



POWERDALE

RECREATION & ACCESS PLAN

Prepared by Columbia Land Trust
with assistance from the National Park Service Rivers, Trails, and Conservation
Assistance Program and input from the Powerdale Lands Advisory Committee

*Significant support for this effort has been generously provided by the L.P. Brown Foundation,
David & Polly Evans, and the Jubitz Family Foundation*

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1 Introduction

1.1 Vision and Plan

Powerdale Corridor Conservation Area owners and stakeholders envision an environmentally-sensitive Powerdale trail system that improves quality of life for the Hood River community by providing safe, legal access to the lower Hood River for walking, swimming, fishing and other low-impact recreation. This envisioned trail system complements the protection of terrestrial and aquatic ecosystems within the Powerdale Corridor. The Powerdale Recreation and Access Plan (“the Plan”) is a tool for working toward that vision. The Plan summarizes the current issues that are related to public use of the Powerdale Corridor and describes possible strategies for resolving these issues. To capture progress and achievements as well as new challenges, Columbia Land Trust, the lead editor and keeper of the Plan, intends to make updates as needed. Columbia Land Trust relies on input from a variety of stakeholders, including members of the Powerdale Lands Advisory Committee (described below), to develop and update the Plan’s content.

1.2 Powerdale Corridor Features and History

The Powerdale Corridor Conservation Area is approximately 396 acres of riparian lands located southeast of Hood River, Oregon. It extends along approximately 3.5 miles of the lower Hood River. The attached Map 1 and Map 2 show the Powerdale Corridor properties. Map 1 shows a topographic backdrop and Map 2 shows an aerial photograph backdrop.

The Conservation Area is located on the edge of the Eastern Cascades Slopes and Foothills ecoregion and features variable and transitional habitat types. Ecosystems including coniferous forest, oak woodland, riparian forest, and marsh provide resources for diverse plants and wildlife. Mammals large and small, reptiles, amphibians, and invertebrates make their homes in the Powerdale Corridor. Diverse birds, from waterfowl to raptors, both resident and migratory, rely on the habitats and food sources found there. The Hood River itself provides important aquatic habitat for bull trout, spring and fall Chinook salmon, fall Coho salmon, summer and winter steelhead, rainbow and cutthroat trout, and Pacific lamprey. The Corridor is divided into six geographically or ecologically distinct “Stewardship Units” based on ownership, management needs and ecological considerations. The boundaries of these Stewardship Units are shown in Map 1 and Map 2.

The properties that comprise the Powerdale Corridor were previously owned by utility company PacifiCorp for operation of the Powerdale Hydroelectric Project, installed in 1923. PacifiCorp determined in 2002 that it was no longer economically feasible to run the hydro project. A Settlement Agreement among the utility company and various agencies and partners was developed to establish a process for removing the dam and conserving the associated lands. The agreement charged a stakeholders group with selecting entities to accept property ownership after hydro project decommissioning. The group ultimately selected Columbia Land Trust to own the interior portion of the Corridor and Hood River County to own the more developed areas on the upstream and downstream ends. PacifiCorp transferred ownership to the Land Trust and County in March 2013.

1.3 Powerdale Conservation Easement

To permanently conserve the existing character of the Powerdale Corridor lands, the Settlement Agreement required that a conservation easement be recorded at the time of property transfer. The easement established four goals for management of the Powerdale Corridor: 1) protecting existing fish and wildlife habitat, 2)

retaining existing recreational uses, 3) allowing expanded recreational opportunities if consistent with the first goal, and 4) preserving tribal fishing rights. The full text of the Powerdale Conservation Easement appears in Appendix B.

1.4 Powerdale Lands Advisory Committee

The “Powerdale Lands Advisory Committee” (PLAC) was convened by Columbia Land Trust in 2013 to facilitate communication and partnerships with conservation easement holders, neighboring landowners and the local community. It includes representatives of the two Corridor landowners, the Hood River Watershed Group (HRWG), Oregon Department of Fish and Wildlife (ODFW), the Confederated Tribes of the Warm Springs Reservation (CTWS), Mount Hood Railroad (MHRR), Hood River Valley Parks and Recreation District (HRVPRD), Farmers Irrigation District (FID), Powerdale Corridor neighbors, the local community, and any other interested stakeholders.

1.5 Recreation and Access Issues

Columbia Land Trust drafted a Management Plan for the Powerdale Corridor in 2013 but found it difficult to include much detail on managing recreational use. A variety of unresolved issues blocked the Corridor landowners from making clear decisions on how they would manage recreational use. The Powerdale Corridor has long drawn local residents for fishing, swimming, and hiking. When PacifiCorp owned and operated the Powerdale Hydroelectric Project, the site was actually more accessible to the public than it is now. The power company maintained a three-mile-long pipeline with a walkway on top that served as a trail and also maintained access roads and access easements. The primary access road that leads to the powerhouse is no longer maintained; the access road that leads to the former dam site is now closed to the public because it crosses private property, and PacifiCorp's easement across that property expired with dam removal. Sections of the old pipeline have been removed and/or have fallen into disrepair so that the "through trail" no longer exists.

Another access issue existed previously but has received more attention since the Powerdale property transfer in 2013. Mount Hood Railroad's tracks parallel the river through much of the Powerdale Corridor and must be crossed to get from most Corridor entry points to the river. However, crossing the tracks or walking along them is both dangerous and illegal. The railroad company personnel have expressed their desire for more safeguards to prevent trespass on their tracks and their trestle bridge near the old powerhouse. Because many recreational destinations on Corridor lands can only be reached by illegal crossing of the tracks, Hood River County and Columbia Land Trust are essentially blocked from designating any official trail route, or otherwise directing and managing pedestrian traffic. The lack of a legal railroad crossing and the resulting unofficial nature of the public access mean that the frequent public use goes unmanaged. This gives public users the impression that there is no oversight, which may increase problems with litter, vandalism, and environmental degradation. In addition to affecting pedestrian traffic on the Corridor itself, the railroad tracks and railroad yard also disconnect the Corridor from a nearby trail along Indian Creek and the nearby Columbia River Waterfront Trail.

1.6 Plan Development and Content

To deal with these issues, the Land Trust and PLAC initiated a recreation and access planning project with assistance from the National Park Service's Rivers, Trails, and Conservation Assistance (RTCA) program. Through the RTCA program, Park Service staff assisted the PLAC with meeting facilitation, inventory of recreational features and demand, and assessment of potential strategies for addressing challenges. This

Powerdale Recreation and Access Plan is the outcome of working with the RTCA program for two years of stakeholder meetings and on-site scouting.

The inventory phase of the planning process included gathering and reviewing the records from previous public meetings and meetings with neighboring landowners, which were held by the Powerdale Lands Stakeholders (PLS) group. This group, a precursor to the current Powerdale Lands Advisory Committee, served to help PacifiCorp develop the Settlement Agreement and Conservation Easement that determined how the Powerdale Lands would be managed after the Powerdale Hydroelectric Project was decommissioned. Columbia Land Trust got involved with the PLS before acquiring any land ownership in the Corridor, and thus had been involved in community and neighbor meetings for several years. As a result, the Land Trust was able to provide the PLAC with the records from these meetings so that previous public input could be considered during the current planning process. In January 2014, Columbia Land Trust mailed a letter to Powerdale property neighbors. The letter provided a summary of previous public input and asked neighbors to provide any additional comments. Appendix C contains the letter and summary of previous public input.

The inventory phase of the planning process resulted in the compilation of a map that illustrated known recreational uses (including unauthorized or illegal uses) in the Powerdale Corridor, including access points, informal trails, high-use areas, trespass issues, illegal campsites, and existing infrastructure such as parking areas, roads and signs. After the map was presented to the PLAC, members made additional comments on the map based on their knowledge of recreation and access issues within and around the Powerdale Corridor. A copy of the map and the PLAC comments can be found in Appendix D. This map and the PLAC comments, along with the letter and summary of previous public input, were shared with some key neighbors (those who own or manage particularly large tracts of land adjacent to the Powerdale Corridor).

The inventory phase was rounded out by compiling any comments received from neighbors in response to the letter (Appendix C) or the inventory map (Appendix D). These comments can be found in Appendix E.

As described above, input from neighboring landowners has been collected via multiple avenues during the development of this plan. Meetings with neighbors began years before the lands were transferred out of PacifiCorp ownership. Neighbors have continued to participate in planning efforts since then through membership on the PLAC. Neighbors who have not participated in meetings received information about the planning effort and an invitation to submit comments through the mail. Any and all neighboring landowners are welcomed to participate in the PLAC going forward so that their input can be considered along with input from all other stakeholders. Neighboring landowners have expressed concerns about trespass, fire danger, privacy, and related issues. Any trails or recreational management policies recommended in this plan should be designed with respect for neighboring properties in mind.

Because of all of the past public meetings and consideration of previous public input, the current planning effort has not included an extensive public outreach component. Once the initial draft of this plan is fairly complete, however, Columbia Land Trust intends to host a public presentation to encourage discussion and gather feedback about the plan. A future draft should include documentation of the public presentation and discussion. This plan is considered a “living document” that will change as progress is made and new input is received.

Columbia Land Trust, as primary compiler and keeper of the document, will be responsible for updating it. The impetus for making updates can come from feedback received at public presentations or PLAC

meetings, or changes to circumstances that affect the existing conditions, options considered, or recommended actions that are described in this plan. The Land Trust will share all future plan updates with the PLAC, and will confer with the PLAC to determine when changes should also be presented to a wider audience.

This plan is organized around the various access points to the Powerdale Corridor. For each access point or section of the Corridor, the Plan summarizes existing conditions and issues related to public recreational access. It then outlines potential strategies for addressing each issue, including strategies that were considered during the 2013 – 2015 planning period but then deemed infeasible or undesirable. This plan can serve as a launch point for developing next steps in resolving access-related issues on the Powerdale Corridor. Although it does not provide final solutions, the information in the Plan should facilitate future progress.

2 Access Point: Powerhouse Road

Note: See Map 3 for a detailed illustration of the Powerhouse Stewardship Unit, which includes the Powerhouse Road access point.

2.1 Road Access

2.1.1 Existing conditions

The main vehicular access to the Powerdale Corridor is “Powerhouse Road,” the driveway to the old powerhouse that comes off Highway 35 approximately 0.2 miles south of Highway 30. This road is located on Hood River County’s property and is very well used by the public, especially during the summer. However, there are several concerns about the road’s longevity and safety. Currently the road has numerous potholes and eroded blacktop on its margins. It is only one lane wide and has limited pullouts. It enters Highway 35 in the middle of a curve that limits sight distance for motorists who are pulling out onto the highway. It cuts across a steep slope directly above the river, which makes it prone to erosion. The toe of the slope failed and caused the riverside edge of the road to slide during the final years of PacifiCorp’s ownership (2011?). PacifiCorp had the damage repaired and the slope armored but future slides above or below the road are possible.

2.1.2 Options considered and recommended actions

Maintaining vehicular access to the Powerdale Corridor supports Goal 2 of the Powerdale Conservation Easement, which is to maintain the existing recreational uses of the property. However, Powerhouse Road is not subject to any of the maintenance standards of a designated public roadway. As the driveway to a now-defunct powerhouse and a park-like area that lacks legal pedestrian access up the river, its repair or improvement is not a high priority for the County’s Parks Department, which would bear the costs for any work on the driveway. Due to these factors, Hood River County has neither maintained the road, nor made a long-term plan for future road maintenance. Based on current public demand for access and the terms of the Powerdale Conservation Easement, the PLAC still recommends that the Powerhouse Road be maintained in usable condition and open to the public.

Some consideration has been given to rerouting the road to improve stability and/or the safety of the Highway 35 junction. However, no other road route options have been identified, due to the steep terrain. Widening or improving the road for increased traffic has also been considered in the context of considering whether to redevelop the old powerhouse for a new use. Without serious analysis, road widening has been

deemed infeasible because of the terrain, and increasing road use has been deemed dangerous because of the problematic junction with Highway 35.

To reduce existing safety concerns, a prohibition on left turns from the Powerhouse Road entrance onto Highway 35 North could be considered. This concept has been raised by a participant in the planning process but has not been discussed yet by the larger group. If this rule were instituted, travelers heading from the powerhouse site back to Hood River or other points north would have to first turn right onto Highway 35 South and then turn around about a mile up the highway at the large pull-out dubbed “Kodak Point.” The sight distance from that pullout is better than from the Powerhouse Road entrance.

The PLAC including County staff has discussed the possibility of installing a self-closing gate at the top of Powerhouse Road, or otherwise facilitating compliance with the restriction on overnight parking. The County does not have the capacity to manually close the gate each day. A self-closing gate would present some concerns, such as entrapment and maintenance, which have not yet been addressed.

It might be possible to build a trail in place of the road, whether planned in advance or designed after the eventual failure of the road. Safe trailhead parking would be necessary. Although it might be possible to use the existing park-and-ride lot at the intersection of Highway 30 and Highway 35, the feasibility of routing hikers across the four-way stop and up the west shoulder of Highway 35 has not been established. Safety concerns and the narrowness of the shoulder, which is constrained by a steep drop-off from the highway to the river, may prohibit use of this route as a trail. Furthermore, the park-and-ride lot is already heavily used and would not accommodate the additional vehicles of trail users at its current capacity.

Next steps:

- Work with Hood River County Public Works to develop a management or maintenance plan for Powerhouse Road, in order to clarify the County’s intent and commitment. Present to Board of Commissioners for approval or adoption if necessary.
- Assess the feasibility and utility of prohibiting left turns out of Powerhouse Road onto Highway 35 North.
- Assess the pros and cons of installing a self-closing gate to determine whether to include one in the road maintenance plan.
- Explore the feasibility of replacing the road with a trail, with consideration given to parking and safety concerns along the highway.

2.2 Infrastructure / Facilities

2.2.1 Existing conditions

2.2.1.1 Parking lot

The old powerhouse parking lot is heavily used by the public, especially during the summer when it is often full to capacity. There are no marked parking spaces and “no parking” signs in some areas go unheeded. Broken glass is often an issue in the parking lot.

During heavy rain events, standing water sometimes accumulates in the parking area. The parking lot lacks any functional drainage system.

2.2.1.2 Restroom

Hood River County contracts for a portable toilet located at the powerhouse parking lot. The unit is typically serviced twice per month. Some service bills have included extra charges for vandalism damages. Although the unit's condition has not been checked frequently, it seems to have been dirty and/or damaged at most casual observations. Due to frequent vandalism, the portable toilet will be removed during the winter of 2015 - 2016, and likely replaced during the busier summer season of 2016. The County bills the portable toilet expenses to Columbia Land Trust, which reimburses the County from the Powerdale Stewardship Endowment.

2.2.1.3 Trash

Hood River County's Community Justice Program has maintained trash barrels at the powerhouse parking lot. The community service crew collects the trash, usually weekly. In general, this has reduced littering in and around the parking lot, compared to the piles of trash that used to be left in the lot when no trash cans were provided. However, the trash barrels sometimes overflow during times of highest public use in summer, and at such times littering continues to be an issue throughout the lower Powerdale Corridor. No separate bins for recyclable items are provided, and much of the trash tends to be bottles and cans. The County reports that due to the increasing amounts of trash deposited in the barrels and parking area, the barrels will likely be removed in 2016, to be replaced by "pack it in, pack it out" signs. Columbia Land Trust staff will monitor whether dumping and littering problems increase after the barrels are removed.

2.2.1.4 Signs

Columbia Land Trust has provided some signage to Hood River County, which has mounted the signs on the existing metal kiosks left by PacifiCorp adjacent to the parking area. The signs identify the property owners (Hood River County and Columbia Land Trust), the purpose of the property based on the Conservation Easement goals, and some prohibited activities. The signs do not provide any interpretive information or maps. The lack of maps or guidance regarding trails is primarily due to the legal issues surrounding pedestrian access to and through the corridor, and the lack of any formal trail designation or maintenance.

Hood River County has maintained informational signage about noxious weeds on one of the kiosk boards, though plans for future updates are uncertain since the County's weed control program is no longer staffed. The Native Fish Society has requested permission, which the County granted conditionally, to put up informational signs about fish in the Hood River. To date, the Native Fish Society has not installed this signage.

2.2.1.5 Weed and brush maintenance

Hood River County's Community Justice Program typically does some seasonal weed whacking around the powerhouse park area. Columbia Land Trust contracts for noxious weed control at various sites throughout the Corridor, including the powerhouse park area. Still, spotted knapweed, Himalayan blackberry, Scotch broom and other weeds continue to grow around the powerhouse.

2.2.1.6 Powerhouse and other relict infrastructure

PacifiCorp removed the machinery from the interior of the powerhouse but left the building in place. Hood River County has not committed to any course of action but has discussed the possibility of removing the building in the future. Although the building remained secure from unauthorized entry for a few years after it was abandoned by PacifiCorp, a break-in was reported in October 2015. The exterior of the powerhouse has been a target for graffiti.

In early November 2015, the Hood River County Sheriff's Department contacted Hood River County Public Works and Columbia Land Trust to ask permission to use the powerhouse as a venue for law enforcement personnel trainings. While responding to the powerhouse break-in, a sheriff's deputy noticed that the building could be an ideal venue for indoor trainings. Members of the Powerdale Lands Advisory Committee were asked via email for their opinion on allowing this use and the responses from 10 different members were all in favor. Subsequently, the County granted the Sheriff permission to use the powerhouse building for trainings, the first of which was scheduled for November 25, 2015.

