) Signs carved into or part of materials which are an integral part of the building;
- (F) Flags on permanent flag poles which are designed to allow raising and lowering of the flags;
- (G) Banners on permanent poles which are designed and intended as a decorative or ornamental feature;
- (H) Painted wall decorations and painted wall highlights;
- (I) Bench advertising signs which have been lawfully erected.

§ 36.7425 Prohibited Signs.

The following signs are prohibited and shall be removed:

- (A) Strobe lights and signs containing strobe lights which are visible beyond the property lines;
- (B) Signs placed on or painted on a motor vehicle or trailer and parked with the primary purpose of providing a sign not otherwise allowed for by this Code;
- (C) Abandoned signs;
- (D) Balloon signs; and
- (E) Signs in the right-of-way in whole or in part, except signs legally erected for informational purposes by or on behalf of a government agency.

§ 36.7430 Determination of Frontages.

(A) Primary Building Frontages

Primary building frontages are derived from each ground floor occupant's qualifying exterior walls (See MCC 36.7505 Figure 1).

(B) Corner Signs

Corner signs facing more than one street shall be assigned to a frontage by the applicant. The sign must meet all provisions for the frontage it is assigned to.

§ 36.7435 Non-Conforming Signs.

Non-conforming signs are not subject to the provisions of MCC 36.7200, Non-Conforming Uses. Unless previously approved through an exception process, signs not conforming to the regulations of this Chapter are subject to the following provisions:

(A) Permanent signs in all zones

1. In all zones lawfully erected non-conforming signs may continue to exist and are subject to the following regulations:
  - (1) Maintenance, repairs and changing of sign faces, when no structural alterations are made, are allowed.
  - (2) Signs and sign structures which are moved, replaced or structurally altered shall be brought into conformance with the current sign regulations.

(B) Temporary Signs

Non-conforming temporary signs shall be removed.

§ 36.7440 Variances.

Under the provisions of MCC 36.7600, variances may be requested for all sign regulations

§ 36.7445 Base Zone Sign Regulations.

Signs are allowed in unincorporated Multnomah County depending on the zoning district in which a property is situated as described in MCC 36.7450. Signs are allowed on properties that are zoned OP, PD, and LF or have CS designations to the extent that signs are allowed in the underlying zoning district except as provided herein. Signs are allowed in the SPA subdistricts to the extent provided for in the regulations for each such subdistrict.

§ 36.7450 Signs Generally in the EFU, CFU, MUA-20, RR, PH-RC, and OR Zones.

For all uses and sites in the above listed zones, the following types, numbers, sizes and features of signs are allowed. All allowed signs must also be in conformance with the sign development regulations of MCC 36.7460 through 36.7500.

(A) Free Standing Signs:

- (1) Allowable Area - Free standing signs are allowed .25 square feet of sign face area per linear foot of site frontage, up to a maximum of 40 square feet.
- (2) Number - One free standing sign is allowed per site frontage.
- (3) Height - The maximum height of a free standing sign is 16 feet.
- (4) Extension into the Right-Of-Way - Free standing signs may not extend into the right-of-way.

(B) Signs Attached to Buildings:

- (1) Total Allowable Area - The total allowable area for all permanent signs attached to the building is determined as follows:  
Eighteen square feet of sign face area is allowed, or .25 square feet of sign face area per linear foot of the occupant's primary building frontage, whichever is more.
- (2) Individual Sign Face Area - The maximum size of an individual sign within the total allowable area limit is 50 square feet.
- (3) Types of Signs - Fascia, marquee, awning and painted wall signs are allowed. Projecting roof top and flush pitched roof signs are not allowed.
- (4) Number of Signs - There is no limit on the number of signs if within the total allowable area limit.
- (5) Extension into the Right-Of-Way - Signs attached to buildings may not extend into the right-of-way.

(C) Sign Features

Permanent signs may have the following features:

- (1) Signs may be indirectly or internally illuminated.
- (2) Electronic message centers are not allowed.
- (3) Flashing signs are not allowed.
- (4) Rotating signs are not allowed.
- (5) Moving parts are not allowed.

(D) Additional Signs Allowed - In addition to the sign amounts allowed based on the site and building frontages, the following signs are allowed in all zoning districts for all usages:

- (1) Directional signs pursuant to MCC 36.7490.
- (2) Temporary lawn, banner and rigid signs.

(3) Subdivisions may have a free standing sign at each entrance, up to a total of four, each of which may be up to ten feet in height and 50 square feet in area.

§ 36.7455 Billboard Regulations.

Billboards are allowed in unincorporated Multnomah County as described in MCC 36.7400 et. seq.

(A) Number of Billboards within Unincorporated Multnomah County

- (1) No billboard, other than as provided in this ordinance, may be erected in unincorporated Multnomah County.
- (2) The Planning Director shall prepare an inventory of all billboards in existence in the unincorporated area of Multnomah County on the effective date of this ordinance. A billboard shall be considered to be in existence if it meets the definition criteria of MCC 36.7505 and is currently being adequately maintained or has been issued a building permit prior to the effective date of this ordinance. The inventory shall be known as the Total Billboard Allowance for Unincorporated Multnomah County.
- (3) After the inventory has been established, one permit shall be established for each poster face billboard and two permits shall be established for each paint face billboard.
- (4) Each permit shall reflect the location, size and height of each billboard as well as any other information deemed pertinent by the County.
- (5) The size, shape, orientation or height of any billboard in existence on the effective date of this ordinance shall not be changed unless such modifications bring the billboard closer to or into, conformance with the provisions of this ordinance, except that "cut-out" extensions may be temporarily added to any billboard in order to conform to an advertiser's specifications.
- (6) An existing billboard may be upgraded by substituting two permits authorizing two poster face billboards for one paint face billboard, and likewise may substitute one paint face for two poster face, provided the upgraded billboard(s) meets the requirements of this ordinance.
- (7) As areas are annexed to Cities, the number of billboards located in the annexed area will be subtracted from the Total Billboard Allowance for Unincorporated Multnomah County.

(B) Limitation on the Relocation of Existing Billboards

- (1) An existing billboard may be relocated to a new location, as described in this ordinance, only in the event that such relocation is necessitated because:
  - (a) the owner is unable to continue the existing lease for the premises upon which the existing billboard is located;
  - (b) the billboard structure has been destroyed by other than the owner or has deteriorated and is no longer in safe condition;
  - (c) the economic viability of the existing location has been substantially impaired solely as a result of the full or partial obstruction of the billboard or changes in the automobile traffic pattern moving past the existing location; or
  - (d) the owner has lost a billboard site or sites as a result of acquisition of real property by a public entity for a public purpose.
- (2) The owner shall notify the County prior to the removal or relocation of any billboard.
- (3) Regardless of the number of billboards which are eligible for relocation at any time, within one calendar year the owner shall not relocate more than five percent of the total number of billboards that it maintains, provided however, that the owner shall have sole discretion in accordance with (B) (1) above which billboards are to be relocated and when a particular relocation shall occur.
- (4) The owner of a billboard shall not maintain any greater number of billboards on interstate highways in unincorporated Multnomah County than were established prior to the effective date of this Ordinance. However, in the event that the owner is unable to continue the lease for the property upon which the

existing billboard is located, the owner may relocate that billboard to another location on an interstate highway, except that any relocated billboard structure must be a minimum of two thousand feet from any other billboard structure subject to this subparagraph and in no event shall the owner relocate more than one billboard subject to this subparagraph within a calendar year.

- (5) The owner of a billboard may, upon notice to the County, interchange two existing side-by-side poster face billboards with one paint face billboard and likewise may interchange one paint face with two side-by-side poster faces.
- (6) No billboard relocated pursuant to this Ordinance shall be required to go through design review.
- (7) Upon removal of an existing billboard, the permit for such billboard shall be deemed a relocation permit authorizing relocation of a billboard to a new site. There shall be no time limit on the owner's eligibility to utilize such relocation permits and the owner shall have the right to accumulate the number of permits for billboards to be relocated.
- (8) When the owner elects to construct a relocated billboard, he/she may select from the size and height of those permits available to it and may interchange size and height among permits; however, the owner may not accumulate height by adding heights from more than one permit.

(C) Standards Governing the Relocation of Billboards

- (1) There shall not be more than four billboard faces in either direction within any 660 lineal feet on the roadway measured to include streets intersecting the initially measured roadway.
- (2) A single billboard structure cannot be located within less than 330 lineal feet of zoning in which billboards are permitted in this ordinance. There shall be a minimum of 660 feet of contiguous zoning to allow two or more billboards.
- (3) The zoning on the opposite side of the street from the proposed relocation also must permit billboards.
- (4) There shall be at least 100 feet from any billboard to any residential zone fronting on the same side of the street.
- (5) No painted billboard shall be relocated on a thoroughfare with less than two lanes utilized for traffic in one direction at all times.
- (6) Districts in Which Billboards are Permitted, pursuant to the other requirements of this ordinance:
  - C-3 Retail Commercial
  - C-2 General Commercial
  - LM Light Manufacturing
  - GM General Manufacturing
  - HM Heavy Manufacturing

(7) Sign free areas

No billboard shall be relocated on any lot approved for a Community Service land use.

(D) Development Standards

- (1) When a billboard is erected, its maximum height shall be determined by available relocation permits. A permit may be used for the height of the prior billboard or for a lesser height. However, in no case may a billboard be erected which is above the allowable height of the zone where located, or 50 feet, whichever is lower.
- (2) All height measurements are measured from the top of the sign to the grade below the middle of the sign. Height measurements do not include temporary cutouts.
- (3) No billboard shall have an area less than 288 square feet nor more than 672 square feet, except that cutout extensions may be temporarily added to any billboard from time to time in order to conform to an advertiser's specifications.

- (4) Billboards shall be maintained in safe condition and all maintenance and reconstruction as may be necessary shall be in conformance with applicable County building regulations.
- (5) No billboard shall be located on a roof.
- (6) No billboard shall be located so that any portion of it extends over a property line and/or a public right-of-way.
- (7) Billboards located within 45 feet of an intersection shall comply with Section 8.14 of the Administrative Rules and Regulations under MCC 15.229 (A) (14).
- (8) No single billboard structure shall support more than two painted billboards or four poster faces.
- (9) No billboard shall contain moving parts or flashing or intermittent lights.
- (10) No permit shall be required to change the message on a billboard or to add or remove a cutout.
- (11) Billboard lights shall be placed so the light is not directed toward a street or adjacent residential unit.
- (12) Access to solar radiation for an existing solar energy collector shall be protected from encroachment by placement of a billboard.
- (13) No billboard shall be located in a landscape area as required by design review on an approved site plan.
- (14) V-shaped faces shall be allowed if located on a single billboard structure and the angle is less than 90 degrees.
- (15) In addition to the Sign Free Areas listed above, relocated billboards must be positioned with care and consideration of the preservation of panoramic views of the rivers, the mountains and downtown Portland.

(E) Variances - No variances are allowed pursuant to the provisions of MCC 36.7455.

#### § 36.7460 Applicability.

All signs allowed under the base zone provisions must comply with the development regulations of the following Sections.

#### § 36.7465 Sign Placement.

##### (A) Placement

All signs and sign structures shall be erected and attached totally within the site except when allowed to extend into the right-of-way.

##### (B) Frontages

Signs allowed based on the length of one site frontage may not be placed on another site frontage. Signs allowed based on a primary building frontage may be placed on a secondary building frontage.

##### (C) Vision Clearance Areas

(1) No sign may be located within a vision clearance area as defined in subsection (C) (2) below. No support structure(s) for a sign may be located in a vision clearance area unless the combined total width is 12 inches or less and the combined total depth is 12 inches or less.

(2) Location of vision clearance Areas - Vision clearance areas are triangular shaped areas located at the intersection of any combination of rights-of-way, private roads, alleys or driveways. The sides of the triangle extend 45 feet from the intersection of the vehicle travel area (See MCC 36.7505 Figure 2). The height of the vision clearance area is from three feet above grade to ten feet above grade.

##### (D) Vehicle Area Clearances

When a sign extends over a private area where vehicles travel or are parked, the bottom of the sign structure shall be at least 14 feet above the ground. Vehicle areas include driveways, alleys, parking lots, and loading and maneuvering areas.

(E) Pedestrian Area Clearances

When a sign extends over private sidewalks, walkways or other spaces accessible to pedestrians, the bottom of the sign structure shall be at least 8-1/2 feet above the ground.

(F) Required Yards and Setbacks

Signs may be erected in required yards and setbacks.

(G) Parking Areas

(1) Unless otherwise provided by law, accessory signs shall be permitted on parking areas in accordance with the provisions specified in each district, and signs designating entrances, exits or conditions of use may be maintained on a parking or loading area.

(2) Any such sign shall not exceed four square feet in area, one side. There shall not be more than one such sign for each entrance or exit to a parking or loading area.

§ 36.7470 Fascia Signs.

(A) Height

Fascia signs may not extend more than six inches above the roof line.

(B) Extensions

No point on the face of a fascia sign may extend more than 18 inches from the wall to which it is attached, except for electronic message signs which may be up to 24 inches in thickness. Fascia signs may not extend beyond the corner of buildings.

§ 36.7475 Projecting Signs.

(A) Height

The face of projecting signs may not extend more than six inches above the roof line.

(B) Placement

Projecting signs are not allowed on roof tops or on pitched roofs.

(C) Support Structures

Support structures shall be designed so that there is the minimum visible support structure above the sign face. There shall be no more than one foot of support structure between the building wall and the sign.

§ 36.7480 Flush Pitched Roof Signs.

(A) Height

The face of flush pitched roof signs may not extend more than six inches above the roof line.

(B) Placement

Flush pitched roof signs shall be parallel to the building face. They may not extend beyond the building wall.

(C) Visual Backing

When viewed straight on, flush pitched roof signs shall have a visual backing formed by the roof.

(D) Support Structures

Support structures shall be designed so that there is no visible support structure above the sign.

§ 36.7485 Marquees and Awnings.

Signs may be placed on or incorporated into marquees and awnings provided they do not extend above the upper surfaces of the structure. Signs may be hung below marquees and awnings if the sign clears the sidewalk by at least 8-1/2 feet.

§ 36.7490 Directional Signs.

Directional signs shall comply with the following provisions:

Maximum Sign Face Area:	Six Square Feet
Types of Signs Allowed:	Free Standing, Fascia, Projecting, Painted Wall
Maximum Height:	Free Standing 42 Inches Fascia and Projecting 8 Feet
Extensions into R/W:	Not Allowed
Lighting:	Indirect or Internal
Flashing Lights:	Not Allowed
Electronic Message Centers:	Not Allowed
Moving or Rotating Parts:	Not Allowed

§ 36.7500 Applicability in the Event of Conflicts.

The provisions of MCC 36.7400 through 36.7505 supersede all conflicting provisions in the Multnomah County Code Chapter 36.

§ 36.7505 Sign Related Definitions and Figures.

(A) **Abandoned Sign** - A sign structure not containing a sign for 120 continuous days or a sign not in use for 120 continuous days.

(F) **Billboard** - Billboard shall mean a sign face supported by a billboard structure.

(1) A painted billboard shall mean a 14' x 48' billboard.

(2) A poster billboard shall mean a 12' x 24' billboard.

(G) **Billboard Structure** - Billboard structure shall mean the structural framework which supports a billboard.

(H) **Building Frontage** -

(1) **Primary** - Primary building frontages are exterior building walls facing a right-of-way or private roadway, and any other exterior building wall facing a parking lot which contains a public entry to the occupant's premises.

(2) **Secondary** - Secondary building frontages are exterior building walls which are not classified as primary frontages.

(J) **Directional Sign** - A permanent sign which is designed and erected solely for the purpose of traffic or pedestrian direction and placed on the property to which the public is directed.

(N) **Free Standing Sign** - A sign on a frame, pole or other support structure which is not attached to any building.

(T) **Non-Conforming Sign** - A sign or sign structure lawfully erected and properly maintained that would not be allowed under the sign regulations presently applicable to the site.

(GG) **Sign Face Area** -

(1) The area of sign faces enclosed in frames or cabinets is determined based on the outer dimensions of the frame or cabinet surrounding the sign face (see MCC 36.7505 Figure 3). Sign area does not include foundations, supports, and other essential structures which are not serving as a backdrop or border to the sign. Only one side of a double faced sign is counted.

(2) When a sign is on a base material and attached without a frame, such as a wood board or Plexiglas panel, the dimensions of the base material are to be used unless it is clear that part of the base contains no sign, related display or decoration.

(3) When signs are constructed of individual pieces attached to a building wall, sign area is determined by a perimeter drawn (the greatest height multiplied by the greatest width) around all the pieces (See MCC 36.7505 Figure 4).

(4) For sign structures containing multiple modules oriented in the same direction, the modules together are counted as one sign face (See MCC 36.7505 Figure 5).

(5) The maximum surface area visible at one time of a round or three dimensional sign is counted to determine sign area.

(6) When signs are incorporated into awnings, the entire panel containing the sign is counted as the sign face unless it is clear that part of the panel contains no sign, related display or decoration.

(JJ) **Site** - A plot, parcel or area of land owned by or under the lawful control and in the lawful possession of one distinct ownership.

(KK) **Site Frontage** - That portion of a lot on one side of a street between two intersecting streets, accessways, or other rights-of-way (crossing or terminating) measured along the line of the street or for a dead-end street or accessway, all the property between an intersecting street or other right-of-way and the dead-end of the street or accessway.

(NN) **Vision Clearance Area** - Those areas near intersections of roadways and ingress and egress points where a clear field of vision is necessary for public safety.

(Ord. 1001, Reorg&Renum, 12/12/2002)

## **APPENDIX D2 – Clackamas County Sign Ordinance**

### **1010.01 PURPOSE**

The provisions of this section are intended to maintain a safe and pleasing environment for the people of Clackamas County by regulating the size, height, number, location, type, structure, design, lighting, and maintenance of signs.

### **1010.02 GENERAL PROVISIONS**

- A. **Permits Required:** If a sign other than one named in 1010.03 is to be placed, constructed, erected, or modified, a sign permit shall be secured.
- B. **Conflicting Standards:** Signs shall be allowed subject to the provisions of this section, except when these provisions conflict with the specific standards for signs in the subject district, zoning ordinance, or a design plan adopted by the Board of County Commissioners affecting the site, in which case the latter provisions shall prevail.
- C. **Along State Highways:** All off-premises signs which are visible from a state highway are subject to approval by the Oregon State Highway Division pursuant to the Motorists Information Act.
- D. **Oregon State Structural Specialty Code Compliance:** All signs shall comply with the applicable provisions of the Oregon State Structural Specialty Code, except as otherwise provided in this section.
- E. **Address Display:** The signing program for a multifamily, commercial or industrial development shall include the display of the street number(s) for the development on the sign or building where it can be seen from adjacent roads and meet fire district standards.
- F. **Sign Clearances:** A minimum of eight (8) feet above sidewalks and fifteen (15) feet above driveways shall be provided under freestanding and projecting signs.
- G. **Sight Distance:** All signs shall comply with the intersection sight distance standards of the Department of Transportation and Development.
- H. **Setbacks:** Unless otherwise specified, all signs shall observe the yard setback requirements of the districts in which they are located.
- I. **Blanketing:** No sign shall be situated in a manner which results in the visual obstruction from an adjoining roadway or pedestrian way of an existing sign on adjacent property.
- J. **Illuminated Signs:**
  - 1. Internally illuminated signs, or external lights used to illuminate signs shall be placed, shielded or deflected so as not to shine into residential dwelling units or structures, or impair the vision of the driver of any vehicle.
  - 2. The light intensity of an illuminated sign shall conform to or be less than the accepted standards of the sign industry, as provided by the Oregon Electric Sign Association.
  - 3. The Design Review Committee may approve an electronic message center. No other sign or illuminating devices shall have blinking, flashing or fluttering lights.
- K. **Signs or displays containing any electrical components or parts or illuminated by electrical lighting must be approved under the National Electrical Code as modified by the State of Oregon Rules and Regulations. Lights and illuminated signs requiring an outside power source shall use a state-approved power outlet.**
- L. **Moving Signs:** No sign, sign structure, or portion thereof, except flags (as per 1010.12) and temporary displays (as per 1010.13B.) shall be designed to rotate, flutter, or appear to move.
- M. **Maintenance:** All signs, together with all of their supports, braces, guys, and anchors, shall be maintained in a safe condition, in compliance with all building and electrical codes, and in conformance with this code, at all times.

- N. Preexisting Signs: Notwithstanding Section 1206 of this Ordinance, signs and sign structures existing prior to the adoption of this amendment on September 12, 1996, which complied with applicable regulations existing when the sign was established, but which do not comply with one or more of the requirements of this Section shall be subject to the following provision:
  - 1. Alterations to a nonconforming sign which reduce or do not increase its noncompliance with the provisions of this ordinance, including changes in display surface, sign areas, height and setback, may be allowed subject to review under provisions of Subsection 1010.05, and
  - 2. Failure to use the copy area of a nonconforming sign for purposes permitted under this section for a period of more than twelve (12) consecutive months shall constitute a "discontinuation of use" as provided under Subsection 1206.02 and such sign shall be removed or modified to satisfy all applicable requirements of Section 1010 and the underlying district.
- O. Hazards: No sign, light, electrical cord, streamer, flag, or other apparatus shall be situated or used in a manner which creates a hazard.
- P. Sign structure: When visible, the supporting structure of the sign shall be incorporated into the overall sign design, and shall be in scale with the sign.
- Q. Site: For purposes of this section, a "site" shall be the entire "site area" of the development as it is defined in subsection 601.09(B), and onsite signs shall be those permanent signs which are oriented towards internal circulation roads, driveways and walkways, or which direct the flow of traffic to and from the site from adjacent roads or walkways. (3/14/02)
- R. Incidental signs shall not exceed three (3) square feet per side.

**1010.03 EXEMPT SIGNS:**

- A. The following signs do not require a sign permit, but must meet other provisions of Section 1010:
  - 1. Signs having an area three (3) square feet or less.
  - 2. Signs listed as temporary under Section 1010.13.
  - 3. Government owned or posted signs in the public right-of-way.
- B. The following signs are not regulated by this ordinance:
  - 1. Incidental signs.
  - 2. Product dispensers, such as beverage, newspaper, and recycling machines.
  - 3. Window signs.

**1010.04 PROHIBITED SIGNS:**

The following signs and sign characteristics are prohibited:

- A. Temporary signs except as provided for under Subsection 1010.13;
- B. Portable signs, except as provided by subsection 1010.07A.2.d. or 1010.13;
- C. Animated signs except as provided in 1010.09C;
- D. Roof signs except integral roof signs in Commercial and Industrial zones;
- E. Signs that obstruct free and clear vision of a traffic sign or signal from intended users, or otherwise constitute a traffic impediment;
- F. Signs imitating or resembling official traffic signs or signals;
- G. Any sign imitating or resembling an official county street or road sign, unless the sign is approved pursuant to the County Addressing and road Naming Ordinance;

- H. Colored lights which might in any way be confused with or construed to be traffic signals or lights on emergency vehicles;
- I. Strobe lights and signs containing strobe lights;
- J. Any sign that emits sound, odor or visible matter;
- K. Multiple reader signs designed to be read as a continued statement. (11-6-97)

**1010.05 DESIGN REVIEW**

The size, materials, design, color, lighting and location of signs and supporting structures for all permanent signs greater than sixty (60) square feet in area, shall be subject to design review under the provisions of this Ordinance and the following criteria:

- A. Design: Signs shall be designed to be compatible with other development on the site, other nearby signs, other elements of street and site furniture, and with adjacent structures. Compatibility shall be determined by the relationships of the elements of form, proportion, scale, color, materials, surface treatment, overall sign size, and the size and style of lettering.
- B. Scale: The scale of the sign, letter size, and design shall be appropriate for roadway or walkway visibility.

**1010.06 RESIDENTIAL SIGNS IN URBAN AND RURAL RESIDENTIAL DISTRICTS AND FUTURE URBANIZABLE DISTRICTS**

- A. Residential Signs in Low Density Urban and Future Urbanizable Districts:
  - 1. Shall not exceed three (3) square feet.
  - 2. Shall be located inside the dwelling or located flat against the dwelling.
  - 3. Only one (1) such sign shall be permitted upon the premises.
  - 4. May be illuminated by internal or external lighting subject to 1010.02J. 1 and 2.
  - 5. No moving parts, noisemaking or musical devices, banners, or other attractions or displays shall be used except as per 1010.13, Temporary Displays and Signs.
- B. Signs in Rural Residential Districts:
  - 1. Shall not exceed eight (8) square feet per side or six (6) feet in height.
  - 2. Only one (1) such sign shall be permitted upon the premises.
  - 3. May be located within the required setback area of the district provided it is situated in a manner so as not to adversely affect safety, corner vision or other similar conditions.
  - 4. May be illuminated by internal or external lighting subject to 1010.02J.1 and 2.
  - 5. No moving parts, noisemaking or musical devices, banners, flags, or other attractions or displays shall be used except as per 1010.13, Temporary Displays and Signs.
- C. Freestanding signs for multifamily developments or subdivisions:
  - 1. Maximum total sign area: thirty-two (32) square feet per side.
  - 2. Maximum number: No more than one (1) freestanding sign shall be allowed for a development or complex, even when more than one tax lot or ownership is included in the development, except as follows:
    - a. When an additional sign is located at a major public access point located on a different public road, or
    - b. When two (2) single-faced signs oriented in two different directions are proposed in lieu of a two-sided identification sign, or,

- c. In mixed use developments a separate monument sign, not to exceed thirty-two (32) square feet, may be allowed for the multifamily portion of the development.
  - d. In the case of a. or b. above, the larger of the signs shall not exceed the maximum sign size allowed.
3. Maximum top-of-sign height: Five (5) feet above the finished ground elevation (not including berms or mounds specifically created for the sign).
  4. Setbacks: Behind property line.

**1010.07 SIGNS IN NATURAL RESOURCE DISTRICTS.**

- A. Commercial signs:
  1. Shall not exceed thirty-two (32) square feet. Signs may be two sided. (11-6-97)
  2. Freestanding commercial signs:
    - a. Maximum top-of-sign height: Eight (8) feet above finished ground elevation (not including berms or mounds specifically created for the sign).
    - b. Maximum number: The maximum number of signs shall be four. (11-6-97)
    - c. Setback: Behind front property line.
    - d. May include portable signs when anchored in accordance with 1010.13A.5.
    - e. May be illuminated by internal or external lighting subject to subsection 1010.02J.
  3. Building commercial signs:
    - a. Maximum number: one (1)
    - b. May be illuminated by internal or external lighting subject to subsection 1010.02J.
- B. Residential signs as per 1010.06B.
- C. Institutional uses as per 1010.08.

**1010.08 SIGNS FOR INSTITUTIONAL USES IN LOW DENSITY RESIDENTIAL, RURAL RESIDENTIAL, FUTURE URBANIZABLE AND NATURAL RESOURCE DISTRICTS (Such uses may include, but are not limited to public and semi-public facilities, schools, churches, hospitals and similar uses.):**

- A. Shall not exceed thirty two (32) square feet.
- B. May be illuminated by internal or external lighting subject to subsection 1010.02J.
- C. Maximum number: One (1) freestanding and one (1) building sign shall be permitted upon the premises. Neither freestanding or building sign shall exceed thirty-two (32) square feet per side.
- D. Freestanding sign maximum top-of-sign height: five (5) feet.

**1010.09 COMMERCIAL SIGNS IN COMMERCIAL AND INDUSTRIAL DISTRICTS**

- A. Commercial freestanding signs.
  1. Number: Only one (1) sign shall be allowed for a development or complex, even when more than one tax lot or ownership is included in the development, unless through Design Review the following is determined:
    - a. An additional sign is needed to provide identification of the development at major public access points located on two (2) different public roads, and/or
    - b. When two (2) single-faced signs oriented in two different directions are proposed in lieu of a two-sided identification sign.

- c. In mixed use developments a separate freestanding sign, not to exceed thirty-two (32) square feet, may be allowed for the multifamily portion of the development.
    - d. In the case of a. or b. above, the larger of the signs shall not exceed the maximum sign size allowed.
    - e. For C-3 and RTL zones, one additional freestanding sign may be allowed on a public, County or State road when the frontage on that road exceeds 450 feet. In no case shall the number of freestanding signs exceed four (4) for any development. The additional signs shall be a maximum of sixty (60) square feet.  
This provision for an additional freestanding sign shall not allow an additional sign on any site located on a corner which qualifies for an additional sign by reason of that corner location under 1010.09 A.1.a.
  - 2. Maximum top-of-sign height:
    - a. Pole signs: In C-3 and RTL zones, twenty-five (25) feet. In all other commercial zones twenty (20) feet. (11-6-97)
    - b. Monument signs: In all Commercial zones, six (6) feet. In all industrial zones five (5) feet. (11-6-97)
  - 3. Maximum sign area: Sixty (60) square feet. Signs may be two sided. For developments of more than one use included on the same site, a sign area may be increased above this requirement an additional ten (10) square feet per tenant, up to a maximum two hundred (200) square feet, subject to Design Review standards (1010.05). Additionally, multiple tenant signs shall use a common background. (11-6-97)
  - 4. Setbacks: Behind property line.
  - 5. The sign supporting structure shall not be counted for purposes of determining sign area.
  - 6. Illumination: Such signs may be internally or externally illuminated, subject to subsection 1010.02J.
- B. Building commercial signs:
- 1. Number: The maximum sign area may be distributed among any number of signs. (11-6-97)
  - 2. Maximum size:
    - If there is not a freestanding sign on the same site frontage, then one and one-half (1-1/2) square feet of sign area per linear footage of the occupant's primary building wall.
    - If there is a freestanding sign on the same site frontage, then one (1) square foot of sign area per linear footage of the occupant's primary building wall.
    - Wall signs based on the sign rights of a primary building wall may be placed on a secondary building wall; they may not be placed onto another primary building wall.
    - Each tenant shall be allowed a minimum thirty-two (32) square feet of building sign area.
    - In no case shall a building sign exceed two hundred (200) square feet. (11-6-97)
  - 3. Design: Building signs shall be incorporated into the design of the building, and shall not be placed in locations which interrupt, detract from or change the architectural lines of the building.
  - 4. Illumination: Building signs may be internally or externally illuminated, subject to Subsection 1010.02J.
- C. Electronic message center signs, and other changeable copy signs, may be incorporated into a permanent commercial sign in a Commercial or Industrial District. Approval shall not be granted unless the following criteria are satisfied:
- 1. Only one such sign shall be used in a development.
  - 2. The changeable copy sign, or electronic message center, shall be included in the maximum sign area allowed under subsections 1010.09A.3 or 1010.09B.2, and not exceed 80% of the total sign area.

3. The electronic message center shall be integrated into the design of the sign.
4. All segments of a message shall be completed within 12 seconds.

#### **1010.10 ONSITE TRAFFIC CONTROL AND IDENTIFICATION SIGNS**

Directory: An onsite sign which identifies and directs traffic to a number of tenants, uses or buildings within the development.

- A. Directories oriented primarily toward vehicle circulation shall be limited in area to a maximum of two (2) square feet per tenant, use or building specifically identified, up to a maximum of forty (40) square feet.
- B. Directories oriented toward pedestrian circulation areas, including those attached to buildings, shall be a maximum of twenty-four (24) square feet in area, and a maximum of eight (8) feet in top-of-sign height.
- C. An onsite monument sign for an individual building within a development may be allowed as an alternative to a building sign, provided such sign shall:
  1. Be located adjacent to the building being identified.
  2. Not exceed twelve (12) square feet in area.
  3. Not exceed four (4) feet in top-of-sign height.
  4. Use materials and colors which are the same, or substantially the same, as those used on the building identified by the sign.

#### **1010.11 OFFSITE TRAFFIC CONTROL AND IDENTIFICATION SIGNS IN NATURAL RESOURCE DISTRICTS**

- A. A temporary permit may be approved, renewable after five years. Criteria for approval:
  1. Shall be allowed only in Natural Resource Districts.
  2. The sign shall provide the actual registered name of a business and directions to the business (e.g., left or right, an arrow, 1/4 mile, etc.)
  4. A maximum of three (3) offsite traffic control identification signs are allowed for each business;
  5. Maximum distance of business from offsite traffic control identification sign: Five (5) miles.
  6. A maximum of two offsite traffic control signs shall be located at any one site.
- B. Development Standards
  1. Maximum size: Shall not exceed four (4) square feet per side.
  2. Setback: Behind the front property line.
  3. Illumination: Offsite traffic control and identification signs shall not be illuminated.

#### **1010.12 FLAGS**

Flags are allowed in all districts, subject to the following:

- A. Number: Three (3) flags per site.
- B. Maximum size: No flag shall exceed forty (40) square feet.
- C. Height: Top of pole supporting flag shall not exceed thirty-five (35) feet above finished ground elevation (not including berms or mounds specifically created for the sign).
- D. All flags shall be located on one pole.

