

Historic Columbia River Highway Advisory Committee

**June 18, 2002
Mosier Terrace
Mosier, Oregon**

Members Attending:	Bill Pattison, Carolyn Wood, James Hamrick, Charlie Sciscione, Wayne Stewart, Mandy Cole, Jack Wiles, Jeffrey Plummer, Sally Donovan, Jerry Igo.
Staff Present:	Jeanette Kloos, Robert Hadlow.
Others Attending:	Kevin Bracy and Ed Moore, ODOT; Henry Kunowski and Kevin Price, OPRD; Gay Jervey and Jan Leininger, Mosier; MacKenzie Winckel, Mosier/Americorps; Peter Frothingham, CRG; Kathy Gray.

Before the formal meeting began, the HCRH AC reviewed progress on the Mosier Waterfront. Thanks to Gay Jervey for leading this tour.

Bill Pattison, chair, called the meeting to order.

Minutes of the March 20 meeting were approved as mailed.

WARRENDALE TO MOFFETT CREEK--SOUTHSIDE OPTION

Wayne Stewart presented information on a southside option for the HCRH State Trail between Warrendale and Moffett Creek, as described in the attached handout. He proposed this option because the northside option is difficult, expensive and not a great experience (being between I-84 and the Union Pacific Railroad). The proposed southside route would begin at the Elowah Falls Trailhead in John Yeon State Park. It would first go up hill, then down to freeway level at the crumbly rock cliff on the west side of McCord Creek. It would travel about 200 feet up McCord Creek to cross the creek. It often would be separated from I-84 by trees. It would cross several talus slopes. At Moffett Creek it would go under I-84 eastbound, using the existing bridge. Wayne presented three options for crossing I-84 westbound at Moffett Creek (bridge, tunnel or around on the creek side of the bridge).

Wayne Stewart said that the south side would be more scenic and a more pleasant experience for users. It has some issues, including the rockfall at the crumbly rock cliff southwest of I-84 at McCord Creek and the cost of the tunnel. The undercrossing of the Riverfront Trail near the Discovery Center was about \$1 million for a 12-foot diameter pipe. The Perham Creek pipe will cost \$1.8 million for a 225-foot long pipe. Even with these costs, Wayne believes that the southside option would be less expensive than the northside option. Wayne had discussed the option with Diana

Ross, who said that the option would probably not be very easy to approve from a visual standpoint. (Note: the current Visual Quality Objective for this area (Special Management Area, Open Space) is "retention" - that is, new development must not be evident to the casual observer, as seen from a key viewing area - including I-84. The Management Plan review is proposing a change to "modification" in the foreground of highways, but this change will not be in effect for more than a year.)

Of the options at Moffett Creek, Wayne said that the bridge is probably not approvable, if there is another option. At this time, the tunnel looks feasible. Bill Pattison asked if it would be possible to suspend the trail under the I-84 WB bridge. Charlie Sciscione said this was probably not something that ODOT would approve. Charlie mentioned that the existing undercrossing of I-84 on the Eagle Creek to Cascade Locks section was done with a cut-and-cover construction; this proposal would not be the first "tunnel."

There was extensive discussion of the proposal at the west side of McCord Creek. Wayne said he did not know if there was sufficient room for his proposed trail, fence and fallout zone, given the space available between the I-84 shoulder and the cliff. Charlie Sciscione said he did not believe there was sufficient space. Kevin Bracy said that there are additional issues on the south side, including Threatened and Endangered Species and sensitive plants. Wayne proposed waiting to submit permit applications until the southside proposal is investigated further.

Jerry Igo said that he did not like the long bridge on the northside alignment and thought there should be additional investigation of the southside option.

Kevin Bracy thanked Wayne Stewart for his efforts in developing the southside option. ODOT would like the trail to be the best possible. However, Kevin believes that the rockfall area at McCord Creek is a fatal flaw. How can you invite people into this hazardous area, keep them safe, and still meet the requirements for visual resource protection? Kevin explained that the northside alignment has been developed to the "concept plan" stage. Three quarters of the funds available for project development have been spent. Work is continuing on railroad issues, permits including the CRGNSA permit, and pervious pavement design. The northside option has been developed to the point where ODOT is confident that it can be constructed; it is not known whether the southside option can be built, but the rockfall area looks like a fatal flaw.

James Hamrick wondered where additional dollars would come from to

develop a southside alternative.

Kevin Bracy agreed to request a geotechnical report on the feasibility of the southside option at the McCord Creek cliff and bring this information back to the HCRH AC.

Kevin Bracy presented the concept plans and draft narratives (narratives attached; plans available on request). James Hamrick asked why the railing on the bridge was so plain? Why not use something from the Family of Railing designs? Kevin said that this was the same railing used on the Moffett Creek to Tanner Creek project, for the areas on top of the GeoWeb walls. This is a good time for this comment and ODOT will prepare several optional railings for the HCRH AC to review. James Hamrick requested that an option that had something to break the distance (to break up the horizontality) be developed. Jerry Igo said that some of the plant species needed to be changed (no Sitka spruce, for example).

VISTA HOUSE DEDICATION PLAQUE, SEPTIC AND PROJECT UPDATE

Henry Kunowski presented information on Vista House. OPRD has applied for Land and Water Conservation Funds to replace the wastewater treatment facility. The proposal is to replace it in the same location as the current system, but no engineering has been done to determine the size of the system. Low flow fixtures are also proposed.