PacifiCorp left a section of the water-conveyance pipeline in place, from the point where the pipe enters the powerhouse stretching upstream for approximately 750 feet. This above-ground pipeline was another common target for graffiti. Hood River County had the pipeline removed in November 2015. The pipeline previously blocked vehicle access to the grassy area adjacent to the powerhouse. After it was removed, the pipeline removal contractor placed blocks and boulders along the edge of the parking area to create a new barrier to vehicles.

PacifiCorp left a picnic table in the park area adjacent to the powerhouse. Hood River County has decided to leave it in place as it is frequently used during the summer months.

A gate at the far end of the parking lot blocks vehicular access to the maintenance road that runs along the upland side of the former pipeline route. Among the several locks on the gate, some may belong to Hood River County and PacifiCorp. The future of this gate may need to be reconsidered now that the pipeline has been removed, though it should still be effective for blocking unauthorized vehicle access to the maintenance road beneath the power lines as long as the blocks and boulders placed along the edge of the parking area prevent vehicles from driving around the gate.

2.2.2 Options considered and recommended actions

Based on current public demand for access and Goal 2 of the Powerdale Conservation Easement, it is recommended that the powerhouse parking area be maintained as open to the public.

Improvements that might be considered include recycling bins (unless the "pack it in, pack it out" system is implemented) and additional informational or interpretive signage. Trail information or maps could be added to signage if legal access to trails and trail management plans were established.

A permanent restroom building could be considered if future development, such as repurposing of the powerhouse building, were to cause an increase in public use at the site. However, no funding or staffing options have been identified for restroom construction or ongoing maintenance and cleaning. In addition, the restroom would be inaccessible for maintenance if the driveway were to fail. A better option might be to improve the condition of the portable toilet by increasing maintenance frequency during the summer and/or increasing the overall public perception of maintenance and surveillance in hopes of discouraging vandalism. Another option that has been considered would be to provide no restroom facility at all. This option was rejected previously due to the belief that providing the portable toilet prevents inappropriate disposal of human waste and toilet paper on the Powerdale property. However, as mentioned above, the toilet has been removed for a trial period during the winter because of vandalism. The area should be monitored for any detrimental impacts that might result from this change.

In the years before the Powerdale properties were transferred out of PacifiCorp ownership, the Powerdale Lands Stakeholders and others discussed various concepts for reuse of the powerhouse building, including

ideas ranging from an educational center to a brew pub. Ultimately, because of the substandard road access, the County Public Works Department did not pursue reuse of the building. No plans have been made yet for removal of the building either. Removal would require coordination with the State Historic Preservation Office because the powerhouse is listed in the Oregon Historic Sites Database. Removal of the powerhouse might create opportunities for stream channel restoration work at the site. If building removal and site restoration is intended, then it might be prudent to plan for this work before the likely-inevitable eventual failure of Powerhouse Road. However, the railroad could provide an alternative access route for equipment and materials transport.

Arranging for an on-site caretaker or host at the powerhouse (using a camper, not the powerhouse building itself) could be discussed as another option for helping manage public activity at the site. Hood River County has volunteer hosts at some County Parks. However, those hosts are permanent residents who also provide contract services. Because there is no residence available at Powerdale, the County Public Works Director does not think a site host would be feasible there.

Next steps:

- Monitor condition of portable toilet to determine if it needs more frequent servicing, and monitor for inappropriate human waste disposal in the area after the toilet is removed.
- Design and install interpretive signage including maps, after legal access issues have been resolved.
- Work with Hood River County Public Works to develop a plan for the powerhouse building.
 - If the building is to be removed, work with a river restoration engineer to develop a plan for naturalizing the building site without compromising nearby infrastructure. Goals of such a plan would include restoring natural stream processes, enhancing fish and wildlife habitat, and maintaining public access for recreation and fishing. Funding could be sought from entities such as the Oregon Watershed Enhancement Board. The Hood River Watershed Group and partnering natural resource agencies (state, federal, tribal) should be engaged to participate in the planning process for any river restoration work.

2.3 Mount Hood Railroad

Note: See Map 8 for an illustration of existing trail routes and illegal crossing sites, as well as proposed trail routes and proposed railroad crossings.

2.3.1 Existing conditions

Please refer to the Mt. Hood Railroad Crossing Proposal (April 2014), attached as Appendix A, for a more thorough description of existing conditions, including photos. Existing conditions are summarized below.

2.3.1.1 Pedestrian trespass on railroad trestle

Powerhouse Road is the most popular public access to the lower section of the Hood River (the second most popular being Kodak Point). Fishermen, hikers, day-use river recreationists, and dog walkers who park at the powerhouse end up crossing the Mt. Hood Railroad tracks in several different locations either to gain access to the fishing holes and beach across the river (as discussed below in Section 3) or to walk upstream to beaches, fishing spots, and the pipeline bridge and catwalk described in Section 5.

The railroad's trestle bridge across the Hood River at the bottom of Powerhouse Road provides the only existing means of crossing the river within this section of the Powerdale Corridor. Numerous fishermen, picnickers, dog walkers and people walking up the railroad tracks from downtown Hood River illegally cross

this trestle. Once on the bridge, there is no way off of it and no way to avoid a train short of out-running it or jumping into the river. Mt. Hood Railroad personnel have expressed their frustration with public trespass on the trestle, and have indicated that it is their biggest trespass concern in the Powerdale Corridor.

The railroad has not supported the idea of posting train schedules near the trestle or common railroad crossing points, possibly because this could be construed as a tacit authorization to trespass at times when trains are not running. Additionally, the excursion train schedule varies seasonally and the lumber trains do not necessarily run on a consistent schedule.

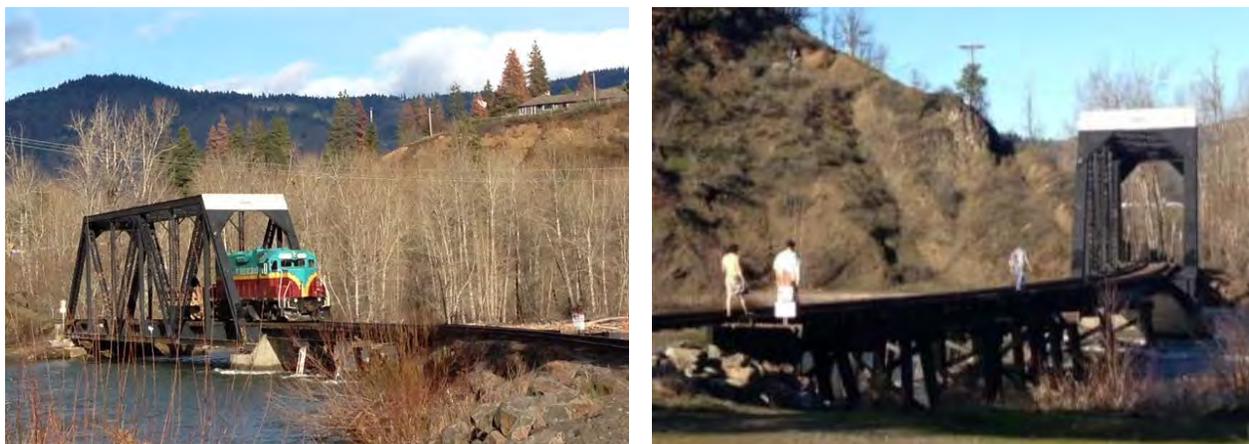


Figure 1: photos of Mt. Hood RR engine (left) and pedestrian trespassers (right) on trestle.

2.3.1.2 Pedestrian trespass on railroad tracks

Currently, there is no legal and formalized way of crossing the railroad tracks anywhere within the Powerdale Corridor. As a result, people who want to hike and fish upstream of the Powerhouse parking lot cross the tracks at any location from the trestle all the way up to the pipeline bridge, about three quarters of a mile upstream. Walking upstream from the parking area involves not only crossing over the tracks but also walking along the railroad corridor for approximately 900 feet. The railroad owns a 60-foot-wide (30 feet from centerline in either direction) corridor along their tracks, so even walking within this strip of land constitutes trespass. However, every day numerous people walk across and along this stretch of railroad.

2.3.2 Options considered and recommended actions

2.3.2.1 Hood River pedestrian bridge options

Two main options exist for getting pedestrians across the Hood River at the lower end of the Powerdale Corridor without walking the trestle to do so. The first would be to engineer a tight pedestrian add-on to the trestle bridge. This option is likely to be the most cost effective. During discussions with the railroad's local management, they discouraged this option because they feared anything that might make the bridge structurally unsound, make it more likely to catch debris in a flood, or require that the railroad give up a trail easement of any kind on their property. The second option would be to construct a pedestrian bridge to span the river somewhere upstream of the trestle bridge. Preliminary scoping found this option to be expensive (\$500,000 or more) and siting and permitting might be difficult.

2.3.2.2 Railroad crossing options

The planning group looked at two potential locations to develop a formalized pedestrian crossing of the railroad tracks that would service the Powerhouse Road access point. One option considered was a crossing

immediately upstream of the train trestle. It would involve either an at-grade crossing or a bridge spanning the tracks. Upstream from the crossing, a trail would be constructed on rip-rap or cantilevered out over the river, due to the proximity to the water's edge. In preliminary discussions with local railroad personnel and Oregon Department of Fish and Wildlife staff, it was determined that this was not desirable from a railroad perspective and that permitting the rip-rap/cantilevered trail would be difficult.

The other option would be a crossing where the existing pipeline goes under the railroad tracks. The planning team recommends following up on this option. Any type of crossing could work here: a culvert/tunnel (note that the existing pipe could be utilized as part of the culvert/tunnel), a crossing at grade, or a bridge spanning the tracks. The renderings below illustrate example concepts for an underpass or overpass at this location.



Figure 2: Artist's rendering of an underpass in place of the existing pipe under the tracks.



Figure 3: Artist's rendering of an overpass structure near the existing pipe under the tracks.

The planning group recommends an at-grade crossing at this location because of the cost, public safety issues, and the potential for flooding involved with an underpass, and because of the cost of an overpass.

Mt. Hood Railroad has expressed their preference for an underpass rather than a crossing at grade, to better separate pedestrian traffic from train traffic. Local Mt. Hood Railroad management has offered the option of realigning the pipe section that is currently beneath the tracks, in order to shorten the length of the underpass, and also the possibility that the railroad could install and maintain a cover on the river side of the underpass pipe so that it could be closed during high flows in the Hood River and thus avoid flooding on the landward side of the tracks. However, the option to realign the pipe was raised in conjunction with planning for the removal of the pipeline downstream of this potential underpass. Since the pipe removal is now complete, the opportunity to use the same equipment to realign the pipe section under the tracks has been lost.

Hood River County, owner of the land abutting railroad property at the proposed underpass site, has expressed lingering concerns about public safety in a tunnel-type underpass. All parties did reach an agreement that the best option might be to remove the existing pipe but replace it with a safer and more functional type of underpass, such as the type visualized in the rendering above or illustrated in the photo below of a railroad underpass in The Dalles near the Columbia Gorge Discovery Center.



Figure 4: Underpass on The Dalles Riverfront Trail near the Columbia Gorge Discovery Center.

Even after an option for crossing the tracks has been secured, a section of trail would have to be constructed from the crossing for approximately 800'- 900' heading upstream parallel to the tracks. The railroad is physically constrained by a steep hillslope on one side and the river bank on the other side, so a trail through this section would fall within the existing railroad ownership. Therefore a trail easement would have to be secured from the railroad, which the Mt. Hood Railroad's local management said would be difficult and expensive at best. A trail along this stretch of the track could be cantilevered in spots or elevated on the top of the existing pipeline supports (feasibility to be determined by an engineer). Permitting for this may be a problem that depends on the option selected. One benefit of building an elevated walkway is that it could include guard rails and/or fencing that would effectively separate pedestrians from the railroad tracks. The rendering below illustrates one concept for a walkway along the tracks in this narrow section.



Figure 5: Artist's rendering of an elevated walkway built upon existing concrete saddles (supports for the former pipeline).

The planning team also considered the Mt. Hood Railroad's suggestion for a trail that would cross from their proposed pedestrian underpass to the cluster of islands among the river's side channels, and then cross back to the river's east bank approximately 1,000' upstream. The planning team did not prefer this option due to environmental challenges including the difficulty in permitting and constructing bridges and sections of trail in an area that regularly floods. The railroad crossing proposal attached as Appendix A proposes that the trail would be routed through the islands, but a review of elevation maps and flood frequency predictions led the planning group to dismiss that option after that proposal was written in April 2014. See Map 9 for an illustration of the portions of the islands and surrounding areas that would be inundated during floods of various magnitudes.

2.3.2.3 Fencing considerations

Once a crossing option is selected and approved by the railroad, fencing and signage will need to be installed to deter people from crossing anywhere but the formalized crossing. The length and location of fencing will need to be determined based upon the location and type of crossing.

The planning team's preference is for a lower fence that is aesthetically pleasing and allows for emergency crossing. A well designed and properly sited crossing and trail should lead pedestrians to prefer the legal crossing because it also will be the most convenient place to cross. The photo below that shows the white rail

fencing characteristic of the Columbia River Gorge Historic Highway illustrates an example of the type of fencing that may be appropriate in this setting.

However, the Mt. Hood Railroad has advocated for tall, heavy-duty security fencing such as cyclone fencing. The planning group feels that would not be in keeping with the aesthetics of the Powerdale Corridor (impacting both pedestrian visitors and passengers on the scenic railroad tour), would pose safety concerns related to entrapment on the tracks, and would be a target for vandalism. In addition, this type of fencing would inhibit safe wildlife passage, which is critical along the river. If a tall, high-security fence were to be installed, it would need to be designed with appropriate gaps to facilitate wildlife passage.



Figure 6: Example of the typical white guard rail fence found along the Columbia River Gorge Scenic Highway.

2.3.2.4 Negotiations and recommended next steps

Although no agreement has been reached about the type of crossing, the trail route upstream of the crossing, or the type of fencing, it seems that an option most acceptable to the most parties would involve an improved underpass that does not use the existing pipe. The planning group could incorporate their recommendations and a concept for an improved underpass into a more formal proposal to the railroad. Local Mt. Hood Railroad staff has reported that a crossing application to their parent company would cost \$1,500. It is recommended that the planning group work with the local railroad management to jointly develop an application, and request a fee waiver if the application can be put forward by Mt. Hood Railroad.

Next steps:

- Develop joint crossing application with Mt. Hood Railroad staff with an underpass as the preferred alternative and description of other feasible options. Submit application and adjust next steps accordingly.

3 Access Point: West Side of Lower River

3.1 Prospective Indian Creek Trail Spur to Beach

Note: Map 3 includes the prospective Indian Creek Trail spur to the beach.

3.1.1 Existing conditions

Currently several trails drop down from the established Indian Creek Trail to the Hood River. Many start out as promising trails that seem likely to lead down to the river bank. However, most end up petering out and are steep, user-made trails. Some are contributing to minor erosion of the hillside below Indian Creek Trail.

The beach on the Hood River's west bank just upstream of the railroad trestle is a popular destination for many people to fish, swim, and enjoy the scenery. Most people either utilize the "best" of the steep and unsafe trails (the route closest to the northeast Indian Creek Trail terminus) or dangerously cross the Mt. Hood Railroad trestle bridge that spans the river near the old powerhouse.

3.1.2 Options considered and recommended actions

All but one of the trails inventoried was too steep or involved private lands. Currently, there is one steep trail that is best situated to be reconstructed into a viable descent to the beach on the west bank of the Hood River. This trail route is depicted on Map 3 as the "minor unofficial trail" that comes off of the Indian Creek Trail. It would start close to the northeast terminus of Indian Creek Trail and descend to the upriver portion of the existing beach. The PLAC recommends turning this trail into something that hardier hikers can safely use to get up to and down from Indian Creek Trail. All other trails in this immediate area should be decommissioned. Signs should be installed on the improved trail and on the beach stating that the area is closed to camping and fires.

3.1.2.1 Parties involved

A partnership between Hood River County (which owns the beach), Columbia Land Trust, the City of Hood River (which owns the land on which most of the trail route is located), and Hood River Valley Parks & Recreation District (which maintains the Indian Creek Trail) could be developed that would support and enable the reconstruction and ongoing maintenance of the existing trail. One possibility is that the County could provide some funds to the Parks District so that they could pay existing staff to incorporate maintenance of this spur trail into their regular Indian Creek Trail maintenance. The Parks District is primarily concerned about the time and expense necessary to clean up the beach, which is on County property, and which could be subject to heavier public use if this trail is developed. The PLAC's current recommendation is that a trash receptacle should not be provided on the beach, as it could be a target for general dumping and it would be difficult to haul the trash back up to a road. "Pack it in, pack it out" signage should be installed on the trail and/or the edge of the beach.

Consideration should be given to applying for grants from Oregon Parks and Recreation Department through their Recreational Trails Program as a source for additional construction funds if needed or desired.

3.1.2.2 Construction and maintenance needs

This trail could be constructed mostly by volunteers but several sections will need to be well designed and carefully built. Some areas may need stairs, check dams, and switchbacks. This is best done by someone with experience. If it is determined that trail construction will cost more than the \$5000 available until June 30, 2016 through Hood River Valley Parks & Recreation District, then a trail could be built part of the way along the route to an overlook, with the rest to be completed when additional funding is secured.