### **1010.13 TEMPORARY DISPLAYS AND SIGNS**

- A. Temporary Signs may be displayed under the following conditions and limitations:
  - 1. Number: Only one (1) temporary sign shall be displayed for a site.
  - 2. Time period and duration: Shall not be displayed for a total time period exceeding sixty (60) days in any calendar year.
  - 3. Size and height limits: Same size and height limitations as a permanent sign for the same site.
  - 4. Setbacks: Behind front property line.
  - 5. Anchoring: All signs approved under this provision shall be physically attached to the premises in a manner which both prevents the sign from being moved or blown from its location, and allows the prompt removal of the sign.
  - 6. Exceptions: No temporary sign shall be allowed under this provision for any business or development which has a changeable copy sign incorporated into its permanent sign.
- B. Temporary Displays (pennants, banners, streamers, strings of lights, and beacon lights) may be displayed according to 1010.13 A. 2 and 5 and 1010.02O.

### **1010.14 GOVERNMENT CAMP SIGN STANDARDS (03-03-93)**

- A. Area of Application: The provisions of this subsection shall apply to all permanent identification signs for commercial developments in Rural Tourist Commercial (RTC) and Mountain Recreation Resort (MRR) zoned properties in Government Camp and to Hoodland Residential (HR) properties with frontage on the Government Camp Loop Road. The purpose of these sign standards is to provide a consistent design theme in the commercial areas.
- B. Conformance: Signs shall comply with the General Provisions Section 1010.02 and all applicable subsections except as otherwise provided in this section. Where there are conflicts, subsection 1010.09 shall govern. No sign may be erected unless it conforms with the regulations of this section and a sign permit has been approved. A Sign Plan must be submitted to the Design Review committee which shows:
  - 1. Total signage allowed for the proposed sign frontage, face area of existing signage, and face area of proposed signage.
  - 2. The design of the sign and sign support including dimensions, materials, colors, sign copy, lighting, and graphics.
  - 3. A site plan and building elevation showing placement of existing and proposed signs on the site.
- C. Preexisting Signs: Signs and sign structures existing prior to the adoption of this amendment on February 10, 1993 which complied with applicable regulations existing when the sign was established but do not comply with one or more of the requirements of this Section shall be subject to the provisions of Section 1206 and 1010.02 Preexisting Signs, except:
  - 1. Any permanent sign which is nonconforming in any manner other than individual size shall be brought into conformance with the provisions of this ordinance prior to any expansion or change in use which requires design review or a conditional use permit. Total signage area of existing and new signs may not exceed the maximum established in these standards. No occupancy permit shall be issued until a sign plan is submitted.
  - 2. Should any permanent nonconforming sign be damaged by any means to an extent of more than 50 percent of its replacement costs at the time of damage, it shall be reconstructed or replaced in conformance with these sign standards.
  - 3. Placement of a new sign where existing signage is greater than the total allowed, or where the new sign will make the total greater, requires removal of an amount of existing signage to keep the total signage area under the limit.

4. Where a Development Agency incentive program is in effect, all nonconforming signs, except those that are nonconforming in size alone, must be brought into conformance or removed by February 10, 1996.

#### D. DESIGN STANDARDS

1. Signs shall comply with the provisions of Section 1010.05 Design Standards and the following conditions.
2. Design: Sign design and support structure shall uphold the rustic, mountain environment of Government Camp through a Cascadian design theme.
3. Materials:
  - a. Signs and support structures are limited to wood or wood exterior, stone, brick, etched or stained glass, wrought iron, or non-shiny metal. Plywood may be used for signs only if it is heavily painted and/or edged to obscure the plywood texture and the surface is sealed to keep it from delaminating.
  - b. Neon signs are permitted inside windows only.
  - c. Plastic may be used only in the letters of sign copy or the portion of a sign with changeable copy.
  - d. Signs in the RTC zoned properties at the east and west entries of Government Camp visible from U.S. Highway 26 or with frontage on U.S. Highway 26 may be constructed of plastic if the design intent is upheld.
4. Colors: No reflective or fluorescent colors shall be used on signs or support structures.
5. Lighting: The source of the lighting shall be external and obscured from the pedestrian. Internally lit signs are permitted only where the letters of the copy are illuminated or in RTC zoned properties at the east and west entries of Government Camp visible from U.S. Highway 26, or in signs on U.S. Highway 26 frontage.
6. Changeable Copy: Electronic sign copy and changeable sign copy is limited to no more than 20% of total signage allowed.
7. Scale: Signs shall be kept in scale with pedestrians and buildings.
8. Placement: Signs shall be incorporated into the design of the building and shall not be placed in locations which interrupt, detract from or change the architectural lines of the building.

#### E. Total Signage Area:

1. Developments less than 3 acres in size:
  - a. Total Signage Area shall be determined by the lineal feet of building frontage per street. This shall be a minimum of thirty (30) square feet of signage plus one (1) square foot for every five (5) feet of building frontage greater than thirty (30) lineal feet.
  - b. Buildings two (2) stories or taller may increase the total signage allowed by 50%.
  - c. Only frontages on streets shall be used to determine total signage per frontage per development.
  - d. Signage shall not be transferred between frontages.
2. Developments over three (3) acres in size in Village Sign Standards area:
  - a. Total signage shall be determined by lineal street frontage. This shall be a minimum of thirty (30) square feet of signage plus a foot of signage per five (5) lineal feet of street frontage greater than thirty (30) feet.
  - b. Internal signs not readily visible from the street shall not be subject to total signage area restrictions of this section.

3. Developments with U.S. 26 frontage: Such signs serve a unique purpose in attracting high speed traffic from the Highway and are also subject to ODOT sign regulations. One sign shall be allowed per development per U.S. 26 frontage and will be handled on a case by case basis. Signage shall conform to the Government Camp design intent to the degree possible.

F. Types of Signs Permitted:

1. Freestanding or Monument signs:
  - a. Shall be situated within setback.
  - b. Shall have a maximum of 1 ground mounted sign per fifty (50) feet of lineal building frontage.
  - c. Shall have a maximum face area of twenty-four (24) square feet.
  - d. Shall have a maximum top-of-sign height of twelve (12) feet.
  - e. Shall be on a base or wooden supports; poles are permitted only if integrated into a base. Any metal poles must be free of peeling paint and rust.
2. Building signs:
  - a. Shall have a maximum face area of twenty-four (24) square feet.
  - b. Shall not extend more than ten (10) inches from the wall.
  - c. Sign or components shall not exceed top of roofline or extend beyond the face area of the building.
3. Projecting signs:
  - a. Shall not extend more than two (2) feet into the public right-of-way, project farther than five (5) feet from the building, or exceed top of roofline immediately above.
  - b. Shall not exceed 1 projecting sign per twenty-five (25) feet of lineal building frontage.
  - c. Shall have a maximum face area of twelve (12) square feet; buildings over 2 stories may have signs of up to twenty-four (24) square feet.
  - d. Supporting structure may not exceed sign's height or width by more than two (2) feet or extend higher than roofline.
4. Window signs readily visible from outside the building:
  - a. Shall have a maximum face area of 30% of total window area per frontage; maximum sign size per individual window sign is twelve (12) square feet.
  - b. Interior neon window signs readily visible from the street shall not exceed 10% of the total window area per street frontage. No more than 20% of an individual window should be covered with neon. Neon signs within these limits shall not be counted toward the Total Signage Area.
5. Awning/Overhead or walkway covering signs:
  - a. Shall be completely positioned on awning, overhead, or covered walkway
  - b. Shall have a maximum face area of twenty-four (24) square feet.

(LAST TEXT REVISION 3/14/02)

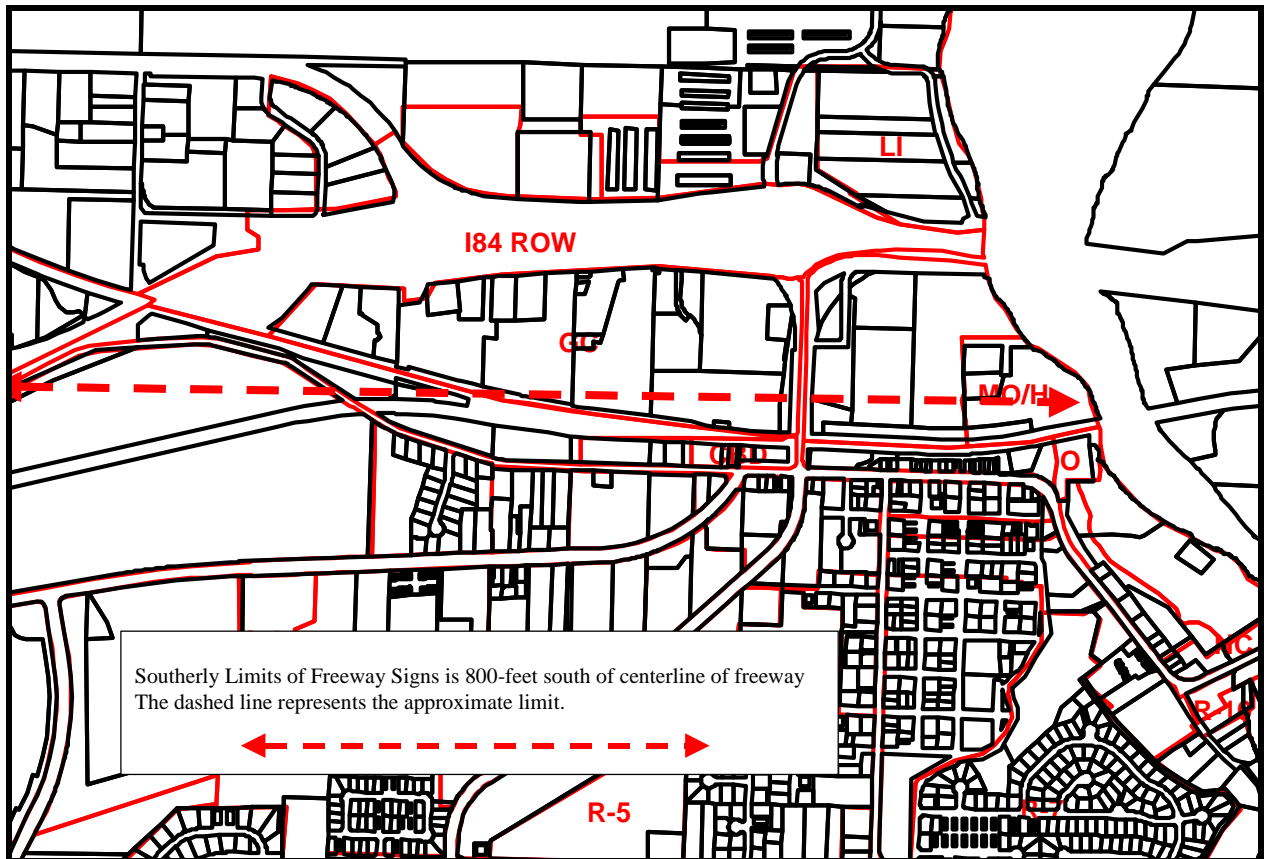
## **APPENDIX D3 – Hood River Sign Ordinance**

See APPENDIX B4 --- Article 5 – Forest (F-1) and Primary Forest (F-2) Zones  
--- Article 7 – Exclusive Farm Use Zone (EFU)

## APPENDIX D4 – City of Troutdale Sign Ordinance

### Outdoor Advertising Control Strategy

New or relocated off-premises outdoor advertising signs (billboards) are prohibited more than 800-feet south of I-84 Freeway per TDC 10.015.19 definition of Freeway Sign. The proposed Mt. Hood Loop road is south of that constraint.



Other types of freestanding signs are permitted along Highway 30 (Historic Columbia River Highway) within the City, subject to location and size standards as specified in TDC 10.060 and 10.065. The area of a sign face allowed depends upon the use, and would vary in size between 24 square feet and 150 square feet (depending upon the linear frontage of a property) and up to 24 feet in height, depending upon the use.

Except for exempt signs, a sign permit is required. Exempt signs are specified in TDC 10.025 Sign Permit Exemptions. These include public signs relating to streets, directional signs, information signs, memorial signs, and City entry signs or monuments managed by public authority, historical societies. Height and area dimensions are specified in TDC 10.025.

The content of any sign within the City is not regulated. As such, off-premises businesses could be advertised, provided the type of freestanding sign was allowed.

**10.020 General Provisions.** All signs in the City of Troutdale shall comply with the general provisions of this section and, where applicable, with the provisions of sections 10.025 through 10.065 inclusive. Signs shall not be restricted by content. Signs are usually and customarily used to advertise the sale of goods or services, or to identify occupants or activities that occur on the site or in the City in general.

**A. Permits Required.** Except as provided in section 10.025, Sign Permit Exemptions, of this chapter, a permit is required to erect, replace, construct, or alter a sign. A permit shall be issued by the Director if the applicant files an application, filing fee, and plans which demonstrate full compliance with all provisions of this chapter and other applicable city regulations.

**C. Location.**

1. Except as otherwise provided in this chapter, all signs shall comply with the building setback requirements of the underlying zoning district. The setback requirement for a freestanding sign shall be measured from the signboard.
2. All signs shall be located entirely within the boundaries of a site unless specifically authorized by this chapter.
3. All signs must be installed in compliance with section 5.040, Clear Vision Areas, of this code, as well as the regulations of this chapter.

**10.025 Sign Permit Exemptions.** The following signs are allowed in all zoning districts without a permit:

- A. Public signs constructed or placed in a public right-of-way by, or with the approval of, a governmental agency having legal control or ownership of the right-of-way; signs owned or constructed by the City; signs required by law including, but not limited to, hearing notices; and signs placed in or near a right-of-way by a public utility that are intended to warn the public of danger.
- B. Directional signs, provided that freestanding directional signs shall not exceed five feet in height and 15 square feet in area on one sign face.
- C. Informational signs, or menu boards erected for the convenience of the public and located wholly within the site.

**10.030 Prohibited Signs.** The following signs are prohibited and shall be considered nuisances:

- A. Any sign constructed, erected, replaced, altered, repaired, or maintained in a manner not in compliance with this chapter.
- B. Bench signs.
- C. Permanent banner signs.
- D. Roof signs.
- E. Signs in public right-of-ways other than public signs installed or authorized by a governmental agency or public utility.
- F. Signs placed or painted on a motor vehicle or trailer that is parked with the primary purpose of providing a sign not otherwise allowed by this chapter.
- G. Electronic display system.
- H. Home occupation signs.

I. Any inflated sign or inflated device, including multiple inflated signs or devices bundled together, that floats in the air and individually or collectively exceeds five cubic feet in area.

J. Any sign that is not exempt, not a lawful nonconforming sign, or that was not erected, constructed, or placed in accordance with a permit. [Adopted by Ord. 687, ef. 6/13/00; Amended by Ord. 738, ef. 11/27/03]

**10.065 Commercial and Industrial Signs.** In addition to exempt signs regulated by section 10.025 and temporary signs that require permits regulated by section 10.040, the provisions of this section regulate other allowed signs on all land zoned MO/H, NC, CC, GC, IP, LI, or GI, and any site zoned R-20, R-10, R-7, R-5, R-4, or A-2, where the use of that land is characterized as commercial, industrial, or institutional.

**A. Permitted Sign Types.** Signs shall be limited to the following types:

1. Freestanding signs.
2. Freeway signs.
3. Wall signs.
4. Awning signs.
5. Commercial or industrial subdivision monuments.

**B. Number of Signs.** The number of signs allowed within the boundaries of the site shall be limited to no more than the following amounts per development site street frontage:

1. One freestanding sign per development site street frontage except:
  - a. An individual business located on the same lot as two or more businesses, but designed as a separate structure at an intersection of two streets, is permitted one additional freestanding sign subject to the size limitations in subsections (C)(1)(b) and (d) of this section.
  - b. An automotive service station, designed as a separate structure, located on the same lot as two or more businesses, is permitted one additional freestanding sign subject to the size limitations in subsections (C)(1)(c) and (d) of this section.
  - c. For purposes of this regulation, a commercial or industrial subdivision monument shall be considered a freestanding sign.
2. One freeway sign provided that:
  - a. The sign is located within 800 feet south and 1,000 feet north of the center median of I-84.
  - b. The freeway sign is located not less than 500 feet from the next freeway sign.

**C. Sign size.** Signs shall be subject to the following size limitations:

1. Freestanding sign.
  - a. A freestanding sign may not exceed one square foot of sign area per linear foot of site frontage, provided the maximum sign face area is not more than 150 square feet. Every site is entitled to a minimum sign face area of 24 square feet. For calculation purposes, corner signs that face more than one street shall be assigned a site frontage by the applicant.
  - b. The maximum sign face area for an individual business sign, as described in subsection (B)(1)(a) of this section, shall be 24 square feet.

- c. The maximum sign face area for an automotive service station sign, as described in subsection (B)(1)(b) of this section, shall be 56 square feet.
    - d. Height shall not exceed 24 feet, except an individual business sign, as described in subsection (B)(1)(a) of this section, shall not exceed 20 feet in height and an automotive service station sign, as described in subsection (B)(1)(a) of this section, shall not exceed eight feet in height.
- 2. Freeway sign.
  - a. Maximum sign face area, on one sign face, shall not exceed 750 square feet.
  - b. Height shall not exceed 60 feet above the freeway elevation as measured from mean sea level for that portion of the freeway perpendicular to the footing of the freeway sign.
- 3. Wall sign.
  - a. Maximum sign face area shall not exceed ten percent of the gross wall area of each wall to which the sign is attached or painted. In calculating maximum allowable area for a wall sign, each face of a building shall include all window, door, and wall area.
  - b. Where two or more uses are located in the same building, the maximum permitted area for all signs may be divided among the uses. A separate wall sign or a joint-use wall sign may be erected, provided that the maximum allowable sign area shall not be exceeded.
  - c. The maximum sign area for an individual wall may be distributed among any number of wall signs.
  - d. The wall sign shall be attached to the wall of the building, shall leave no part of the sign extending above the roofline of the building, and shall be designed as an integral component of the building design.
  - e. No wall sign shall project more than 18 inches from the wall to which it is attached.
- 4. Awning sign.
  - a. Maximum sign area shall not exceed ten percent of the awning area.
  - b. The sign shall be integrated into the design and material of the awning on which it is located.
- 5. Commercial or industrial subdivision monument.
  - a. Maximum sign area, on one sign face, shall not exceed 36 square feet.
  - b. Height of the monument shall not exceed ten feet. [Adopted by Ord. 687, ef. 6/13/00; Amended by Ord. 738, ef. 11/27/03]

# APPENDIX D5 – City of Wood Village Sign Ordinance

## SECTION 370

### SIGNS

#### 370.020 General Provisions:

- A. No person shall erect, construct, alter, place, change, relocate, suspend or attach any sign without first obtaining from the City Building Department a written permit to do so, paying the fees prescribed therefore, and otherwise complying with all of the applicable provisions of this Code. Signs will be maintained in good condition, both structurally, and in their appearance.
- B. **Permit Application:** Application for a sign permit shall be made on a form prescribed by the City and shall include at a minimum, a sketch drawn to scale indicating the proposed sign and identifying existing signs on the premises, the sign(s)' location, colors, graphic design, structural and mechanical design and engineering data which ensures its structural stability unless otherwise excepted herein. The application shall also contain the names and addresses of the owner(s) of the subject property, the person authorizing erection of the sign and the party erecting the same as well as the party who shall maintain the same.
- C. **Application Approval and Permit Issuance:** Unless otherwise provided by this Code, no permit shall be issued for any new sign or substantial modification thereof within the City until the same be reviewed and approved under the direction of the City Administrator. Applicants for structural work within the City requiring building applications are required to incorporate sign permit review as a part of their initial submittal of design plans on such new projects to the City Building Department.
- D. **Signs Exempt from Permits:** The following signs do not require permits as herein required:
- (1) **Traffic or other governmental street signs**, such as railroad crossing signs and notices as may be authorized or required by State or Federal Law or the Wood Village City Council.
  - (2) **Signs of public utility companies** indicating danger or which serve as an aid to public safety or which show the location of underground facilities or of public telephones.
  - (3) **Signs not visible from public right-of-ways.**
- F. **Signs or Advertising Devices Expressly Prohibited:**
- (1) **Signs Structurally Unsafe:** no sign shall be constructed, erected or maintained unless the sign and sign structure is so constructed, erected and maintained as to be able to withstand wind, seismic and other loads as specified in the Uniform Building Code of the City.
  - (2) **Intersection Signs:** notwithstanding any other provisions of this Code, no sign except authorized traffic signs shall be erected at the intersection of any street in such a manner as to create a traffic hazard by obstructing vision or at any location where it may interfere with, obstruct the view of, or be confused with any authorized traffic sign.
  - (3) **Regulatory Sign Confusion:** signs resembling traffic signs or signals shall not be constructed, erected or maintained or signs which bear the words "stop", "go slow", "caution", "danger" and "warning" or similar words except as officially authorized and installed by the City or other authorized governmental agencies.
  - (4) **Obstructing Signs:** notwithstanding other provisions of this Code, no sign or sign structure shall be erected or maintained in such a manner that any portion of its surface or supports will interfere in any way with the free use of any fire escape, exit or standpipe. No sign shall be erected or maintained so as to obstruct any window to such an extent that light or ventilation is reduced below minimums required by any applicable law or ordinance.
  - (5) **Portable Signs:** signs not permanently affixed to a building structure or the ground and designed to move from place to place except garage sale signs, special event signs, political signs, real

estate signs or as otherwise provided in this Code including Section 370.030 (C)(3) regulating free-standing signs in commercial and industrial zones. Portable signs primarily include, but are not limited to, A-frame signs and signs attached to wood or metal frames designed to be self-supporting and movable including trailer reader boards, paper, cardboard or canvas signs wrapped around supporting poles.

- (6) **Roof Signs:** signs erected, maintained and displayed above the eaves of a building or structure.

**Flashing Signs:** signs, any part of which flash intermittently except when attached to a building and meeting other requirements of this Code, except time and temperature signs.

**Off-Premise Signs:** except as otherwise permitted by this Code, off-premise signs are prohibited.

- G. **Other Prohibitions:** the following sign or sign "characteristics" are prohibited unless specifically provided for herein:

- (1) **Signs Attached to Any Tree or Public Utility Pole** other than warning signs issued by public utilities.
- (2) **Signs Using Bare-Bulb Illumination or Lighted** so that the immediate source of illumination is visible. This is not intended to prohibit the use of neon as a source of illumination.
- (3) **Signs Using Flame** as a source of light.
- (4) **Signs Designed or Used for the Purpose of Emitting Sound or Dispersing Smells.**

**370.030 Specific Regulations for Certain Zoning Designations:** No person shall install or maintain any sign in the City of Wood Village and in the zoning district here designated except as herein provided:

- C. **Commercial and Industrial Zone:**

- (1) **Wall Signs:** wall signs as defined shall be allowed for each business not to exceed twenty (20) percent of a building face. The twenty (20) percent allowance may be divided among the building faces. Ten (10) percent of two (2) building faces and five (5) percent of four (4) building faces are allowed. The area of each sign shall be computed by applying the allowable percentage to the wall to which the sign will be attached.
- (2) **Projecting Signs:** commercial buildings which have the front building line within ten (10) feet of the public-right-of-way shall be permitted one (1) projecting sign on the front building face in lieu of a free standing sign. All projecting signs must conform to the latest edition of the UBC in meeting wind and dead load requirements and must be adequately maintained to prevent deterioration which could be a hazard to pedestrian traffic beneath the sign. Such sign shall project no more than six (6) feet or two-thirds (2/3) of the width of the sidewalk whichever is less and contain no more than twenty-four (24) square feet per face. Projecting signs shall have an underneath clearance of not less than ten (10) feet.
- (3) **Free-Standing Signs:**
  - (a) One (1) free-standing sign, shall be permitted for any amount of street or highway frontage adjacent to any one parcel, tract of real property or separate tax lot. An additional free-standing sign shall be permitted for each additional three hundred (300) lineal feet of such frontage provided however when more than one (1) free-standing sign is permitted no free-standing sign shall be located closer than three hundred (300) feet from any other free-standing sign on the same parcel of real property.

- (b) No free-standing sign shall exceed in height the distance from any portion of the sign to the center line of an adjacent public right-of-way, up to a maximum of 25 feet. Free-standing signs shall be located so as to assure adequate site distance at street intersections and driveways.
- (c) The maximum area of each face of a multi-faced free-standing sign shall be 1.0 square foot of sign face area per linear foot of site frontage, not exceeding 75 square feet. When property has frontage on more than one street, the property may be permitted to have the number of free-standing signs in accordance with the above provision for each such street frontage based on the aforementioned formula. Signs erected between July 9, 1986 and July 14, 1999 in compliance with regulations in effect at the time, shall be allowed to continue as long as maintained in a safe, neat and clean condition.
- (d) The owner of any lot or parcel real property fronting on more than one street or highway who desires to utilize a single sign, the faces of which are to be set at angles, must request a variance under this Code.
- (e) The owner of any lot or parcel of real property fronting on more than one street or highway may elect to combine the total street frontage of said property in establishing the maximum permitted size of any free-standing sign; however in the event all street or highway frontage is so combined, only one such sign shall be permitted and such single sign shall not exceed in area the maximum hereinabove set forth.
- (f) Two or more owners of separate adjacent parcels of real property zoned for commercial or industrial use may elect to combine the street or highway frontage of their respective adjacent properties and in such case one (1) free-standing sign shall be permitted to be constructed in accordance with the provisions of this Code. This election shall not be permitted if there exists on any portion of said properties any other free-standing signs unless said signs are removed and shall be permitted only so long as all concerned owners consent thereto.
- (g) Regardless of the amount of lineal street or highway frontage any double-faced free-standing sign shall be permitted to have a minimum of thirty-two (32) square feet per face and any multi-faced free-standing sign shall be permitted to have a minimum combined area of all of the faces of sixty-four (64) square feet.
- (h) In addition, one (1) non-illuminated portable A-frame sign, readable from the street, is allowed per business provided the sign is sufficiently anchored while in use; is located outside of pedestrian ways and traffic clear vision areas; is a maximum of twelve (12) square feet per face and a maximum of sixty and one-half (60 1/2) inches in height (measured from the ground vertically to the top of the sign).
- (i) All such signs shall be placed on the lot or parcel of land in such a manner as to appear appealing to the community considering the factors set forth in this section and considering general area and the Comprehensive Plan development pattern therefor.

**370.050 General Administration and Enforcement:**

- A. **Administration:** All signs, all applications therefore shall be exclusively administered by the City Building Department.
- B. **Enforcement:** The City Building Official or his designated representative is hereby authorized and directed to enforce all of the provisions of this Section. All signs for which a permit is required shall be inspected by the Building Official. Upon presentation of proper credentials the Building Official or his duly authorized representatives may enter upon, at reasonable times, any building, structure or premise in the City of Wood Village to perform any duty imposed upon him by this Code.

## APPENDIX D6 – City of Gresham Sign Ordinance

### General

#### **A6.001 General Provisions**

The installation of all signs within the City of Gresham shall be subject to the issuance of a development permit, establishing compliance with the Community Development Code.

#### **Sign Development Permit**

#### **A6.010 Permit Requirement**

An applicant for a sign shall obtain a development permit pursuant to Article XI of the Community Development Code. The application shall be reviewed by the Manager under a Type I procedure. A sign proposal need not comply with Article A5.000, Public Facilities Standards, of the Community Development Code.

#### **A6.011 Permit Application**

Applications for the installation of a sign within the City shall include at a minimum the following:

- (A) **Permit Form.** Application for a sign development permit shall be made on forms provided by the City. The application shall include the location of the sign by street number and legal description; the name, address and telephone number of the sign owner and of the applicant.
- (B) **Sign Plans.** The applicant shall submit two copies of plans. These plans must be detailed enough to show compliance with the sign code. The plan is to include:
  - (1) A drawing to scale showing the design of the sign, including dimension, sign size, method of attachment, source of illumination and showing the relationship to any building or structure to which it is, or is proposed to be, installed or affixed, or to which it relates, to include elevations.
  - (2) A fully dimensioned plot plan, drawn to scale, indicating the location of the sign relative to property line, rights-of-way, streets, sidewalks, vehicle area and other buildings or structures on the premises.

#### **A6.021 Placement**

- (A) **Placement.** All signs and sign structures shall be erected and attached totally within the site except when allowed to extend into or over the right-of-way.
- (B) **Frontages.** Signs allowed based on the length of one site frontage may not be placed on another site frontage. Signs allowed based on a building frontage may not be placed on another building frontage.
- (C) **Clear Vision Area.** No sign shall be located in the clear vision area as defined in Section 9.0200. No support structure(s) shall be located in the clear vision area unless the combined total width is 12 inches or less and the combined total depth is 12 inches or less.
- (D) **Vehicle Area Clearances.** When a sign extends over a private area where vehicles travel or are parked, there shall be a minimum 14 foot clearance. Exception: the bottom of an electric sign or an outline lighting enclosure shall have not less than a 16 foot clearance unless such enclosures are protected from physical damage. In no cases shall the vehicle area clearance be less than 14 feet. Vehicle areas include driveways, alleys, parking lots and loading and maneuvering areas.
- (E) **Pedestrian Area Clearances.** When a sign extends over private sidewalks, walkways or other spaces accessible to pedestrians, there shall be a minimum 8 foot 6 inch clearance.
- (F) **Required Yards.** Signs may be erected in required yards.

## Prohibited Signs

### **A6.070 Prohibited Signs**

It shall be unlawful for any person to erect, display or maintain, any sign or advertising structure falling within any of the following descriptions:

#### **A6.071 Hazardous Signs**

- (A) Moving signs, or any sign which has any visible moving part or visible mechanical movement of any description, including movement created by normal wind currents. Clocks and barber poles are exceptions.
- (B) Flashing and animated signs, or any signs which achieve apparent movement through electrical pulsations, including strobe lights, and bead lighting, or through animation and/or real images.
- (C) Signs that substantially obstruct free and clear vision of the traveling public at the intersection of any street or driveway.
- (D) Signs that have the potential to distract drivers or interfere with the traveling public's perception of traffic controls, including signs that use the words "STOP", "LOOK", "DANGER", or any other word, phrase, character, symbol, graphic, or use of lighting that is reasonably likely to distract or confuse vehicle operators and impose safety hazards.
- (E) Signs that incorporate reflective type bulbs, or par spot bulbs, or directly visible bulbs of greater than 25 watts capacity. Electronic message center signs are exceptions.
- (F) Signs that incorporate white or blue neon tubing that exceeds 300 milliamperes rating, or other neon tubing that exceeds 120 milliamperes rating.
- (G) Signs that incorporate fluorescent tubing that exceeds an illumination equivalent of 800 milliamperes rating, or a spacing of less than 9 inches, center to center.
- (H) Temporary readerboards, portable readerboards, A-board or sandwich signs or any other portable signs capable of blocking public right-of-way that are not expressly permitted in the Community Development Code.
- (I) Signs that obstruct in any way a fire escape, stairway or standpipe, or interfere with human exit through a window or any room located above the first floor of any building; or any door or required exit from a building, or required light or ventilation source.

#### **A6.072 Other Prohibited Signs**

The following signs or advertising structures are identified as having unnecessary and adverse visual impact on the community:

- (A) Roof signs, fin signs, or any sign structure that is attached to a building that does not conform to the sign standards contained in the Community Development Code.
- (B) Temporary signs, bench signs, banners, pennants, wind signs, balloon signs, flags or any other temporary sign structure that does not conform to the sign standards contained in the Community Development Code.
- (C) Nonconforming signs that have been modified in a manner which is not consistent with the Community Development Code.

## Signs in Commercial, Mixed Use & Industrial Land Use Districts

### **A6.100 Commercial, Mixed Use and Industrial Districts**

Signs in the NC, GC, RTC, SC, CMU, CC, MC, BP, LI and HI Districts shall be subject to the following limitations, except for multi-business complexes (see Section A6.101 for multi-business complexes):

(A) Free-standing Signs:

- (1) **Area.** The maximum permitted area per sign face shall be 0.4 square feet of sign face area per linear foot of site frontage, up to a maximum of 100 square feet. Regardless of site frontage a minimum of 40 square feet of sign area may be permitted.
- (2) **Height.** The maximum height of any portion of a sign or sign structure shall be 25 feet above grade.
- (3) **Number.** One sign per site shall be permitted. However, no free-standing sign shall be permitted on the same site where there is a projecting sign.

(B) Wall Signs:

- (1) **Area.** The maximum permitted area of a wall sign shall be 10% of the wall area upon which the wall is located.
- (2) **Types of Signs.** Fascia, mansard wall, awning, illuminated awning, marquee and painted wall signs are permitted.
- (3) **Height.** No wall sign shall extend above the roof line at the wall or the top of a parapet wall, whichever is higher.
- (4) **Number.** There is no limit on the number of signs if within the total permitted area limit.

(C) Projecting Signs:

- (1) **Area.** The maximum permitted area of a projecting sign shall be 18 square feet per sign face.
- (2) **Height.** A projecting sign shall not extend above the roof line at the wall or above the top of a parapet wall, whichever is higher. In no case shall any portion of a projecting sign exceed a height of 25 feet above grade.
- (3) **Clearance.** Projecting signs shall have a minimum clearance of 8 feet between the bottom of the sign and the ground.
- (4) **Location.** Projecting signs may extend into the right-of-way 2 feet except that no portion of the sign shall be closer than 30 feet from the centerline of an existing right-of-way.
- (5) **Number.** One sign per site shall be permitted. However, no projecting sign shall be permitted on the same site where there is a free-standing sign.