The Donation Stone is proposed approximately 20 feet south of the interpretive sign. It will be Moses Lake columnar basalt with lichens. It will extend 15-16 inches above the ground and will have plants around it. The bronze plaque will be approximately 5 by 7 inches. The McGraw family wants to participate in the installation in July or August.

Vista House is actively fundraising for the interior restoration. Future donors will be recognized on a wall in the basement. Approximately \$2 million in additional funds is needed.

The restoration work on the exterior weather envelope began last August. ODOT has been providing good administrative support. Funding included TEA 21 Enhancement, Forest Highway Enhancement and Oregon State Parks Trust funds, as well as the McGraw Foundation donation and numerous smaller individual donations. The 1948 copper roof has been removed. Spikes had been driven through the 2" x 6" planks and the terracotta tiles underneath. New tiles had to be custom made. The yellow-green color matches the palette of the spring vegetation across the Columbia River in Washington. The plugs in the air vents have been removed. The stone has been cleaned. Three layers of concrete over the skylights have been removed. Art glass and new muntins are being

installed. The area that had recently been used as the Executive Director's office will be returned to its original function as a women's lounge. An Espresso stand will be in the main lounge.

The HCRH AC requested a tour of construction (scheduled for July 23).

CASCADE LOCKS STREET LIGHTS

The HCRH AC reviewed the streetlights proposed by the City of Cascade Locks. Carolyn Wood remarked that the proposed pattern was similar to one used in The Dalles. Bill Pattison said that it was also similar to the one used in Hood River. In answer to a question James Hamrick stated that the State Historic Preservation Office had made a formal comment that the proposal was OK; he would have liked something simpler, but this was better than the original proposal. The HCRH AC unanimously agreed to accept the proposed Cascade Locks streetlights.

SUPER WAL-MART MITIGATION PROPOSAL

The HCRH reviewed the mitigation proposed by Pacific Land Design for the realignment of Country Club Road for the Super Wal-Mart store in Hood River (attached). Jack Wiles said that an "interpretive center" should be more than a couple of picnic tables and one sign. Two alternatives would be a kiosk with a rock base and two signs or creating an art site that would orient people to the HCRH district. Jack stated that OPRD would not want to maintain the site; he suggested that Wal-Mart should maintain it.

Sally Donovan said that this site is very close to the interchange and is currently a bad corner. The proposed circulation would probably not work well; she questioned whether anyone would use the site. Sally would prefer restoration of the natural vegetation at this site. Robert Hadlow noted that a large part of the parcel would be a retention pond in the proposed drawing.

Jeanette Kloos discussed the current status of the Programmatic Memorandum of Agreement for the HCRH in Hood River. Wayne Stewart requested that copies of the current draft be sent to the HCRH AC members.

Charlie Sciscione said that he expects the process to include an application from Hood River County to ODOT for the relocation of Country Club Road. Once this application is received, there is a (short) regulatory period within which ODOT will need to respond. Charlie assumes that the proposed relocation will meet ODOT's basic requirements, but the historic impact will need to be mitigated to no adverse effect. It would be very helpful if the mitigation is agree upon

before ODOT receives an application.

Mandy Cole said that one sign does not tell a story. Also some of the plant species are wrong. Carolyn Wood asked if this would be creating a personal safety concern (creating a place where people could not be seen).

After additional discussion, the HCRH AC unanimously agreed that the proposed mitigation should be rejected as unacceptable. The HCRH AC recommends that a meeting with the developer be scheduled to discuss mitigation options. Before the vote Sally Donovan indicated that she is a member of Citizens for Responsible Growth, a group formed to oppose the Wal-Mart proposal; therefore, she abstained from the vote.

PROJECT UPDATES

(Note: the attached project update was distributed to the HCRH AC. Due to lack of time, no verbal updates were included in the meeting.)

ACTIVITY STATUS REPORTS

ODOT

Charlie Sciscione would like to present information on the Crown Point Viaduct deterioration at the next meeting. Jeanette Kloos gave the HCRH AC photos of the Excellence in Concrete award presented to ODOT for the Rockfall Catchment (attached).

OPRD

Jack Wiles informed the AC that the HCRH State Trail is now a National Recreation Trail.

Kevin Price presented the attached draft proposal for antique car usage of the Hood River to Mosier section of the HCRH State Trail (attached).

USDA Forest Service

No report.

Columbia River Gorge Commission

Jeanette Kloos distributed the attached summary of decisions made to date by the Scenic Resources Committee. These will be forwarded to the Columbia River Gorge Commission as potential revisions to the CRGNSA Management Plan.

DEVELOPMENT REVIEWS

The attached list was distributed to the HCRH AC, but not discussed.

MEMBERS ISSUES

James Hamrick noted that the HCRH Restoration Partnership is being considered for the first joint Advisory Council on Historic Preservation and National Trust for Historic Preservation award. He also said that he made a presentation at an American Association of State Highway and

Transportation Officials (AASHTO) conference; AASHTO is interested in preservation success stories by government agencies, such as the HCRH restoration.

NEXT MEETING

The next HCRH AC meeting will be September 11, at the Hood River Memorial Hospital.