Next steps:

- Hood River Valley Parks and Recreation District and Hood River County staff should work together to develop a proposal to County management and/or Commissioners to fund ongoing trail maintenance by using County funds directed to the Parks District. Columbia Land Trust staff may play a supporting role.
- If the Parks District agrees to serve as the lead for construction after the County commits to funding for long-term maintenance, then Parks District staff and/or Board members may be able to develop the preliminary trail design and budget. Otherwise, project partners could work with volunteers or contract trail building professionals to develop the plan and budget.
- Request trail construction funding from the Parks District Board. Parks District staff has indicated that \$5000 has been budgeted and may be used to construct this trail before June 30, 2016. If the construction budget is higher than \$5000, grant funds should be sought, perhaps using Recreational Trails Program grants through Oregon Parks and Recreation Department.
- Work with City of Hood River Planning Department for trail approval and permitting. Note that it has been determined that the trail is within city limits and not within the Colombia Gorge National Scenic Area. The City Manager also stated that a formal easement is not needed but permission from the City should be acquired and documented.
- Parks District staff and volunteers could construct the trail or a professional trail contractor could be hired if necessary, depending on funding availability and trail complexity.

3.2 Other Routes Considered (deemed unfeasible)

3.2.1 Eliot Park

The City of Hood River owns property called Eliot Park on the south side of lower Indian Creek (see southwest corner of Map 3). Hood River Valley Parks and Recreation District is working on developing a trail through Eliot Park. The PLAC has discussed the possibility of connecting such a trail to the Powerdale Corridor. However, the Parks & Rec. trail will be perched on the bluff above the south bank of Indian Creek and will not drop down to the mouth of the creek at the Hood River. Even if a trail to the mouth of Indian Creek could be developed, steep topography would prevent extension of such a trail very far up or down the Hood River. In fact, there already is a user-made trail from the Indian Creek Trail on the north side of the creek to the mouth of Indian Creek but the limited access up or downstream on the Hood River from that point prevents this from being a useful access point to the Powerdale Corridor.

3.2.2 Sieverkropp Subdivision

The PLAC has discussed the possibility of building a trail along the Hood River's west bank on the bluff below the eastern edge of the Sieverkropp subdivision (see Map 4). Columbia Land Trust has had some preliminary conversations with the Sieverkropp family about the possibility of acquiring or putting a conservation easement on this slope. The access point to such a trail would be either the Sieverkropp subdivision or Eliot Park or the mouth of Indian Creek, as mentioned above. Chuck Gehling, Hood River Watershed Group Chair and representative on the PLAC, explored the bluff and determined that the topography was too steep for straightforward trail building. Unless it is possible to develop a trail paralleling the river in this section there is no reason to pursue an entry point at the Sieverkropp subdivision or Eliot Park.

3.2.3 Mid-Columbia Agricultural Research and Extension Center

Hood River County owns most of the property that Oregon State University leases for the Mid-Columbia Agricultural Research and Extension Center (MCAREC), located on the bluff above the Hood River’s west bank in the middle section of the Powerdale Corridor. The westernmost corner of MCAREC actually spills onto the Powerdale property; OSU leases approximately 5.8 acres on this edge from Columbia Land Trust. (See the north edge of Map 6 and the south edge of Map 5.) Given the underlying land ownership and adjacency to the Powerdale Corridor, this property was discussed as a potential entry point to the Corridor. Old aerial photos even seem to show some kind of road or trail leading from the MCAREC grounds down the slope toward the river. However, no such road or trail has been found and the slope is actually very steep and unstable. Perhaps more important, MCAREC management has made it clear that public access is not compatible with operation of their experimental orchards, because of public safety concerns and the need to protect the integrity of their research projects.

4 Access Point: Highway 35

4.1 “Kodak Point” highway pullout and unofficial trail

4.1.1 Existing conditions

Currently there is a paved pull-out on the west side of Highway 35, unofficially dubbed “Kodak Point” because it is a popular spot from which to take spectacular photographs of Mt. Hood (see Map 4). This pullout is within the Oregon Department of Transportation (ODOT) right-of-way. It is a popular parking area for fishermen and hikers who descend from here to the pipeline bridge and the fishing holes along this stretch of river. The trail has a few sections that are steep but otherwise it is a good means of getting to this portion of the river on foot. To continue to the river at the bottom of the bluff, pedestrians must cross the train tracks in a location where a curve limits sight distance.

4.1.2 Options considered and recommended actions

The safest option for access in this area would be to reroute the bottom of the trail from Kodak Point, taking it down the wooded slope slightly north of its current route so that it would end up closer to the ponds on Columbia Land trust property. This would involve an extra eighth-mile of new trail construction that would lead people to a railroad crossing location with much better visibility than the existing at-grade crossing location. See Map 8 for an illustration of the existing and proposed trail routes. The new crossing could be an underpass beneath the railroad or a crossing at grade; these two concepts are illustrated in Figure 7 and Figure 8 below.

This option would require the railroad to allow for a pedestrian crossing at this point. Permission from the railroad will be needed before rerouting the trail or formalizing a crossing site.

A good trail from Kodak Point with a legal railroad crossing at the bottom could become even more important if Powerhouse Road fails and vehicular access to the downstream end of the corridor is lost. This eventuality should be considered when prioritizing the next steps listed in this plan.



Figure 7: Artist's rendering of a culvert-type railroad underpass, downstream of the current terminus of the "Kodak Point" trail.



Figure 8: Artist's rendering of an at-grade crossing, a bit further downstream from the site depicted in Figure 7.

Next steps:

- Consult with Mt. Hood Railroad staff on developing a joint crossing application for the recommended new crossing.
- Consider wrapping this application together with the application for the crossing located further downstream (*see section 2.3.2.4*).
- If a new crossing is approved, re-route the trail to lead to the official crossing site.

4.2 Old highway section near top of Jeastrup Road

4.2.1 Existing conditions

Near the point where Jeastrup Road turns off of Highway 35, there is a section of old pavement in the ODOT right-of-way just off the west edge of the highway that is apparently a remnant of an older highway alignment. Anecdotally, this is used as a parking area for some visitors, particularly anglers, who hike down to the river from this point. This route is illustrated as a “minor unofficial trail” on Map 5. This hike involves crossing the Mt. Hood Railroad tracks to reach the river.

4.2.2 Options considered and recommended actions

This informal parking spot was brought up during PLAC discussion as a potential public access point to the Powerdale Corridor. However, it was not pursued because it would not solve the railroad crossing problem. If it were considered as a trailhead in the future, ODOT would have to be consulted regarding permission for parking at the site. Another concern about encouraging public access at this point is the possibility that it would lead members of the public to stray onto Jeastrup Road, a private road maintained by its residents, who are concerned about public trespass. At this time, no new actions are recommended at this site.

4.3 Private Road to ODFW Building

4.3.1 Existing conditions

At mile marker 99 on Highway 35, a paved access road turns off from the west side of the highway and leads down to the river (see Map 7). This access road was constructed by Bonneville Power Administration (BPA) to access the former Powerdale Fish Facility on the east bank of the Hood River adjacent to the former Powerdale Dam. Although the Fish Facility was deconstructed, a maintenance building was retained at the site for continued use by Oregon Department of Fish and Wildlife (ODFW). BPA owns the road and has assigned rights of ingress and egress over the access road to ODFW and Columbia Land Trust. The road passes through two other private properties, over which BPA holds access easements. BPA's assignment of rights to the Land Trust does not convey any easement and is not assignable or transferable to other parties. Currently, the access road is in good condition and is gated at the top. Columbia Land Trust maintains one of the many locks on the gate.

4.3.2 Options considered and recommended actions

The access road at mile marker 99 has been raised in discussion as a prospective public access route to the Powerdale Corridor. Due to the fact that Columbia Land Trust holds no easement on the road or any right to transfer ingress or egress rights to other parties, this is not considered a potential public access route. This road was never used for public access, and it leads only to a small area of Land Trust property that does not provide a connection to the rest of the Powerdale Corridor. There has been no public pressure to establish public access along this road. Due to the road ownership and the discontinuity of the site at the bottom of the road, no new actions are recommended at this site at this time.

5 Powerdale Corridor Interior

5.1 Pipeline Bridge and Catwalk

Note: Map 5 illustrates the section of the Powerdale Corridor where the pipeline bridge and catwalk are located.

5.1.1 Existing conditions

The section of penstock or pipeline that remains on Columbia Land Trust property extends from just below the pipeline bridge on the downstream end, upstream approximately 0.6 miles to the site of the pipeline washout. This stretch includes newer steel pipe, some sections of older riveted steel pipe, and a couple of sections of older wood-stave pipe. The pipe diameter ranges from 8' 4" at the downstream end to 10' at the upstream end. The pipeline bridge is a riveted steel trestle bridge, 120' long, 12' high and 11' wide, with two reinforced concrete piers on either side of the river.



Figure 9: Photos of pipeline bridge from river-left/south bank (top and lower left) and river-right/north bank (lower right).

A catwalk is mounted on top of the pipeline bridge and continues along the top of the pipeline upstream of the bridge. This catwalk consists of a platform of steel grating mounted on arch-shaped supports that are set on top of the pipeline and seem to be held in place primarily by the friction provided by rubber liners between the pipe and the steel arches. The catwalk includes pipe hand rails and welded wire fencing on each side. The current steel catwalk replaced a wooden plank catwalk in 1990.

At the upstream end of the catwalk, where the pipe ends at the washout site, a simple chain was strung across the end of the catwalk. A lock on that chain and another lock on an open gate at the upstream end of the pipe bridge apparently belonged to PacifiCorp, but they did not provide keys at the time of property transfer. In October 2015, Columbia Land Trust hired Crestline Construction to repair major catwalk damages, described below. During this repair work, the contractor also installed a section of hog wire fencing at the end of the catwalk, to provide a better barrier than the chain.



Figure 10: Left: Chain at the upstream end of the catwalk; view of pipe washout site. Right: Hog wire fence added to the end of the catwalk in November 2015.

The catwalk has been damaged by falling trees and debris and has been vandalized or modified by users in several spots. People have removed sections of the rail and side fencing to open exits from the catwalk. At some of these exits, improvised ladders have been built for climbing down, in some cases using salvaged sections of the catwalk fencing. The most recent damage, noted in September 2015, was quite significant: a large Douglas-fir tree (2 – 3 feet in diameter) fell across the pipeline and knocked several sections of walkway (approximately 110 feet) completely off the pipe.

Land Trust staff and volunteers conducted a few minor maintenance activities on the catwalk after property acquisition in 2013 but no significant repair work was done until Columbia Land Trust hired Crestline Construction in late October 2015 to repair the section of catwalk knocked off by the falling tree and to complete other miscellaneous repairs. This work was completed in early November 2015. Some of the catwalk damages observed in October 2015, and some of the repairs completed in November 2015, are illustrated in Figure 11 through Figure 18.



Figure 11: Railing damage on wood pipe section of catwalk.



Figure 12: Dent from falling rock in welded steel pipe section.



Figure 13: User-made ladder leading to fishing hole.



Figure 14: Makeshift ladder constructed by fishermen from catwalk fencing, removed during repairs in Nov. 2015.

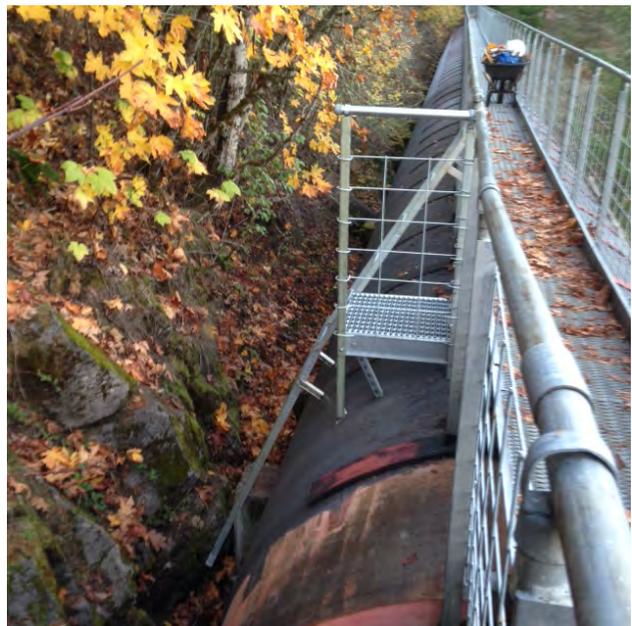


Figure 15: New ladder installed during catwalk repairs in Nov. 2015.

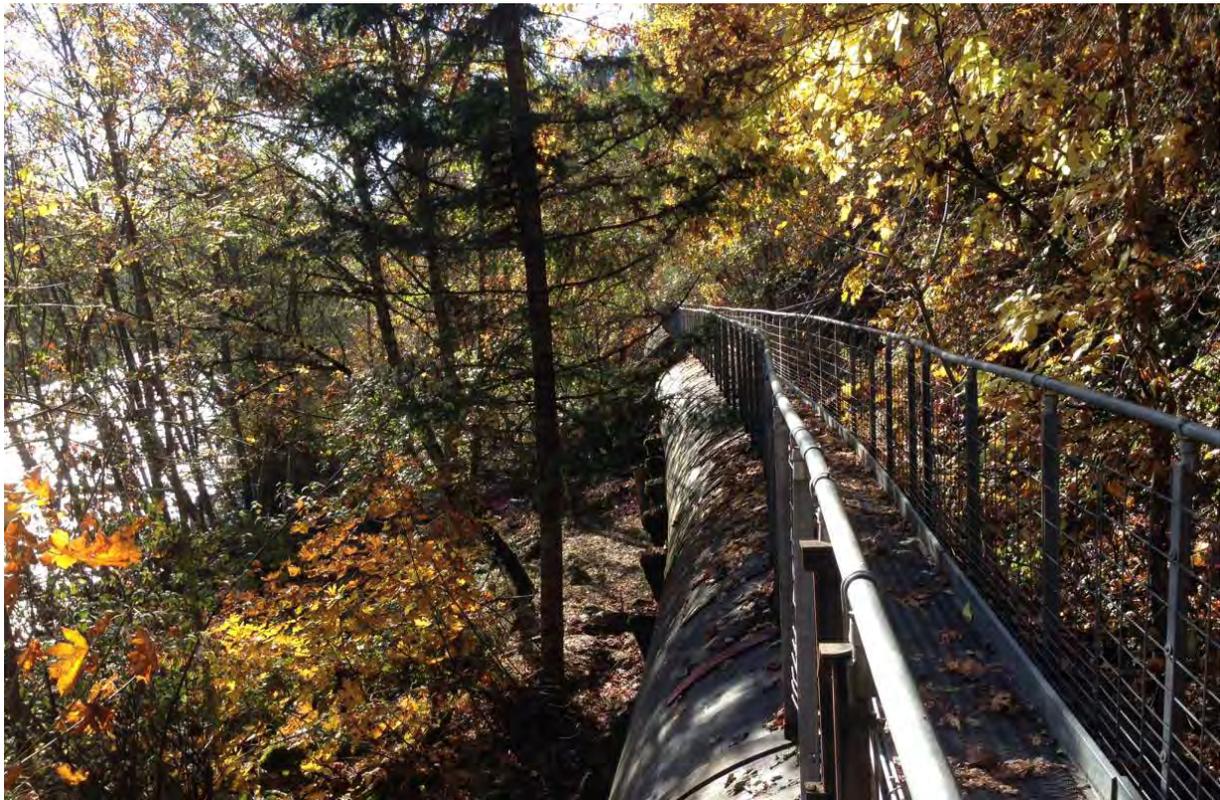


Figure 16: Looking upstream at the catwalk sections knocked off pipe. Top: Sept. 2015. Bottom: Nov. 2015, repair completed.