(D) Under Marquee Signs:

- (1) **Area.** The maximum permitted area of an under marquee sign shall be 8 square feet per sign face. The maximum vertical height of a sign face shall be 2 feet.
- (2) **Clearance.** A minimum 8 foot, 6 inch clearance shall be maintained between the sign and the ground. No sign can project past the outer edge of the marquee .
- (3) **Number.** One sign per premise shall be permitted.

(E) On-Site Directory Signs:

- (1) **Area.** A 3 square foot sign panel is permitted for each business or activity on the site.
- (2) **Location.** On-site directory signs shall be located a minimum of 20 feet back from the property line at the street access point.
- (3) **Number.** One on-site directory sign is permitted for each street access point to the development.

(F) Sign Features

- (1) **Illumination.** Signs may be indirectly or internally illuminated.
- (2) **Readerboard.** A permanent readerboard may be incorporated either in a freestanding sign or a wall sign but not both. The readerboard shall be an integral part of the sign design and shall not exceed 40 inches in height.

- (3) Electronic Message Center. An electronic message center may be incorporated into either a free-standing sign or wall sign, but not both. The electronic message center shall be an integral part of the sign design and shall not exceed 8 square feet in area.

(G) Temporary Signs. Pursuant to Section A6.060 the following temporary signs shall be permitted.

- (1) Lawn Signs.
- (2) Rigid Signs. One rigid sign per site frontage shall be permitted. A site frontage of at least 300 linear feet shall be permitted an additional rigid sign. Rigid signs on the same frontage shall be spaced at least 50 feet apart.
- (3) Banner Signs.
- (4) Balloon Signs.

#### **A6.101 Signs for Outdoor Commercial Uses in the MC and CC Districts and in Multi-Business Complexes**

Signs for outdoor commercial uses in the MC and CC Districts and in multi-business complexes shall be subject to the following limitations:

(A) Free-standing Signs:

- (1) Area. The maximum permitted area per sign face shall be 0.4 square feet of sign face area per linear foot of site frontage, up to a maximum of 250 square feet. Regardless of site frontage a minimum of 40 square feet may be permitted.
- (2) Height. The maximum height of any portion of a sign or sign structure shall be 25 feet above grade.
- (3) Number. One sign per site street frontage shall be permitted.

(B) Wall Signs:

- (1) Area. The maximum permitted area of a wall sign shall be 10% of the wall area upon which the wall is located.
- (2) Types of Signs. Fascia, mansard wall, awning, illuminated awning, marquee and painted wall signs are permitted.
- (3) Height. No wall sign shall extend above the roof line at the wall or the top of a parapet wall, whichever is higher.
- (4) Number. There is no limit on the number of signs if within the total permitted area limit.

(C) Under Marquee Signs:

- (1) Area. The maximum permitted area of an under marquee sign shall be 8 square feet per sign face. The maximum vertical height of a sign face shall be 2 feet.
- (2) Clearance. A minimum 8 foot, 6 inch clearance shall be maintained between the sign and the ground. No sign can project past the outer edge of the marquee.
- (3) Number. One sign per premise shall be permitted.

(D) On-Site Directory Signs:

- (1) Area. A 3 square foot sign panel is permitted for each business or activity on the site.
- (2) Location. On-site directory signs shall be located a minimum of 20 feet back from the property line at the street access point.
- (3) Number. One on-site directory sign is permitted for each street access point to the development.

(E) Sign Features:

- (1) Illumination. Signs may be indirectly or internally illuminated.
- (2) Readerboard. A permanent readerboard may be incorporated either in a freestanding sign or a wall sign, but not both. The readerboard shall be an integral part of the sign design and shall not exceed 40 inches in height.
- (3) Electronic Message Center. An electronic message center may be incorporated into either a freestanding sign or wall sign, but not both. The electronic message center shall be an integral part of the sign design and shall not exceed 8 square feet in area.

(F) Temporary Signs: Pursuant to Section A6.060 the following temporary signs shall be permitted.

- (1) Lawn Signs.
- (2) Rigid Signs. One rigid sign per site frontage shall be permitted. A site frontage of at least 300 linear feet shall be permitted an additional rigid sign. Rigid signs on the same frontage shall be spaced at least 50 feet apart.
- (3) Banner Signs.
- (4) Balloon Signs.

# APPENDIX D7 – City of Sandy Sign Ordinance

## Chapter 15.32 SIGNS

(Ord. 2003-08, effective 6/18/03)

### Sections:

#### **15.32.010 Purpose and policy.**

The sign regulations are intended to serve the community by:

- A.** Requiring sound construction, by requiring that signs be maintained, and by limiting the number of visual images to be communicated;
- B.** Providing an equitable opportunity to use signs outside of public rights-of-way as a communication medium;
- C.** Providing standards for frequency, location, size, construction, type and number of signs;
- D.** Providing reasonable limits on the magnitude and extend of graphic communication presented to the public; and
- E.** Regulating the location and quantity of temporary signs, and the circumstances under which they may be used and encourage all businesses to utilize permanent signs to the maximum extent possible and not rely on temporary signs for advertising needs.

#### **15.32.020 Signs permitted only in commercial & industrial zones.** Permits are required for these signs.

##### **A. Wall signs.**

1. Sign size (area): Up to 10% of the gross wall area of each wall, including windows. Businesses with less than 250 ft<sup>2</sup> of wall area may have a 25 ft<sup>2</sup> sign. A building with frontage on two or more streets shall be permitted wall signs on each frontage.
2. Maximum area: 200 ft<sup>2</sup> in the C-1 zoning district; no limit other zones.
3. Multiple uses: the permitted sign area for uses located on the same site or within the same building may be divided among the uses. Separate wall signs or a joint-use wall sign may be erected, provided that the maximum allowable sign area is not exceeded.
4. Maximum sign projection: 18 inches.

**B. Projecting signs.** A "projecting sign" is a sign attached to and projecting out from a building face or wall and generally at right angles to the building. Projecting signs include signs projecting totally in the right-of-way, partially in the right-of-way, and fully on private property.

1. Maximum area on one sign face: 32 ft<sup>2</sup>.
2. Height: shall not exceed the height of the structure.
3. Clearance: 8 feet above pedestrian walkways; 15 feet above vehicular driveways and public rights-of-way. Clearance is measured from the highest point of the grade below the sign to the lowermost point of the sign.
4. Projection distance: no more than 8 feet from the building, or two-thirds the width of the sidewalk, whichever is less. In any case, the sign shall not project within 2 feet of the curb.
5. Hanging signs under awnings are encouraged, as long as the above clearances are met.

6. Marquee, canopy and awning signs are permitted and must comply with the State Structural Specialty Code and city regulations.

a) Marquee signs may be placed on or incorporated into these structures provided they do not extend above the upper surfaces of the structure. "Marquee sign" means a sign incorporated into, erected or maintained under, supported by or attached to a marquee or permanent canopy. "Marquee" means a permanent roof-like or roofed structure attached to, supported by and projecting outward from a building over the entrance to a theater, hotel, etc.

b) As used here, "awning" means a movable shelter supported entirely from the exterior wall of a building extending over a doorway or window and providing shelter from the rain or sun. When signs are incorporated into awnings the entire panel containing the sign is counted as sign face unless it is clear that part of the panel contains no related display or decoration. Awning signs are considered as wall signs for calculation of the maximum permitted area.

**C. Individual business--freestanding signs.** A freestanding sign is a sign on a frame, pole or other support structure which is not attached to any building. A monument sign is a type of freestanding sign.

1. Allowed only for businesses with at least 50 lineal feet of public street frontage, and not part of an integrated business center.

2. Maximum area on one sign face: 32 ft<sup>2</sup> in the C-1 district. Other districts: 1 ft<sup>2</sup> per lineal foot of site frontage, up to 100 ft<sup>2</sup>.

3. Extra sign area for large frontages (does not apply to C-1 district):

a) The sign area may be increased .25 ft<sup>2</sup> for additional lineal foot frontage over 300 feet with a maximum of 150 ft<sup>2</sup> of area; or

b) One additional free-standing sign may be installed. The sign area for the additional sign is up to 1 ft<sup>2</sup> per foot of frontage over 300, to a maximum of 100 ft<sup>2</sup>.

4. Corner signs: signs facing more than one street shall be assigned to a frontage (for area calculations) by the applicant.

5. Multiple frontages: Businesses which are not on a corner, with frontage on two or more streets, shall be permitted the use of a freestanding sign on each frontage.

6. Individual Business Pad Location. A business located on the same lot as two or more commercial businesses, but designed as a separate structure at an intersection of two streets is permitted one free standing sign. Size shall be calculated using the individual business standards, above.

**D. Integrated business center.**

1. A master sign shall be required for two or more commercial businesses sharing a street access or located on the same parcel, shopping or business center, and shall include the name of the development.

2. Permitted title name area: 40 ft<sup>2</sup> (not calculated in maximum sign area).

3. Maximum sign area: 1 ft<sup>2</sup> of area for each lineal foot of frontage, up to 100 ft<sup>2</sup> (C-1 district), 200 ft<sup>2</sup> other districts.

4. Maximum height: 30 feet.

5. Extra sign area for large frontages: for businesses centers with frontage exceeding 300 feet, additional signs may be permitted at each driveway, provided that the signs do not exceed 75 ft<sup>2</sup> in the C-1 district, 150 ft<sup>2</sup> other districts.

**E. Off-site directional signs.**

1. Signs directing traffic to other businesses are permitted, subject to all sign regulations that apply to the host business. No additional sign quantities or area are granted for offsite directional signs.

**F. A-frame signs**

1. An A-frame sign is a type of temporary sign which has two sides, the frame or support structure of which is hinged or connected at the top of the sign in such a manner that the sign is easily moved and erected.

2. Dimensions: The sign area shall be 3 feet high by 2 feet wide. The top of the sign shall be no more than 4 feet from the ground (including feet and hinge mechanism).

3. Construction: The sign shall be made of metal. The department shall provide specifications for commonly-available sign blanks.

4. Color: The frame and background of the sign shall be forest green (per specifications provided by the department), with light colored text. A business logo may be included (using any colors), provided that the logo occupies no more than one-half of the sign area, and that it retains a 1-inch forest green border.

5. City logo. The City of Sandy logo shall be placed at the bottom left corner of each sign face, per specifications provided by the department.

6. Moveable letters may be used, provided that the letters are light color on the forest green background.

7. Quantity: no more than one sign per business.

8. Location:

a) All districts. Signs must not obstruct vehicle sight clearances or be placed so as to obscure permanent signs. Signs placed on or near sidewalks must maintain at least 5 feet unobstructed sidewalk width.

b) C-2 and Industrial districts: Signs must be within 25 feet of the main entrance of the business, and may not be placed on Highway 26 or other public street right-of-way.

9. Time period: may be displayed only during hours that the business is open to the public, and shall be promptly removed from public display when the business is closed or at dusk, whichever comes first. For enforcement purposes, dusk is when the nearby street lights turn on.

10. Compliance. All business A-frame signs shall comply with these provisions by December 31, 2003.

**G. Banners**

Temporary banner signs may not exceed 96 ft<sup>2</sup> per street frontage for each separate businesses. The same banner may be displayed on multiple occasions, but only on the dates noted in the permit application, and for no more than a total of 60 days per calendar year.

**H. Temporary promotional displays.**

Attention attracting devices, flags, windsocks (maximum length 12 feet), pennants, streamers, valances, spinners, spirals and other wind-activated devices excluding propellers are permitted for a period of time not to exceed thirty days two times a year, and limited to the dates of display as noted in the permit application.

**I. Gasoline pricing signs** Signs denoting gasoline prices, as provided for in Oregon Revised Statutes 649.030, are permitted subject to the following provisions:

1. Maximum area on one sign face: 20 ft<sup>2</sup>.

2. Maximum height: 25 feet.
3. Quantity: one per business location street frontage.

**J. Searchlights** may be used by any business or enterprise once yearly or for purposes of the grand opening of a new enterprise or an enterprise under new management for a maximum period of two consecutive days. "Searchlights" means an apparatus on a swivel that projects a strong, far-reaching beam of light.

#### **15.32.080 Prohibited signs.**

The following signs and operations are prohibited signs and operations, and may not be erected or permitted to operate within the city:

- A.** Signs that obstruct the vision clearance of a street or driveway intersection;
- B.** Signs that obstruct ingress or egress through any door, window, fire escape, standpipe, or like facility, required or designated for safety or emergency use;
- C.** Signs that may be confused with public traffic signs or highway identification signs, or graphically appear similar to these types of signs;
- D.** Signs that use words like "stop," "slow," "caution," "look," "danger" or any other word, phrase, symbol or character that may mislead or confuse vehicle operators;
- E.** Signs or sign structures determined by the building official to constitute a hazard to the public safety or health by reason of poor structural design or construction, inadequate maintenance, lack of repair, or dilapidation ( "maintenance" means normal care needed to keep a sign functional such as cleaning, oiling and changing of light bulbs);
- F.** Signs that rotate, reflect, flash, blink, fluctuate, or have chaser effects (a "rotating signs" has sign faces or portions of a sign face which revolve around a central axis);
- G.** Signs placed on, affixed to, or painted on any motor vehicle, trailer or other mobile structure not registered, licensed and insured for use on public highways, advertising a product or a service for any business located inside or outside of the city and parked with the primary purpose of providing a sign not otherwise allowed by this chapter;
- H.** Handbills (including any notice, placard, poster, showbill, circulator, pamphlet, booklet, letter, folder, sheet, sticker or banner);
- I.** Benches which contain an advertising message;
- J.** Signs located on or above public rights-of-way without written consent of the applicable jurisdiction. This includes, but is not limited to, posters or notices on utility poles, political signs in parking strips, etc., other than traffic control signs installed by the state, county or city;
- K.** Roof signs (signs erected upon, against or directly above a roof, or on the top of or above the parapet of a building).

#### **15.32.090 Permit required.**

It is unlawful for any person to erect, repair, alter or relocate within the city any sign or other advertising structure as defined in this chapter without first obtaining a sign permit from the city and making payment of the fee required by the city thereof.

Official version of the Sandy sign ordinance is on the website at:

[http://www.ci.sandy.or.us/municipal\\_code/Buildings\\_Construction/Signs/signs.html](http://www.ci.sandy.or.us/municipal_code/Buildings_Construction/Signs/signs.html)

## **APPENDIX E – Mt. Hood/Gorge Regional Cooperative Marketing Plan**

### **Mt Hood – Columbia River Gorge Region**

#### **Regional Cooperative Marketing Program**

#### **2005 Marketing Plan**

This Regional Marketing Plan has been prepared for the new Oregon Tourism Regional Cooperative Marketing Program. The Mt Hood - Columbia River Gorge Region is pleased to participate in the program and wants you to know that the experience of learning to work with new partners has been extremely beneficial to all involved in this Plan. While we have presented the requested plan for the calendar year 2005, we would like the Commission to know that as a region we are committed to a multi-year effort because we believe it makes good business sense and because we understand the results of our efforts will not be realized immediately.

In the time frame of this planning process and within the funds expected to be available to the region, we have developed a very focused marketing campaign to address what was determined to be the region's greatest need, the fall shoulder season, as well as a very narrow target market where we felt the interest would be high, Oregon was a known destination and the decision to travel could be made in a short time frame. As we develop the multi-year marketing plan, we intend to branch out into other target markets, seek additional partnerships and develop packages that combine our great attractions, activities and scenic beauty with the lodging, dining and shopping of the region. We value the planning and resources that OTC has invested in this program and we are excited to move forward in implementing our regional marketing plan.

#### **I. Background Information**

- A. Description of Region: This region includes portions of East Multnomah County, Clackamas County, Wasco County and all of Hood River County. The region contains several significant natural attractions including: the Columbia River, the Columbia River Gorge, Multnomah Falls and Mt Hood. Much of the region is in Mt Hood National Forest and also contains other federal and state lands, including Wilderness Areas and scenic rivers. While the area is perhaps best known for its outdoor recreation activities, it is also an area of significant historical importance, rich in agricultural land/products and home to many successful artists and craftspeople.

*2002 Visitor Spending in region:* The Economic Impact Report prepared for the Oregon Tourism Commission by Dean Runyan and Associates reports \$ 316.9m in visitor spending for the region.

*Expected 2005 funding from RCMP:* \$64,650

- B. Marketing Entity: The Mt Hood - Columbia River Gorge Tourism Alliance is the group responsible to OTC for representing the region and crafting the marketing plan. The Clackamas County Tourism Development Council (CCTDC) will be the fiscal agent for the funds from OTC. A list of the 14 member Tourism Alliance steering committee is Addendum A.
  
- C. Intra Region Communication Plan: The CCTDC serves as the administrator/staff support for the Mt. Hood - Columbia River Gorge Tourism Alliance and has developed an email distribution group of 55 members that receive announcements for all meetings and follow-up minutes and information. Tourism Alliance members and regional Chambers are committed to continued communicate with their membership and industry partners.
  
- D. Description of planning process: The initial meeting to begin the organization of the Mt Hood - Columbia River Gorge Region was held on January 23, 2004 and has been followed by monthly meetings of the Tourism Alliance steering committee. The report from the initial meeting facilitated by Mandy Cole of OTC is Addendum B

## II. Marketing Plan

- A. Vision: Our vision as a region is to have the **Mt Hood – Columbia River Gorge Region** recognized as a **premier year around visitor destination in the Pacific Northwest, attracting visitors from across the world**. Spanning the Cascade Mountains in northern Oregon, this is known as a region of stunning beauty and remarkable diversity. It is largely defined by the mighty Columbia River and Mt Hood, Oregon’s tallest volcanic peak, but also includes rainforests, old growth trees, apple and pear orchards, mountain lakes and wild rivers, wheat fields and even high desert terrain. It is made up largely of public lands including federally designated recreation areas, national forest and wilderness. It is populated with historic and vibrant small towns and farms and is a world class destination for its scenery, history, lifestyle and year around outdoor recreation. It is home to award winning wineries, famous chefs featuring Oregon Wild and Oregon Raised products as well as world renowned artists and craftspeople. This region is easily accessible, located just east of Portland, Oregon and Portland International Airport.
  
- B. Target Markets: The **target market** for the funds from the Regional Cooperative Marketing Program is **adult empty-nesters** from the **Pacific Northwest** (including British Columbia) traveling by automobile during the **fall months**. For the purpose of this plan, fall is identified as September – November. We believe

this target market will be interested in the **Discovery Trail** we are creating to highlight the scenery, history, culture and recreation of the region. We also identified two secondary target markets; the convention delegates who are at the Oregon Convention Center to attend a national convention or trade show and family and friends visiting residents of the greater metro Portland area. In the future we will expand our target market to include the spring season - such as spring skiing enthusiasts/spring break travel and add California as a geographic target.

C. Goals, Objectives and Actions

**GOAL: To use the Regional Cooperative Marketing Funds in a marketing campaign that will create a measurable increase in overnight stays in the region during the targeted time period.**

We will measure the impact in three ways: 1) we will track the telephone, mail and internet inquiries generated by the campaign from the target markets; 2) we will prepare antidotal report after the season to learn from the major attractions, lodging facilities and retailers what results they can document from each target time period; 3) we will develop a benchmark figure using the transient room tax collections in the region, Smith Travel Reports regional lodging information and the visitor spending figure from the OTC Economic Impact Report done by Dean Runyan. In future years we will be able to better document the results of specific marketing campaigns; but given that this is our first year to work on a joint project it is difficult to set a specific numeric goal to increase business.

**OBJECTIVE 1: Develop a route for a Discovery Trail that includes the existing designated scenic byways** and adds the necessary links to make a figure 8/infinity trail that is a practical and interesting trip for visitors to the area. It will be focused on the many things to do and see along the route and feature four lodging hubs in Troutdale, Hood River, The Dalles and the Villages of Mt Hood. The Trail will be designed and promoted as an excursion of several days, not the current day trip from Portland.

**ACTION A:** Inventory the attractions, services and activities along the proposed tour route including as many niche activities such as bird watching and wildflower viewing as possible and select those that match the Discovery Trail route and the season we are featuring.

**Responsible Party:** DMOs in the region

**Completion:** by January 1, 2005

**Budget:** \$0

**Measurement:** Completion of Discovery Trail

**ACTION B:** Create an identity and marketing message for the region and Discovery Trail. This message and identity will serve not only this campaign but become a cornerstone for future regional marketing projects.

**Responsible Party:** Professional firm hired by steering committee

**Completion:** by January 15, 2005

**Budget:** \$6,000

**Measurement:** Completion of marketing identity and message

**ACTION C:** Publish the needed marketing materials such as a print piece for fulfillment, web site, and a trail route CD to promote the Discovery Trail.

**Responsible Party:** Professional firm hired by steering committee

**Completion:** The print piece completed by March 15, 2005 – other fulfillment will be determined in the second year of planning.

**Budget:** \$20,000

**Measurement:** Distribution of the trail guide to all inquiries and visitor centers in region

**ACTION D:** Develop and implement a plan to publicize the Discovery Trail with appropriate tools such as direct mail, permission based e newsletter, corporate sponsorships, purchase of inquiries from OTC database and media relations.

**Responsible Party:** Steering Committee

**Completion:** by May 1, 2005

**Budget:** \$30,000.

**Measurement:** Accurate compilation of all inquiries detailing source of inquiry's information, address and method of contact. Completion of antidotal reports from major attractions and facilities as a snapshot of results of travel during the fall 2005 season with information on who was traveling and how they heard about the region.

**ACTION E:** Develop tracking system, to provide a report on success in meeting the goal of attracting overnight visitors to the region during the fall season.

**Responsible Party:** Steering Committee

**Completion:** in second year of plan.

**Budget:** \$0

**Measurement:** Benchmark figures on number and source of inquiries generated by campaign for use in establishing goals for 2006.

### **III. Tourism Inventory**

The Tourism Inventory of attractions, events and facilities is found in the published guides of the region as well as found on the websites maintained by the destination marketing organizations in the region and many of the tourism attractions and facilities. You will find that we have a wealth of things for the visitor to experience in the Mt Hood - Columbia River Gorge Region. Some of these published guides are included as Addendum C.

### **IV. Q Customer Service Training Program**

The Mt Hood - Columbia River Gorge Region will work to certify at least 540 frontline employees through the official Q Customer Service Training Program adopted by the Oregon Tourism Commission. We will seek partnerships with the United States Forest Service and the job corps training programs in our region as well as work with our major employers so that we can reach the goal and perhaps find additional funds to support the program.

*Please note that as a partner in the first year of the Q program, Clackamas County/TDC provided training for over 200 employees many from this region. Timberline Lodge and Ski Area and Resort at the Mountain were two of the major employers in the region to train a significant per cent of their employees.*

**Responsible Party:** Steering Committee

**Completion:** by March 2006

**Budget:** \$8,000.

**Measurement:** 540 Q trained employees

## APPENDIX F – Detail Route Description

### Route Description with Detail Directions/Jurisdictions

- The Scenic Byway route starts at the west end of the Historic Columbia River Highway/All-American Road where the Troutdale Bridge crosses the Sandy River and Glenn Otto Park Road. Access is from Interstate 84 at exit 18. (Jurisdiction: East Multnomah County Transportation Committee, ODOT)
- Glenn Otto Park Road is also named Historic Columbia River Highway and traverses through downtown Troutdale. (Jurisdiction: East Multnomah County Transportation Committee, City of Troutdale)
- The route then follows the Highway to Halsey Street where the route goes west with a left turn on Halsey to the intersection of 238<sup>th</sup> Street in Wood Village. (Length of miles: 2.7 miles. Jurisdiction: East Multnomah County Transportation Committee, City of Wood Village)
- With a left turn on 238<sup>th</sup> going south, (which turns into 242<sup>nd</sup> - Hogan) the route continues to Burnside Street and then makes a left turn onto Burnside. (Length of miles: 2.6 miles. Jurisdiction: East Multnomah County Transportation Committee, City of Gresham)
- The route goes east on Burnside to Palmquist Road where a left turn makes the 1-block connection to a right turn onto Orient Drive. (Length of miles: 1.3 miles. Jurisdiction: East Multnomah County Transportation Committee, City of Gresham)
- It then follows Orient Dr. to the east and veers left onto Dodge Park Boulevard. (Length of miles: 2 miles. Jurisdiction: East Multnomah County Transportation Committee)
- It follows Dodge Park Blvd and turns right onto Lusted Road (Length of miles: 3.7 miles. Jurisdiction: East Multnomah County Transportation Committee, Clackamas County)
- Follows Lusted Road to the intersection of Ten Eyck Road with a left turn. (Length of miles: 3.3 miles. Jurisdiction: Clackamas County)
- The route follows Ten Eyck to the intersection of Highway 26 at the east end of Sandy. (Length of miles: 4.4 miles. Jurisdiction: Clackamas County)
- The route then goes west with a right turn on Highway 26 to Bluff Road and turns right onto Bluff Road to Jonsrud Viewpoint. (Length of miles: 1.6 miles. Jurisdiction: City of Sandy, ODOT)
- The route then returns to Highway 26 and goes east with a left turn on Highway 26 (Length of miles: 1 mile. Jurisdiction: City of Sandy, ODOT)
- The route continues east on Highway 26 with a left turn onto the Highway 26 Business Loop through Government Camp, back onto Highway 26, to the intersection of Timberline Road. (Length of miles: 29.2 miles. Jurisdiction: ODOT, Clackamas County)
- Continue with a left turn up Timberline Road to Timberline Lodge & Ski Area and return back to Highway 26. (Length of miles: 12 miles. Jurisdiction: ODOT, Clackamas County)
- From Timberline Road in Government Camp, the route continues east on Highway 26 to the interchange with Highway 35. (Length of miles: 2 miles. Jurisdiction: ODOT, Clackamas County)
- The route continues north on Highway 35 to Highway 30 in Hood River. (Length of miles: 39.5 miles. Jurisdiction: ODOT, Hood River County)
- The byway ends at the intersection of Highway 35 and Highway 30, the Historic Columbia River Highway/All-American Road on the eastern outskirts of Hood River.

Total Byway mileage is 105 miles.

## **APPENDIX G1 – Sites of Intrinsic Qualities**

### **National Scenic Area**

Columbia River Gorge National Scenic Area

### **National Historic Landmarks**

Columbia River Highway  
Timberline Lodge

### **National Historic Trail**

Lewis & Clark National Historic Trail  
Oregon Trail National Historic Trail

### **All-American Road, National Scenic Byway – Oregon Scenic Byway**

Historic Columbia River Highway

### **National Recreation Trail**

Historic Columbia River Highway State Trail

### **National Scenic Trail**

Pacific Crest National Scenic Trail

### **Wild & Scenic Rivers**

Salmon River  
Sandy River  
White Salmon River

### **National Register of Historic Places**

Barlow Road  
Clackamas Lake Ranger Station Historic District  
Cloud Camp Inn  
Cloud Cap-Tilly Jane Recreation Area Historic District  
Columbia Gorge Hotel  
Columbia River Highway Historic District  
Harlow-Evans House, Troutdale  
Hood River Hotel  
Mt. Hood Railroad Linear Historic District  
Mt. Hood School House/Mt. Hood Towne Hall  
Multnomah County Poor Farm/Edgefield Manor  
Parkdale Ranger Station  
Philip Foster Farm, Eagle Creek  
Ries-Thompson House, Parkdale  
Troutdale Methodist Episcopal Church  
Valley Theatre/Old Theater Mercantile, Parkdale

## APPENDIX G2 – Community Calendar of Events Along the Byway

### January Events

**Mt Hood Series – 2 Slaloms** - Snowboard event open to USASA members. Mt Hood Skibowl. 503-222-2695 [www.skibowl.com](http://www.skibowl.com)

**Mt Hood Series – GS & Bordercross** - Snowboard event open to USASA members. Mt Hood Skibowl. 503-222-2695 [www.skibowl.com](http://www.skibowl.com)

**USASA Timberline Classic Series** - Annual series open to all ages & ability levels, snowboarders & skiers. Timberline Ski Area. 503-622-9750 [www.timberlinelodge.com](http://www.timberlinelodge.com)

**Robert Burns Dinner** - Celebrate the life, works & spirit of the great Scottish poet with Scottish food, whiskey, bagpipe music, dancing, and poetry at The Resort at The Mountain in Welches. 503-622-3101 [www.theresort.com](http://www.theresort.com)

**Evergreen Cup** - Mt Hood Skibowl hosts the event open to all NW Mitey Mite racers ages 13 and younger. 503-272-3503 [www.skibowl.com](http://www.skibowl.com)

**Troutdale First Friday Art Walk** - 1<sup>st</sup> Friday of every month. Art of all kinds displayed in various stores in downtown Troutdale. 503-669-7473 [www.westcolumbiagorgechamber.com](http://www.westcolumbiagorgechamber.com)

### February Events

**USASA Timberline Classic Series** - Annual series open to all ages & ability levels of snowboarders and skiers. Timberline Ski Area. 503-622-9750 [www.timberlinelodge.com](http://www.timberlinelodge.com)

**Oregon 3-way Championship** - Mt Hood Skibowl hosts this competition for Mitey Mite racers from Oregon, Washington & northern Idaho. 503-272-3503 [www.skibowl.com](http://www.skibowl.com)

**Scotty Graham Memorial Extreme Competition** - Mt Hood Skibowl hosts the benefit for this scholarship fund that is open to expert skiers & snowboarders. 503-394-3526 [www.skibowl.com](http://www.skibowl.com)

### March Events

**Winter Games of Oregon** - Mt Hood Skibowl hosts this event which consists of opening ceremonies on Friday, extreme competition on Saturday & super G on Sunday. 503-520-1319 [www.skibowl.com](http://www.skibowl.com)

**Ski the Glade Trail Day** - Re-live the golden days of trail skiing on Mt Hood with a guide from Timberline Lodge to Government Camp. Mt Hood Cultural Center & Museum. 503-272-3301 [www.mthoodmuseum.org](http://www.mthoodmuseum.org)

**Suds on the Slope** - Presented by Mt Hood Skibowl. Enjoy this beer festival on the mountain. 503-819-0712 [www.skibowl.com](http://www.skibowl.com)

**St. Urho's Day** - Downtown Hood River. Locals of Finnish descent present the tongue-in-cheek "cultural event of the year" and their answer to St. Patrick's Day. 800-366-3530 [www.hoodriver.org](http://www.hoodriver.org)

**Mitey Mite Spring Festival** - Mt Hood Skibowl hosts this event which is open to all Mitey Mite racers. 503-272-3503 [www.skibowl.com](http://www.skibowl.com)

### April Events

**Hood River Valley Blossom Festival** - 3rd Full Weekend in April. Events in Parkdale, Odell, Pine Grove, Dee, and Hood River. Celebrating the arrival of Spring, as 15,000 acres of fruit trees explode into bloom. Craft, quilt shows, garden shows, antiques, music, food, camaraderie. 800-366-3530 [www.hoodriver.org](http://www.hoodriver.org)

**First Friday Art Walks** - First Friday of each month, Apr. - Dec. Historic Downtown Hood River. Art galleries, restaurants, and businesses downtown host local area artists. Taste sample treats, wines, beers, and meet and greet the artists. Live music, dance, art and fun. 800-366-3530 [www.hoodriver.org](http://www.hoodriver.org)

### May Events

**Bear Springs Trap** - Mountain bike & cross country at McCubbins Gulch. Mt Hood Skibowl. 503-272-0146 [www.skibowl.com](http://www.skibowl.com)

**Fat Tire Farm Spring Fling** - Mountain bike downhill enduro on Mt Hood. Skibowl. 503-272-0146 [www.skibowl.com](http://www.skibowl.com)

**USSA Golden Rose Ski Race** - Alpine ski race for competitors within the US Ski Association, including US Ski Team members & other top skiers from the USA. Timberline Ski Area. 503-272-3503 [www.mthoodacademy.com](http://www.mthoodacademy.com)

### June Events

**Golden Rose Ski Classic** - The longest continually run ski race in the world. Many past & future Olympic champions have participated in this traditional event. A series of social events at the Lodge. 503-622-0750 [www.timberlinelodge.com](http://www.timberlinelodge.com)

**9<sup>th</sup> Annual International Croquet Invitational** - World class players compete in a 5-day tournament. Spectators can learn rules & strategy. The Resort at The Mountain, Welches. 503-622-3101 [www.theresort.com](http://www.theresort.com)

**Skibowl Mountain Bike Race Series** - Saturday downhill and the Sunday cross-country competitions. Mt. Hood Skibowl. 503-272-0146 [www.skibowl.com](http://www.skibowl.com)

**Mount Hood Cycling Classic** - The country's best road cyclists race around the valley and into downtown Hood River. 8,000 feet of climbing, 200 miles of racing. 800-366-3530 [www.mthoodcyclingclassic.com](http://www.mthoodcyclingclassic.com)

**Hood River Classic Hunter Jumper Horse Show** - Wed-Sun. of Father's Day. A Rose Festival sanctioned event. The regions' finest horses compete at Jensen Mills Meadow. 800-366-3530 [www.hoodriverclassic.com](http://www.hoodriverclassic.com)

**Troutdale Historical Society Ice Cream Social** - 503-661-2164 [www.westcolumbiagorgechamber.com](http://www.westcolumbiagorgechamber.com)

### July Events

**Old Fashioned Fourth of July** - Hood River. Great community parade, picnic, live music, fun run, and fireworks. The way the 4th of July used to be. 800-366-3530 [www.hoodriver.org](http://www.hoodriver.org)

**Burton Abominable Snowjam** - See some of your favorite pros up close & personal. Timberline Lodge. 503-622-0750 [www.timberlinelodge.com](http://www.timberlinelodge.com)

**State Games of Oregon** - Mountain bike events - downhill Olympic style with Sunday offering cross-country. Mt Hood Skibowl. 503-272-0146 [www.skibowl.com](http://www.skibowl.com)

**Sandy Mountain Festival** - Enjoy the artists & music in Sandy's Meinig Memorial Park. Over 150 artisans show their wares while entertainment is provided on 2 stages. Parade. 503-668-5900 [www.sandymountainfestival.org](http://www.sandymountainfestival.org)

**7<sup>th</sup> Annual Quilt Show** - See quilts, both antique & contemporary, wall hangings, table runners & hand quilted or machine made clothing. Quilt block contest and merchants mall. Sandy High School, Sandy. 503-760-0686

**Gorge Games and the Live Large Tour** - Hood River and throughout the Gorge area. Outdoor adventure sports championship competition in windsurfing, kiteboarding, mountain biking, 49er sailing, kayaking, adventure race and half marathon. 800-366-3530 [www.gorgegames.com](http://www.gorgegames.com)

**Hood River County Fair** - Scenic venue offers views of Mt. Hood, Mt. Adams. Great 4H exhibits for animals, produce, flowers, art and craft. Great rides, food, entertainment. Odell. 541-354-2865 [www.hrcountyfair.com](http://www.hrcountyfair.com)

**Troutdale Summerfest/Art Fest** - Parade, food and craft vendors, all day family fun. Glenn Otto Park. 503-669-7473 [www.westcolumbiagorgechamber.com](http://www.westcolumbiagorgechamber.com)

**Sandy Fly-In/Cruise-In** - Pancake breakfast by the Sandy Kiwanis and Cruise-In with over 500 cars. McKinnon Airpark on Ten Eyck Road, Sandy. 503-668-4006 [www.sandyoregonchamber.org](http://www.sandyoregonchamber.org)

**Mary Charlotte's Garden Party** - Fashion show of vintage clothes, antique appraisals, music, local flowers & produce for sale & historic farm tours. Philip Foster Farm, Eagle Creek. 503-637-6324 [www.philipfosterfarm.com](http://www.philipfosterfarm.com)

#### August Events

**Mt. Hood Jazz Festival** - 1<sup>st</sup> weekend in August. Gresham Chamber of Commerce. 503-665-1131

**Car Show** - 2<sup>nd</sup> Saturday in August. Sponsored by NW Motor Sports. Gresham Chamber. 503-665-1131

**A Day Out with Thomas the Tank Engine** - Mt. Hood Railroad Depot, Hood River. Famed and beloved children's book and TV character, Thomas the Tank Engine visits Hood River. 800-872-4661 [www.mthoodrr.com](http://www.mthoodrr.com)

#### September Events

**Timberline Wine, Art & Crafts Fair** - Enjoy wine tasting, crafted items from NW artisans, a variety of art works and live music at the WyEast Day Lodge. Timberline Lodge. 503-622-0750 [www.timberlinelodge.com](http://www.timberlinelodge.com)

**Roy Webster Columbia River Cross Channel Swim** - Labor Day. 550 hearty souls swim across the 1.1 mile span of the Columbia River, crossing the WA/OR state border. Hood River. 800-366-3530 [www.hoodriver.org](http://www.hoodriver.org)

**Scotty Graham Memorial** - Mountain bike event to benefit this scholarship fund. This is the Series final with downhill on Saturday and cross-country on Sunday. Mt. Hood Skibowl. 503-272-0146 [www.skibowl.com](http://www.skibowl.com)

**Mt Hood Autumn Festival** - Outdoor fun for the whole family. Crafts, food, entertainment, mountain interpretation. Wildwood Recreation area in Welches. 503-622-4822 [www.mthoodautumnfestival.com](http://www.mthoodautumnfestival.com)

**Mt Hood Heritage Day** - Celebrate the heritage of outdoor recreation. Museum open house, heritage displays, car show & antique appraisal. Mt Hood Cultural Center & Museum. 503-272-3301 [www.mthoodmuseum.org](http://www.mthoodmuseum.org)

**Teddy Bear Parade** - Last Saturday in downtown Gresham. Gresham Soroptimists

**Cider Squeeze & Harvest Festival** - Bring your apples & squeeze some cider at Historic Philip Foster Farm. Food, music & pioneer crafts. Eagle Creek. 503-637-6324 [www.philipfosterfarm.com](http://www.philipfosterfarm.com)

#### October Events

**Hood River Valley Harvest Fest** - Celebrate the harvest season, this is the largest annual event in the Gorge. Live music, a huge craft show, great food, wines, and locally grown produce. 800-366-3530 [www.hoodriver.org](http://www.hoodriver.org)

**Timberline Acoustic Music Series** - Every Wednesday in October at 7:30pm for an opportunity to enjoy the talents of touring musicians performing in the heart of Timberline. 503-622-0707 [www.timberlinelodge.com](http://www.timberlinelodge.com)

**Mushroom Weekend** - Gather & identify mushrooms on a field trip. Cooking demonstrations, special exhibits, slide show. Mt Hood Cultural Center & Museum. 503-272-3301 [www.mthoodmuseum.org](http://www.mthoodmuseum.org)

#### November Events

**The Resort at The Mountain Wine & Art Festival** - Start the holidays with Oregon's best wineries, artists & art galleries. Welches. 503-622-3101 [www.theresort.com](http://www.theresort.com)

**Troutdale Holiday Fest** - Friday after Thanksgiving. Downtown tree lighting, caroling, pictures with Santa. 503-669-7473 [www.westcolumbiagorgechamber.com](http://www.westcolumbiagorgechamber.com)

#### December Events

**Country Christmas** - An old fashioned pioneer Christmas. Holiday greens, old time holiday music, pioneer gifts, hot cider and visits with Santa. Philip Foster Farm, Eagle Creek. 503-637-6324 [www.philipfosterfarm.com](http://www.philipfosterfarm.com)

**New Year's Eve at Timberline Lodge** - New Year's Eve festivities include a very popular dinner/dance followed by a spectacular fire works display. Skiing is available until 12:30am. 503-622-0756 [www.timberlinelodge.com](http://www.timberlinelodge.com)



United States  
Department of  
Agriculture

Forest  
Service

Region 6

Mt. Hood  
National Forest

April 2009



# MT. HOOD NATIONAL SCENIC BYWAY INTERPRETIVE PLAN & DESIGN GUIDELINES



**PREPARED BY:**

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**PREPARED FOR:**

Mt. Hood National Scenic Byway Committee

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## INTRODUCTION

The Mt. Hood National Scenic Byway was officially designated in September 2005. The route spans 105 miles, encompassing the south, west, and east sides of Mt. Hood from I-84 in Troutdale along highways 26, 35, and 30 to the Columbia River Gorge. The Byway traverses three counties (Multnomah, Clackmas, and Hood River) and includes small rural communities, pastoral farmland, and forested mountains.

Though only recently designated as a National Scenic Byway, the route is part of the “Mt. Hood Loop” and has been a favorite for over 100 years. The loop includes the I-84 section of the National Scenic Columbia River Gorge from Portland to Hood River, and portions of the Historic Columbia River Highway.

The highlight of the experience is the mountain itself. Towering over the area at 11,239 feet, it is the highest mountain in Oregon and the crown jewel of the northern Oregon Cascade Range. The west slope temperate rainforest receives over 100” in precipitation a year, creating world class recreational opportunities

including the longest season of alpine skiing in North America. On the east slope lower precipitation combines with the rich volcanic soil making Hood River Valley an agricultural giant for fruits and vineyards.

### **Purpose and Need**

The biggest challenge of this planning effort is to tie together various sites, venues, and opportunities along the Byway, and package them in a strategic and consistent way. Currently, there are several individual efforts that highlight various parts of the route, but no cohesive identity for the Byway. This plan will:

1. Identify storylines that tie the Byway together.
2. Provide design guidelines that will create visual theme and sense of place.
3. Make prioritized recommendations for implementation with Byway partners.

Inspiration for the stories and design guidelines will come from the natural and cultural history of the area and existing iconic images of Mt. Hood, regional agriculture, recreation, and the Cascadian architecture of Timberline Lodge. Particular emphasis will be given to the entrance portals near the communities of

Troutdale and Hood River in order to give visitors a sense of arrival. We want them to know they are on the Mt. Hood National Scenic Byway. As they continue along the route there will be additional iconic images and structures that will reassure them that they are still on the Byway.

**Parameters and Planning Assumptions**

This plan is based on a number of assumptions about the current and anticipated future use of the area. Significant changes in visitor use, partners or management policies may require modifications to the plan. The following assumptions serve as a foundation for this plan:

- This interpretive plan is consistent with the Mt. Hood Scenic Byway Corridor Management Plan.
- The Mt. Hood Scenic Byway Steering Committee primary partners consist of:
  - Clackamas County Tourism and Cultural Affairs
  - Hood River County Chamber of Commerce
  - West Columbia Gorge Chamber of Commerce
  - Mt. Hood National Forest
- The steering committee will continue to cooperate with federal and state land

management agencies, the Oregon Dept. of Transportation, businesses, Native American Tribes, special use permittees, and other partners.

- Interpretive services will focus on providing quality visitor experiences, meeting identified demand, mitigating impacts to cultural, historical and natural resources, and helping to diversify local economies.
- The partners working cooperatively along the Byway will work to find consistent and reliable funding sources to ensure that Byway interpretive facilities and services are quality products, well maintained and updated for the traveling public.
- Specific site plans may need to be developed for each portal, information center, and proposed wayside. Universal accessibility, winter access, and highway site distances are especially important.
- Portals will provide visitor information and orientation and sense of arrival.
- This plan will seek to enhance and support existing tourism efforts, such as the Fruit Loop and the Mt. Hood Loop tours.

## GOALS AND OBJECTIVES

The overall goal of this interpretive plan is to communicate, through interpretive media, those values that engender appreciation and understanding, and instill stewardship for the unique resources and history of the region and Mt. Hood Scenic Byway Corridor. Both management and visitor experience goals and objectives are shown below.

### Management Goals

- Establish consistent guidelines for Byway interpretation and design; coordinate various interpretive media formats to present consistent and complete interpretive stories of the area
- Promote unique and special aspects of individual communities to increase tourism (particularly overnight visits) and commerce
- Foster conservation of natural and cultural resources of the area
- Promote cooperation among the various groups (agencies, communities, business and organizations) involved with the Byway by:
  - Agreeing as partners on signing, facility design, and interpretive sites
  - Partnering on future grants

- Providing a broad range of facilities (restrooms, picnic areas, trailheads, pull-offs, water) to meet visitor needs
  - Connecting visitors to the land through information and interpretation on recreation opportunities, agritourism, and cultural/natural history of the area
  - Participating in partners' planning and project development activities to address Mt. Hood Scenic Byway objectives and to explore opportunities to develop joint projects.
- Share information with visitors on safety tips, land use ethics and regulations, and the rationale behind them

### Management Objectives

By using this plan, managers will be able to:

- Provide a theme and subthemes to link the varied sites of the byway
- Establish two primary entrance portals: 1) near Troutdale, and 2) near Hood River
- Establish two secondary entrance portals: 1) Mt. Hood/Parkdale, and 2) Zigzag Ranger District
- Identify interpretive media products and priorities for the byway experience

- Recognize partnerships at participating sites and facilities

**Visitor Experience Goals**

The following goals identify desired visitor experiences and outcomes, and should be considered in planning for specific sites, exhibits, and projects. These goals include:

- Provide orientation and information that help visitors explore the corridor and access the various opportunities
- Provide visitors with high quality facilities designed to meet their needs and expectations
- Provide opportunities for on-site interpretation and exploration while protecting important cultural, historical, wilderness, and natural resources values

**Visitor Experience Objectives**

As a result of implementing this plan, visitors will:

- Recognize the significant relationship that exists between the land and people, through emotional, social and/or intellectual experiences
- Develop a stewardship ethic for natural

and cultural resources by supporting various management policies, and not littering or vandalizing

- Support the local economic base
- Access information allowing them to participate in various opportunities such as special events and festivals
- Return - because of their positive experiences
- Appreciate the unique and significant aspects of various communities and natural resources the Byway traverses

## VISITOR USE AND MARKETING STRATEGIES

Based on Longwoods International Studies about visitors to the Mt. Hood/Columbia River Gorge Region, and the Forest Service Visitor Use Monitoring Study (NVUM, 2004), the following summary has been compiled about visitors to the Mt. Hood area:

- Annual visitation to the Mt. Hood/Gorge Region is 2.2 million or 10% of the Oregon tourism market
- 55% of the visitors spent at least one night in the area
- 45% of the visitors were day use only
- 50% were in the area principally for pleasure
- 41% were visiting friends and relatives
- 9% were on business
- Roughly 75% of the visitors live within a 150 mile radius
- 1.4% of the visitors were international
- Recreation was the primary reason for visiting the area. Most common activities included:
  - Relaxing
  - Viewing wildlife
  - Hiking/walking
  - Viewing natural features

- Driving for pleasure
- Fishing
- Downhill skiing
- Visiting Timberline Lodge

To date there has not been a study commissioned specifically for the Byway. However, business owners along the Byway have observed that:

- A major segment of their visitors are convention participants (from Portland)
- During the summer they have more national and international visitors
- During winter, local and regional visitors tend to predominate

### Marketing Strategies

Extensive marketing efforts are on-going with Byway partners. These strategies have been outlined in the Mt. Hood Scenic Byway Corridor Management Plan (Appendix B). This interpretive planning effort will tier to these strategies.

It is recommended that Byway proponents draw upon the design elements contained in this plan (fonts, color palettes, panel shapes and layouts) for use in future marketing materials.

## NOTES

## INTERPRETIVE OVERVIEW

### Statements of Significance

Statements of significance capture the unique nature and intrinsic qualities of Mt. Hood Scenic Byway that are important to the Byway partners and the visitors. What's so special about the area? What makes it distinctive on a state, regional, or national scale? Why does it inspire people? The answers to these questions help set the stage for the development of themes and storylines.

The Mt. Hood Scenic Byway Corridor Management Plan Description of Intrinsic Qualities (Appendix A) and the Mt. Hood National Forest Recreation Niche (available on the Forest's website: [www.fs.fed.us/r6/mthood](http://www.fs.fed.us/r6/mthood)) highlight the significant resources found throughout the area. Based on this foundation the following theme, subthemes and storylines have been developed.

### Mt. Hood National Scenic Byway Theme and Storylines



Majestic Mt. Hood dominates the landscape and its character shapes the land, people, and history of the area.

**Subtheme 1: The active geological processes, topography, and hydrology of Mt. Hood continue to influence the landscape and ecological systems of the area.**

- A. Storyline:** Mt. Hood is a slumbering volcano, with venting fumaroles, deformation and debris flows (caused by melting glaciers and heavy rainfall). Scientists expect the mountain will have another eruption sometime in the future, although smaller than what has previously occurred.
- B. Storyline:** The massive scale of the mountain itself influences vastly different climatic conditions on its east and west flanks. Orographic uplift on the mountain's western side induces rainfall exceeding 100 inches/year. The Byway bisects the resultant temperate rainforest. The mountain creates a rain shadow on its eastern side, receiving about 40 inches/year in the Hood River Valley.
- C. Storyline:** Mt. Hood is the headwaters for many magnificent rivers including Hood River and the Wild and Scenic Rivers of upper Sandy, White, and Salmon.
- D. Storyline:** In 1892 the Bull Run Forest Reserve was established for the purpose of providing a continuous supply of timber and water. In 1895 the Bull Run became Portland's water supply. Over the years there have been many Congressional Acts regarding the restriction and access of the area.
- E. Storyline:** Mt. Hood's eastern slope experiences sunnier days, drier climate and a host of micro-climates. The climate, combined with the rich volcanic soil and irrigation water from Mt. Hood, has made Hood River Valley one of the most fertile and productive agricultural communities in the United States.
- F. Storyline:** Salmon and trout fisheries in the Columbia River Basin, including the rivers that surround Mt. Hood, have been and continue to be important ecological, cultural, and economic resources. Balancing the habitat needs of fish and the many water needs of people (for cities and for agriculture) is a significant and dynamic challenge.

**Subtheme 2: Mt. Hood's looming presence presents both challenges and abundant resources for an expanding American nation.**

- A. Storyline:** Native American tribes utilized the area's resources for centuries, making annual visits to the high meadows and lakes to gather berries, hunt wild game, fish, and for social interactions with other tribes.
- B. Storyline:** The essence of Mt. Hood's character is captured in the Native American legend of Wy'east.
- C. Storyline:** Lewis and Clark camped and explored the area during 1805 and 1806. Most notable are their journal notes on the Sandy or Quicksand River (the names reflecting the nature of the river, due to a volcanic eruption in 1790). Their journal notes have provided modern scientists with a glimpse into the past and have helped them with their ecological studies of Mt. Hood.
- D. Storyline:** For emigrant travelers on the Oregon Trail the Cascade Mountains were the final obstacle before reaching what they referred to as the "promised land." The opening of the Barlow Road in 1846 completed the Oregon Trail as a land route, and became the first toll road over the Cascades. It was also considered the most treacherous because of the infamous Laurel Hill chute.
- E. Storyline:** In the fall of 1849 members of Lieutenant William Frost wagon train were forced to abandon about 45 wagons on Camp Creek due to deteriorating conditions of the livestock, men, and weather. The area became known as the Government Camp on Camp Creek and eventually shortened to Government Camp.
- F. Storyline:** Over the years the Barlow Road was improved and by the 1880 residents in nearby communities were using it to recreate on Mt. Hood. In 1915 the State of Oregon acquired the right-of-way, removed the toll road and began constructing what would be known as the Mt. Hood Loop Highway. Today, portions of the Barlow Road and the historic Mt. Hood Loop Highway are part of US Highway 26, while other portions remain intact and accessible.

**G. Storyline:** Transportation on the mountain has evolved throughout the years reflecting the people and the times. Native American followed animal paths, which the emigrants later followed and improved upon creating the Barlow Road (wagons), parts of which later became the Mt. Hood Loop Highway for early automobiles. Eventually the Mt. Hood railroad and inter-urban trolley were constructed to transport both people and cargo. Today there is a modern highway (modern vehicles) allowing visitors greater access than ever before. However, even in this time there is a growing trend to slow down and reconnect with the land by creating the Springwater Corridor, an inter-urban bike path between Portland to Mt. Hood and the surrounding communities, utilizing the old inter-urban trolley rail bed

**H. Storyline:** The Oregon National Forest was established in 1908 when the Bull Run Reserve (1892) and portions of the Cascade Range Forest Reserve (1893) were combined. Later in 1924, the forest was renamed the Mt. Hood National Forest.

**I. Storyline:** The location of Troutdale was first documented by Lt. Broughton, a British naval officer, in 1792. It wasn't until 1872 that the town received its name from Captain John Harlow, a former sea captain from Maine, who raised trout on his farm named Troutdale.

**J. Storyline:** During the Great Depression of the 1930s, Franklin D. Roosevelt established the New Deal, part of which included putting unemployed workers to work on public works projects and providing them with a life-sustaining wage. Mt. Hood National Forest hosted the Zigzag Civilian Conservation Corps (CCC) Camp and Summit Meadow Works Progress Administration (WPA) Camp. These men and women provided the labor for many projects on the national forest. Timberline Lodge was and remains the most well-known. In 1972 it was added to the National Register of Historic Places, in recognition of its architectural and historic significance, and the people who created it.

**K. Storyline:** During the Great Depression, "Poor Farms" were established to help families survive. Edgefield, located in Troutdale, was one such place due to its mild climate. Later it became a nursing home and today it is a destination resort and national historic landmark operated by McMenamins Hotels and Pubs.

**L. Storyline:** Logging is an important ecological and economic enterprise in the area. The decline of logging on national forest lands in the 1990s reduced revenue for schools and public programs such as law enforcement, fire and libraries, creating hardships on rural communities. In 2002, some private forest lands in Hood River County became a certified Tree Farm with the American Tree Farm System. This certification recognizes sustainable and exemplary forestry. In addition, Hood River County has several thousand acres suitable for timber production. Revenues generated from the timber sales helps off-set lost property taxes.

**M. Storyline:** Clackamas County proclaims itself the “Christmas tree capital of the world.” Numerous plant nurseries, which ship ornamental and garden plants throughout the United States, are also a vital part of the county’s economy.

**N. Storyline:** The salmon have been an integral part of the pacific Northwest Native American way of life; they continue to play a significant role in their spiritual and cultural heritage.



**Subtheme 3: Mt. Hood continues its long-standing tradition as a place for people to recreate.**

**A. Storyline:** Climbing and hiking Mt. Hood are popular recreational activities. As early as the 1840s, climbers were attracted to Mt. Hood and in 1854 the first documented ascent was accomplished on the south side by Thomas J. Dryer, publisher of the Weekly Oregonian. Timberline Trail, a 40-mile trail encircling Mt. Hood, was constructed in 1933-35 and features six stone shelters. (The trail is currently washed out.)

**B. Storyline:** In 1916 the Forest Service built the Timberline Cabin to serve as an emergency summer and winter shelter. Later, in 1924 they built a larger tent-hotel (Hotel at Timberline). Finally, in 1937, Timberline Lodge was constructed and remains in operation today serving skiers, climbers, hikers, and sightseers.

**C. Storyline:** Heavy snowfall and late season melting makes Mt. Hood the ideal location for winter sports. Mt. Hood has five ski area, several snow parks, and the longest ski season in North America.

**D. Storyline:** Many residents of Portland and other nearby communities make frequent visits to the mountain to camp, picnic, hike, mountain bike, fish, kayak, have family gatherings, pick huckleberries and wild mushrooms, gather firewood and rocks, and cut their Christmas tree. Mt. Hood National Forest offers outstanding scenic beauty, waterfalls, rivers, lakes, hiking trails (including a portion of the Pacific Crest National Scenic Trail) and significant cultural sites including the Barlow Road/Oregon Trail.

**E. Storyline:** The Byway encompasses portions of the Oregon Cascades Birding Trail.

**F. Storyline:** The region provides a cornucopia of agritourism opportunities, including orchards, wineries, u-pick farms, plant nurseries, and culinary delights. Visitors can enjoy the Hood River Valley on the Historic Mt. Hood Scenic Railway.

**G. Storyline:** The art community is vibrant and growing, inspired by the natural beauty and history of the area, cultural centers, museums, art studios, and galleries abound.

**H. Storyline:** Because of its ruggedness, weather extremes, and high elevation, the mountain can be unforgiving. The area remains wild and untamed. Visitors to the backcountry need to be knowledgeable and skilled in wilderness survival techniques.

## EXISTING AND PROPOSED INTERPRETIVE MEDIA

### Primary Entrance Portals and Visitor Information Centers

The entrance portals were selected for their ease in locating and in an attempt to separate the two byways (Mt. Hood and the Historic Columbia River Highway) in order for each of them to have their individual identities. Visitors traveling the Byway will be able to clearly identify—through design features—that they have arrived.

Site	Location	Purpose/ Objective	Existing Media/ Facilities	Recommended Media/ Facilities	Priority
West Entrance Portal	Route changes are being considered here. Donald L. Robertson Park, McMenamins Edgefield, or another site TBD may be the best option, depending on the new alignment.	<ul style="list-style-type: none"> <li>• Provide a sense of arrival</li> <li>• Orient visitors to the Byway and its many opportunities</li> <li>• Introduce visitors to one of the Byway's major attractions</li> </ul>	None	<ul style="list-style-type: none"> <li>• Approach pillars/marker</li> <li>• Entrance kiosk with restrooms and drinking fountain</li> <li>• 3- 36"x 48"x 1/8" high pressure laminate panels                             <ul style="list-style-type: none"> <li>• Orientation map of Byway</li> <li>• Welcome panel</li> <li>• Commercial opportunities (dining, lodging, shopping, agriculture, outfitters, skiing, etc.) Encouraging visitors slow down and stay awhile.</li> </ul> </li> </ul>	High
East Entrance Portal	TBD. Ideally, site should be a bit beyond Hood River, capture the views, and include vistas of rural areas. Reconsider Panorama Point.	<ul style="list-style-type: none"> <li>• Provide a sense of arrival</li> <li>• Orient visitors to the Byway and its many opportunities</li> </ul>	None	<ul style="list-style-type: none"> <li>• Approach pillars/marker</li> <li>• Entrance kiosk with restrooms and drinking fountain</li> <li>• 3- 36"x 48"x 1/8" high pressure laminate panels                             <ul style="list-style-type: none"> <li>• Orientation map of Byway</li> <li>• Welcome panel</li> <li>• Commercial opportunities (dining, lodging, shopping, agriculture-Fruit Loop)</li> </ul> </li> </ul>	High

EXISTING & PROPOSED  
INTERPRETIVE MEDIA

**Secondary Entrance Portals**

Site	Location	Purpose/Objective	Existing Media/Facilities	Recommended Media/Facilities	Priority
Zig Zag Ranger Station	Zig Zag	<ul style="list-style-type: none"> <li>Provide information and orientation to the Mt. Hood NF, particularly the Zig Zag Ranger District and Mt. Hood National Scenic Byway</li> <li>Provide collection permits and recreation passes</li> </ul>	<ul style="list-style-type: none"> <li>Restrooms</li> <li>Staffed reception area</li> <li>Interior sales outlet and tourist info</li> <li>Exterior kiosk</li> </ul>	<ul style="list-style-type: none"> <li>This site will replace the Mt. Hood Visitor Information Center</li> <li>The facility will undergo a major remodeling of its lobby and exterior kiosk</li> <li>New interior exhibits will focus on recreation opportunities and the natural and cultural history of the area</li> <li>Exterior kiosk panels will include:                             <ul style="list-style-type: none"> <li>Orientation map of Byway</li> <li>Welcome panel</li> <li>Commercial opportunities</li> </ul> </li> </ul>	High
Hood River Ranger Station	Mt. Hood/ Parkdale	<ul style="list-style-type: none"> <li>Provide information and orientation to the Mt Hood NF, particularly the Hood River Ranger District and Mt. Hood National Scenic Byway</li> <li>Provide collection permits and recreation passes</li> </ul>	<ul style="list-style-type: none"> <li>Restrooms</li> <li>Staffed reception area</li> <li>Interior sales outlet local recreation info</li> <li>Exterior mountain geographic feature locator</li> </ul>	<ul style="list-style-type: none"> <li>The facility will undergo a major remodeling of its lobby and exterior kiosk.</li> <li>New interior exhibits will focus on recreation opportunities, natural and cultural history with particular emphasis on the ditches/watershed mangement and its role with the agriculture of Hood River</li> <li>Exterior kiosk panels will include:                             <ul style="list-style-type: none"> <li>Orientation map of Byway</li> <li>Welcome panel</li> <li>No commercial panel</li> </ul> </li> </ul>	High

**Tertiary Information Centers**

Site	Location	Purpose/Objective	Existing Media/Facilities	Recommended Media/Facilities	Priority
Mt Hood Cultural Center and Museum	Government Camp	<ul style="list-style-type: none"> <li>Preserve and showcase the history of Government Camp and promote the recreational legacy</li> <li>Provide a venue for arts and educational lectures</li> </ul>	<ul style="list-style-type: none"> <li>Six galleries that feature exhibits of local history and art displays</li> <li>Restroom and drinking fountain</li> <li>Mt. Hood Territory TeleTales installment (<a href="http://www.mthoodterritory.com/teletales.jsp">www.mthoodterritory.com/teletales.jsp</a>)</li> </ul>	<ul style="list-style-type: none"> <li>Provide exterior signage for the building - work in conjunction with current planning efforts</li> <li>Per ongoing community discussions, the role of this facility may be changing. If so, this item will be reassessed as appropriate.</li> </ul>	Med
Timberline Lodge and Wy'est Day Lodge	Near Government Camp	<ul style="list-style-type: none"> <li>Provide information and orientation to the Mt. Hood south slope</li> <li>Provide historical information and interpretation regarding the lodge</li> </ul>	<ul style="list-style-type: none"> <li>Staffed reception area</li> <li>Map of forest</li> <li>Exhibits about the cultural history of the site</li> <li>Restrooms and drinking fountains</li> <li>Lodging</li> <li>Dining</li> <li>Skiing/winter sports</li> </ul>	<ul style="list-style-type: none"> <li>Develop exhibit plan for interior exhibits (Timberline Lodge and Wy'est Day Lodge)</li> <li>Redesign Forest Service reception area</li> <li>Create new audio-visual presentation</li> <li>Multi-panel exterior kiosk-working in conjunction with current planning efforts to provide information on:                             <ul style="list-style-type: none"> <li>Site orientation</li> <li>Recreational opportunities</li> <li>Safety and land use ethics</li> </ul> </li> </ul>	Med
Hood River Fruit Heritage Museum	Pine Grove at the Fruit Company	<ul style="list-style-type: none"> <li>Preserve the story of the fruit industry and the people who built it</li> <li>Provide information and orientation to the Fruit Loop and Mt. Hood National Scenic Byway</li> </ul>	<ul style="list-style-type: none"> <li>Staffed museum and sales area</li> </ul>	<ul style="list-style-type: none"> <li>Provide wayfinding</li> <li>Provide exterior signage at the building</li> <li>A full scale museum is in the works and scheduled to open in 2012</li> </ul>	Med

**Tertiary Information Centers (continued)**

Site	Location	Purpose/Objective	Existing Media/Facilities	Recommended Media/Facilities	Priority
TBD	Sandy	<ul style="list-style-type: none"> <li>• Provide information and orientation to the Byway</li> <li>• Highlight historic events in the Sandy area including its role on the Barlow Road</li> </ul>	<ul style="list-style-type: none"> <li>• Pioneer and logging history</li> <li>• Restrooms and drinking fountain</li> </ul>	<ul style="list-style-type: none"> <li>• Add approach signs</li> <li>• Add kiosk in new plaza highlighting Sandy as the Gateway to Mt. Hood</li> <li>• 4 - 36" x 48" x 1/8" high pressure laminate signs                             <ul style="list-style-type: none"> <li>• Orientation map of Byway</li> <li>• Commercial opportunities (dining, lodging, shopping, agriculture, outfitters, skiing, etc.)</li> </ul> </li> <li>• Highlight Clackamas County/Mt. Hood Territory significance and unique opportunities including Christmas Tree Capital, U-Pick-Farms, etc.</li> <li>• Mt. Hood Territory TeleTales installment (<a href="http://www.mthoodterritory.com/teletales.jsp">www.mthoodterritory.com/teletales.jsp</a>)</li> </ul>	Med
Hood River County Historical Museum	Hood River	Preserve the stories of the Hood River and Mid-Columbia River	<ul style="list-style-type: none"> <li>• Exhibits showing Native American life, early pioneers, the fruit industry history, windsurfing, and more</li> <li>• Exhibit honoring Japanese-Americans and their struggle during World War II</li> <li>• Restroom and drinking fountain</li> </ul>	<ul style="list-style-type: none"> <li>• Possible relocation site for the Hood River Chamber of Commerce</li> <li>• Highlight the story of how produce gets to the market</li> </ul>	Low

**Additional Planning**

Zigzag and Hood River Ranger Stations will require architectural design and exhibit planning for their new lobby areas. Timberline Lodge, Forest Service interior exhibits, and information desk, will also require an exhibit plan that details the stories and exhibits.

## Interpretive Sites Traveling from Troutdale to Hood River

### Multnomah and Clackamas County Roads

Milepost numbers denote travel from west to east.