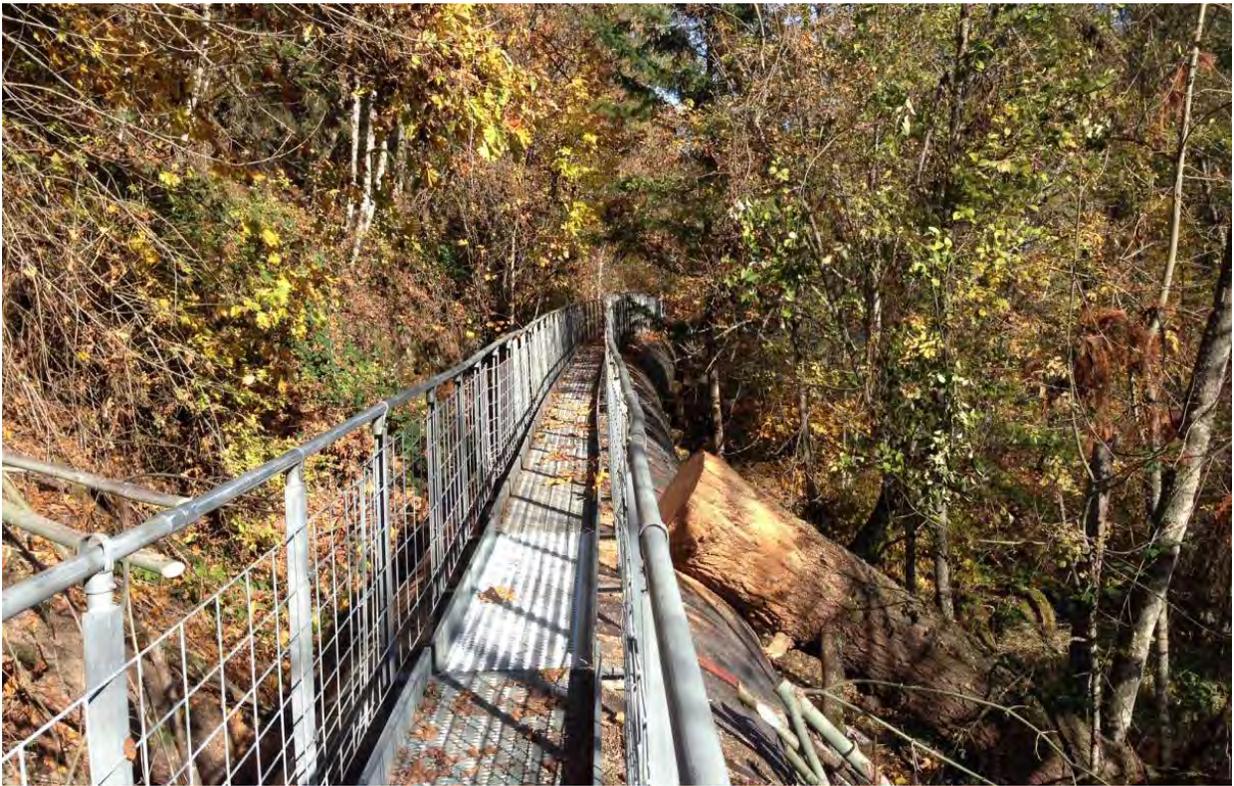


Figure 17: Looking downstream at the catwalk sections knocked off pipe. Top: Sept. 2015, from a point near the downstream end of the damages. Bottom: Nov. 2015, repair completed, from a point just upstream of the damaged sections.



Figure 18: Crestline Construction crew working on catwalk repairs, November 2015.

In 2014, Columbia Land Trust staff invited an engineer to visit the Powerdale Corridor to provide an unofficial, pro bono assessment of the safety and maintenance needs of the existing bridge, pipeline, and catwalk. Craig Totten of KPFF Consulting Engineers visited Powerdale in February 2014 and then returned in October 2014, aiming to get a better look at the bridge during low flow conditions. He made the following observations and suggestions:

Bridge:

- Bridge structure itself is very strong because it was built to carry such a weight of water.
- Parts of bridge are still bent from the previous time it washed out; must be a stout structure because they just replaced it on new piers without worrying about the dents.
- Biggest threat is flood waters cutting around behind the downstream-side pier, or possible deterioration of the pier under water.
- Even during October visit, water was not low enough to allow Craig Totten to get in safely for a closer look at the base of the pier.
- Saw holes in upstream end of north pier and under pier (Figure 19); can't tell what material has eroded without diver; could have been that way for years and maybe okay for awhile longer.

- Divers cost at least \$5K/day. The State of Oregon has divers who specialize in looking at bridge piers. Contact Jeff Swanstrom, ODOT Senior Bridge Inspector, (503) 986-3337. A message was left on his voicemail on 10/7/14.
- Craig ran out of pro bono hours for the year but suggested: “As discussed, our competitors for this type of work may be open to helping you out pro bono: Berger ABAM; David Evans and Associates; W&H Pacific; and HDR. There are others, but I think these four would be the most likely to help pro bono.”
- When the biggest structural threat comes from an extreme natural event, it might mean that there is nothing much to do to make it safer now, because people are unlikely to be using it during a flood. Then the question would become whether or not to replace or repair it if it were catastrophically damaged.
- Try to find someone who worked on maintenance for PacifiCorp to get a sense of what types of inspections and maintenance they did in past years.

Catwalk and pipeline:

- If we intend to maintain it for long-term use, Craig recommends doing an annual monitoring inspection, making sure to document what is found so that there is a record of what damages are new each year. Perhaps an engineer could accompany staff on the first year’s inspection, and help develop a checklist of issues to look for.
- The wood-stave section is threatened by rot. The structure works because the metal rings compress all the wood staves together. If one piece of wood rots out, then the section could collapse.
- Moss and other organic material on the wood pipe contribute to rot. It would be beneficial to clean off moss, etc. annually, and also cut away any fallen trees or branches. It would be a huge job the first year but might be fairly manageable after that.
- Debris slides from the slope above the pipe also threaten pipe stability because the material builds up next to the pipe and puts constant pressure on it.
- The river is another obvious threat, as it could undermine the pipe supports.
- It would be safer to add ladders at sites where people are already climbing off the pipe without proper ladders.



Figure 19: Photos from engineer showing erosion at base of pipeline bridge's northeast pier.

In October 2015, Columbia Land Trust staff took underwater video of the bridge pier pictured above. This video could be offered to an engineer as an alternative to diver-collected footage, though a diver might still be needed to carry out additional assessments under water.

5.1.2 Options considered and recommended actions

Before acquiring the Powerdale property, Columbia Land Trust considered removing the pipeline and bridge. Based on public feedback, it was decided to retain these structures because they provide valued public access. After acquiring the property and convening the PLAC, the Land Trust heard from the majority of PLAC members that they did not want the catwalk section of the pipe to be removed, again in order to maintain public access along this section of the river. The steep canyon walls caused concerns about the technical difficulty and expense of building an alternate trail if the pipe and catwalk were removed. Some members also suggested that confining visitors primarily to the catwalk helps reduce impacts. Oregon Department of Fish and Wildlife was the only PLAC member organization that expressed a preference for removing the pipe. Pipe removal would allow for the restoration of a more natural river corridor. Considering ODFW’s input, it is recommended that pipe removal should be reconsidered if or when the maintenance becomes more problematic, prohibitively expensive, or a threat to the integrity of river processes.

Next steps: Recommended next steps for managing the pipe, bridge and catwalk include the following:

- Assess the condition of the bridge piers.
 - Provide underwater video of the bridge piers to an engineer for assessment.
 - Consider hiring a bridge inspection diver if underwater video is not adequate to enable an effective assessment.

- Work with an engineer to interpret the video or the diver's observations.
- Hire a contractor to assist with developing an inventory of needed catwalk repairs, which might include consideration of associated pipe repair needs, and include suggested repair methods and estimated costs.
- Reassess the feasibility of maintaining the pipeline and catwalk in the long term, based on the inventory of repair needs.

If long term maintenance of the pipeline and catwalk is deemed to be feasible, then

- Find personnel and resources to bring the catwalk up to a safe standard.
- Develop and implement an annual monitoring program as suggested by Craig Totten.
- Develop and implement an annual maintenance program based on monitoring results.
- Assemble and outfit a volunteer group to take on regular, non-technical maintenance tasks.
- Consult legal counsel to determine if there are any instances in which posting warning signs would help reduce Land Trust liability around potentially dangerous infrastructure, or if there are instances in which maintaining infrastructure could in any way increase liability.

5.2 Prospective “Pipeline Washout” Trail

Note: Map 5 shows the section of the Powerdale Corridor that includes the location where the pipeline washout occurred. Map 10 illustrates the prospective trail route to bypass the washout.

5.2.1 Existing conditions

Approximately 700 linear feet of pipeline located midway between the old powerhouse and the former Powerdale Dam was washed out by flooding in November 2006. This pipe section used to carry the upstream end of the catwalk (upstream beyond this pipe section, no catwalk had been installed because the site topography allowed room for a maintenance road alongside the pipeline). The washed-out section of pipeline had skirted the base of a cliff-like river bank (see Figure 10 and Figure 20). The loss of this pipe and catwalk section resulted in nearly-impassable condition, so that most pedestrians who now use the catwalk do not continue upstream beyond the end of the catwalk.

A few intrepid explorers have bushwhacked a “goat path” above the washout. From a point near the end of the pipeline, the path climbs to near the canyon rim and traverses to a steep and unsafe descent that ends on the old maintenance road. This maintenance road is actually the downstream end of Copper Dam Road



Figure 20: Steep slope on river left (west bank) above the pipeline washout.

5.2.2 Options considered and recommended actions

In order to restore the through-trail that existed before the washout, it is recommended that the “goat path” connecting the pipeline catwalk to Copper Dam Road be improved and that the ascent and descent be rerouted and improved for safety. This approximately 0.5-mile to 0.7-mile trail would be for hardy hikers only and not designed for children or people of limited mobility.

In order to construct a safe connection between the pipeline and this new trail, the railing of the pipeline will have to be modified to allow for a bridge or ladder down to the ground. (Note: a ladder was installed by Crestline Construction in November 2015 near the downstream end of the proposed trail route but the actual location of the ladder relative to the proposed trail location needs to be verified in the field.)

Before construction, Columbia Land Trust needs to confirm its commitment to maintaining long-term recreational access on the pipeline bridge and catwalk leading to the trail. This will be a significant maintenance commitment and the decision should not be taken lightly. Consideration should be given not only to keeping up with catwalk repairs but also to planning for responding to eventual pipeline damage. Without a commitment to maintain the bridge and catwalk or some kind of replacement trail leading upstream from the bridge, formalizing the trail beyond the end of the catwalk is not recommended.

The slope above the washout has been scouted several times for alternate trail routes. Some of these routes are illustrated on the image below, which also shows a preferred route in green. Although this image does not show scale, it can be compared to Map 10, which includes a scale bar and the location of the Powerdale Corridor property boundaries. Please note that neither the property boundaries nor the trail route as illustrated on this map have been surveyed, so their locations are approximate. On the map, the trail route appears to cross property boundaries in a few locations. If this trail were to be developed as discussed below, then it would be located entirely within the Land Trust’s ownership, or legal easements would be obtained before constructing any trail segments across other properties.

The image below is based on the conclusions of the last scouting trip in spring 2015. Starting from the downstream (north) end, the trail heads up the slope from a point that is downstream of the end of the catwalk. At this point, it is easier to get off of the catwalk and the slope is more accessible than the steeper slope at the very end of the catwalk (see also the note above regarding the ladder Crestline Construction installed in November 2015). On the upstream (south) end of the trail, the preferred location for descent from the bluff is immediately before the trail would reach a large seep with a log laid across it. In spring 2015, a portion of the route was flagged in red but the descent was not marked. Other explorers had previously flagged alternate routes, including a very steep and wet descent that is farther south of the recommended descent route.

If this trail were to be developed, it would have to be constructed in such a way as to ensure that hikers do not enter orchards at the top of the bluff. Although the illustration below shows the potential trail route approaching very near the orchards, in reality the steep topography helps to separate the trail route from the orchards. Even so, this concern must be considered as part of any future trail layout. Final trail construction might include preservation or enhancement of vegetative buffers between the trail and orchards, signage, and maybe even improved fencing as a responsibility of Columbia Land Trust. Neighbors, in particular, would want to make sure that an improved trail along this route would not encourage people to trespass across adjacent private property in order to reach the trail.

As an alternative to the steep trail described above, PLAC members discussed the possibility of building a bridge or cantilevered walkway directly connecting the end of the pipeline catwalk with the end of Copper Dam Road. Despite the fact that it would only need to span a short distance compared to the length of the trail, the trail option is still the recommended alternative due to the technical difficulty and expense of building a bridge-type structure.

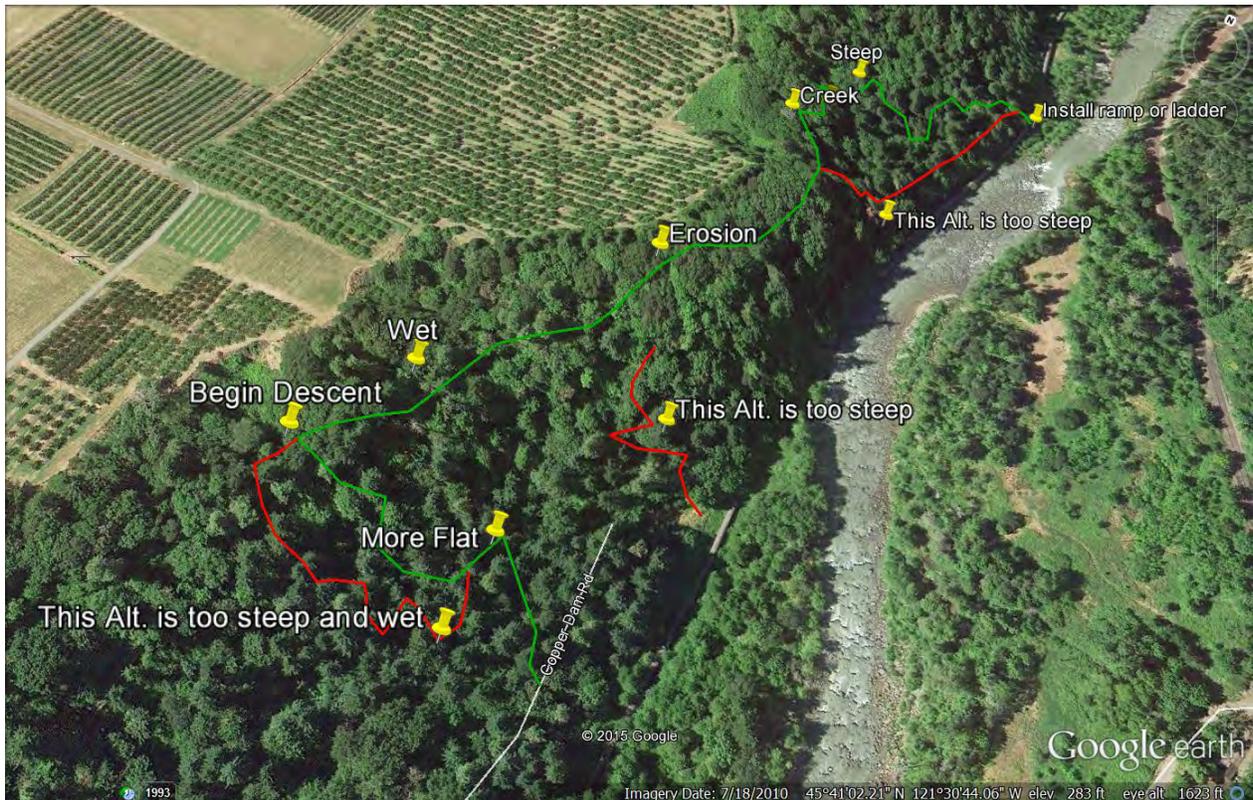


Figure 21: Potential trail routes above the pipeline washout, with the preferred alternative sketched in green.

Next steps:

- Determine actual property boundaries.
- Adjust the flag line to mark a final route proposal.
- Determine and secure needed permitting.
- Construct using Land Trust staff and volunteers. This should take approximately five, half-day work sessions of 6-10 people. Note that trail structures such as stairs, puncheon bridges, and turnpikes (elevated tread through wet areas) will likely increase construction time. A ramp or equivalent will need to be constructed and installed to allow for safe travel on and off the catwalk (ladder installed in November 2015 may serve this purpose). Groups that could be approached about helping with trail construction include Trailkeepers of Oregon, Oregon Youth Conservation Corps, and WINGS.

6 Access Point: Former Powerdale Dam

Note: See Map 7 for a detailed illustration of the Copper Dam Stewardship Unit, which includes the Former Powerdale Dam access point.

6.1 Existing conditions

While the Powerdale Dam (a.k.a. Copper Dam) was in operation, PacifiCorp held an access easement on Copper Dam Road and allowed the public to use the road to reach the former dam site and use the PacifiCorp property for recreation. However, PacifiCorp's easement through the private orchard on Copper Dam Road was worded such that it would be extinguished when power generation ceased. The road was closed to the public during decommissioning and has been closed ever since. For a short time after decommissioning, orchard owner Jenny Copper provided a "pass" to some people who asked permission to drive her road to the river.

Jenny passed away in spring 2013 and her family now owns the orchard, which has been renamed Red Barn Orchards. Red Barn Orchards is GAP (Good Agricultural Practices) certified, which means that they are subject to inspections to ensure that certain precautions are taken to minimize risk of produce contamination. Due to the requirements of this certification program, they do not allow any unauthorized people to enter their orchard. Therefore, they discontinued the previous "access by permission" system and installed a gate and signs to discourage public trespass. As neither Hood River County nor Columbia Land Trust holds an easement for public access on Copper Dam Road, it is no longer considered a potential public access route.

6.2 Options considered and recommended actions

Before the Powerdale property acquisition, Columbia Land Trust staff met with the late orchard owner Jenny Copper to explore possibilities for rerouting a driveway or trail to provide public access to the Powerdale lands without going directly through the orchard. According to staff reports, no physically feasible and mutually agreeable route could be found.

Public interest in reestablishing access to the upstream end of the Powerdale Corridor has been very high. Creating an alternative access route to replace the former Copper Dam Road easement would reestablish public access that has been lost. Although some PLAC members have expressed a desire to limit public access to the Powerdale Corridor, the County and Land Trust are operating under the terms of the Powerdale Conservation Easement, which compels them to maintain or enhance the level of public access allowed during PacifiCorp's ownership. At that time, the public had vehicular access to a parking area near the former dam site on the west bank, and pedestrian access from the dam down the west bank to the pipeline washout (after 2006), or all the way to the powerhouse (prior to 2006). In the long term, the recommended course of action is for Hood River County and Columbia Land Trust to stay alert for any future opportunities to establish a new public access easement, whether driveway or foot path, to some point in the upper Powerdale Corridor by working with a willing neighboring landowner.