Site	Location	Theme(s) and Storyline(s)	Existing Media/Facilities	Recommended Media/Facilities	Priority
West Entrance Portal - McMenamins Edgefield	2126 S.W. Halsey St., Troutdale	1-3 highlighting 2. K 3. F, G	Restaurants, micro-brewery, winery, organic gardens, vineyards, pub course, lodging, artwork, spa, and movie theatre	<ul style="list-style-type: none"> <li>Possible Entrance Portal; if not chosen, then should still be a point of interest</li> <li>Install approach signs</li> </ul>	High
Dodge Park	Milepost 15.4	1. B, C, D, F 2. C, G, H	<ul style="list-style-type: none"> <li>3-panel kiosk – highlights the Sandy River Gorge; National Wild and Scenic River and State Scenic River Waterway; and “A Bridge’s Life Story” (located on bridge outside of park)</li> <li>Historic restrooms, fountain, and recreational facilities</li> </ul>	<ul style="list-style-type: none"> <li>Install approach signs</li> <li>Move “A Bridge’s Life Story” to Dodge Park</li> <li>Expand interpretation to include information on Bull Run (Portland’s watershed); Stream and Fishery Restoration; and the Inter-urban trolley line (and future bike path)</li> </ul> <p><i>Note: Under pending route modification, this site would no longer be on the Byway. If so, these features could be added elsewhere or eliminated completely.</i></p>	Med

Site	Location	Theme(s) and Storyline(s)	Existing Media/Facilities	Recommended Media/Facilities	Priority
Oxbow Regional Park <i>(possible alternative to Dodge Park, pending route modification)</i>	Oxbow Parkway and Hosner Rd.	1. B, C, D, F 2. C, H 3. D	<ul style="list-style-type: none"> <li>Developed regional county park with camping, recreation sites, water access, restrooms, drinking water</li> <li>Opportunities for swimming, fishing, rafting and kayaking, pedestrian, biking and equestrian trails, and wildlife viewing</li> <li>Park naturalists provide nature education such as mushroom and wildflower identification, bird walks and animal tracking</li> </ul>	Maintain facilities and current nature education and services through Metro Regional Parks and Green spaces.	Med
J. Frank Schmidt Jr. Arboretum <i>(pending route modification and partnership agreement with owners)</i>	9500 SE 327th Ave., Boring	1. B 2. M 3. F	<ul style="list-style-type: none"> <li>Home to more than 800 species and cultivators of deciduous trees and shrubs</li> <li>Established in 1984 with additions made yearly as a nursery showroom</li> <li>Open to wholesale customers for viewing</li> </ul>	If Clackamas County owns the gravel surface parking area on the corner, include a kiosk interpreting the nursery landscape story. Include message that Arboretum is not open for public access	Low to Med
Jonsrud Viewpoint	Milepost 23.0	2. B, C, D	<ul style="list-style-type: none"> <li>3-wayside exhibits – First House West of the Cascades; The Devil’s Backbone; Sandy River Crossing</li> <li>Drinking fountain</li> </ul>	<ul style="list-style-type: none"> <li>Excellent views of Mt. Hood</li> <li>Provide wayfinding to site</li> <li>Redesign and fabricate existing signs using high pressure laminate</li> </ul>	Low

**US Highway 26 Sites**

*Milepost numbers denote travel from west to east.*

Site	Location	Theme(s) and Storyline(s)	Existing Media/ Facilities	Recommended Media/ Facilities	Priority
Sandy Area Historical Museum	Milepost 24.5	2. A, B, C, D, L, M 3. C, D, E, F, G, H	<ul style="list-style-type: none"> <li>Exhibit regarding emigrant settlement and logging</li> <li>Restrooms and Drinking Fountain</li> </ul>	<ul style="list-style-type: none"> <li>Secondary Entrance Portal (see above)</li> </ul>	High
Barlow Trail BLM/ County Park Historical Waysides and Recreation Area	Milepost 36.1	1. B, C, D, F 2. C, D, F, G 3. A, D, H	Construction of waysides and trail system begins in 2009	<ul style="list-style-type: none"> <li>Barlow Road interpretive waysides and multi-recreation access, Sandy River Basin, “Backcountry” trail system, interpretive walks</li> <li>Construction of waysides and trail system 2009-2012</li> <li>Restrooms</li> <li>3 2-panel kiosks with maps, “Know Before You Go” safety information, Barlow Road story of this site, stream/ forest ecology</li> </ul>	High

Site	Location	Theme(s) and Storyline(s)	Existing Media/Facilities	Recommended Media/Facilities	Priority
Wildwood Recreation Site – Cascade Streamwatch	Milepost 39.3	1. B, C, D, F 2. N 3. E	<ul style="list-style-type: none"> <li>Developed recreation site with restrooms and drinking fountains</li> <li>Fisheries interpretation is extensive, including a underwater cross-section view of the stream</li> </ul>	<ul style="list-style-type: none"> <li>Install approach signs</li> <li>Eastbound right turn lane may be needed in the future</li> <li>Consider adding interpretive kiosk to highlight the site’s importance as a fishery and the commercial/hospitality offerings of the nearby villages. Site the kiosk on the highway side of the entrance gate so it is accessible to visitors year-round and doesn’t require payment to access. Consider expanded parking and cutting back of foliage for improved day-lighting and visibility from road.</li> </ul>	High
Mt. Hood National Forest Entrance Sign	Milepost 42.0	N/A	Historic National Forest sign	Maintain for its historic value	N/A
Zigzag Ranger Station	Milepost 42.0	1-3	Kiosk, staffed reception, restrooms and drinking fountain	<ul style="list-style-type: none"> <li>Secondary entrance portal replacing Mt. Hood Visitor Information Center</li> <li>Need to investigate need for turn refuge or improvement of sight distance</li> <li>Driveway improvements and eastbound right turn lane may be needed in the future.</li> </ul>	High

Site	Location	Theme(s) and Storyline(s)	Existing Media/ Facilities	Recommended Media/ Facilities	Priority
Arlie Mitchell Road, Marker and Trailhead	Milepost 43.9	2. D	Historic bronze marker placed in 1916	<ul style="list-style-type: none"> <li>• Site of a major stream crossing. Provide a 24" x 36" low profile interpretive sign</li> <li>• Provide better wayfinding signage for the Barlow Road.</li> </ul>	Low
Barlow Road (Pioneer Bridle Trailhead)	Milepost 45.2	2. D, E, F, G	Historic tollgate replica, interpretive signs, trailhead signage and two benches	<ul style="list-style-type: none"> <li>• Consolidate the signage into a 2-panel kiosk</li> <li>• Provide map that shows the Barlow Road, current and historic Mt. Hood Loop Hwy.</li> <li>• Ensure that improvements retain adequate room for vehicle turn around on the Forest Service Road.</li> </ul>	Med
Little Zigzag Falls Trailhead	Milepost 48.6	2. F 3. C, D, E	Trailhead signage	Investigate feasibility of constructing parking and trailhead for Laurel Hill Historic Site at end of Forest Road 2639. Explore possibility of linking this effort to addition of pavement by ODOT to existing pull-out on Hwy. 26 eastbound between mile marker 47 and 48.5.	Med
Historic Mt. Hood Loop Highway Trail	Milepost 48.6	2. E, F, G	Trailhead signage	Investigate feasibility of constructing parking and trailhead for Laurel Hill Historic Site at end of Forest Road 2639. Explore possibility of linking this effort to addition of pavement by ODOT to existing pull-out on Hwy. 26 eastbound between mile marker 47 and 48.5.	Med

Site	Location	Theme(s) and Storyline(s)	Existing Media/ Facilities	Recommended Media/ Facilities	Priority
Laurel Hill Historic Marker and Trailhead	Milepost 50.9	2. D	<ul style="list-style-type: none"> <li>Historical marker</li> <li>Trailhead signage</li> </ul>	Need Forest and ODOT input to investigate relocating marker, trailhead, and turnout to location with better sight distance and expanded area for vehicle pull-out/parking. Investigate need for turn lanes	Med
Mirror Lake Trailhead	Milepost 51.8	2. H 3. H	Trailhead signage	Need Forest and ODOT input. (Note: ODOT does not support interpretive signage at current trailhead location due to poor safety history. They are investigating the option of relocating the trailhead and connecting trail to Ski Bowl.)	Med
Mt. Hood Cultural Center and Museum	Govt. Camp Loop	1. A, B, C, D, F 2. A, B, C, D, E, F, G, J 3. A, B, C, D, E, G, H	<ul style="list-style-type: none"> <li>Staffed facility, exhibits, art galleries and displays</li> <li>Restrooms and drinking fountain</li> <li>Mt. Hood Territory TeleTales installment (<a href="http://www.mthoodterritory.com/teletales.jsp">www.mthoodterritory.com/teletales.jsp</a>)</li> </ul>	<ul style="list-style-type: none"> <li>Add approach signs and sign facility</li> <li>Tertiary information center for the Byway</li> </ul>	High
National Historic Oregon Trail and Barlow Road Interpretive Site	Milepost 53.9	2. D, E	Shelter with interpretive signs and picnic table	Re-fabricate signs using high pressure laminate	Med

**MT. HOOD NATIONAL SCENIC BYWAY INTERPRETIVE PLAN & DESIGN GUIDELINES**

Site	Location	Theme(s) and Storyline(s)	Existing Media/Facilities	Recommended Media/Facilities	Priority
Timberline Lodge Road Junction and Sign	Milepost 54.2	N/A	Timberline Lodge site sign	Construct new landmark sign	High
Timberline Lodge	Timberline Road	1. A, B, C, 2. J 3. A, B, C, D, E, H	Restrooms and fountain Exhibits, movie on the construction of lodge	Tertiary Information Center (see above)	Med
Summit Meadow (Barlow Road Trailhead)	Milepost 0.4 off Forest Road 2650	2.D, H	Campground, 3-panel kiosk (empty), and trail signs	Install approach signs	Low
Summit Meadow (Interpretive Site)	Milepost 0.4 off Forest Road 2650	2. A, B, D 3. E	<ul style="list-style-type: none"> <li>• Interpretive sign, historical marker, and bench</li> <li>• Pioneer cemetery</li> <li>• Mt. Hood Territory TeleTales installment (<a href="http://www.mthoodterritory.com/teletales.jsp">www.mthoodterritory.com/teletales.jsp</a>)</li> </ul>	No additional media recommended	Low

**Oregon Highway 35 Sites**

*Milepost numbers denote travel from west to east.*

Site	Location	Theme(s) and Storyline(s)	Existing Media/Facilities	Recommended Media/Facilities	Priority
<p>Forest Road 2531 (Old Loop Highway)</p> <p>This section provides an alternative route – an opportunity to get closer to the resources</p>	Milepost 58.0 and 60.0	2. D, E 3. D, E	<ul style="list-style-type: none"> <li>• Parking, Trailhead and Historic Sites</li> <li>• Pioneer Women’s Grave</li> <li>• Historic roadside fountain</li> <li>• Barlow Pass Trailhead</li> <li>• Drivable section of historic Mt. Hood Loop Hwy.</li> <li>• Pacific Crest Trailhead and Twin Lakes Trailhead</li> <li>• Sno-Park access</li> </ul>	<ul style="list-style-type: none"> <li>• Provide a 3- panel kiosk (36”x 48” high pressure laminate panels) with the following information:                             <ul style="list-style-type: none"> <li>• Orientation map to road section</li> <li>• Brief overview of attractions along section</li> <li>• Hiking trail information</li> <li>• Safety and ethics</li> </ul> </li> <li>• Investigate need for turn refuge or improvement of sight distance. Consider winter closure due to low usage and difficulty of exit turns as a result of snow banks.</li> </ul>	Med
Pioneer Woman’s Grave	Milepost 58.0 and 60.0	2. D	Gravesite, bronze plaque and interpretive sign	<ul style="list-style-type: none"> <li>• Maintain for its historic value</li> <li>• Investigate need for left and right turn refuges and sight distance improvements. Consider winter closure due to low usage and difficulty of exit turns as a result of snow banks.</li> </ul>	Med
Historic Fountain	Milepost 58.0 and 60.0	2. D, E	Historic fountain (1 of 3 on the Byway and the only one in working order)	Provide information regarding fountain at kiosk	Med
Barlow Pass Trailhead and Sno-Park	Milepost 58.0 and 60.0	2.D, E	<ul style="list-style-type: none"> <li>• Parking and Trailhead</li> <li>• Trailhead map (in disrepair)</li> <li>• Interpretive signs- Barlow Pass trail ruts</li> </ul>	Replace existing sign with new kiosk	Med

Site	Location	Theme(s) and Storyline(s)	Existing Media/Facilities	Recommended Media/Facilities	Priority
Barlow Road Junction	Milepost 58.0 and 60.0	N/A	Rustic directional sign for the Barlow Road	Maintain for historic significance	N/A
Barlow Road to Devil's Half Acre Meadow	Milepost 58.0 and 60.0	3. E	None	Provide information regarding site at kiosk	Med
White River Crossing	Milepost 61.8	1. A, B, C, E 3. C	<ul style="list-style-type: none"> <li>Restroom</li> <li>Parking area is unstable and subject to debris flows</li> </ul>	<ul style="list-style-type: none"> <li>Excellent example of how the mountain is dynamic. Provide a 2 panel kiosk (36"x 48" high pressure laminate) to include:                             <ul style="list-style-type: none"> <li>Arial map/photos of mountain before and after 2007 debris flow</li> <li>Narrative on the mountain's geological processes and cause for debris flow</li> </ul> </li> <li>Area currently being studied by geologists and others. Plans for site should be considered tentative pending findings. Due to instability of site, any interpretation investments should be carefully and creatively shaped. Coordinate any efforts at site with FHWA-WFLHD.</li> <li>Investigate need for turn refuge or improvement of sight distance.</li> <li>Locate kiosk in the west end of the parking lot</li> </ul>	Med

Site	Location	Theme(s) and Storyline(s)	Existing Media/Facilities	Recommended Media/Facilities	Priority
<p>Forest Road 3445 (Sahalie Falls Loop)</p> <p>Alternative route to Hwy. 35 (another opportunity for visitors to slow down and enjoy the area)</p>	Milepost 64.0	<p>1. B</p> <p>2. D, E, F, G, N</p> <p>3. D, E</p>	<ul style="list-style-type: none"> <li>1.7 mile drivable section of the Historic Mt. Hood Loop Hwy.</li> <li>Access point to Sahalie Falls Viewpoint</li> <li>Sahalie Falls Bridge (or South Fork Hood River Bridge)</li> <li>Historic fountain</li> </ul>	<ul style="list-style-type: none"> <li>Provide a 3-panel kiosk (36" x 48" high pressure laminate panels) to include:                             <ul style="list-style-type: none"> <li>Orientation map to road section</li> <li>Brief overview of attractions along section</li> <li>Narrative on bridge work</li> <li>Hiking trail information</li> <li>Safety and land use ethics</li> </ul> </li> <li>Place kiosk on the Historic Mt. Hood Loop Hwy. rather than US 26.</li> <li>Bridge is being upgraded to allow vehicle traffic</li> </ul>	Med
Tamanawas Falls Trailhead	Milepost 72.3	<p>1. A, B, F</p> <p>3. D, E, H</p>	<ul style="list-style-type: none"> <li>One of the most used trails on the Mt. Hood National Forest</li> <li>Parking and interpretive signs randomly placed</li> </ul>	<ul style="list-style-type: none"> <li>Reconfigure the site to improve parking and add restroom</li> <li>Install 3-panel kiosk (36"x48" high pressure laminate) replacing existing interpretive signs. Include:                             <ul style="list-style-type: none"> <li>Map of trail to Tamanawas Falls</li> <li>Safety and ethics</li> <li>Interpretive signs about the East Fork Hood River restoration project</li> <li>Habitat improvements for fisheries</li> </ul> </li> <li>Investigate need for right and left turn refuges and sight distance improvements</li> </ul>	Med

Site	Location	Theme(s) and Storyline(s)	Existing Media/Facilities	Recommended Media/Facilities	Priority
Parkdale – Hudson Museum and Parkdale – Mt. Hood Terminus (Railroad)	Baseline Road near milepost 85.0	1. F 3. D, F, G	<ul style="list-style-type: none"> <li>Museum with interior and exterior exhibits, historical buildings and farming equipment, restrooms, picnic area and southern terminus for Historic Scenic Mt. Hood Railroad</li> <li>3 Forest Service interpretive signs</li> </ul>	<ul style="list-style-type: none"> <li>Improve wayfinding</li> <li>Forest Service signs don't fit the site and are in need of redevelopment</li> <li>Add signage regarding history of the train</li> <li>Interpretive signage should be placed on Baseline Road outside of the US 26 intersection area due to poor accident history and lack of left turn lane.</li> </ul>	Med
Hood River Ranger Station	Milepost	1-3	Kiosk, staffed reception, restrooms and drinking fountain	<ul style="list-style-type: none"> <li>Secondary entrance portal</li> <li>Investigate need for right and left turn refuges and sight distance improvements.</li> </ul>	High
Mt. Hood Towne Hall  Southern Entrance Point for the Fruit Loop Tour  Use Fruit Loop as alternative route to Hwy 35	Milepost 85.1 at OR Hwy 281	1-3	<ul style="list-style-type: none"> <li>Historic school house (currently used as a community center)</li> <li>Historical marker</li> </ul>	<ul style="list-style-type: none"> <li>Provide 3 panel kiosk (36" x 48" high pressure laminate) to include:                             <ul style="list-style-type: none"> <li>Introduction and orientation map to the Fruit Loop</li> <li>Brief history of farming in the Hood River area (refer visitors to the Hood River Historical Museum)</li> <li>Commercial opportunities (lodging, restaurants, attractions, etc.)</li> </ul> </li> <li>Investigate need for right and left turn refuges and sight distance improvements</li> </ul>	Med

Site	Location	Theme(s) and Storyline(s)	Existing Media/Facilities	Recommended Media/Facilities	Priority
Gilhouley-Miller Roads Intersection Viewpoint	Milepost 90.4	1. A, B, E 2. B, H, L 3. D, E, F, G, H	None	<ul style="list-style-type: none"> <li>Provide 3-panel kiosk (36" x 48" high pressure laminate) to include                             <ul style="list-style-type: none"> <li>Trailhead/Orientation map</li> <li>Know Before You Go/Safety and land use ethics</li> <li>Logging in the Hood River (County Forest)</li> </ul> </li> <li>Site requires extensive work to accommodate proposed facilities listed above</li> <li>Investigate need for right and left turn refuges and sight distance improvements</li> </ul>	Med
Pine Grove	Milepost 97.8	1. B, E 3. F, G	<ul style="list-style-type: none"> <li>Site of the Hood River County Fruit Heritage Museum located within The Fruit Company facility.</li> <li>Outstanding exhibits highlighting the history of the fruit industry within the valley and illustrating the types of conditions workers lived and worked in.</li> </ul>	<ul style="list-style-type: none"> <li>Provide wayfinding</li> <li>Fruit Heritage Museum is a Tertiary Information Center</li> </ul>	Med
Mt. Hood Railroad Depot	1 <sup>st</sup> Street and Cascade Ave.	1.B, E 2. A, B, C, G, L 3. D, E, F, G	<ul style="list-style-type: none"> <li>Parking, interpretive signs, bronze plaque, restrooms, picnic tables</li> <li>North terminus for the Historic Mt. Hood Railroad</li> </ul>	<ul style="list-style-type: none"> <li>Provide wayfinding</li> <li>Possibility for living history programs</li> </ul>	Med

Site	Location	Theme(s) and Storyline(s)	Existing Media/Facilities	Recommended Media/Facilities	Priority
Hood River County Historical Museum and Hood River Pedestrian Bridge	East Port Marine Dr. (Port of Hood River Marina)	<ol style="list-style-type: none"> <li>1. A, B, F, H,</li> <li>2. A, B, C, G, L</li> <li>3. C, D, E, F, G</li> </ol>	<ul style="list-style-type: none"> <li>• Parking, museum, interpretive signs, restrooms, drinking water, picnic tables</li> <li>• Proposed site for the new Hood River County Visitor Information Center and Chamber of Commerce</li> <li>• Existing interpretation is focused on the Columbia River (CRGNSA)</li> </ul>	<ul style="list-style-type: none"> <li>• Provide wayfinding</li> <li>• Good location to tell the story of how produce gets to the market</li> </ul>	Low

## NOTES

## ADDITIONAL MEDIA RECOMMENDATIONS

### Byway-wide

Currently there are several websites that highlight the Byway, including the National Scenic Byway Program and ODOT. There are opportunities to improve these sites; however, a Mt. Hood National Scenic Byway website (managed by partners) is also a possibility.

The Byway also lends itself to webcast technology. Suggested webcasts include:

- **Cultural History** (one for each topic):  
Barlow Road, Timberline Lodge, Edgefield, Lewis and Clark, the legend of Wy'east, railroad/logging history, climbing Mt. Hood
- **Natural History** (one for each topic):  
Oregon Birding Trail, watershed restoration for salmon, creation of the Mt. Hood National Forest, and geology
- **Recreation Opportunities:** Winter sports, climbing, bicycling, water sports, hiking, sightseeing, fishing, camping, berry picking, Christmas tree cutting
- **Agritourism:** Fruit Loop, U-pick Farms, nursery stock, wineries, farmer markets,
- **Culinary tours:** Highlight the slow food movement in the area, interviews with local farmers and chefs, highlight restaurants
- **Seasonal Events:** Festivals, fairs, and other events

Logos could be developed for each emphasis area and used throughout various media to cue visitors. Long-term, a brochure could be developed that includes the logos. This brochure would consolidate many of the existing brochures and serve as an official publication to market the Byway. Currently, the available information is segmented, making it more difficult for the visitor to see the big picture.

### Hood River Side

The Hood River valley offers visitors an assortment of opportunities. Emphasis should be placed on promoting the new Hood River County Fruit Heritage Museum. This facility could serve as a launching point to encourage visitors to visit many of the farms, vineyards, and other attractions throughout the area.

### Multnomah County/Clackamas County Side

**Nurseries** - Create an opportunity for visitors to learn about this industry. Driving through the different nurseries generates a lot of questions that could serve as the foundation for a vibrant learning opportunity.

## NOTES

## DESIGN GUIDELINES

### Introduction

The Mt. Hood Scenic Byway is an extremely distinctive and diverse corridor that winds through dramatic landscapes, climates, and diverse cultural and historical influences. This heritage is celebrated to a great extent through the region's built environment. A majority of the area's exceptional design tradition relies on a combination of elements from Native Americans and European settlers (including the Steiner cabins), the rustic regional architectural style called Cascadian, the CCC's rustic



craftsmanship, the WPA's Arts and Crafts style, and Northwest Modernism. There are also numerous natural design influences that have helped shape the local built environment, including the massive form of Mt. Hood, immense trees, dramatic rock formations, abundant precipitation and variable climates.

Mt. Hood Scenic Byway is home to numerous communities that take pride in this beautiful area. It is highly valued by residents and visitors for both its scenic and recreational value and as an economic generator. Although this corridor has been a favorite route for over 100 years, the Byway currently lacks a cohesive identity. Signage, wayside structures, and portal design set the tone for the visitor experience and are important way-showing elements to seamlessly guide visitors through a corridor. While the Byway has many good examples of appropriate design, the current hodgepodge of design elements are generally confusing to the public and detract from the overall visitor experience.

The interpretive thematic framework outlined in this document is a strategic and cohesive set of narratives that are

closely tied to the ecological and cultural history of the place. Similarly, there must be a correlating system of facilities and structures that are cohesive and closely tied to the place. In order to create a cohesive and legible identity for the Mt. Hood Scenic Byway it must become a coherent pathway linked by various sites, venues and opportunities to tell the stories of the place.



**Purpose of Design Guidelines**

The guidelines aim to provide guidance for the physical design and related considerations for site planning of interpretive facilities. They seek to improve the image, aesthetics, sustainability, cohesiveness, and overall quality and visitor experience of the Mt. Hood Scenic Byway.

To achieve this aim, the guidelines:

- Incorporate principles of sustainability as an integral part of site planning and facility development.
- Describe a process that fits facilities within the context of the corridor’s ecological and cultural heritage.
- Facilitate an experience that encourages tourism and recreation in Multnomah, Clackamas and Hood River counties.
- Connect the built environment to the land and promote stewardship.
- Outline design principles that create harmony within this spectacular setting.
- Provide a broad range of facilities to meet visitor needs.
- Assist in the creation of a visual consistency and organization and a lasting sense of place.
- Provide way-showing for the visitor and provide the byway with a cohesive and unique character/identity.
- Enhance the intrinsic, unique qualities of the corridor.
- Describe elements that are appropriate to the diverse micro-climates and development densities of the byway.
- Maintain a bold architectural style that complements existing structures and indicates permanence, durability and enduring quality.

## Definition of Cascadian Architecture

from Timberline 1998 Environmental Assessment

This is a list of the character defining elements used to objectively define the style of architecture of Timberline Lodge. Its intent is to serve as a guide to determine design compatibility of new structures. This list of elements was developed by a group of professional architects and preservation specialists, and a representative of the State Historic Preservation office.



### Form

- low hugging profile
- steep roof pitches
- dormers and porch projections
- large chimneys

### Native Materials

- massive timbers and rock works
- varied exterior textures
- rough hewn wood and rock

### Details

- multi-paned windows
- hand-worked metal fixtures
- hand-crafted wood details
- window shutters

**Existing Character Images and Design Principles**

Inspiration for facility designs along the Mt. Hood Scenic Byway should be born from the landscape, its ecological and cultural history, and existing iconic architectural structures. Designs should reinforce to the casual visitor that they are passing along this special route. They should also be consistent with the US Forest Service Built Environment Image Guide (BEIG) and complement recent design elements (e.g. Government Camp signage and new Timberline Lodge kiosk). Designs should not merely repeat historical precedent, but instead, reveal a contemporary expression of respect for the rich design traditions of the Mt. Hood region and honor the particular uniqueness of the place.



**Materials**

- Facilities should have expressed structure of stone and heavy timber.
- Massive building materials should



complement the scale of the landscape features (i.e., large timbers in massive forests).

- Avoid overusing wood, especially scarce species or sizes in order to preserve old timber resources yet still achieve the Cascadian style. Consider clustering timber members together to increase massive expression.



- Assemble elements with simple, natural, not overly refined materials.



- Walls should have an appropriate, naturalized massing of stone elements that appear to be growing from the ground.



- Use strong, massive, battered stone bases on structures to complement the dramatic landscape of the Mt. Hood area. This reduces wear and maintenance, protects structures from the standing snow and evokes sturdiness and permanence.



- Use natural colored standing-seam metal roofs to blend with vegetation and reduce the need for maintenance.



- Use hammered iron for details and to join timbers.



**Textures**

- Textures should complement the bold textures of the surrounding landscape.



- Use vertical board and batton wall textures to complement the strong verticality of the forests.



**Forms**

- Forms should be substantial and exhibit a sense of solidness.
- Materials should be bold and complement the landscape.



- Use gable-end entries on kiosks and restrooms with open gables to allow light to enter the structure.



- The roof should be designed so that it is fairly steep (8:12 -12:12) and dominates the architectural composition.

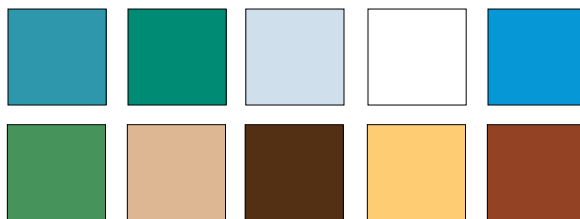
**Colors**

- Main colors should be muted earth tones and blend with and complement the surrounding landscape.
- Main colors should be used in the major structural elements of signs and kiosks (e.g. posts, beams, bases, metal work), roof materials and site elements (e.g. benches, trash receptacles).





- Accent colors should utilize the existing color palette from the Mt. Hood Scenic Byway logo and roadway sign.
- Accent colors should be used in sign faces, lettering, logos and to highlight special features and details.



**Site**

- Locate facilities sensitively and appropriately within the landscape to preserve sensitive resources and enhance its natural beauty.
- Locate facilities to be subordinate to landscape features.



- Place structures at the edge of existing clearings to preserve vegetation and views.
- Use native plant materials to provide interest, to create a relationship to the facility's natural surroundings, to support biodiversity and to reduce the need for maintenance.



- Place boulders in a natural arrangement to guide vehicular and pedestrian traffic.



***Private Character***

- Private businesses along the byway should consider following the recommendations outlined in these guidelines to help sustain the overall character of the corridor.

- Using local materials and architectural style helps soften the contrasting visual impact of private businesses.
- Design compatibility of architectural and landscape styles in private developments helps create a more cohesive and enjoyable visitor experience.



## Prototypical Structures

The following pages include the conceptual design development of prototypical structures. These are schematic designs meant to articulate the basic character and described approach to appropriate design along the Mt. Hood Scenic Byway. These prototypes represent specific applications of the design guidelines in order to address particular needs and identified interpretive sites along the byway. For specific locations refer to: Structure location map (pg. 46-47) and Existing and Proposed Facilities, Services, Interpretive Media Recommendations and Priorities (pg. 12).

### Gateway Markers:

Located at each Entrance Portal to give the visitor a sense of arrival on the byway.



### Community/City/Village Markers:

Located at each of the villages along the byway to identify the unique settlements, invite people to stop and add to a sense of place.



### Visitor Kiosk/Restroom:

Located at each Entrance Portal to orient visitors to the corridor and provide restroom and drinking fountains.



### Visitor Kiosks:

Located at primary sites along the byway. Roofed structures containing four interpretive panels.



**Secondary Visitor Kiosk:**

Located at secondary sites along the byway. Small structure containing two double-sided interpretive panels.

5



**Secondary Destination Sign:**

Located to orient vehicles to secondary destinations along the byway.

7



**Primary Destination Sign:**

Located to orient vehicles to primary destinations along the byway.

6



**Trail/Informational Marker:**

Located to orient and provide information to pedestrians at trailheads and waysides.

8



**National Forest Signs:**

Located at National Forest boundaries and facilities. Enhanced with battered stone bases.



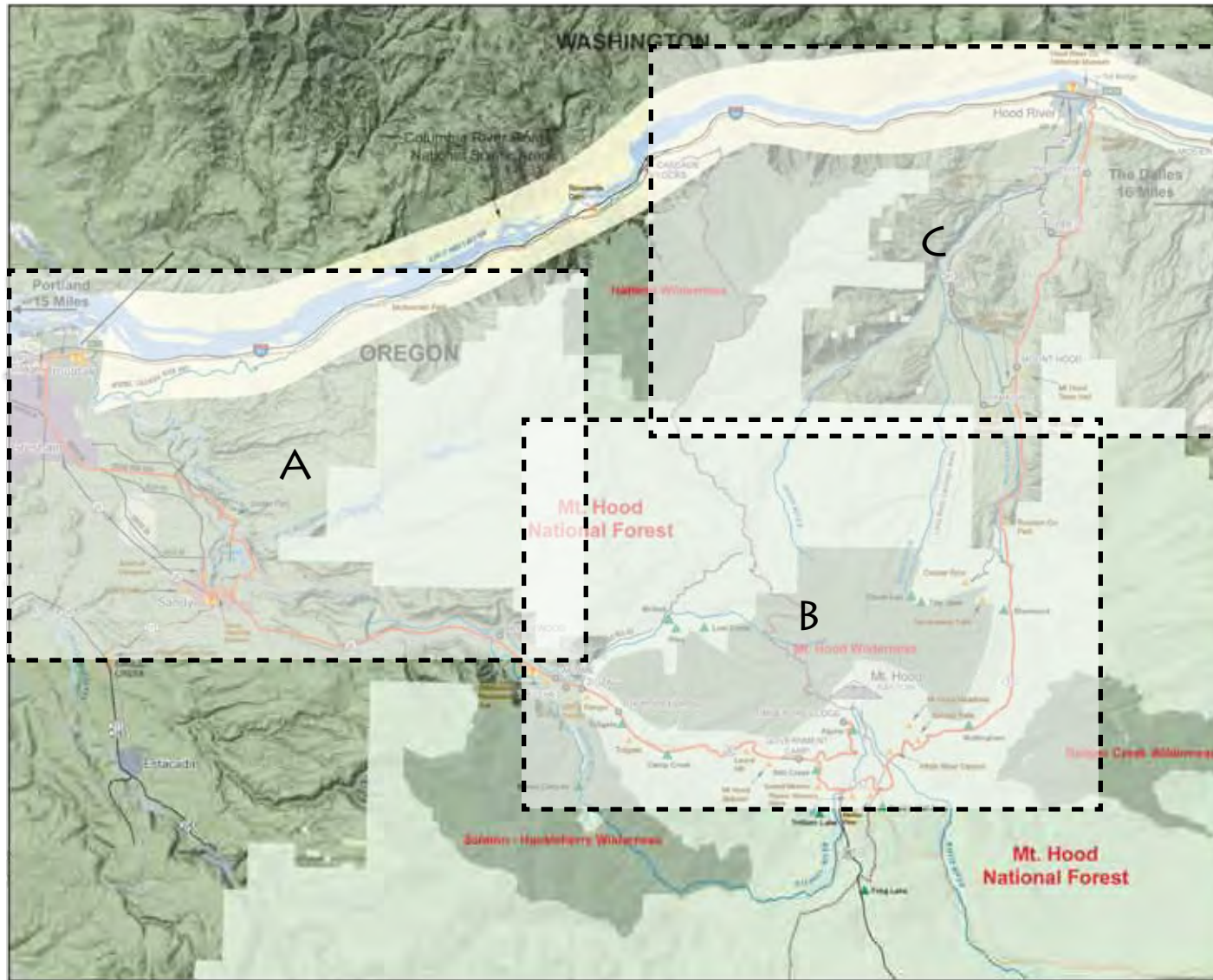
**Low Profile Exhibits:**

Located where needed along the byway. Single, standard interpretive panel.



\*All structures should be constructed of basic, local and easy to maintain materials, and be designed to deter vandalism.

**Structure Locations - Key Map**



\*Structure locations are approximate. Exact locations will need to be determined and field checked during site design.