Next steps:

- No new actions are recommended on Copper Dam Road.
- In the longer term, Hood River County and Columbia Land Trust should stay alert for any future opportunities to establish a public access easement to some point in the upper Powerdale Corridor by working with a willing neighboring landowner.

7 Conclusion

The following table summarizes the recommended next steps described in this plan. These steps are not meant to dictate instructions to any of the parties involved; they should be considered general suggestions from PLAC members and other citizens who have participated in Powerdale recreation planning discussions over the past two years. Timelines were not added to the lists of steps because their execution involves several parties, each with its own work plan and priorities.

There are many possible approaches to accomplishing these next steps. For example, individual parties (such as Hood River County or Columbia Land Trust) could tackle items one-by-one. Alternatively, a group could work on a larger set of tasks concurrently.

Funding may be a primary factor in deciding on the approach. Due to limited funding, the former of the two approaches mentioned above is likely to be the default: each Powerdale landowner will take steps to maintain current recreational assets as necessary and to improve them as time and financial resources allow. At times, even maintenance of current assets may prove unattainable.

Although it would be more expensive, it might be financially practical to think bigger. A well-reasoned, comprehensive vision for recreational use and management of the Powerdale Corridor is more likely to attract funders, compared with piecemeal repair work on a trail system that lacks good access. This type of “package deal” might include all of the big-ticket items that together would produce a functional trail system: a solution to the Powerhouse Road problems, well-designed railroad crossings that benefit both the railroad and pedestrians, stable access across the pipeline washout to reconnect the upper and lower Powerdale Corridor, safe access to already-popular destinations such as the beach on river left near the railroad trestle, and so on. One next step for the PLAC and others involved in this planning effort might be to create an action plan for this alternative, bigger-picture approach that would address most issues in one fell swoop. The action plan for this approach would probably include strategies, players, and timing that are different from the piecemeal approach.

PLAC members, Powerdale Conservation Easement holders, and neighboring landowners have all discussed the importance of maintaining the character of the Powerdale Corridor and the primacy of protecting fish and wildlife habitat. The bigger-picture approach might turn out to be the most effective and expedient means to resolve current recreation issues, as well as being fully compatible with the protection of natural resources. However, such an ambitious approach could create momentum that leads to increased recreational development. Therefore, it will be important to continually evaluate any future Powerdale recreation plans for consistency with the Powerdale management goals laid out in the easement: 1) protect existing fish and wildlife habitat, 2) retain existing recreational uses, 3) allow expanded recreational opportunities if consistent with the first goal, and 4) preserve tribal fishing rights.

Regardless of the approach taken to address the issues described in this plan, effort and expense will be required to maintain the outcome of any future actions. The Powerdale landowners and recreation planning partners should consider long-term maintenance strategies at every step in the process of planning and implementing tasks outlined here or in future recreation management plans.

7.1 Summary of Next Steps

Access Point	Issue	Next Steps	Lead Entity
Powerhouse Road	<i>Road Access</i>	Develop management/maintenance plan for Powerhouse Road; include consideration of self-closing gate, feasibility/utility of prohibiting left turns out of Powerhouse Road, feasibility of replacing road with trail; present plan to Board of Commissioners.	Hood River Co.
	<i>Infrastructure</i>	Design and install interpretive signage including maps, after legal access issues have been resolved.	Columbia Land Trust
		Monitor condition of portable toilet to determine if it needs more frequent servicing, and condition of area after toilet is removed.	Hood River Co. & Columbia Land Trust
		Develop plan for powerhouse building (plan for naturalizing the site if building is removed).	Hood River Co. & Columbia Land Trust
	<i>Railroad Crossing</i>	Develop joint crossing application with Mt. Hood Railroad staff with preferred alternative and other feasible options. Submit application and adjust next steps accordingly.	Hood River Co. & Columbia Land Trust w/ MHRR
West Side Lower River	<i>Indian Creek Trail</i>	Propose budgeting for long-term trail maintenance to Hood River County.	Hood River Co., HRV Parks & Rec
		Develop preliminary trail design and budget.	HRV Parks & Rec or volunteer/pro
		Obtain trail construction funding, which may include \$5000 from Parks & Rec and/or grant funds from programs such as RTP.	HRV Parks & Rec
		Obtain all necessary permits and approvals from City of Hood River.	TBD
		Trail construction (Parks & Rec. staff, volunteers, and/or contractor)	TBD
Highway 35	<i>Kodak Point Trail</i>	Consult with Mt. Hood Railroad staff on developing a joint crossing application for a new official crossing at a safer location; consider packaging this together with the application for the crossing further downstream.	Columbia Land Trust
		If a new crossing is approved, re-route trail to lead to official crossing site.	Columbia Land Trust
Powerdale Corridor Interior	<i>Pipeline Bridge</i>	Assess condition of bridge piers using underwater footage or professional diver; work with an engineer to interpret observations and develop next steps.	Columbia Land Trust
	<i>Pipeline and Catwalk</i>	Inventory needed repairs (catwalk and/or pipe), including suggested repair methods and estimated costs. Reassess feasibility of long-term pipeline and catwalk maintenance.	Columbia Land Trust
		Make repairs to bring catwalk up to a safe standard.	Columbia Land Trust
		Develop and implement an annual monitoring program and annual maintenance program.	Columbia Land Trust
		Assemble and outfit a volunteer group to take on regular, non-technical maintenance tasks.	Columbia Land Trust
	<i>Pipeline Washout Trail</i>	Consult legal counsel on liability issues related to structure maintenance & warning signage.	Columbia Land Trust
		Determine actual property boundaries.	Columbia Land Trust
		Adjust flag line to mark final proposed route, with input from volunteers experienced in trail construction.	Columbia Land Trust
		Determine and secure needed permitting.	Columbia Land Trust
		Construct trail using Land Trust staff and volunteers.	Columbia Land Trust
Former Powerdale Dam		<i>Public Access</i>	Seek opportunities for re-establishing public access by working with a willing neighboring landowner to establish an easement.

8 List of Maps

Map 1: Stewardship Units – topographic map backdrop

Map 2: Stewardship Units – aerial photo backdrop

Map 3: Existing Conditions: Powerhouse Stewardship Unit

Map 4: Existing Conditions: Rivermile 1 Floodplain Stewardship Unit

Map 5: Existing Conditions: Lower Cedar Creek/Whiskey Creek Stewardship Units

Map 6: Existing Conditions: Upper Cedar Creek/Whiskey Creek Stewardship Units

Map 7: Existing Conditions: Copper Dam/Neal Creek Stewardship Units

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9 List of Appendices

Appendix A: Mt. Hood Railroad Crossing Proposal – Powerdale Lands, April 2014

Appendix B: Deed of Conservation Easement for Powerdale Project Lands

Appendix C: Letter to Powerdale neighbors dated January 23, 2014 with summary of past meetings with stakeholders, neighboring landowners, & community

Appendix D: Powerdale Recreation and Access Plan Inventory Map and PLAC comments from November 19, 2013

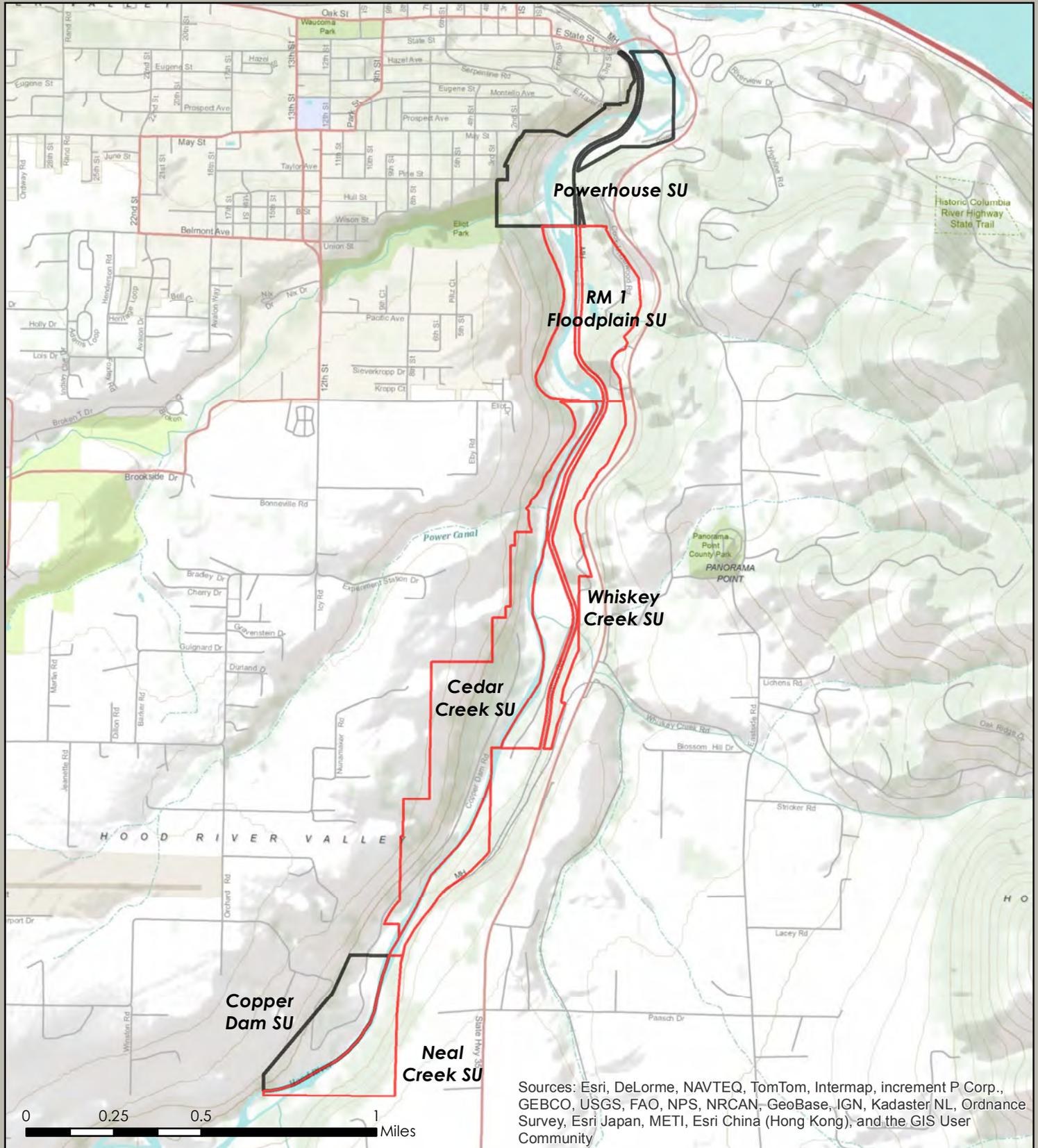
Appendix E: Comments received from Powerdale neighbors in response to January 2014 letter



Map 1

Powerdale Recreation Management Planning

Stewardship Units - topographic map backdrop



Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), and the GIS User Community

Powerdale Lands Ownership

- Columbia Land Trust
- Hood River County

This map is not a survey and must not be construed as one. This product is for informational purposes and may not have been prepared for, or be suitable for, legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

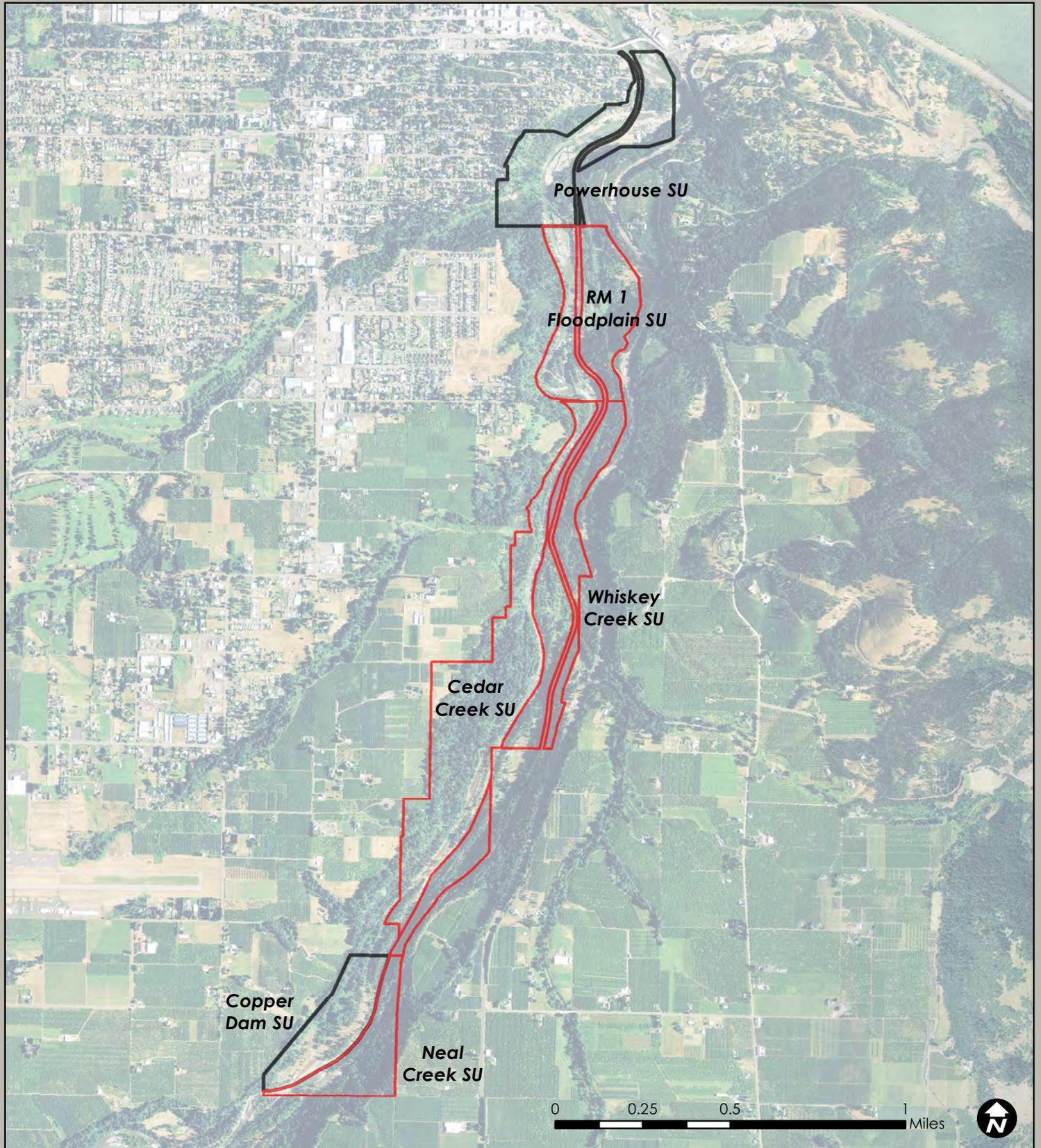




Map 2

Powerdale Recreation Management Planning

Stewardship Units - aerial photo backdrop



Powerdale Lands Ownership

-  Columbia Land Trust
-  Hood River County

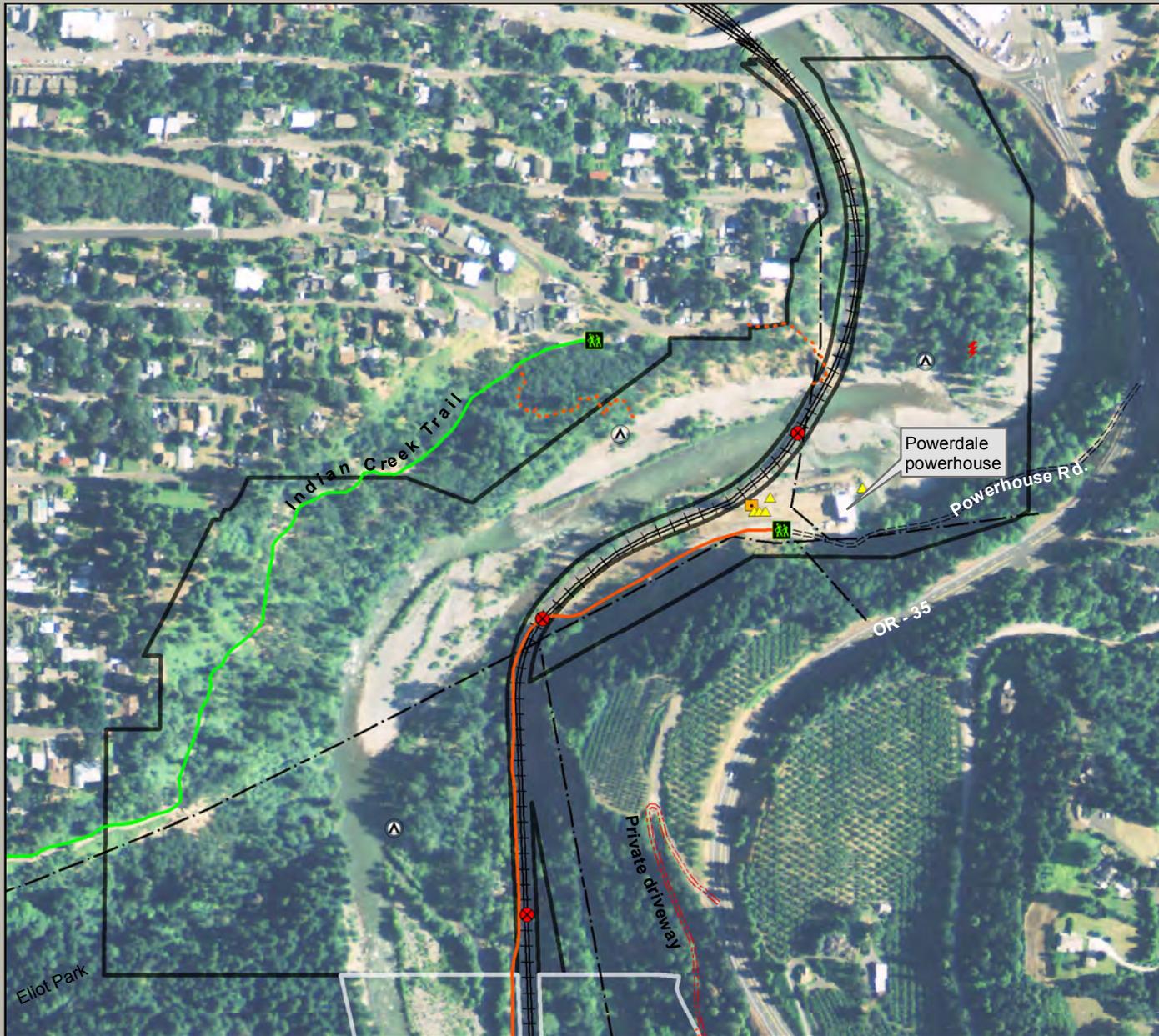
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Map 3

Powerdale Recreation Management Inventory

Existing Conditions: Powerhouse Stewardship Unit



Legend

- Railroad Concern
- Picnic Table
- Sign
- Transient camp
- Illicit fire pit
- Frequent-use trailhead
- Indian Creek Trail
- Major unofficial trail
- Minor unofficial trail
- Internal road
- Private road
- Powerline Corridor
- Railway
- Powerdale Lands Ownership**
- Columbia Land Trust
- Hood River County

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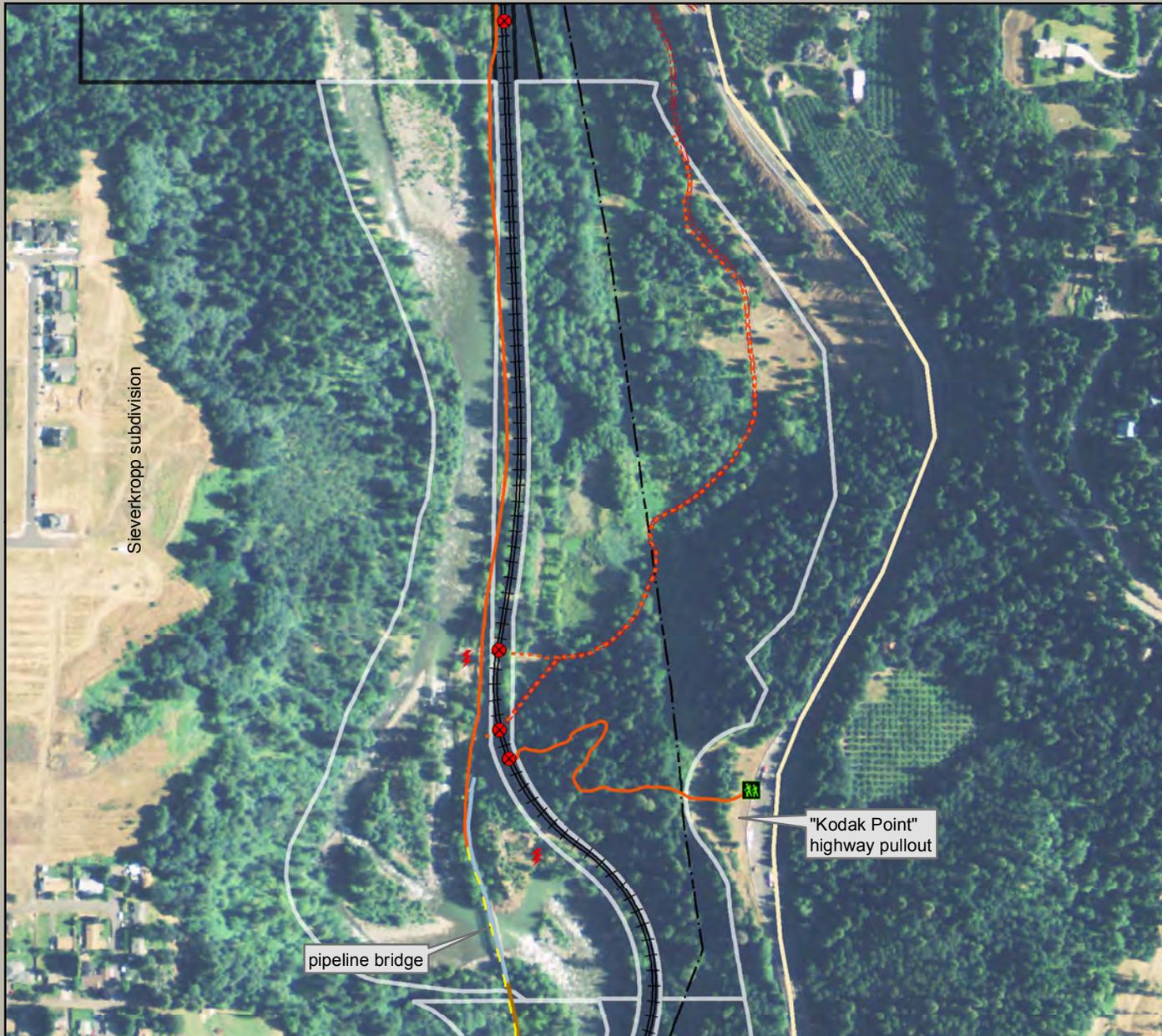




Map 4

Powerdale Recreation Management Inventory

Existing Conditions: Rivermile 1 Floodplain Stewardship Unit



Legend

- Railroad Concern
- Illicit fire pit
- Frequent-use trailhead
- Trail on pipe
- Major unofficial trail
- Minor unofficial trail
- Steel pipeline
- Wood pipeline
- Private road
- Powerline Corridor
- Railway
- OR Hwy 35
- Powerdale Lands Ownership
- Columbia Land Trust
- Hood River County

0 250 500 1,000
Feet

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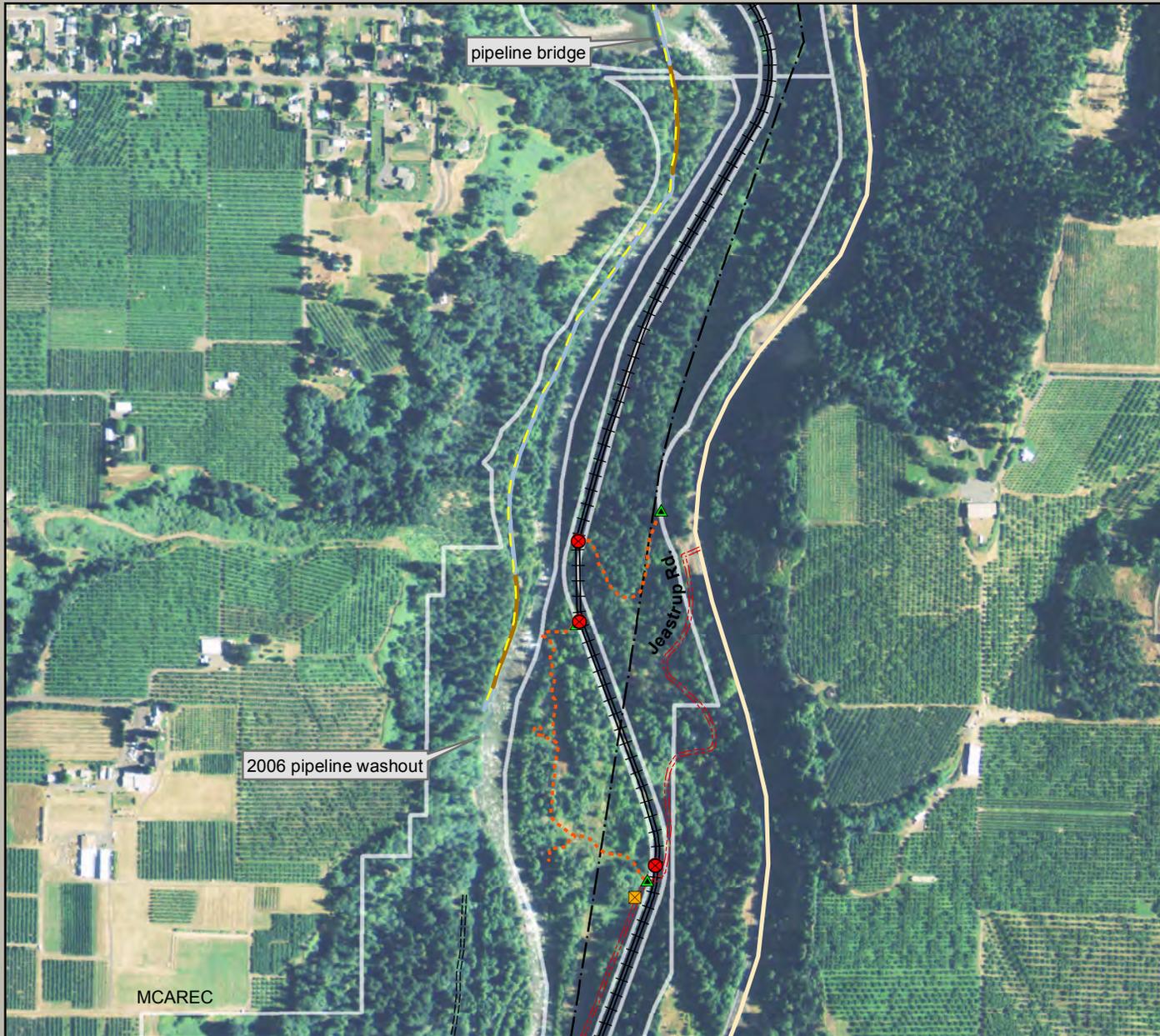




Map 5

Powerdale Recreation Management Inventory

Existing Conditions: Lower Cedar Creek/Whiskey Creek Stewardship Units



Legend

- Railroad Concern
- ▲ Rogue Trailhead
- X Bridge
- - - Trail on pipe
- · - · - Minor unofficial trail
- Steel pipeline
- Wood pipeline
- === Internal road
- · - · Private road
- - - Powerline Corridor
- ⊞ Railway
- OR Hwy 35
- Powerdale Lands Ownership
- Columbia Land Trust

0 250 500 1,000
Feet

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Map 6

Powerdale Recreation Management Inventory

Existing Conditions: Upper Cedar Creek/Whiskey Creek Stewardship Units



MCAREC

Legend

- Minor unofficial trail
- === Internal road
- Private road
- Powerline Corridor
- ⊞ Railway
- OR Hwy 35
- Powerdale Lands Ownership
- Columbia Land Trust

0 250 500 1,000
Feet

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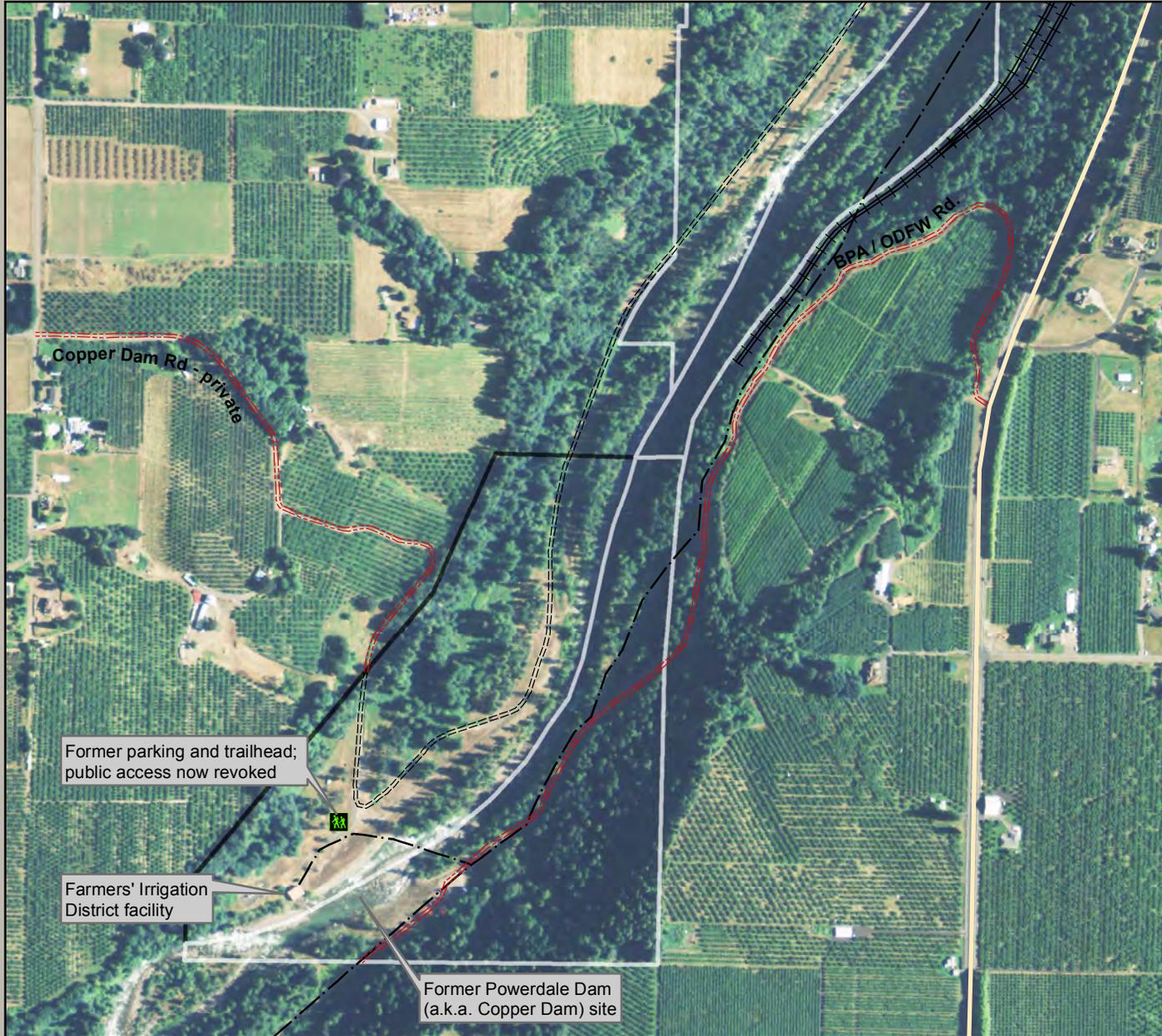




Map 7

Powerdale Recreation Management Inventory

Existing Conditions: Copper Dam/Neal Creek Stewardship Units



Legend

- trailhead
- Internal road
- Private road
- Powerline Corridor
- Railway
- OR Hwy 35
- Powerdale Lands Ownership**
- Columbia Land Trust
- Hood River County



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Powerdale Recreation Management Planning

Proposed Rails-With-Trails Upgrades



Legend

Crossings

- current-use / illegal
- proposed underpass
- existing pipe, proposed
- xing at grade or underpass