- Mt. Hood Scenic Byway
- Historic Columbia River Highway/All-American Road
- ★ Visitor Information Center
- Lewis and Clark Historic Trail
- Pacific Crest Trail
- The Oregon Trail
- Points of Interest
- ▲ Mt. Hood Campgrounds
- Toll Bridge
- Railroad



This map is based on information derived from Clatsop County's GIS.

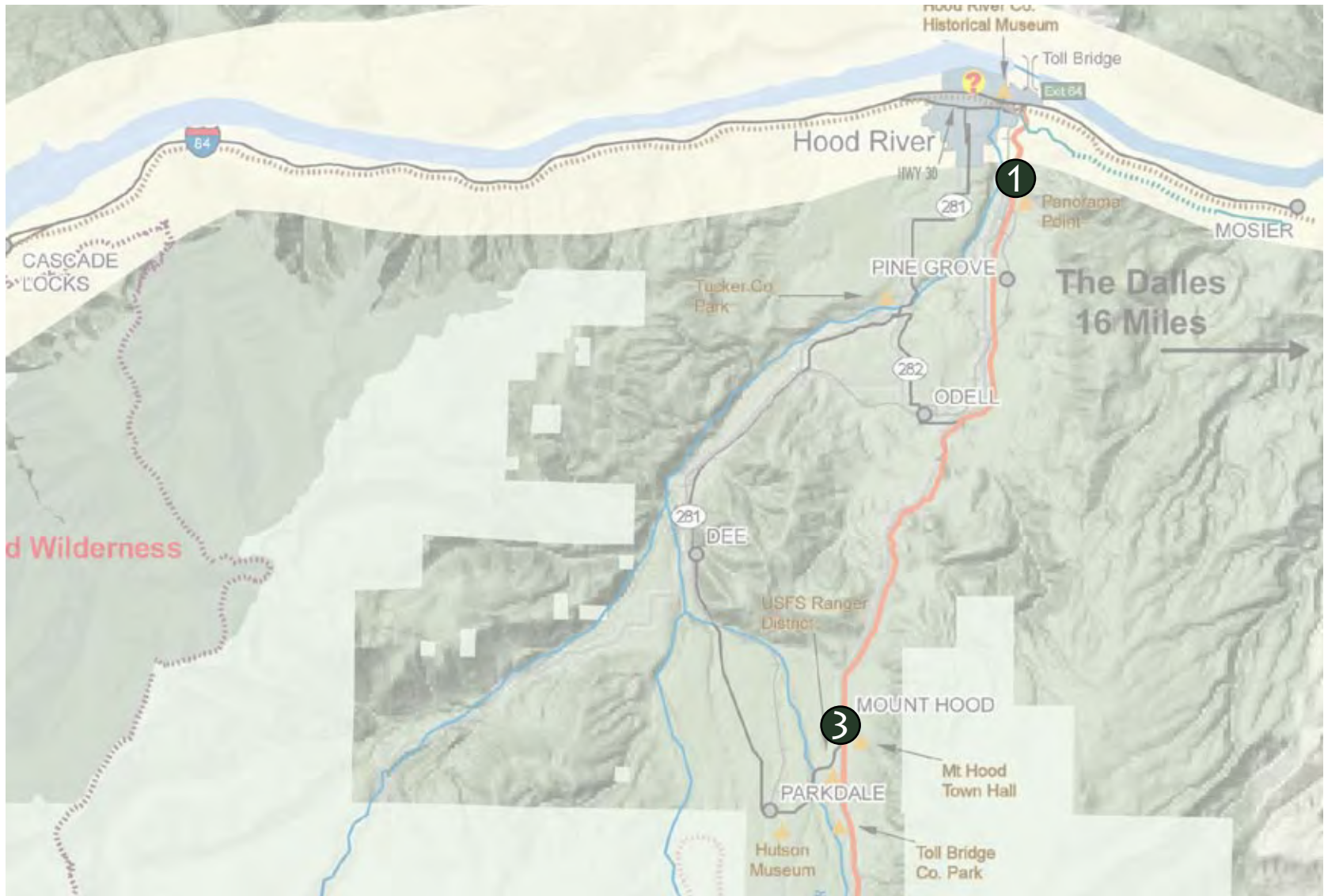
Map A



Map B



Map C



### Gateway Markers

\*Gateway Markers, as actually constructed, should consider a range of design details including conventional electrical hook-ups, internal solar generation capability, or no electricity at all, and could include glass panels in lanterns, panels of some other material, or no panels.



Metal standing seam roof

Consider solar power for lantern

Recommended Font: **LITHOS PRO**

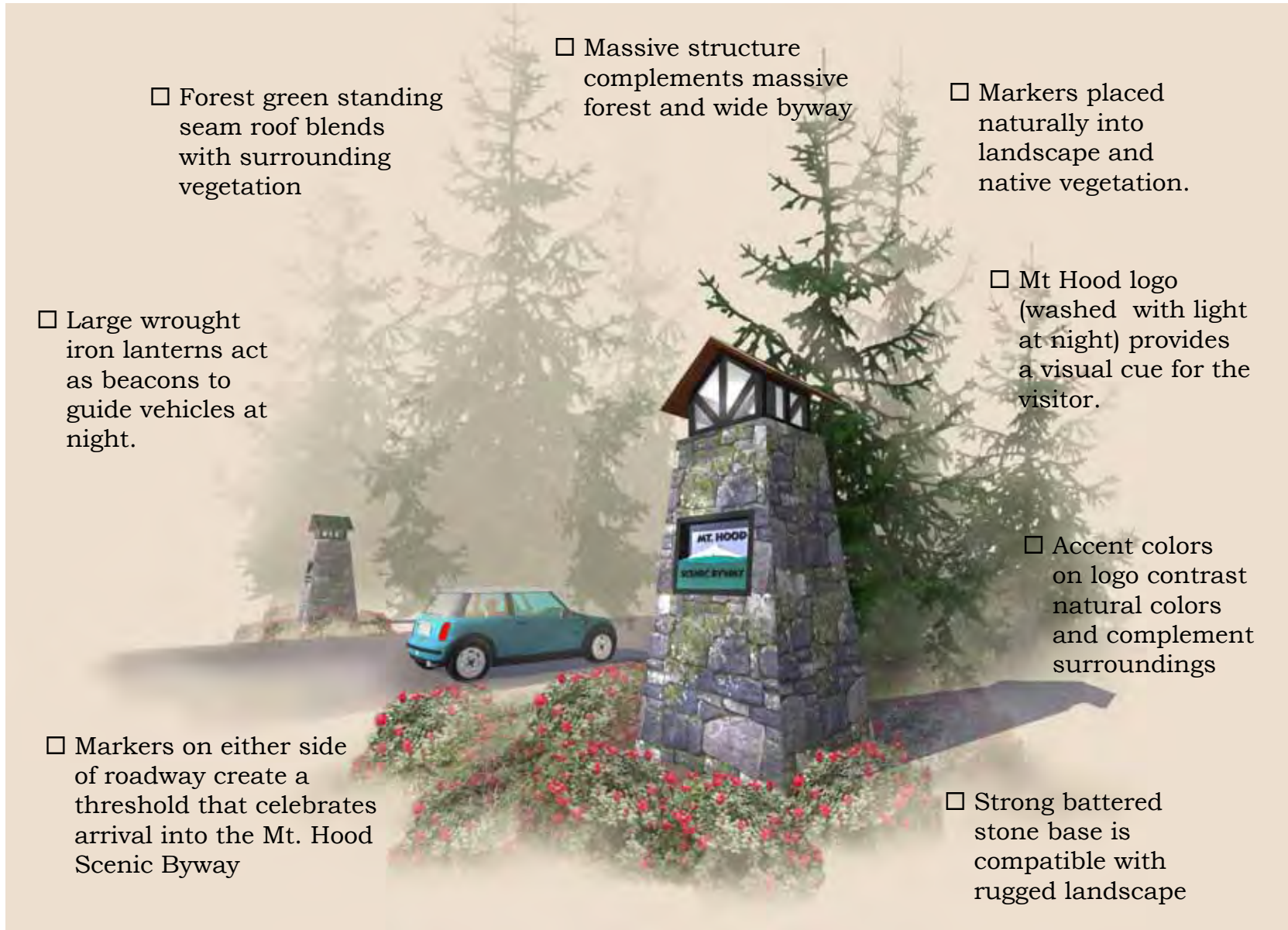
Hammered wrought iron framed lantern

Recessed, Lighted, powder-coated metal logo



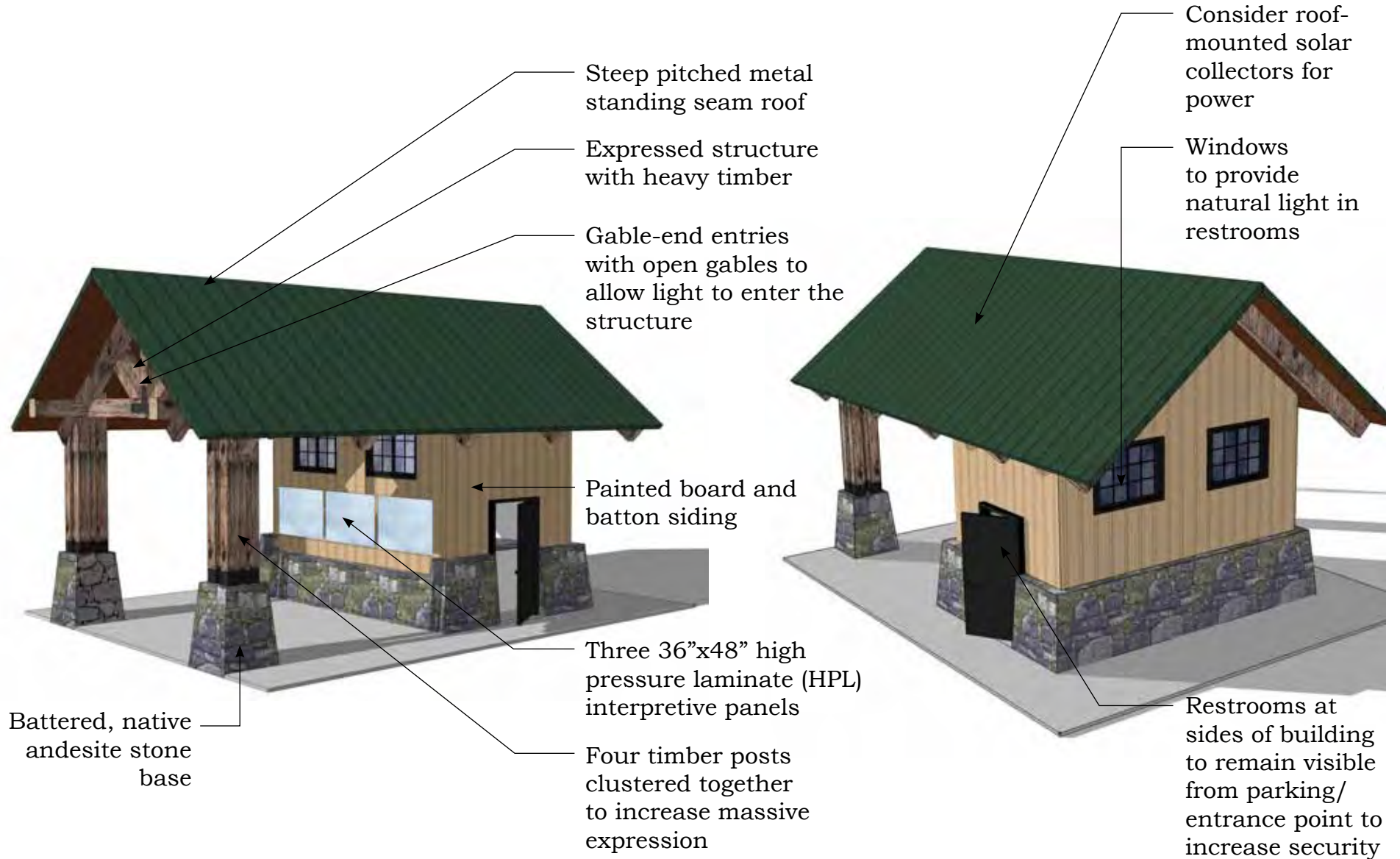
Battered, native andesite stone base

\*Gateway Markers should have appropriate setback from road or appropriate vehicle safety barriers according to ODOT standards.



- Forest green standing seam roof blends with surrounding vegetation
- Massive structure complements massive forest and wide byway
- Markers placed naturally into landscape and native vegetation.
- Large wrought iron lanterns act as beacons to guide vehicles at night.
- Mt Hood logo (washed with light at night) provides a visual cue for the visitor.
- Accent colors on logo contrast natural colors and complement surroundings
- Markers on either side of roadway create a threshold that celebrates arrival into the Mt. Hood Scenic Byway
- Strong battered stone base is compatible with rugged landscape

**Visitor Kiosk/Restroom**



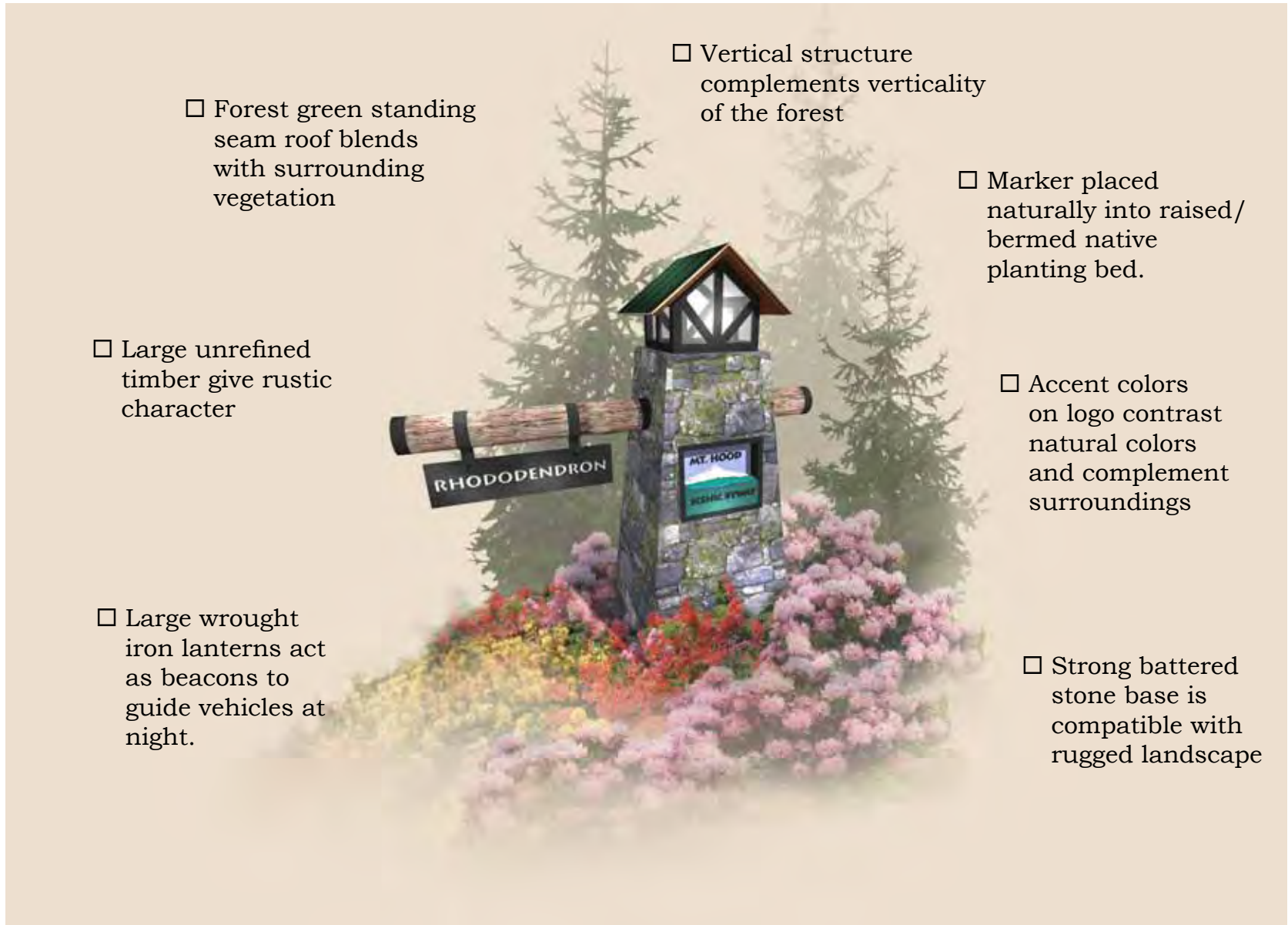


- Kiosk set at edge of forest to decrease visual and environmental impact
- Forest green standing seam roof blends with surrounding vegetation
- Bold roof line dominates composition
- Vertical board and batton texture complements verticality of the forest
- Light, open gable entry
- Massing of timber posts blends with massive trees
- Exposed timber structure honors rustic architecture
- Strong battered stone base complements rugged landscape

**Community/City/Village Marker**



\*Community/City/Village Markers should have appropriate setback from road or appropriate vehicle safety barriers according to ODOT standards.



□ Forest green standing seam roof blends with surrounding vegetation

□ Vertical structure complements verticality of the forest

□ Marker placed naturally into raised/bermed native planting bed.

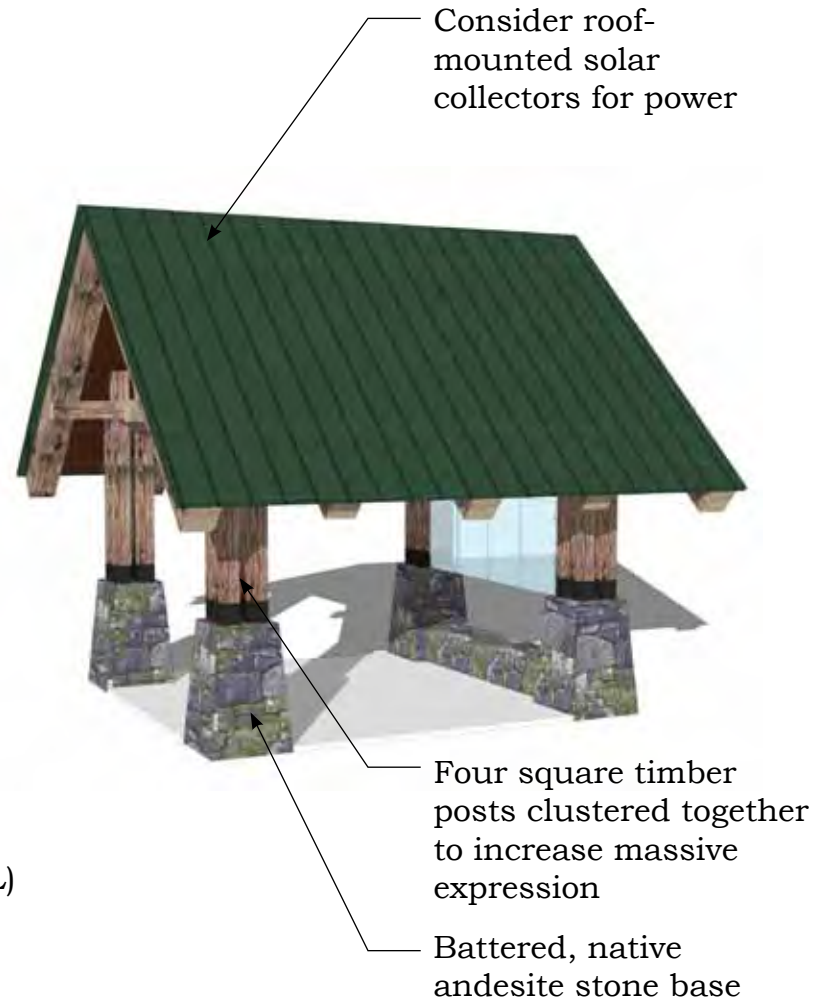
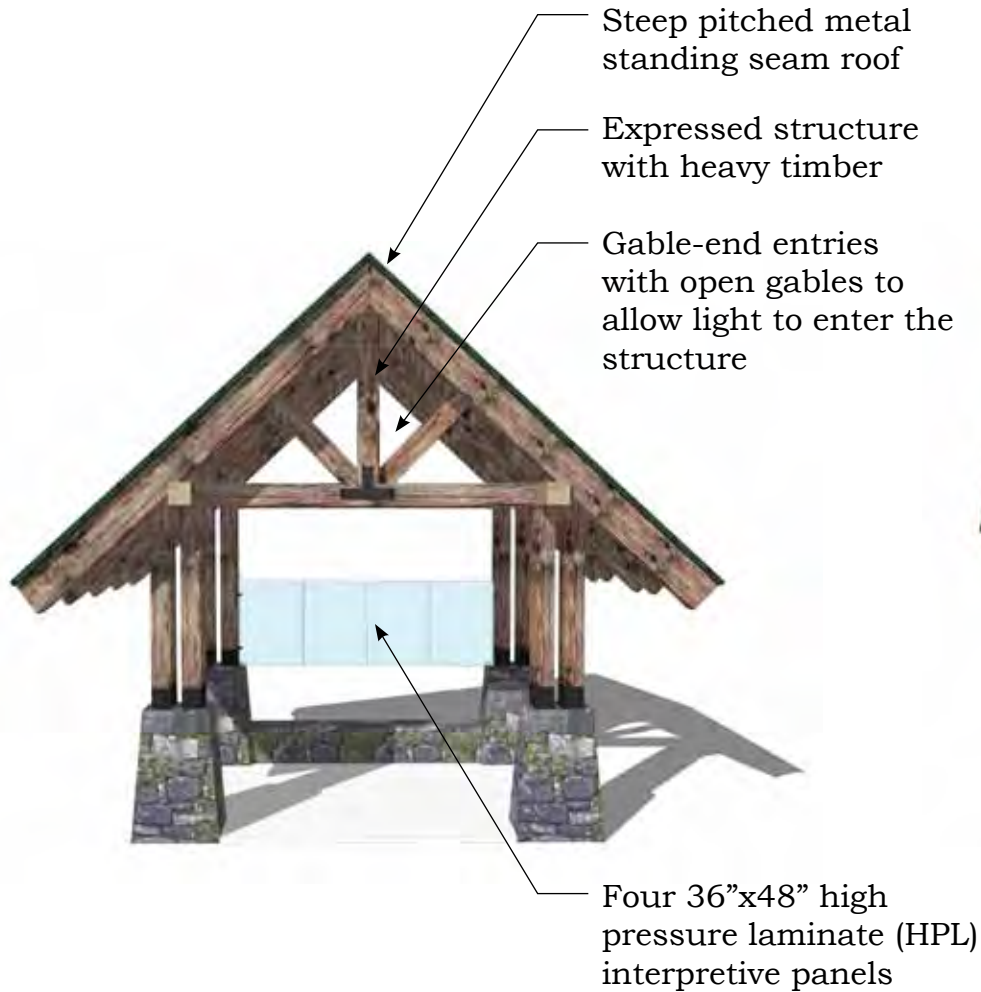
□ Large unrefined timber give rustic character

□ Accent colors on logo contrast natural colors and complement surroundings

□ Large wrought iron lanterns act as beacons to guide vehicles at night.

□ Strong battered stone base is compatible with rugged landscape

**Visitor Kiosk**





□ Structure is open and airy allowing views and connection to surrounding landscape

□ Kiosk set at edge of forest to decrease visual and environmental impact

□ Forest green standing seam roof blends with surrounding vegetation

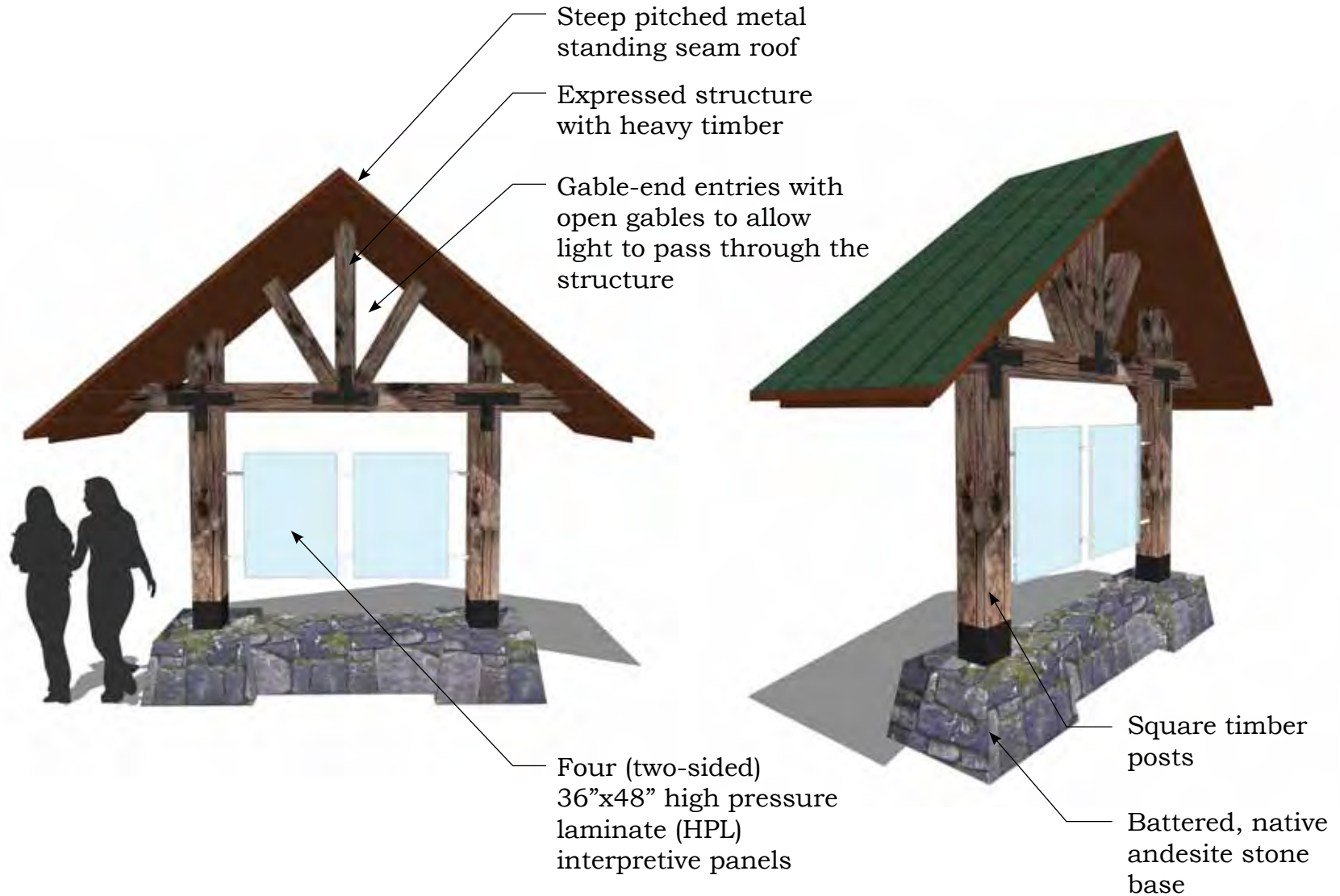
□ Bold roof line dominates composition

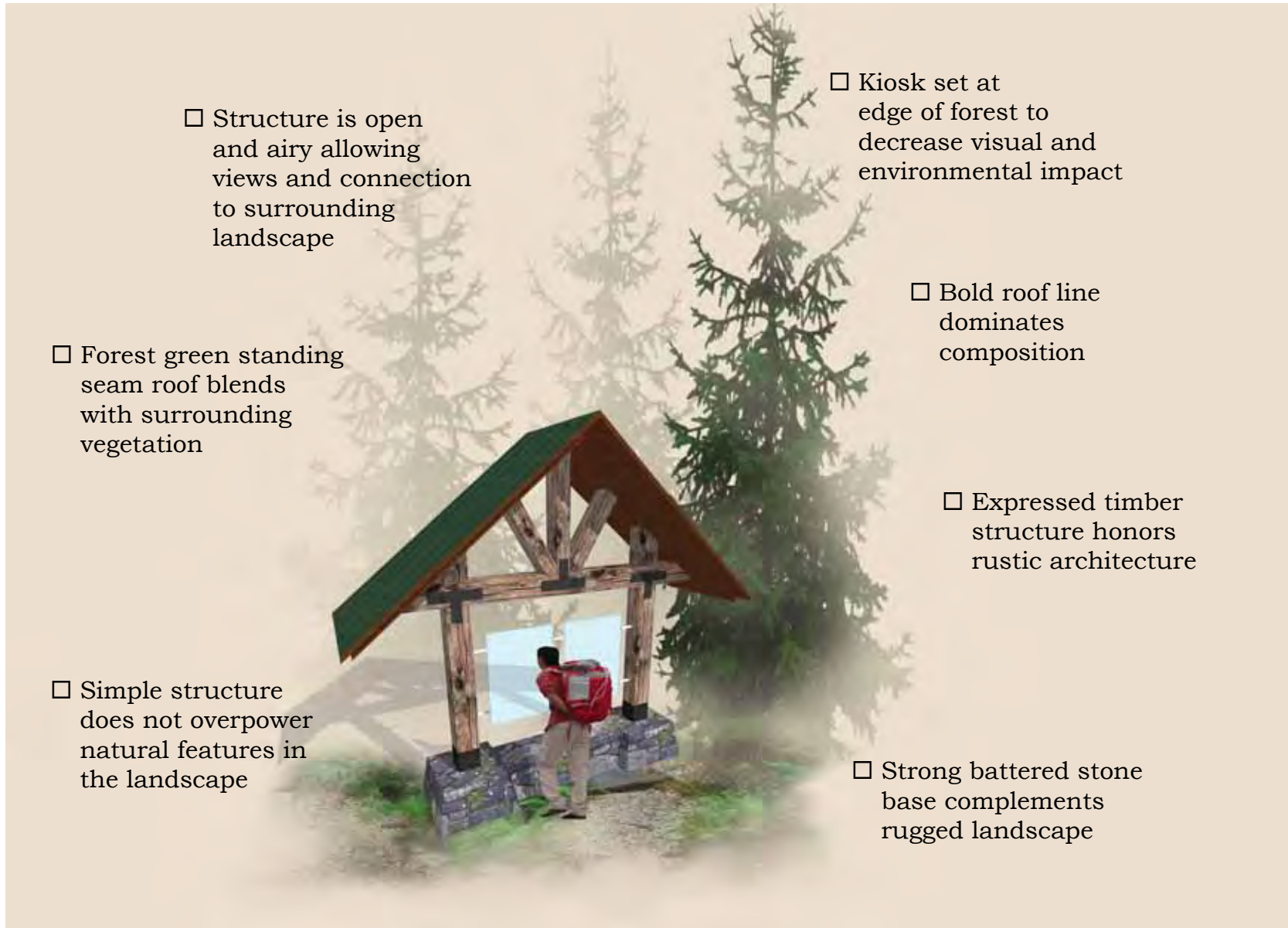
□ Exposed timber structure honors rustic architecture

□ Massing of timber posts blends with massive trees

□ Strong battered stone base complements rugged landscape

**Secondary Visitor Kiosk**





□ Structure is open and airy allowing views and connection to surrounding landscape