Trails

- build elevated / fenced
- reroute
- maintain existing
- abandon existing

Barriers

- potential fence

Powerdale Lands Ownership

- Columbia Land Trust
- Hood River County

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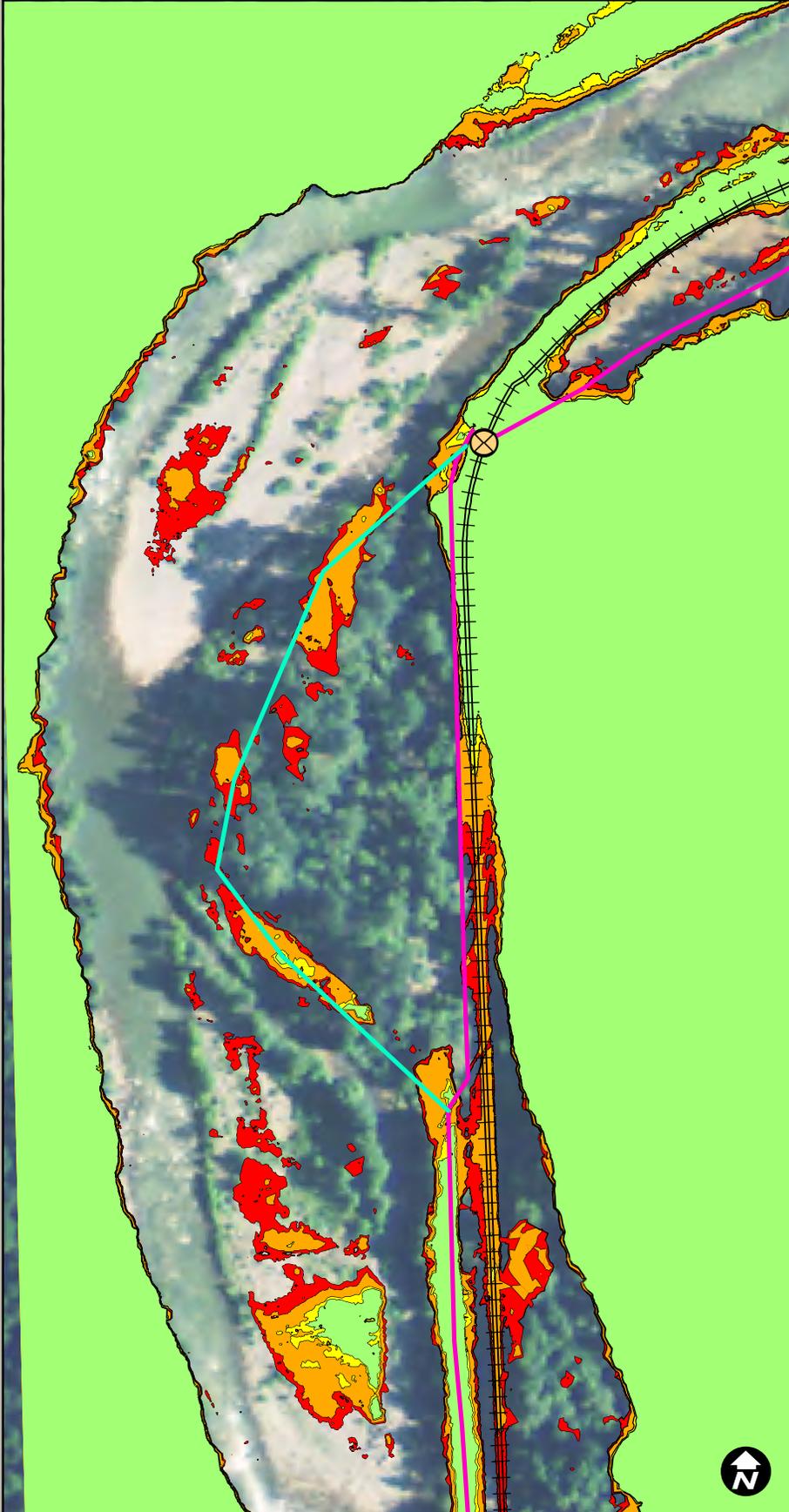




Map 9

Powerdale Recreation Management Planning

Predicted flood inundations near MHRP-proposed trail location



Legend

Crossings

⊗ existing pipe, proposed xing

Trails

— current use route

— island trail proposed by RR

Railroad

⊥⊥

Dry land above flood waters...

■ ...in 100-yr flood

■ ...in 50-yr flood

■ ...in 10-yr flood

■ ...in 5-yr flood

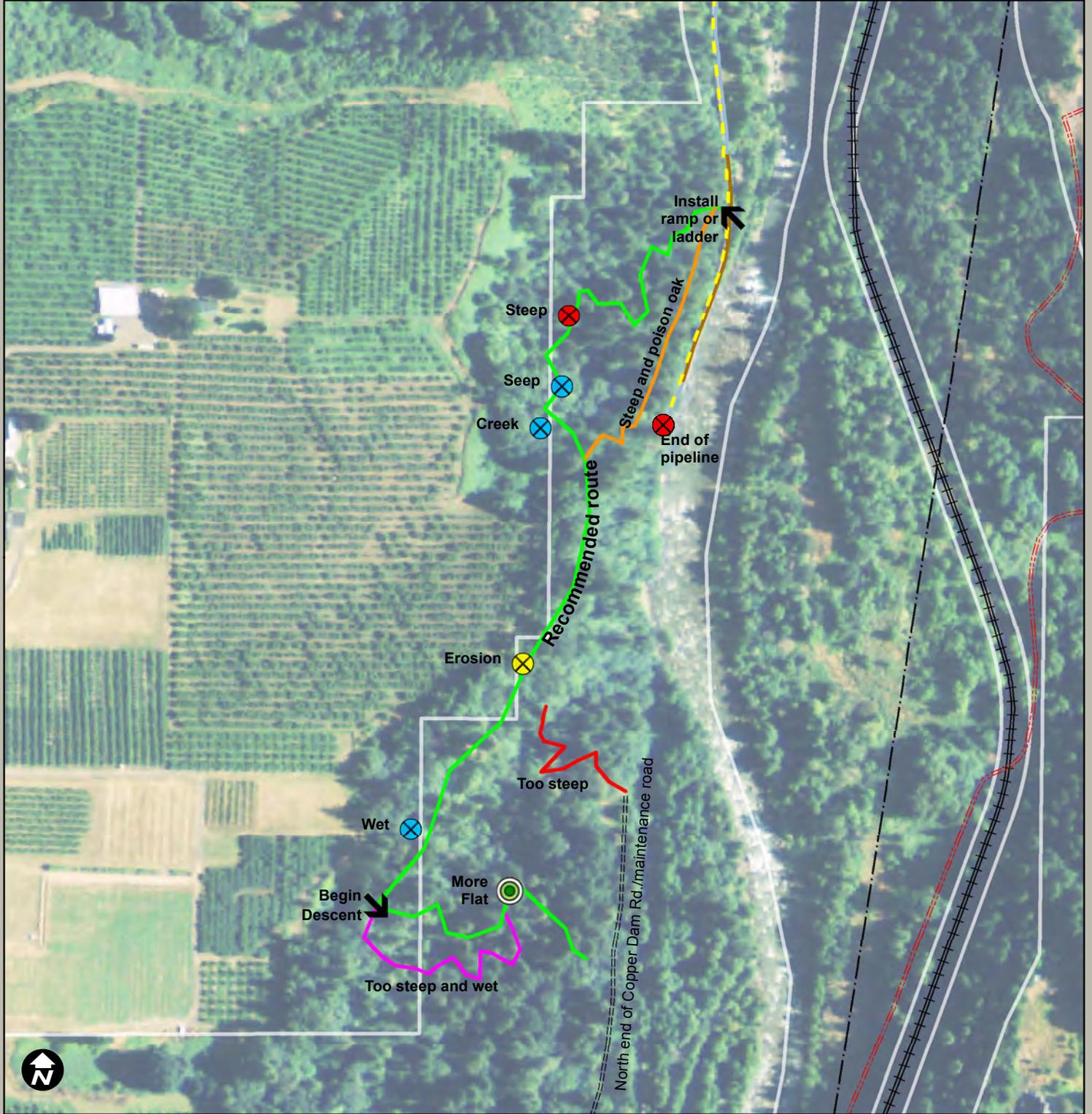
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0 125 250 500 Feet



Map 10

Powerdale Recreation Management Planning Potential Trail Routes Above Pipeline Washout



- Trail on pipe
 - Steel pipeline
 - Wood pipeline
 - Internal road
 - Private road
 - Powerline Corridor
 - Railway
 - Columbia Land Trust
- Powerdale Lands Ownership



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Mt. Hood Railroad Crossing Proposal - Powerdale Lands [April 2014]

Introduction and background

The Mount Hood Railroad tracks pass through an area on the lower Hood River called the “Powerdale Lands,” named for the former Powerdale Dam and powerhouse located on the property. The Powerdale Dam was decommissioned and removed from the Hood River in 2010. The hydroelectric facilities and surrounding lands were owned by the utility company PacifiCorp until 2013, when the property was deeded to Hood River County and Columbia Land Trust.

The railroad tracks enter the Powerdale Lands just a tenth mile up from the rail yard. The tracks continue through the Powerdale Lands for approximately 2.2 miles.

The Powerdale Lands were managed primarily for the purpose of power generation ever since the dam was built in 1923. However, PacifiCorp also managed the property as a public day-use park with limited visitor facilities. Due to the property’s proximity to the City of Hood River, its recreational attractions, and PacifiCorp’s history of allowing public access, the property has been well used by the public for generations.

Approximately 0.8 miles of railroad track are located in an area of concentrated public use for fishing, hiking and swimming. As a result, public trespass on this section of the Mount Hood Railroad tracks currently is, and for years has been, a frequent occurrence. It is common to see people crossing over the tracks, walking on or beside the tracks as if on a trail, and even crossing the railroad’s trestle bridge over the Hood River.

Hood River County and Columbia Land Trust, the new owners of the Powerdale Lands, intend to continue the tradition of allowing public use of this property. In fact, these two entities are obligated by the terms of a legally binding Conservation Easement to maintain and potentially expand the existing recreational uses of the property. However, these new owners also are concerned about public safety and respect for property boundaries. Therefore, the County and the Land Trust would like to find a way to eliminate trespass on the railroad tracks while still allowing public access to the Powerdale Lands.

Hood River County and Columbia Land Trust have established a Powerdale Lands Advisory Committee (PLAC) comprised of a variety of stakeholders¹ (Mount Hood Railroad among them) who have an

¹ Powerdale Lands Advisory Committee members include: City of Hood River, Columbia Land Trust, community members from Hood River County, Confederated Tribes of the Warm Springs Reservation of Oregon, Farmers Irrigation District, Hood River County, Hood River Valley Parks and Recreation District, Hood River Watershed Group, Indian Creek Stewards, Mount Hood Railroad, neighboring private landowners, Oregon Department of Fish and Wildlife, Oregon Department of Forestry, and the US Forest Service - Columbia River Gorge National Scenic Area.

interest in management of these riverside properties. The PLAC is currently engaged in a community-based effort to develop a public recreation and access plan for the Powerdale Lands. The plan, when complete, will guide the new land owners' efforts to manage public use more effectively.

One goal for managing public use is to resolve the issue of public trespass on railroad property. Trespass is a public safety concern that could also lead to expensive legal battles, interruption of rail service, and bad public relations if a person were injured or killed on the tracks. Therefore, the PLAC wishes to submit the following proposal to the Mount Hood Railroad and Iowa Pacific Holdings in the spirit of launching a collaborative discussion on how we might proactively address this issue.

In brief, the PLAC's proposal is to establish legal pedestrian crossings at key locations along the railroad tracks in conjunction with trail routing and design that will discourage pedestrians from accessing any other portions of the track.

One potential railroad crossing and trail scheme is outlined below. In addition, some discussion of other alternatives is included in order to clarify the reasoning behind the proposed crossing scheme. However, the PLAC recognizes that the designation of new crossings is primarily a railroad decision that may be based on factors unfamiliar to the PLAC. Therefore, this proposal is intended to serve as a starting point and an invitation to the railroad to share other concerns or concepts that might influence crossing and trail designs and feasibility.

Railroad Crossing and Trail Design Proposal

Project Location

This proposal focuses on an area that includes approximately 0.8 miles of the Mount Hood Railroad tracks. The attached map, "Railroad Crossing Proposal: Site Overview," illustrates the focal area and is labeled with letters that correspond to the features described here.

The focal area was selected because it attracts the highest number of visitors to the river, which results in more frequent crossing of the tracks. This section of tracks begins with the railroad bridge (labeled 'A' on the map) on the downstream end and continues up to a point where the tracks pass by the "pipeline bridge" (labeled 'H'). Trespass on the tracks decreases upstream of this point because many pedestrians use the pipeline bridge to cross the river to the side opposite the railroad tracks.

The focal area receives heavy public use in part due to the property entry points located in this area. Powerhouse Road, the driveway to the now defunct powerhouse, provides the only vehicular access into the Powerdale Lands. From the powerhouse parking lot (B), visitors must cross over the railroad tracks in order to reach the river. Further upstream, a trail from a roadside pullout on Highway 35 (G) provides pedestrian access to the Powerdale Lands. This trail is used heavily by anglers at all times of year. The base of the trail crosses over the railroad tracks (F) en route to the pipeline bridge.

Not only do pedestrians cross the tracks to get from these entry points to the river, but they also cross over the railroad bridge (A) to access swimming and fishing sites on the opposite side of the river. In addition, pedestrians walk on the tracks in a narrow section (D) where a steep cliff on the east and a river channel on the west make it impossible to walk this section without using the rail corridor.

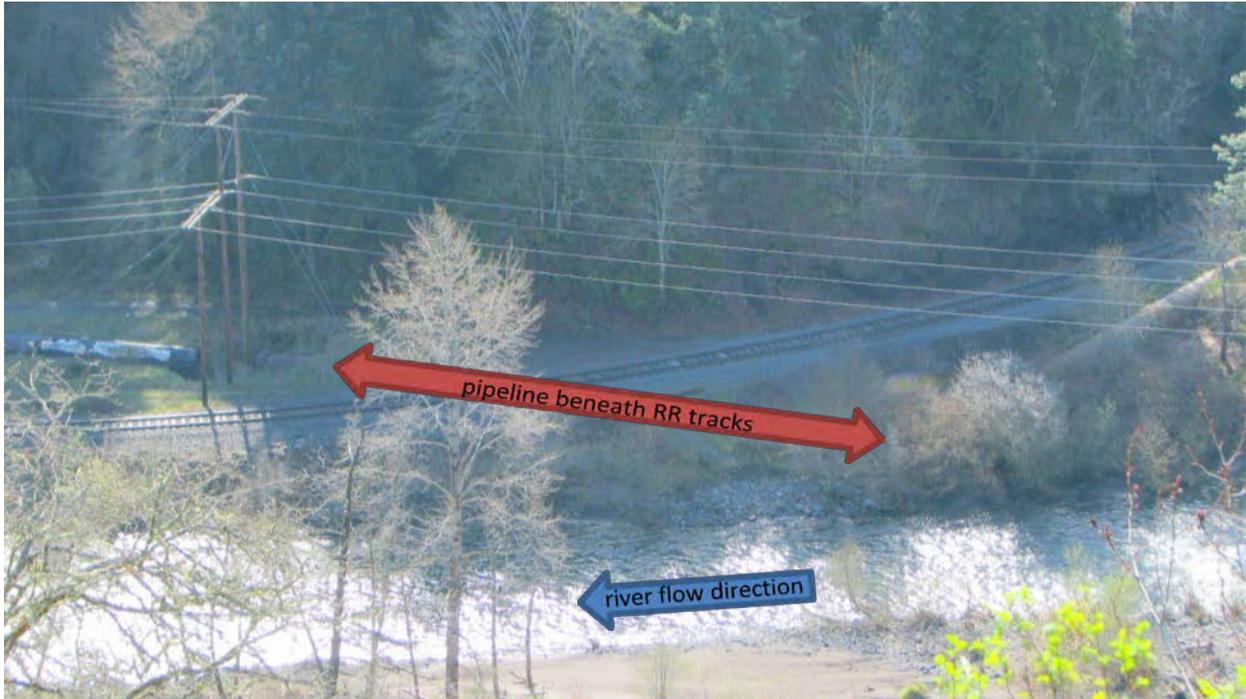
Existing Conditions

Current conditions at sites where pedestrians typically trespass on the railroad tracks are described in more detail below, from downstream to upstream.

From the powerhouse parking lot, some pedestrians use the railroad bridge (A) to cross to the opposite side of the river. Not only is the bridge too narrow to allow a pedestrian to get off the tracks while a train is crossing, but also it is located on a curve in the tracks so pedestrians cannot see whether a train is approaching.



Pedestrians who are headed upstream from the powerhouse parking lot reach a point where topography almost forces them to cross and walk along the tracks in order to proceed upstream. This crossing point is located where a section of the old 8'-4" diameter water pipeline crosses under the railroad tracks (C). The following photo was taken from the top of the bluff on the river's left bank, looking down toward the place where the pipeline goes under the tracks.



The next photos, looking in an upstream direction, show pedestrians crossing the tracks at the place where the pipeline passes beneath. A little while later, a train passed through this same place.



The photo below shows the view in the opposite direction, standing at the level of the tracks and looking downstream. The next photo shows the view from the level of the tracks, looking upstream.



After crossing beneath the tracks in the foreground of the photo above, the pipeline emerges into the concrete structure on the right, where it curves to run upstream along the tracks. This section of pipe is very close to the river bank and helps support and protect the rail bed.

Heading upstream from this section where the pipeline parallels the tracks, pedestrians typically walk on or beside the tracks because they are confined by the cliff on the east and the river's side channel on the west. This section is illustrated in the photos below, which were taken looking in a downstream direction.



As illustrated in the two photos above, there is no room to walk between the train and the cliffs on the right. A side channel of the river flows next to the tracks directly in line with the pipe, even though it is not easy to see in these photos. Pedestrian typically do not walk in the trees that are visible on the left side of these photos because they would have to cross the side channel to get there. Thus, they walk in the gravel on the west side (left side in this photo) of the train tracks.

Upstream of this narrow section, pedestrians are able to move away from railroad property and walk on an old access road that provides a convenient riverside route further from the tracks (this is one of the trail sections shown in yellow on the map). For pedestrians continuing upstream along the river, there is no further need to trespass on the tracks.

However, pedestrians also enter the Powerdale Lands via a trail from a pullout on Highway 35 (G), as mentioned above. Currently, the user-made trail from Highway 35 comes to the base of a hill, where pedestrians cross the railroad tracks (F) on their way to the river. This photo was taken from the railroad tracks, looking up at the base of the trail.