□ Forest green standing seam roof blends with surrounding vegetation

□ Simple structure does not overpower natural features in the landscape

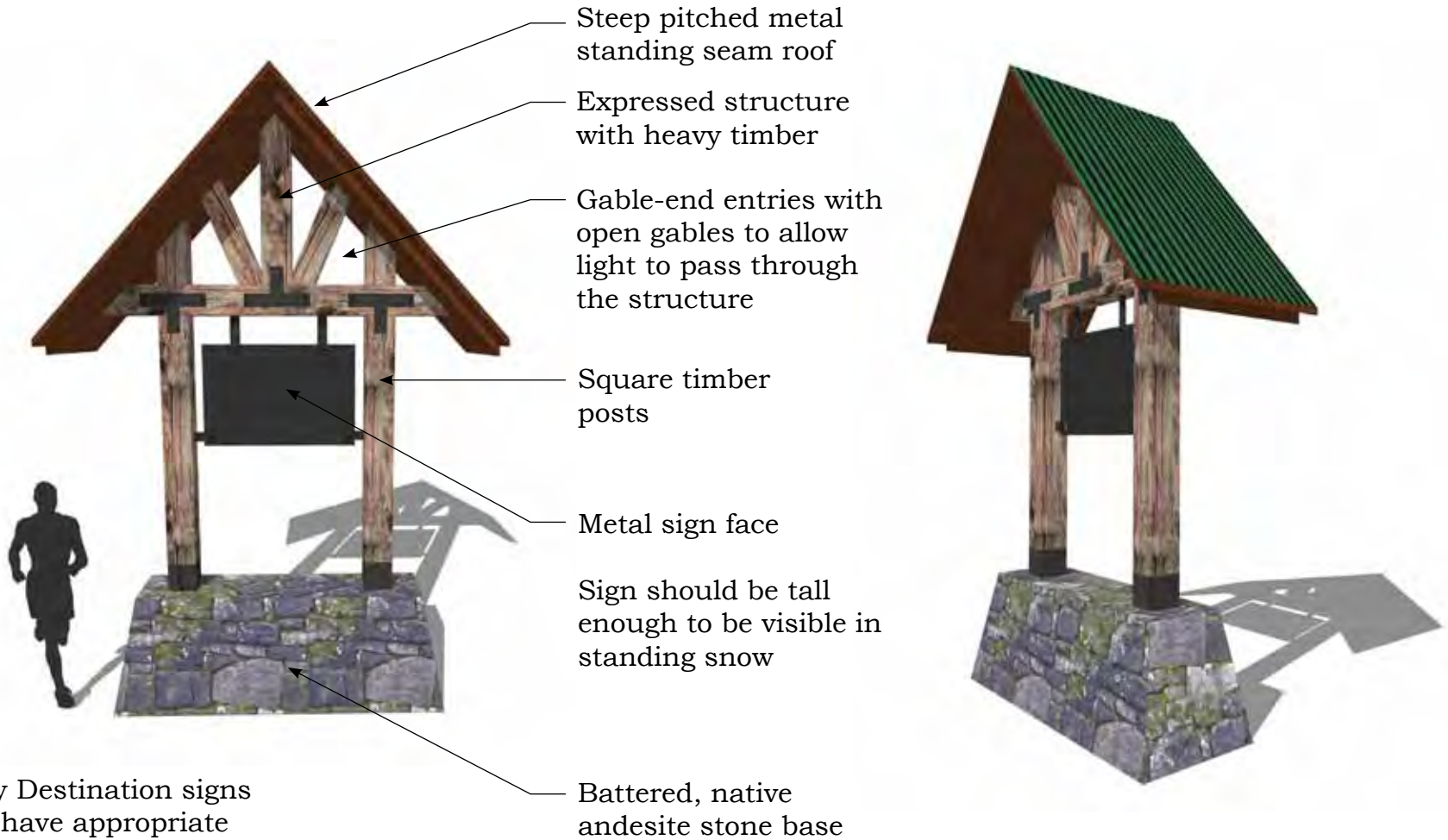
□ Kiosk set at edge of forest to decrease visual and environmental impact

□ Bold roof line dominates composition

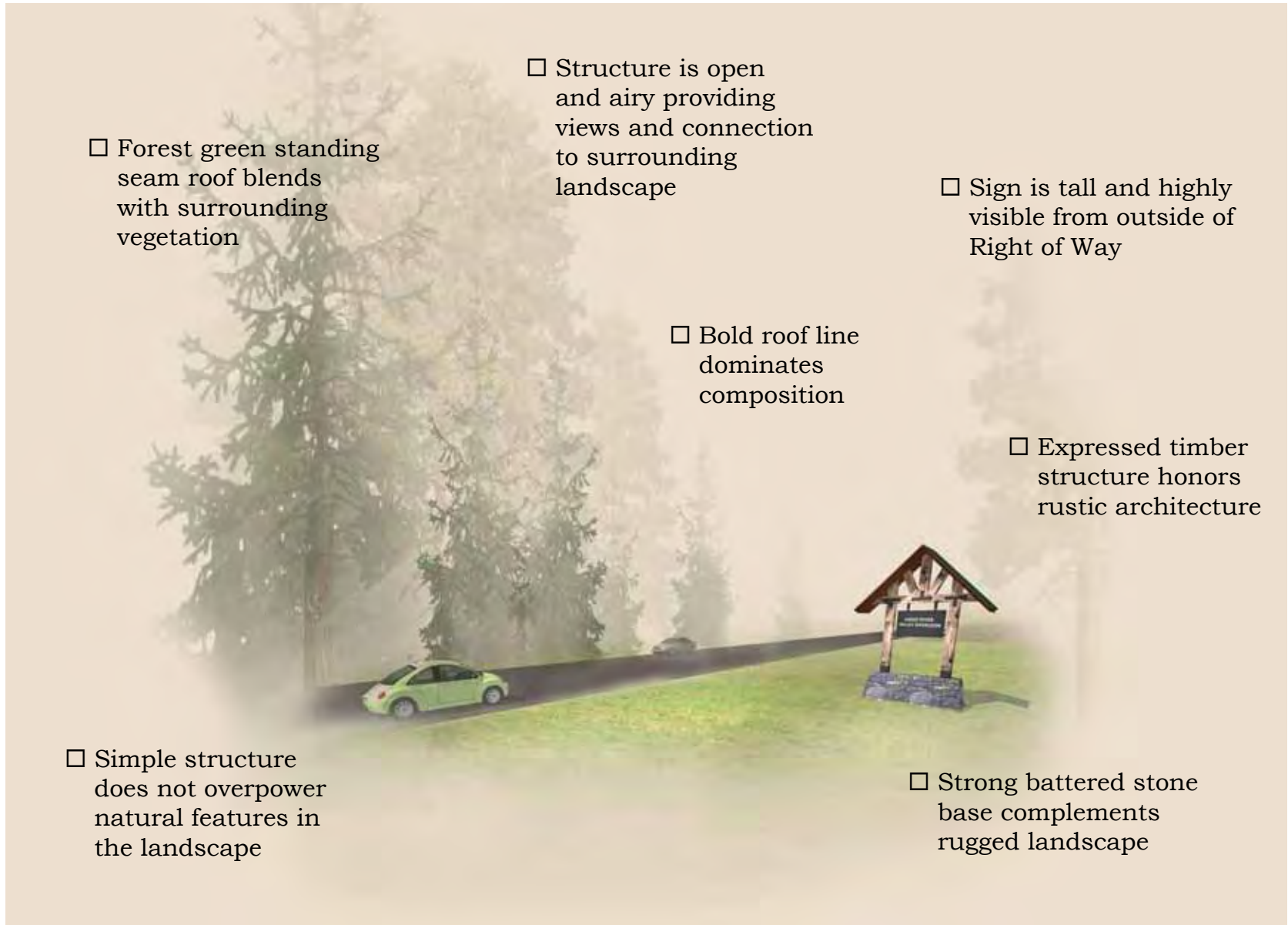
□ Exposed timber structure honors rustic architecture

□ Strong battered stone base complements rugged landscape

**Primary Destination Sign**



\*Primary Destination signs should have appropriate setback from road or appropriate vehicle safety barriers according to ODOT standards.



□ Forest green standing seam roof blends with surrounding vegetation

□ Structure is open and airy providing views and connection to surrounding landscape

□ Sign is tall and highly visible from outside of Right of Way

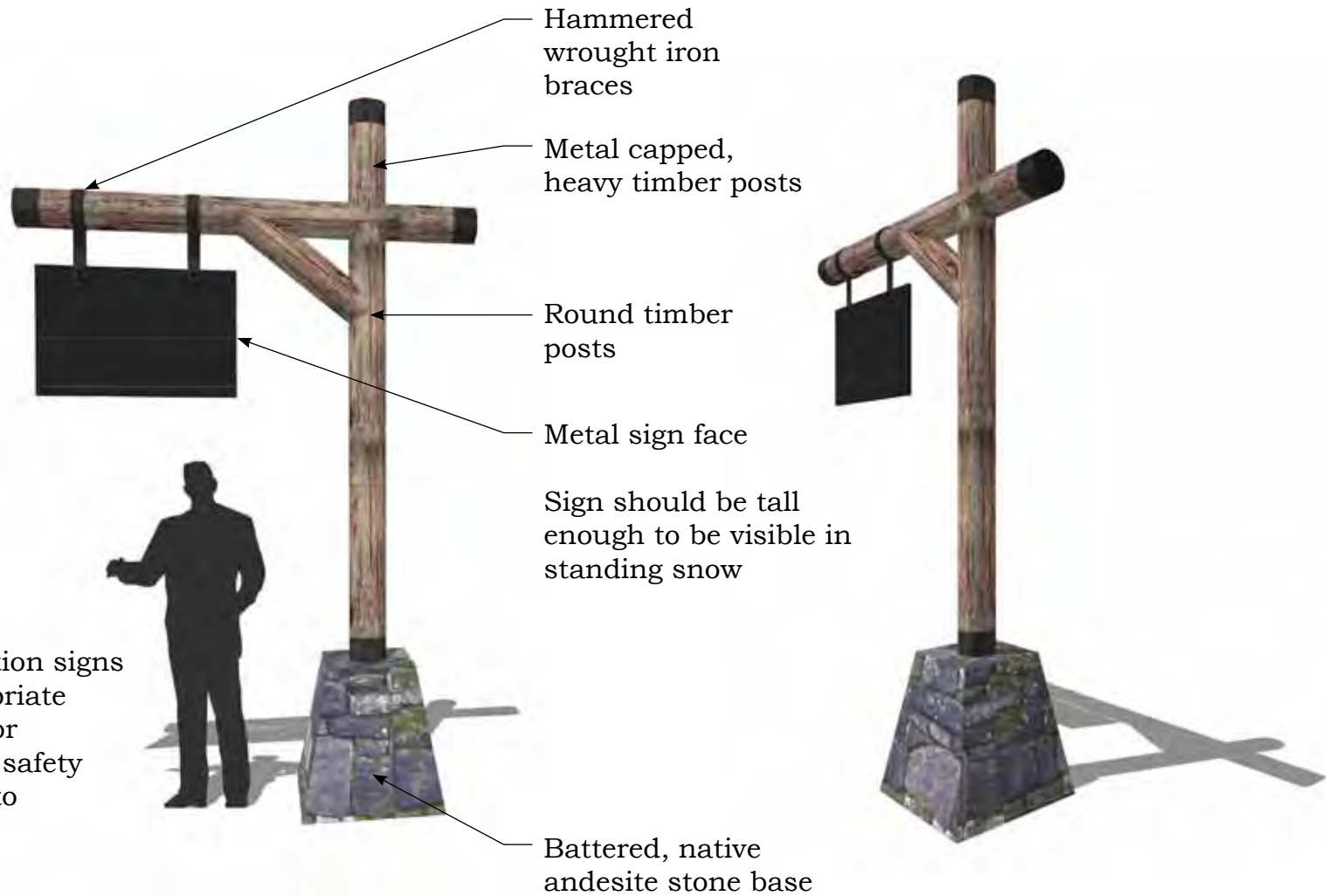
□ Bold roof line dominates composition

□ Exposed timber structure honors rustic architecture

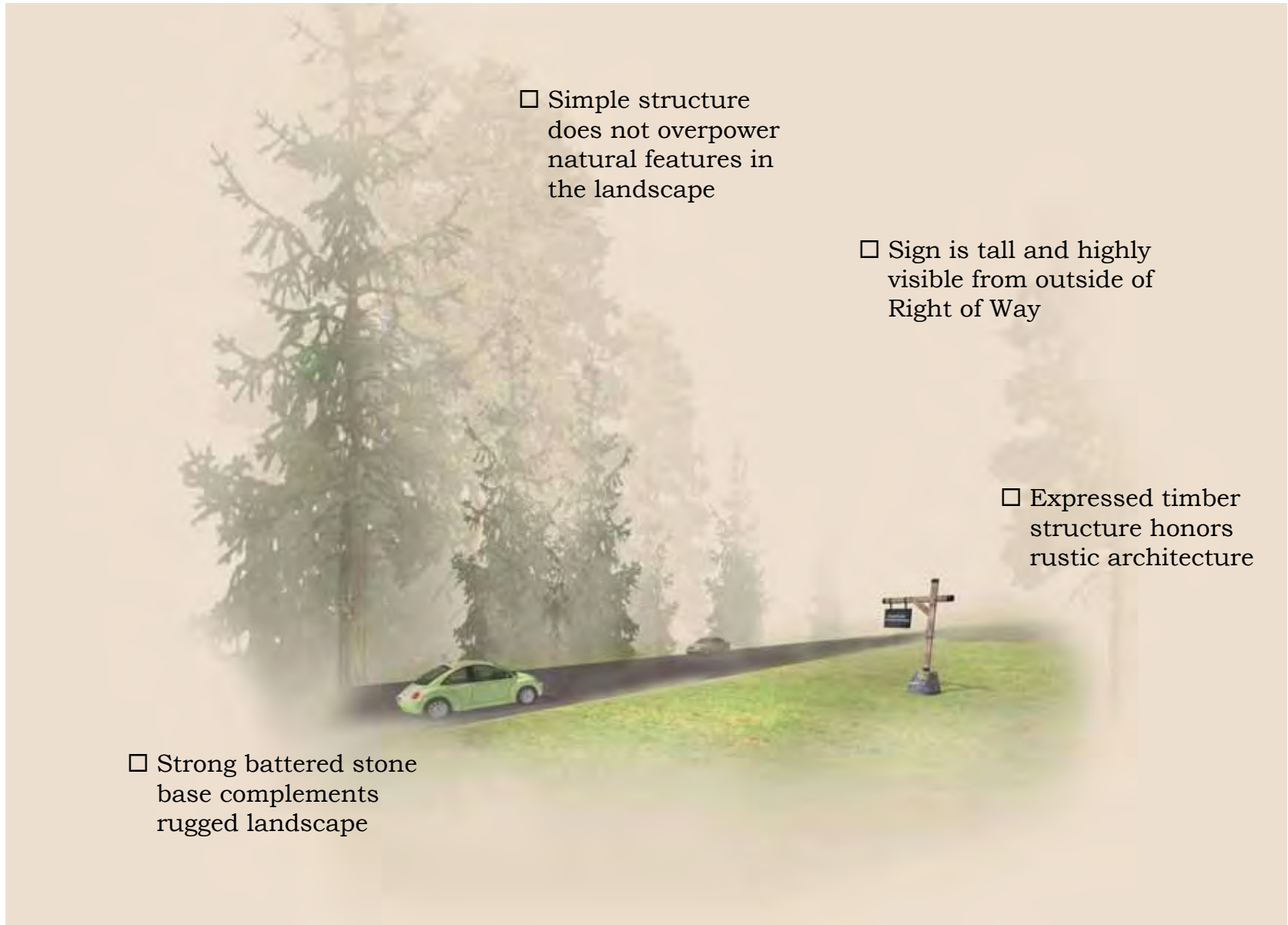
□ Simple structure does not overpower natural features in the landscape

□ Strong battered stone base complements rugged landscape

### Secondary Destination Sign



\*Secondary Destination signs should have appropriate setback from road or appropriate vehicle safety barriers according to ODOT standards.



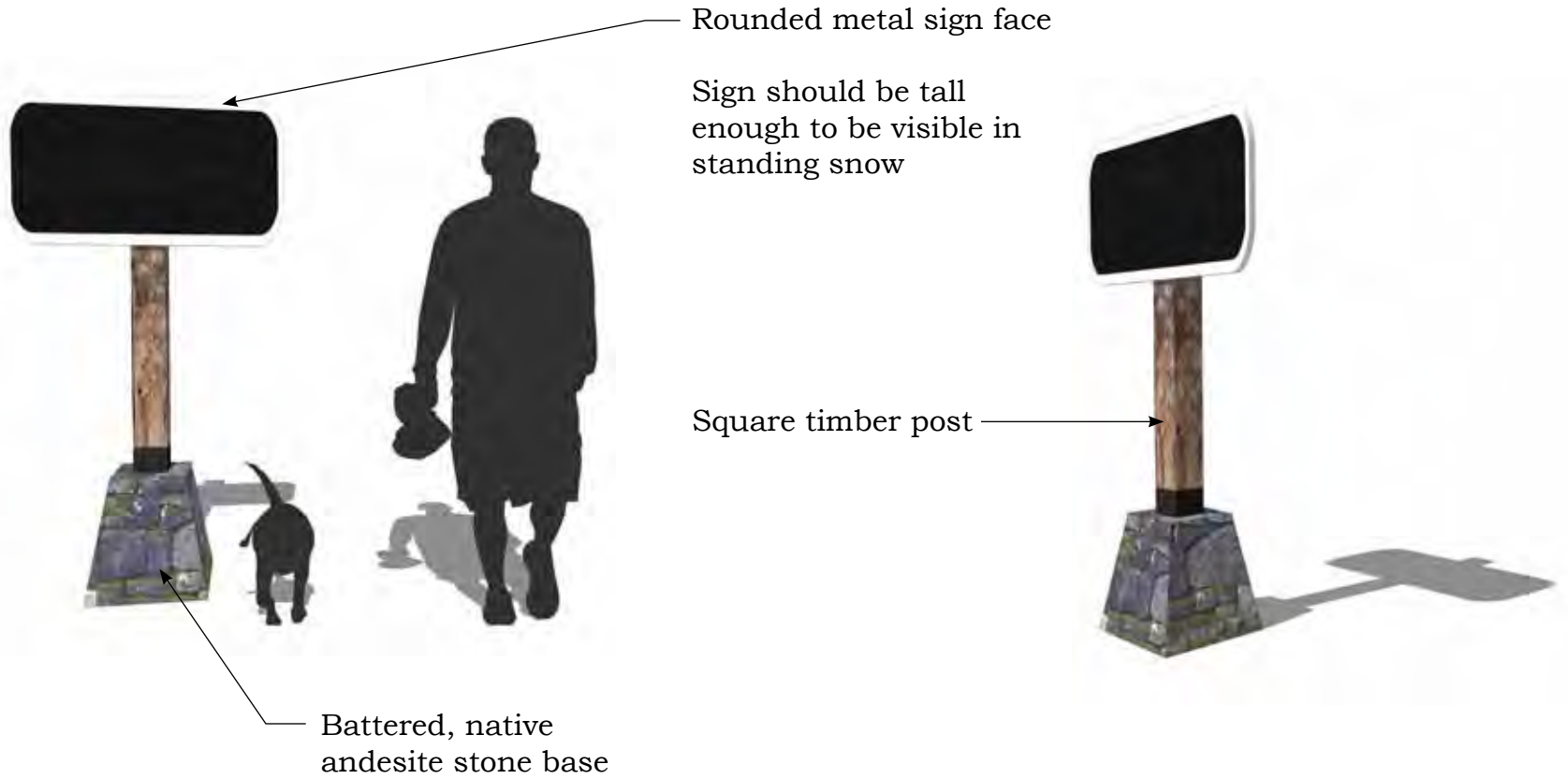
□ Simple structure does not overpower natural features in the landscape

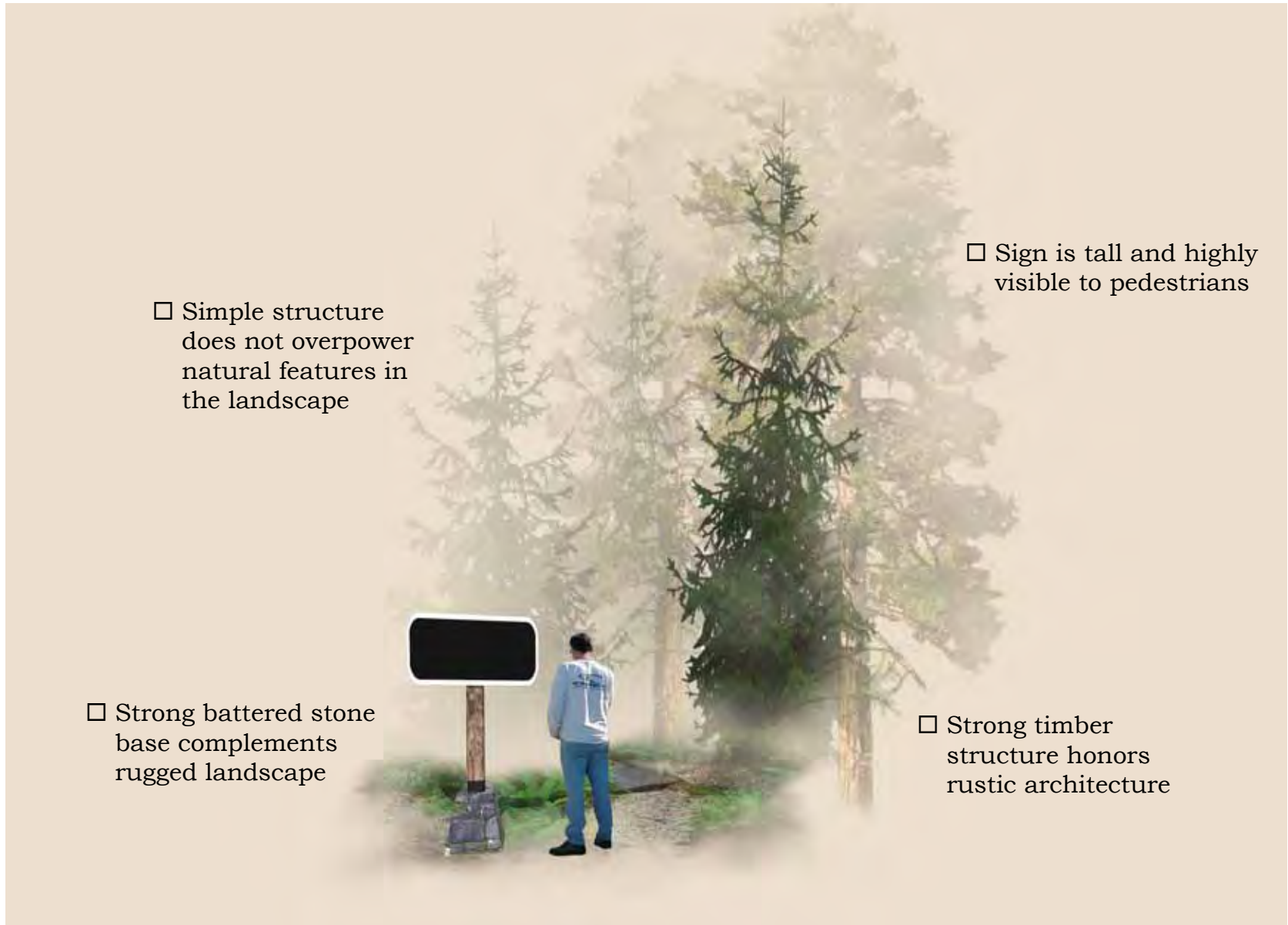
□ Sign is tall and highly visible from outside of Right of Way

□ Exposed timber structure honors rustic architecture

□ Strong battered stone base complements rugged landscape

*Trail/Informational Marker*





□ Simple structure does not overpower natural features in the landscape

□ Sign is tall and highly visible to pedestrians

□ Strong battered stone base complements rugged landscape

□ Strong timber structure honors rustic architecture

***Low Profile Exhibit***

- Strong battered stone base added to standard Forest Service Low Profile Exhibit stanchion to complement rugged landscape



***Forest Service Sign***



- Strong battered stone base added to standard Forest Service sign to complement rugged landscape

Welcome Panel Template

*Welcome to the* **MT. HOOD SCENIC BYWAY**

**Exploring the Mt. Hood Scenic Byway**  
 The Mt. Hood Scenic Byway is 105 miles of beautiful country! On this byway, volcanoes once erupted and mammoth floods scoured deep gorges. Discover geologic wonders, waterfalls, temperate rain forests, and wild rivers. Explore pastoral valleys with farm-fresh produce. Experience the formidable last leg of the Oregon Trail, the Barlow Road. Enjoy this bountiful wonderland that the pioneers called "paradise."

**So Many Things to See and Do!**

**Enjoy a breathtaking sunset**

**Hike a trail to the mountain**

**View spring blossoms from the train**

**Take a winter snowshoe hike**

**Kayak a crystal blue lake**

**Driving a winter wonderland**

**Enjoy dazzling fall colors**

**Bike to a great mountain view**

**MT. HOOD National Forest**  
 Caring for the Land and Serving People

**U.S. FOREST SERVICE**

## Interpretive Panel Template



Mt. Hood Scenic Byway

# Welcome to TIMBERLINE LODGE



Timberline Lodge, built in the 1930s through the efforts of the Works Progress Administration (WPA) and Civilian Conservation Corps (CCC), sits at 6,000 feet on Mt. Hood. It is a masterpiece of craftsmanship and legacy of dedication. The Lodge is perched at timberline on Mt. Hood with



### BUILT FOR BEAUTY

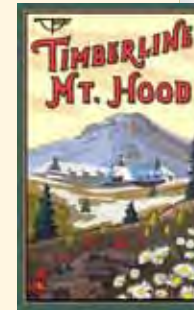
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### LODGE FOR ALL

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MT. HOOD National Forest  
Caring for the Land and Serving People



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Lithograph Bold 160 pt. with -50 kerning

# Welcome to TIMBERLINE LODGE



Timberline Lodge, built in the 1930s through the efforts of the Works Progress Administration (WPA) and Civilian Conservation Corps (CCC), sits at 6,000 feet on Mt. Hood. It is a masterpiece of craftsmanship and legacy of dedication. The Lodge is perched at timberline on Mt. Hood with



## BUILT FOR BEAUTY

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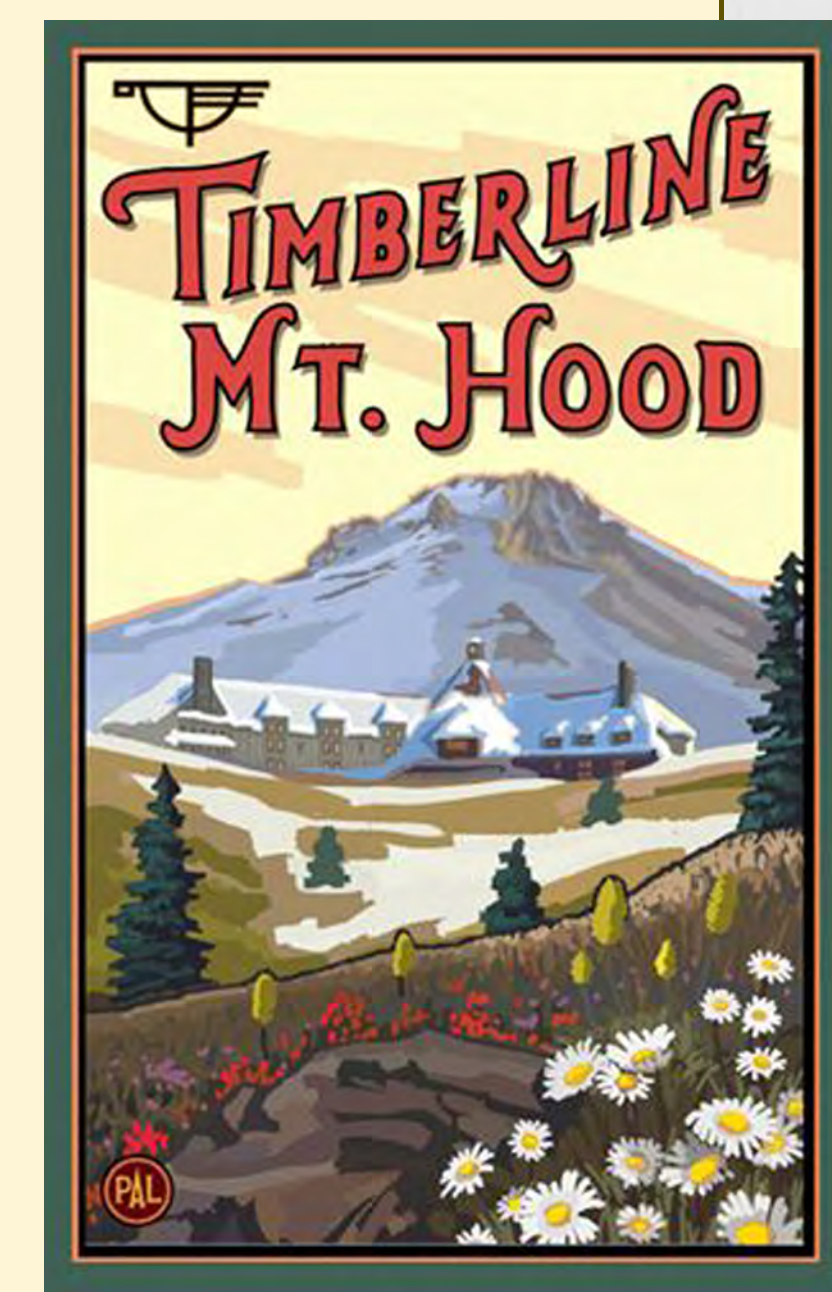


## LODGE FOR ALL

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Bremen Black BT, 36 pt.



The "National Forest" text is a graphic that we can supply to your designer.

MT. HOOD National Forest  
Caring for the Land and Serving People



## NOTES



APPENDIX 73

## NOTES

## APPENDIX A: MT. HOOD SCENIC BYWAY CMP - DESCRIPTION OF INTRINSIC QUALITIES

The Mt. Hood Scenic Byway route encompasses a variety of intrinsic qualities making it interesting and unique to the traveler. These qualities include: Natural, Historic, Scenic, Agricultural and Recreational. The most unique qualities are those in the natural and historic categories. The natural wonders of the Columbia River Gorge, created by the Bretz/Missoula or Ice Age Floods, and Mt. Hood, an “at rest” volcano and highest peak in Oregon, have long been considered sacred by the Native Americans who first inhabited and explored these lands. The documented history of this part of the United States goes back to before the first humans of about 10,000 years ago to the activity of the last ice age floods that created this landscape. Much of our heritage is found in the many people who have called this area home. From the proud Native American people who fished, hunted, farmed and lived these lands to the explorers from many European countries. Their determination and bravery led to President Thomas Jefferson sending the Corps of Discovery, and

soon wagon after wagon of pioneers were making their way to the “promised land” of the Oregon Territory and passing right through the Mt. Hood Scenic Byway.

### Natural Qualities

The Mt. Hood Scenic Byway features numerous natural qualities, most notably Mt. Hood, Oregon’s highest peak, towering at 11,245 feet. A large portion of the byway is located in the Mt. Hood National Forest, encompassing more than one million acres. There are 189,200 acres of designated wilderness in the Forest. The largest is the Mt. Hood Wilderness, which includes the mountain's peak and upper slopes. Others are Badger Creek, Salmon-Huckleberry, Hatfield, and Bull-of-the-Woods wildernesses. The National Forest includes three designated National Wild and Scenic Rivers, the upper Sandy River, Salmon River and the White River. The Forest contains old-growth stands of fir, managed re-forestation, and native plants and foliage. The mountain area is home to alpine meadows, lake basins (natural and man-made), towering river canyons, and waterfalls.

Peaks, cliffs, and slopes give the route many of its most impressive and appealing features. Glaciers have eroded much of the mountain landscape and helped to create awesome natural vistas and formations. Throughout much of the area there is visual evidence of the mountain's volcanic origin. Mt. Hood has erupted repeatedly for over 500,000 years. For the past 30,000 years, lava-dome growth and collapse have sent fast-moving pyroclastic flows down the volcano's steep flanks, melting snow and ice. An eruption at Mt. Hood in the late 1700s choked the Sandy River with debris. In 1805, Lewis and Clark named this sand-choked river "Quicksand River." Since 1805, the river has flushed the excess sediment out. Over the years, floods and lahars have carved out the White River Canyon, with the most recent outburst flood occurring in 1998. Mt. Hood shows no sign of imminent volcanic activity today, but hot gases rising from fumaroles near Crater Rock and yearly swarms of small earthquakes indicate that it will not be quiet forever.

Cascade Streamwatch at the Wildwood Recreation Site in Welches, managed by the Bureau of Land Management (BLM), is a unique 580 acre day-use site with

more than five miles of forest hiking/ walking paths along the Salmon River. Cascade Streamwatch is both a unique place and an innovative program that is a collaborative effort by BLM, USFS, and the non-profit educational organization Wolfree, Inc., that created one of the premier environmental education sites and programs in the Pacific Northwest. Accessible facilities include outdoor study areas, barrier-free interpretive trails, shelters, a wetland boardwalk trail, and an underwater stream profile chamber. The highlight of the Cascade Streamwatch trail is a stream profile viewing chamber where visitors can see an underwater "fish eye" view of a stream and anadromous fish habitat through a window built into an actual streambed. The focus of the self-guided interpretive trails and education programs offered at Cascade Streamwatch is river, stream, wetland ecological systems, and the effects of people on a natural forest setting.

The dense forests of the Mt. Hood National Forest and pristine waters of the Sandy, Salmon, Zig Zag, White and Hood Rivers and numerous mountain streams provide homes for many species of fish, wildlife and plants. Animal species that call

this area home include deer, elk, black bear, coyotes, beaver, reptiles, and over 150 species of birds. Highway 26 and 35 are part of the newly-designated Oregon Cascades Birding Trail, a self-guided auto tour that highlights selected sites for observing birds. The Oregon Cascades Birding Trail links a network of observation sites and birding experiences by using existing roads, pull-offs, parking areas, and walking trails to showcase birds in their natural habitats, specifically the Golden-crowned Kinglet, Swainson's Thrush, Winter Wren, MacGillivray's Warbler, the Mountain Chickadee, the Great-blue Heron, the Northern Goshawk, and hundreds of other distinct species of migratory and resident birds. These places also provide wonderful opportunities to see other wildlife such as deer, fish, and butterflies living amidst the beauty and wonder of Oregon's natural landscapes.

Vegetation along the route varies along the suburban valleys all the way up the western slopes, around the south side to the summit of Mt. Hood and back down the eastern slopes to the fertile Hood River Valley and the Columbia River Gorge. Pastures and fields dominate the western valley but are replaced with dense forests

and native alpine flora and fauna as the traveler ascends the mountain. Forests are composed of towering Douglas fir, noble fir, western cedar, hemlock, spruce, maple, alder, white oak, ponderosa pine, and tamarack. Vine maple, moss, ferns, rhododendrons, wildflowers and Oregon Grape (the state flower) carpet the forest floor with a rainbow of changing colors as the seasons transpire on the mountain.

As one of Oregon's smallest counties, Hood River County offers an enormous range of geological and climatological features. The City of Hood River, at the northern border of the county, sits at just 100' above sea level, while the county's southern border soars to the 11,245' summit of Mt. Hood. This drastic elevation change makes for an exciting drive and an extremely compact diversity of terrain.

Geologically speaking, Hood River is located within an area of the most important rock formation of the Northwest, known as the Columbia Lava. This formation is a vast sheet of basalt covering nearly 250,000 square miles and varying in thickness from 300 to 4,000 feet. This mass was not formed in one single volcanic eruption, but rather by a

series of several eruptions from Mt. Hood and Washington's Mt. Adams. Since its formation, the Hood River Valley has been modified in detail by erosion, both by running water and glaciers. The columnar cliffs of the Columbia River Gorge, visible along the Hood River often reach 500 feet or more in height. Other interesting rock formations of the area include more recent lava flows located west of the town of Parkdale. Thunder egg formations may be found in some areas of the East Fork of the Hood River.

### **Historic Qualities**

The Mt. Hood Scenic Byway is a historic route that ties geological, Native American, Lewis and Clark, and Oregon Trail history together. Mt. Hood was first seen by early explorers of European descent on October 29, 1792, by WR Broughton and his men of the Vancouver Expedition. Broughton named it Mt. Hood in honor of Lord Hood of British Admiralty. It wasn't until 1805 that the Columbia River Valley was explored as the Lewis and Clark Expedition paved the way, followed by trappers, fur traders, and pioneer settlers.

The Byway begins in Troutdale at the west end of the Historic Columbia River Highway along the river Lewis and Clark named the Quicksand River, now known as the Sandy River. Troutdale Historical Society owns and operates the Harlow House Museum, constructed in 1900 by Fred E. Harlow, son of Capt. John Harlow, Troutdale's founder. The Society also operates the Rail Depot Museum, a 1907 former Union Pacific Railroad depot.

Ascending the hill from the Sandy River bottom to the city of Sandy, the traveler will gain an appreciation for the experience the pioneers faced as they made the arduous trek along the Barlow Road, the last leg of the National Historic Oregon Trail. The bluff at Jonsrud Viewpoint in Sandy provides a spectacular vantage point for viewing the portion of the Sandy River the pioneers crossed on their route over the mountain, the same route the traveler is exploring. The Sandy Pioneer Museum (currently under construction) is dedicated to the preservation of the pioneer experience as well as the story of the timber industry, once the economic engine of this community. A brief side trip of 6 miles to the Philip Foster Farm National Historic Site in Eagle Creek is a

worthwhile trip to experience the first farm pioneers encountered as they neared the end of the Barlow Road. The Foster Farm hosted an estimated 10,000 exhausted pioneers on their trek west. Travelers can explore the house, barn, pioneer store, blacksmith shop and take part in the daily chores and activities that were the early pioneer way of life.

As the traveler continues east on Highway 26, the highway crosses and sometimes follows the route of the historic Barlow Road, a toll road that gave the pioneer wagon trains the option to finish the journey to Oregon City (end of the Oregon Trail) on land instead of floating the perilous Columbia River. The original Barlow Road cut right through the heart of the area. Travelers can see a replica of the original toll gate standing between two maple trees planted by Daniel Parker, the last gatekeeper from 1883-1902. West Barlow Tollgate was the last tollgate operated on the Barlow Road.

Pioneers used ropes and sheer strength to lower their wagons down the near-vertical slopes on their way to make land claims in Oregon City. Just a few miles east along Highway 26, travelers can walk a short

trail to view rope burns on the boulders and the drop pioneers faced at Laurel Hill Chute, the worst part of the Oregon Trail according to the diaries of the pioneers.

Government Camp's name comes from its history when an incident in the winter of 1849 forced a small command of the U.S. Mounted Rifles to abandon their supplies, wagons and livestock, and barely escape with their lives after an early winter storm caught them off guard. In Government Camp, the Mt. Hood Cultural Center and Museum is the centerpiece of both culture and history for the community at the base of Mt. Hood.

Timberline Lodge, built in the 1930s through the Works Progress Administration (WPA) and the Civilian Conservation Corps (CCC), is now a National Historic Landmark visited by over one million people a year. The lodge was built entirely by hand from materials hewn from the mountain, by laborers turned artisans. Art is present in every detail of the lodge, from the mosaic floor in the foyer, the hand-woven spreads and curtains, to subtle carvings in the beams and hand-made wrought iron door handles. The Rachael Griffin Historic

Exhibition Center features an authentic re-creation of a guest room as it would have appeared at the 1937 dedication.

The wagon ruts, the little grave yard at Summit Meadow near Trillium Lake, and the Pioneer Woman's Grave (access may be limited due to snow pack) all whisper to the visitor of stories and tales from long ago. Logs placed side-by-side formed a "corduroy" road across the swampy ground of the Meadow. From Summit Meadow, the highway again begins its climb to the summit of Barlow Pass, and travelers will marvel at how the pioneers with their wagons and oxen made such a trip. Near the interpretive sign, the Barlow hiking trail continues along the emigrant route, descending the hill about a mile to the Pioneer Woman's Grave. In 1924 survey crews building the Mt. Hood Loop Highway discovered the grave of a pioneer woman buried in a wooden box. The simple grave is now marked by rocks piled high by visitors as a memorial. Along the trail, wagon swales and rut traces can be seen. Even walking a few paces down the trail into the forest, the traveler will feel as though they've entered another time.

As travelers descend into the Hood River Valley and enter the Columbia River Gorge National Scenic Area, they can share in the appreciation of the extremes and beauty of the region expressed by Meriwether Lewis who wrote this journal entry on April 14, 1806:

The wind arose and continued hard all day but not so violent as to prevent our proceeding... the mountains through which the rivers passes nearly to the sepulchre rock, are high broken, rocky, partially covered with fir white cedar, and in many places exhibit very romantic scenes. Some handsome cascades are seen on either hand tumbling from the stupendous rocks of the mountains into the river.

Settlement of the Hood River Valley began in 1854, bringing the first plantings of fruit trees. The Oregon Short Line Railroad was completed in 1884 and connected to the Union Pacific Railroad, bringing rail transportation to the valley. Fruit production then became the major agricultural enterprise, hand-in-hand with timber production. During the years of 1890 to 1920, Hood River became world famous for its apples. In 1919 a

disastrous freeze killed many apple trees and most farmers chose to plant pears as they replaced their orchards. Hood River County is now the leading producer of Anjou pears in the world.

In Parkdale, the Hutson Museum offers exhibits on Native American art and basketry from the area, as well as great interpretive exhibits of the area's unique geological features. In the community of Mt. Hood, the historic Mt. Hood Towne Hall and the Parkdale Ranger District each offer visitor information services. In Hood River, the Hood River Hotel, the Columbia Gorge Hotel, and the National Historic District of the Mount Hood Railroad are all listed in the National Register of Historic Places and are all worthy of exploring. The Hood River County Historical Museum offers fascinating exhibits of the area's agricultural heritage, as well as modern exhibits on the evolution of the sport of windsurfing in the Gorge.

The Mt. Hood Scenic Byway ends at the Historic Columbia River Highway National Historic Landmark. Travelers can follow this historic route either west, into downtown Hood River, or east, to the Senator Mark O. Hatfield West Trailhead.

Beyond the Trailhead, the historic highway is an accessible, multi-use trail providing access to the recently re-opened Mosier Twin Tunnels.

For a list of the many sites and structures designated as National Historic Places and Landmarks see Appendix G1.

### **Scenic Qualities**

While on the Mt. Hood Scenic Byway, travelers leave the suburban atmosphere of East Multnomah County and enter into a more quiet and tranquil way of life. Dotted the Byway are small family farms, and nurseries where trees, shrubs and flowers of every kind are grown for shipment all over the world. The traveler can catch glimpses of Mt. St. Helens, Mt. Adams and the Washington Cascades to the north while Mt. Hood beckons from a distance. From this pastoral way of life, the road suddenly descends into a primeval forest, complete with canopies of huge old growth fir and deciduous trees, small waterfalls springing from what seems like nowhere, and moss hanging from every branch.

The route then comes to Dodge Park featuring huge viaducts from the Bull Run Reservoir. The viaducts supply metropolitan Portland with its drinking water. The traveler again crosses the Sandy River as it races toward its final destination of the Columbia River and finally the Pacific Ocean. Crossing the Dodge Park Bridge, many find this a very popular fishing spot. From this point, the route again changes back to the small farms and passes Roslyn Lake. Not to be missed is Oral Hull Park for the Blind, a historic 23-acre park and camp designed especially for the visually impaired, emphasizing use of all five senses.

The route now takes on a more aggressive nature, as the traveler crosses the Revenue Bridge and starts the climb from the river bottom to the top of the valley and into the city of Sandy. This is the gateway to the Mt. Hood National Forest and a stop at Jonsrud Viewpoint will give the traveler a visual understanding of what the emigrants on the wagon trains encountered as they traveled the Barlow Road. Clear sightlines to Mt. Hood and surrounding areas from the Viewpoint are an added scenic bonus.

As the route continues east on Highway 26 toward the gateway to the Villages of Mt. Hood, (Brightwood, Welches, Wemme, Zig Zag, Rhododendron and Government Camp,) the highway crosses and sometimes follows the historic Barlow Road. Here the route becomes a haven for the person seeking outdoor activities. Located right in the heart of the Mt. Hood National Forest, there are the year-round recreational opportunities and the absolutely breath taking, ever-changing, dramatic and inspiring view of the mountain itself.

A short side excursion not to be missed is Timberline Road and the awesome ascent to Timberline Lodge National Historic Landmark, sitting at the 6,000-foot level of Mt. Hood. Built in the 1930s through the efforts of the WPA and CCC, Timberline Lodge proudly stands as the crown jewel of Mt. Hood, showcasing the Cascadian mountain architecture so proudly created through the handiwork and artisan craftsmanship of many during the depression era.

Connecting to Highway 35 and heading north towards Hood River, the route again begins its final ascent to the summit

of Barlow Pass. On the descent, White River Canyon comes into view with yet another jaw-dropping view of Oregon's highest peak. Just north of the Mt. Hood Meadows access road, travelers can access Sahallie Falls for a brief respite and photo opportunity before continuing on their journey. Surrounded by the majestic mountain valleys and ridges, tree-covered with creeks, springs, and rushing white water, the route drops from the summit to the meadows of the north slope of the mountain.

From the canyon with its views of both forks of the Hood River, Polallie Creek, rock walls, towering trees, and teeming wildlife, the road suddenly opens up to the Hood River Valley vistas. As travelers enter this bustling agricultural district, with its quiet, pastoral charm, they will see why the Hood River Valley is such a popular destination for city dwellers seeking a taste of life in the country.

The communities of Mt. Hood, Parkdale, Dee, Odell and Pine Grove welcome travelers to the vistas of orchards, farms and vineyards all waiting to be explored and indulge the senses. Travelers delight at the opportunities to view Washington's

majestic Mt. Adams, while Mt. Hood is still close enough to appear in the rear view mirror. A quick side trip up to Panorama Point offers the best views of the Valley, with the Gorge and Mt. Hood both framing the vista.

Arriving at the shores of the mighty Columbia River, with the historic and trendy shopping district of downtown Hood River immediately to the west, the Mt. Hood Scenic Byway draws to an end at the intersection of Highway 35 and the Historic Columbia River Highway. Travelers will now find themselves at the panoramic crossroads of the Columbia River Gorge and the Cascade Mountain Range – where a world of outdoor recreation, scenic pleasures, historic landmarks and friendly people welcome visitors to explore in the footsteps of Lewis and Clark.

From here, travelers can continue their Oregon Scenic Byway experience by connecting directly to the Historic Columbia River Highway Scenic Byway, or the Journey through Time Scenic Byway, less than an hour away to the east.

### **Agricultural Qualities**

This Scenic Byway beckons travelers to enjoy the bounty of Oregon. This is after all part of the highly publicized “Garden of Eden” that beckoned so many to make the great Westward Migration to The Oregon Territory.

The Byway is dotted with the local farms and nurseries that proudly grow and craft our agricultural treasures including Scenic Fruit Co cannery and Oregon Bulb Farm. As the traveler leaves the suburban atmosphere they are greeted with a landscape of a country patchwork of small family farms, ranches, fields for livestock, and nurseries where trees, shrubs and flowers of every kind are grown for shipment all over the world. Clackamas County is known as the largest producer of nursery stock and Christmas trees in the U.S.

There are many wineries along the route, beginning with McMenamins Edgefield as you leave Troutdale. Sandy is home to Wasson Brothers Winery, the oldest winery in the Mt. Hood Territory and offers unique handcrafted berry and fruit wines, in addition to the more traditional

grape varieties. As the traveler descends Mt. Hood to the Hood River Valley, more wineries dot the landscape, specifically Cathedral Ridge Winery, Pheasant Valley Vineyard and Winery and Hood River Vineyards.

Culinary delights are found at dining establishments throughout the area. Many of the restaurateurs in the Villages of Mt. Hood use the term “Peak Cuisine” to refer to their special offerings and Cooking in the Country demonstrations with selected Chefs are very popular. The many fine restaurants of Hood River take pride in using locally grown and foraged produce in their menus. Travelers should not miss sampling a pear dumpling during harvest season – many restaurants feature this local favorite that is sure to bring them back for more.

The Hood River Valley can in many ways be considered Oregon’s fruit basket. Travelers will enjoy lavish vistas of orchards full of pears, apples, peaches, apricots, as well as vineyards and farms raising vegetables, flowers, alpacas, llamas and more. Nearly 50% of the nation’s winter pear crop is grown in this fertile and scenic valley, currently comprised

of about 380 commercial farms, sharing more than 14,000 acres in orchard land and 20,000 in farm land. Many orchards are open and welcome visitors during the spring, summer, and fall harvest season. Every April, during the Hood River Blossom Festival, the trees of the valley burst into bloom, carpeting the valley in dainty pink and white blossoms. In October, visitors are encouraged to join the locals in celebrating the bounty of the harvest season, as trucks deliver the fruits of the year's labor to distant lands and local dinner tables. The annual Hood River Valley Harvest Festival is the largest annual event in the Gorge, with art, wine, and the freshly harvested produce attracting visitors from throughout the Pacific Northwest. The Mt. Hood Railroad offers train excursions into the valley to enjoy the scenic views of the orchards during most of the year.

### **Recreational Qualities**

The Mt. Hood Scenic Byway provides access to the most popular recreation destination in Oregon, offering a wide range of outdoor settings for year-round recreational activities. From year-round

skiing on Mt. Hood at Timberline, to world-class wind surfing in Hood River, the route is known around the world for top-notch recreational offerings. The Pacific Crest Trail along the Cascades is accessible along the Byway at Barlow Pass on Highway 35 and Timberline Lodge, and many viewing areas of the Oregon Cascade Birding Trail's – Mount Hood Loop are also along the route.

Travelers can enjoy fishing, camping, picnicking, rafting, kayaking, boating, swimming, biking, climbing and hiking in the summer; hunting in the fall; and skiing, snowboarding, snowmobiling, snowshoeing, sledding, dog sledding (tours available), and sleigh rides in the winter. Trails for hiking, mountain biking, horseback riding, Nordic skiing and snowshoeing can be found throughout the area. Berry-picking and mushroom collecting are popular activities, and for many families a trip in December to cut down the family's Christmas tree is a long-standing tradition. Beginning with the most basic of hiking trails and running the gambit to trails for experienced hikers and climbers and to extreme sports, the opportunities for all ages and experience levels await the traveler along the route.

The ski resorts along the Byway include: Mt. Hood Skibowl with the largest lighted night ski area in U.S. and 4 chair lifts and 4 tows; Summit Ski Area with areas for tubing and beginners on the slope and located in the heart of Government Camp; Timberline Ski Area with summer runs on Palmer Glacier as well as winter runs from 6 lifts; Mt. Hood Meadows Ski Resort the largest alpine recreation area with 2,150 acres of terrain and 11 lifts; and Cooper Spur Mountain Resort with a more rustic traditional winter recreation experience and Tubing Center.

White River Canyon and nearby Bennett Pass have also become a mecca for snow sports enthusiasts of every kind, with cross-country skiers, snowmobilers, snowshoers, and sledders all enjoying the easy access and expansive terrain. Snow-park permits available at retailers and information centers throughout the area are required for parking as designated in Mt. Hood National Forest. Snow-park areas for snow play include Summit, Snow Bunny, White River Canyon, Tea Cup Lake, Clark Creek, Glacier View, Pocket Creek, and Little John.

The region's numerous lakes, rivers and streams provide outstanding fishing, boating and rafting opportunities. Trout, Chinook salmon, and steelhead are actively pursued throughout the fishing seasons. Travelers can try their hand at fly fishing on the pristine mountain streams. Travelers ready to venture into the area can contact one of the area's many professional guide services and outfitters for assistance. White water rafting and kayaking have become popular sports in the Mt. Hood National Forest, as well as along sections of the Hood River.

With 10,000 summit attempts per year, Mt. Hood is the second most-climbed mountain in the world, surpassed only by Japan's Mt. Fuji. Climbing season is mid-April to mid-June, and wilderness and climbing permits are required. Climbers are requested to carry a Mountain Locator Unit, register at Timberline Lodge before their climb and sign back in upon return to assist searchers if a search and rescue is necessary.

Hood River is known as the windsurfing capital of the world. New to the scene is kiteboarding. It is not uncommon to see vehicles with snow skis and a windsurfing

board strapped on top. There is no other place where visitors can ski in the morning on the slopes of Mt. Hood and then windsurf in the afternoon on the Columbia River. Hosting of the annual Gorge Games has played a significant role in raising the awareness of the Columbia River Gorge as premier destination for windsurfing and sailing.

The Mt. Hood Scenic Byway offers camping at numerous public campgrounds for tent camping and R/V parking as well as wilderness camping experiences. There are five campgrounds in the Mt. Hood National Forest that are visible along the Byway, with an additional six that are located in close proximity (within 5-6 miles) to the route. There are a total of eighty designated campgrounds in the National Forest. Camping is also available at city and county parks along the route, specifically Dodge Park, Routson Park, Tollbridge Park, Lost Lake, Kingsley Reservoir, Laurance Lake, and Tucker Park. Additional camping opportunities are easily accessible in the nearby Columbia River Gorge National Scenic Area.

For those travelers seeking recreational experience, off the mountain, there are many offerings. Golf is a popular recreational activity with public courses throughout the area. The Resort at The Mountain offers the Three Nines (27 hole course) on the edge of the Mt. Hood National Forest. At Indian Creek Golf Course in Hood River, views of snowcapped Mt. Hood appear at every tee box. If miniature golf is more appealing, there are two courses, Mountain Air Miniature Golf Course and Mt. Hood Skibowl Summer Adventure Park. The Adventure Park also has over 20 summer attractions including a 1/2 mile dual Alpine Slide, Indy karts, bungee jumping, 40+ miles of mountain bike trails, bike rentals and tours, automated batting cages, and Frisbee golf.

The Byway route provides access to numerous festivals and events hosted within the local communities throughout the year, providing a celebration of heritage, local art, cuisine, entertainment and fun for families and visitors alike.

## NOTES

## APPENDIX B: MT. HOOD SCENIC BYWAY CMP - MARKETING STRATEGY

### Marketing Organizations

The Marketing Strategy for the Mt. Hood Scenic Byway is included in marketing plans prepared and managed by several local destination marketing organizations as well as the Mt. Hood - Columbia River Gorge Region Tourism Alliance. Oregon's Mt. Hood Territory, Columbia River Gorge Visitors Association, Hood River County Chamber of Commerce and West Columbia Gorge Chamber of Commerce all have marketing strategies for the area, including the scenic Byway route, that include advertising and media campaigns, as well as visitor information brochures and magazines to be used as fulfillment. The strategies are designed to create a destination that a visitor will want to explore for more than one day, thus increasing the visit stays to several days in the Byway area.

### Target Markets

Our target market for visitors to the Byway includes local residents who have

friends and relatives visiting, visitors to the metropolitan Portland area including convention delegates to the Oregon Convention Center and visitors to Oregon from around the world. The Portland International Airport is located just minutes from the start of the Byway and is served by 15 airlines including Lufthansa with direct service to Germany and an extensive connecting system reaching much of Europe, Africa and Asia. Northwest Airlines has direct service to Japan and connecting service throughout Asia. Mexicana Airlines has direct service to Guadalajara and connections throughout Mexico. Another focus of our marketing is the packaged travel market and most sightseeing motorcoach tours to Oregon already include a trip on portions of this Byway.

We plan to target the spring and fall months as prime times to enjoy the many natural and historic qualities of the Byway. This will assist in spreading the visitor traffic over the entire year and support growth and sustain current businesses. We will also focus our efforts on mid-week business as another target for growth. A group of properties in the Government Camp area have successful

launched mid-week programs for winter sports. Many people look for the less crowded time to travel as well as have work schedules that give them time off during the traditional work week. We also know that the international visitor will be able to visit throughout the year. Currently the summer snow boarding camps are bringing both boarders and parents from all over the world to the area for several weeks in the summer.

### **Competitive Analysis**

The competition for visitors to the Mt. Hood Scenic Byway depends on the experience the potential visitor is seeking to enjoy. For those already here in the metropolitan Portland area it is sometimes a choice between the drive to the Oregon Coast and the area covered by this Byway. However, the sights, and scenic beauty of the two choices are different and the history is tied together by the early tribal people and the explorers, so many visitors make time to have both experiences. Nationally, the competition is the other beautiful and scenic National Parks and designated Scenic Byways/All-American Roads. However, the experiences along the Mt. Hood Scenic Byway are not duplicated

in these other areas and with the world-wide reputation of the Gorge and Mt. Hood this area is on most “want to visit” lists. International visitors often choose to come for a visit to Oregon because of our scenic beauty and natural wonders so again the area is high on the “to do” list for these visitors along with the Oregon Coast, Crater Lake and Mt. St. Helens.

### **Marketing Strategies**

Current strategies for promotion of the Byway include the Barlow Road Driving Tour developed by Oregon’s Mt. Hood Territory. This is a 73-minute narrated script on CD with historical accounts of tales and diary excerpts along with themed music that follows the historic Barlow Road as much as is possible on today’s roads. As explained in the route description, this route is similar to the Highway 26 portion of the Byway. The CD is available to borrow or buy at the Mt. Hood Visitor Information Center and many other establishments along the route.

Another example is the Gorge Guide. This is an annual free magazine produced for the Columbia River Gorge Visitors Association. In 2005, 80,000 copies will

be printed and widely distributed within the region, across the Pacific Northwest and internationally. The magazine includes feature articles, photography and route maps for driving the region. It is supported by paid advertisements and features many of the facilities and services available to visitors in the region.

A similar publication is the Travel Guide for Oregon's Mt. Hood Territory. It is published annually by the Clackamas County Tourism Development Council with 50,000 copies available free to visitors to the region and additional copies used as fulfillment for all visitor inquiries resulting from national and international media advertising and publicity. This publication features stories about the Territory, photography and listings for all facilities, attractions and services in the area. There is no paid advertising in this publication.

Published by the Hood River County Chamber of Commerce, the "Discover Your Next Adventure" brochure features descriptive narrative, images, and listings for visitor service businesses. The narrative describes the outdoor adventure sports, agriculture tourism, and cultural/natural history characters of the

region. The map is supported with paid advertising and includes all of Hood River County and portions of Clackamas County roads and points of interest.

Travel Oregon's approved marketing plan for the regional group, Mt. Hood - Columbia River Gorge Tourism Alliance, combines the other scenic byways (Journey Through Time Scenic Byway and Historic Columbia Highway Scenic Byway/All-American Road) in the region to create an infinity (figure eight) loop tour. This loop tour has four lodging hubs in Troutdale, Hood River, The Dalles and the Villages of Mt. Hood. The attractions and services along the entire infinity tour route are being inventoried and will be featured in a printed brochure/guide and on a website. Funds are set aside for a fall 2005 campaign in the Seattle - Vancouver B.C. area to promote the tour and the brochure/guide will be used as a fulfillment piece.

## NOTES

**APPENDIX C: DELETED SITES**

(MAY BE CONSIDERED FOR FUTURE INCLUSION)

Site	Location	Subtheme(s) and Storyline(s)	Existing Media/Facilities	Recommendations and Notes
Sandy River Bridge East	Milepost 00.0	N/A	Columbia River Gorge National Scenic Area (CRGNSA)	
Glen Otto Community Park	Milepost 00.1	N/A	Columbia River Gorge National Scenic Area (CRGNSA)	
Sandy River Bridge West	Milepost 00.1	N/A	Columbia River Gorge National Scenic Area (CRGNSA)	
Harlow House Park and Barn Museum	Milepost 00.4	N/A	Columbia River Gorge National Scenic Area (CRGNSA)	
Troutdale Depot Rail Museum	Milepost 00.6	N/A	Columbia River Gorge National Scenic Area (CRGNSA)	
Troutdale Downtown City Park	Milepost 00.7	N/A	Columbia River Gorge National Scenic Area (CRGNSA)	
Roslyn Lake	Mileposts 17.9 & 18.0	N/A	None	Do not consider because the lake has been decommissioned. Move stories of river/fisheries restoration and inter-urban trolley line to Dodge Park.

Site	Location	Subtheme(s) and Storyline(s)	Existing Media/Facilities	Recommendations and Notes
Cliffside Cemetery	Milepost 19.2	N/A	None	Do not consider because of unknown significances. Unknown if Oregon Trail emigrants are buried here. In addition, there are better sites along the byway to tell this story
Mt Hood Visitor Information Center	Milepost 40.0	N/A		Do not consider- site closed
Ramona Falls Trailhead (Old Maid Flats)	Milepost 42.0	N/A	None	Do not consider due to its remoteness from the byway
Forest Road 39 (Twin Bridges Road or East Kiwanis Camp Road)	Milepost 48.6	1. B, C 2. A, F, G 3. C, D, E, H	Trailhead signage	Provide 3-panel kiosk w/ restroom- information will include: <ul style="list-style-type: none"> <li>• Orientation Map (including trailheads for major trails in area)</li> <li>• Know Before You Go- Safety and land use ethics</li> <li>• Trail information</li> <li>• Investigate need for left and right turn lanes, and for sight distance improvement.</li> </ul>
Dead Man's Curve	Milepost 49.7	N/A	None	Do not consider due to highway safety concerns

**MT. HOOD NATIONAL SCENIC BYWAY INTERPRETIVE PLAN AND DESIGN GUIDELINES - APPENDICES**

Site	Location	Subtheme(s) and Storyline(s)	Existing Media/Facilities	Recommendations and Notes
Glacier View Trailhead	Milepost 52.6	N/A	Trailhead, Trail signage, Portable restroom, picnic table	Do not consider - information regarding the trailhead is available at Government Camp
Skiway Trail Access	Milepost 53.7	N/A	None	Do not consider - information regarding the trailhead is available at Government Camp
Crosstown Trail	Milepost 54.1	N/A		
Snow Bunny Snow Park	Milepost 55.7	N/A	Parking and winter shelter	
Trillium lake Snow Park	Milepost 55.8	N/A	Parking	
Salmon Creek Ford	Milepost 57.5	N/A	None	Do not consider due to access issues
Switchback Falls	Milepost 63.3.	N/A	None	Do not consider due to safety considerations
Tea Cup Lake Snow-Park & Clark Creek Sno-Park	Milepost 65.3	N/A	Parking	
Pocket Creek Sno-Park	Milepost 67.1	N/A	Parking	
Gumjuwac Trailhead	Milepost 68.4	N/A	Trailhead parking	

Site	Location	Subtheme(s) and Storyline(s)	Existing Media/Facilities	Recommendations and Notes
Little John Sno-Park	Milepost 70.6	N/A	Parking, Restrooms, 2 picnic tables, fire pit, warming hut	
Road 44 Junction (Mt Hood Vista)	Milepost 70.8	N/A	Parking	
Sherwood Campground	Milepost 72.1	N/A	Developed campground with restrooms	
Poallie Trailhead (Cooper Spur)	Milepost 73.8	N/A	Parking	
Routson County Park	Milepost 76.2	N/A	Parking, picnic tables, restroom, water	Do not consider- nice site to stop along the byway but there is no significant interpretive opportunity
Baseline Drive Intersection	Milepost 80.1	N/A	Parking	
Parkdale – Bicentennial Memorial Gardens	Milepost 85.0	N/A	None	
Viewpoint at Milepost 82.9	Milepost 82.9	N/A	Parking	
Oak Ridge Trailhead	Milepost 83.7	N/A	Parking & trailhead signs	
Viewpoint at Milepost 92.5	Milepost 92.5	N/A	Parking	

Site	Location	Subtheme(s) and Storyline(s)	Existing Media/Facilities	Recommendations and Notes
Viewpoint at Milepost 100.5	Milepost 100.5	N/A	None	Do not consider - safety concerns regarding sight distance and high truck volume
Panorama Point	Milepost 101.6	N/A	Day Use site with restrooms and drinking fountain	Do not consider- for southbound travelers it would require a left hand turn into the facility. The facility is worn, dated and the parking area is in need of replacement
Button Junction Intersection, Oregon Hwy 35 & Hwy 30	Milepost 102.0	N/A	Columbia River Gorge National Scenic Area (CRGNSA)	Do not consider – site is too congested.
Tucker County Park	On Hwy 281 between Summit Dr & Wy'east Rd	N/A	None	



## APPENDIX D: OTHER RESOURCES

### Reference Books

Mount Hood: The Heart of Oregon  
By Peter Marbach & Janet Cook  
Graphic Arts Books  
ISBN #1558689230

Cascade-Olympic Natural History: A  
Trailside Reference  
By Daniel Mathews  
Raven Editions  
ISBN #0962078212

In Search of Ancient Oregon: A Geological  
and Natural History  
By Ellen Morris Bishop  
Timber Press  
ISBN #0881927899

Wildflowers of the Pacific Northwest  
Timber Press  
By Mark Turner & Phyllis Gustafson  
ISBN #0881927457

Birds of Oregon  
By Stan Tekiela  
Published by Adventure Publications  
ISBN #1885061315

Birds of the Pacific Northwest Mountains  
By Jan Wassink  
Published by Mountain Press  
ISBN #0878423087

Mount Hood: A Complete History  
By Jack Grauer  
Jack Grauer Publishing  
ISBN #0930584090

Lonely on the Mountain: A Skier's Memoir  
By George M. Henderson  
Trafford Press  
ISBN #9781412082334

Timberline Lodge: The History, Art and  
Craft of an American Icon  
By Sarah Baker Munro  
Timber Press  
ISBN #9780881928563

100 Hikes in Northwest Oregon and  
Southwest Washington  
By William L. Sullivan  
Navillus Press  
ISBN # 0967783070

Roadside Geology of Oregon  
By David D. Alt and Donald Hyndman  
Mountain Press  
ISBN #0878420630

Hiking Oregon's Geology  
By Ellen Morris Bishop  
Mountaineers Books  
ISBN # 0898868475

Waterfall Lover's Guide: Pacific Northwest  
By Gregory A. Plumb  
Mountaineers Books  
ISBN #0898869110

Hiking Mount Hood National Forest  
By Marcia Sinclair  
Frank Amato Publications  
ISBN #1571882715

Northwest Trees  
By Stephen F. Arno & Ramona P.  
Hammerly  
Mountaineers Books  
ISBN # 9781594850417

Timberline Lodge: A Love Story  
The Diamond Jubilee Edition  
Graphic Arts Publishing  
(to be published in November of 2009)

Journal of Travels / Over the Oregon Trail  
in 1845  
Joel Palmer diaries  
Oregon Historical Society Press 1993  
ISBN 0-87585-253-4

\*\*Off to Mt. Hood: an auto biography of the  
old road

Ivan M. Wooley, MD  
Oregon Historical Society 1959 / Oregon  
State University Archives

\*\* Considered an excellent source by Jeff  
Jacqua, USFS Mt. Hood district  
Archaeologist, retired.

Township Pompeii - A History or  
Government Camp - a compilation of  
stories, remembrances, newspaper articles  
by Maryellen Loveland Englesby  
self-published

The Barlow Road  
audio driving tour CD  
Oregon's Mt. Hood Territory

Bruce Haynes, local historian  
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### **Additional Historical Facts and Area Information**

Contact any of the following:

M.J.Cody – local writer 503-622-6064 /  
503-679-0438

Gary Randall - local historian / Mount  
Hood History / [gary@mounthoodhistory.com](mailto:gary@mounthoodhistory.com) / 503.622.0189

Bill White – local historian 503-622-3785

Mount Hood Museum in Government  
Camp 503.272.3301 / [www.mthoodmuseum.org](http://www.mthoodmuseum.org)