This crossing site is on a bend in the tracks, so the line of sight is limited, making it an unfavorable crossing site from a safety perspective. The photos below show the views from this crossing site to the south (left photo) and to the north (right photo).



Proposed Conditions

The Powerdale Lands Advisory Committee proposes to install new, officially-designated railroad crossings that would keep pedestrians off of the tracks. In addition, proposed trail routes and design features (such as fencing) would discourage pedestrian trespass on other sections of the tracks.

Proposed conditions are described here from downstream to upstream.

Beginning at the downstream end of our focal area, the first problematic crossing is located where the old pipeline goes under the tracks (C). We propose to create a pedestrian underpass through the old pipe, in order to keep pedestrian traffic on a separate level from train traffic. The actual design of this underpass would require some creative engineering, but the benefit is that the pipeline is already installed beneath the tracks. Some concerns have been raised about public safety within a structure that is hidden from view, and about the pipeline conveying flood waters to the upland side of the tracks. These concerns could be addressed during the design and engineering phase if the general concept gains approval from the railroad.

From this new pedestrian underpass, a bridge (I) could carry people out to the adjacent island, where a series of boardwalks could be installed to serve as a new trail. This arrangement would keep pedestrians off of the narrow section (D) where they are forced to walk on railroad property. The island trail could extend upstream of the problematic narrow section to where another bridge (J) would cross from the island back to the mainland.

The next proposed crossing site would replace the problematic, currently-used crossing site at the base of the trail from Highway 35. First of all, we propose to re-route the lower end of the trail from Highway 35, so that it no longer ends on the tracks at a blind curve. This would reduce the temptation to cross the tracks illegally at this point. The proposed crossing site is located at point 'E' on the map. Instead of a crossing at grade level, we propose to install a new culvert-type underpass. Like the proposed pipeline underpass downstream, this would keep pedestrian traffic separated from train traffic. At the proposed site, the tracks are on top of a tall embankment, which would provide adequate clearance for installation of an underpass culvert. From the underpass, the trail would lead pedestrians away from the tracks to the riverside trail.

The photo below on the left illustrates the proposed new underpass site. The built-up approach in the foreground is perpendicular to the tracks (tracks run left-right in the background). The approach was built for a temporary crossing. The proposed underpass could either go to the south of this approach (left in this photo) or the approach could be deconstructed and the underpass built in the same site. The photo below on the right is taken from a different project but illustrates the general concept for our proposed underpass. We have sections of 10' diameter steel pipeline available to serve as the culvert, similar to the 8'-4" diameter steel pipe that is currently beneath the tracks at the other proposed underpass site.

Current conditions:



Concept for proposed underpass:



On the river side of the tracks at this location, the railroad has been dumping sediment over the embankment. The next two photos show this as viewed from the level of the tracks, looking down. The subsequent two photos illustrate the site from below, looking up at the tracks.



Some type of fencing or vegetative barrier might be appropriate on one or both sides of the tracks throughout the entire area of concern. There are many examples from all over the country of “rails-with-trails” (trails that follow active railroad rights-of-way), both with and without fencing or other barriers between the tracks and trails.

Below are some examples of rails-with-trails and different approaches to fencing. The first two photos are from Lehigh Gorge State Park in Pennsylvania, where the trail parallels the tracks without fencing.



The next two photos are from the Burlington Waterfront Bike Path in Vermont, where fencing is used strategically but does not extend along the entire trail.



The next two photos also illustrate a strategic use of fencing. Along this trail in Saranac Lake, New York, sections like the one pictured at left remain unfenced, while fencing is used as illustrated in the photo on the right to keep people out of a confined area next to the tracks.



Decisions regarding the placement and design of barriers could be very site-specific. For example, when considering the section of rail near the powerhouse parking lot, fencing might be more important on the parking lot side of the tracks. The barrier could stretch from below the railroad bridge on the downstream end, up to the cliff on the upstream end, as sketched on the map (pink line). On the river side of this section of tracks, a barrier might not be necessary (plus, there may not be enough flat and stable ground to install a fence on the river side). Fencing options are possible throughout this corridor but only this one example is illustrated to avoid cluttering the map. In general, barriers should be designed to discourage pedestrians from crossing the tracks except at the proposed underpass locations, and to minimize the possibility of entrapment on the tracks.

Discussion

There are several different ways the railroad and the Powerdale Lands owners could approach the problem of pedestrian trespass on the railroad tracks.

One option is to do nothing, which is certainly the cheapest and easiest alternative. However, this presents a variety of problems already outlined above but also restated below. The current situation is a threat to:

- Human safety and welfare;
- Hood River County’s and Columbia Land Trust’s ability to provide legal access to lands that they are obligated to keep open to the public;
- The railroad’s property rights, safety, and ability to avoid the liability, expense, inconvenience, and bad publicity that may occur as a result of an accident.

If the railroad decides to maintain the status quo, the PLAC will take that as an indication that the railroad does not consider the current situation to be problematic enough to warrant corrective action. In that case, the new Powerdale Lands owners, like PacifiCorp before them, will continue to welcome the public to the Powerdale Lands. They will erect signs warning of the active railroad tracks, but they will not make any extra effort to block access to the tracks or constrain pedestrians to designated railroad crossing sites. If the railroad is comfortable with maintaining this status quo, then the Powerdale Lands owners would like to know as soon as possible so that they and the PLAC do not sink

more time and resources into devising solutions to a situation that is not perceived to be a significant problem.

If the railroad decides that the current situation is problematic but also decides that it does not want to allow or cooperate on the installation of legal crossings, then the PLAC assumes that it could come up with some other strategy for reducing trespass. It would be expensive for the railroad to work alone to install fencing, maintain more signage, and/or patrol the tracks. In addition, preventing people from accessing the river across the tracks would likely lead to public backlash, which could be damaging to the railroad's tourist business.

Therefore, the PLAC suggests that the preferred alternative would be for the railroad to take this opportunity to work with planning and funding partners to develop legal, safer crossings and trail routes. The Powerdale Lands owners would incorporate designated crossings into an overall trail plan for the area. Designation and development of official trails would reduce wandering along the tracks. The PLAC could take the lead on conceptual design and fundraising. Perhaps the railroad could provide "in-kind" contributions such as engineering or design so that plans would meet railroad standards. This could help the PLAC secure grants to pay for construction of crossings and related infrastructure.

Conclusions and questions for the railroad

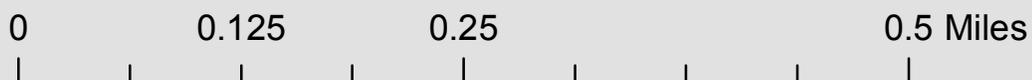
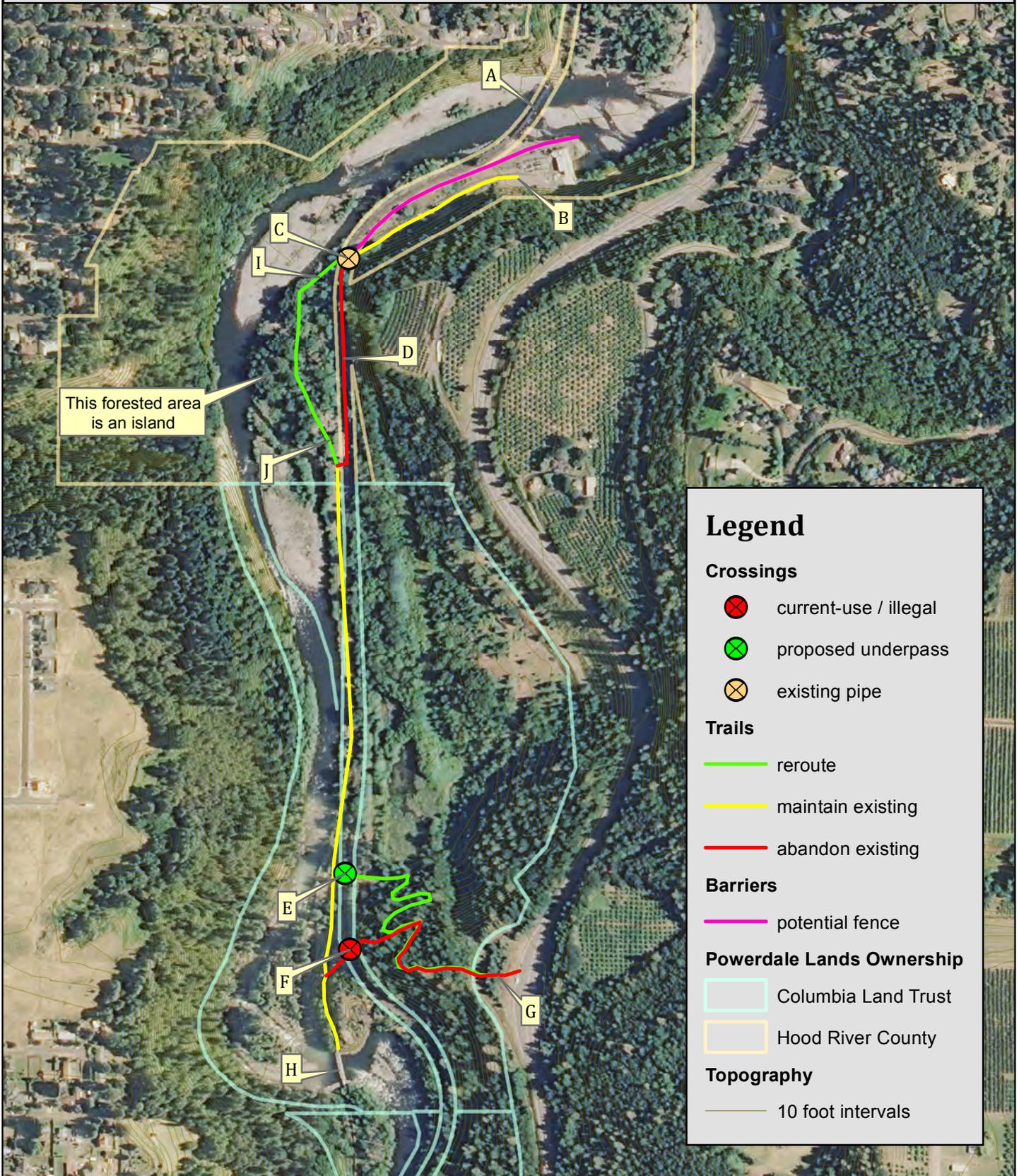
The new Powerdale Lands owners are willing to work with the railroad to improve a potentially problematic situation that has been ignored for years. But, if the railroad is not interested in working together, we will set this proposal aside. In that case, we would continue to allow the public to use our lands, which means that people are likely to cross the tracks and walk on the tracks wherever they want, even though we will erect signs telling them not to.

We would like to hear the railroad's general opinion on the concept of installing designated pedestrian crossings and other infrastructure (barriers, fencing, and developed trails) that would help constrain pedestrian traffic to the proposed new underpass sites.

If the railroad is interested in working with the new Powerdale Lands owners and the PLAC to address the issue of trespass on the tracks, then we would like to get more specific feedback on the proposal presented above. We are interested in hearing the railroad's perspective on the proposed crossing sites, crossing types, and related trails and infrastructure. We would like to begin a discussion about the railroad's role and the Powerdale Lands owners' roles in the process of designing safe crossings. We would also like to learn about any permits and fees that would be required in order to develop crossings and related infrastructure.

The information presented in this proposal provides an overview of discussions among members of the Powerdale Lands Advisory Committee. We realize that parts of the proposal are still quite vague and conceptual, since it doesn't make sense to work out details until we know there will be a path forward. We hope that the railroad's response will let us know what information the railroad needs next in order to move toward decision-making.

Railroad Crossing Proposal: Site Overview



Appendix B

Note: This is the full text of the Conservation Easement that was granted by Columbia Land Trust to the grantees listed below on March 28, 2013, the date on which title to some of the Powerdale properties was transferred from PacifiCorp to Columbia Land Trust. On the same date, PacifiCorp transferred title to the rest of the Powerdale properties to Hood River County, and Hood River County granted an identical Conservation Easement on its properties to the same grantees plus Columbia Land Trust (and minus Hood River County, of course).

DEED OF CONSERVATION EASEMENT FOR POWERDALE PROJECT LANDS

THIS GRANT DEED OF CONSERVATION EASEMENT (“Conservation Easement”) is made this ____ day of _____, 2013, by the Columbia Land Trust, Washington nonprofit corporation (“Grantor”) in favor of Oregon Department of Fish and Wildlife (“ODFW”); Confederated Tribes of the Warm Springs Reservation of Oregon (“CTWS”); Hood River Watershed Group (“HRWG”), Hood River County (“HRC”); and Hood River Valley Parks and Recreation District (“HRVPRD”), referred to collectively as “Grantees.”

RECITALS

Grantor owns in fee simple the real property commonly known as the Powerdale Project Lands (the “Project Lands”) in Hood River County, Oregon, described in Exhibit A, attached to this Conservation Easement and incorporated by reference.

Some or all Grantees are parties to the Settlement Agreement Concerning the Interim Operation and Decommissioning of the Powerdale Hydroelectric Project dated June 6, 2003 (the “Settlement Agreement”). The Settlement Agreement provides for the conveyance of the Project Lands subject to a Conservation Easement for certain stated purposes to an entity to be identified by Grantees.

Grantees have identified Grantor as the party to take conveyance of the Project Lands in accordance with the terms of the Settlement Agreement.

Grantor intends to convey to Grantees the right to preserve and protect the wildlife habitat, recreation and other values of the Project Lands, in accordance with the Goals listed in Section III below, in perpetuity.

The parties to this Conservation Easement (“Parties”) intend that this Conservation Easement comply with the requirements of, and be construed in accordance with, ORS 271.715 to 271.795, as amended.

CONVEYANCE AND CONSIDERATION

For and in consideration of the conveyance of the Project Lands to Grantor in accordance with the Settlement Agreement, Grantor hereby voluntarily grants and conveys to Grantees a Conservation Easement of the nature and character and to the extent hereinafter set forth over the Project Lands in perpetuity. This Conservation Easement is an easement in gross and runs with the land as an incorporeal interest in the Project Lands. Grantor shall record this Conservation Easement in the records of deeds of real property in the county where the Project Lands are located, as authorized by ORS 271.725 and ORS 93.710.

PURPOSE

It is the purpose of this Conservation Easement to achieve the following Goals:

Goal 1: Protect the existing fish and wildlife habitat while allowing for habitat restoration and enhancement;

Goal 2: Retain existing recreational uses and allow improvements commensurate with those uses, provided such uses and improvements are consistent with Goal 1;

Goal 3: Allow for expanded recreational and educational opportunities, provided those are consistent with Goal 1; and

Goal 4: Acknowledge and preserve the right of CTWS tribal members to exercise their Treaty secured off-reservation fishing rights on the Project Lands by utilizing the Project Lands to access usual and accustomed fishing sites.

Grantor intends that this Conservation Easement will confine the use of the Project Lands to such activities as are consistent with this purpose. Grantees may enforce any and all terms of this Conservation Easement.

PROHIBITED USES

Grantor will ensure that Project Lands will be managed in accordance with the Goals listed in Section III, above. The Parties intend that any activity that violates the Goals is prohibited. Prohibited uses of Project Lands include, but are not limited to, those specifically listed below:

Timber harvesting, or the removal of other shrubbery or vegetation, except harvesting conducted for the purpose of improving fish or wildlife habitat, or as is necessary for proper fire management, for disease protection, or as is necessary for protection of person or property;

All commercial or industrial uses of Project Lands, except the existing fruit orchard and electrical generation, distribution and transmission uses, together with ODFW's use of its existing building, and access to said building for said purposes, may be continued subject

to the terms of any applicable agreements and permits including any subsequent amendments or renewals thereof.

Depositing of soil, trash, ashes, garbage, waste, bio-solids or any other material, except as allowed under applicable federal, state, and local laws at approved locations;

Diking, draining, filling, dredging or removal of any wetland or wetlands, except for work related to the accomplishment of the Goals listed in Section III;

Excavating, dredging or removing of loam, gravel, soil, rock, minerals, sand, hydrocarbons or other materials, except as needed to achieve the Goals listed in Section III;

Otherwise altering the general topography of the Property, including but not limited to building of roads and flood control work, except for work related to the accomplishment of the Goals listed in Section III; and

Granting any easement, lien, or other property interest that might affect the purpose of this Conservation Easement without the written consent of all existing Grantees.

Any other use that, overall, the Grantor or Grantees determine has a material negative impact on those Goals listed in Section III.

PERMITTED USES

Grantor reserves, for itself and its heirs, successors, and assigns, the right to pursue activities on or use of the Project Lands that are consistent with the purpose of this Conservation Easement and that are not otherwise prohibited under Section IV including maintenance of the existing facilities and development of recreation facilities (restroom and domestic water supplies) necessary to accommodate the recreational uses.

RIGHTS CONVEYED TO GRANTEES

To accomplish the purpose of this Conservation Easement, Grantees may:

Enter the Project Lands at reasonable times to monitor compliance with, and to enforce or otherwise exercise their rights under, this Conservation Easement;

Prevent any activity on, or use of, the Project Lands that is inconsistent with the purpose of this Conservation Easement or Prohibited Uses; and

Require Grantor to restore any areas or features of the Project Lands that are damaged by any activity prohibited by, or inconsistent with, this Conservation Easement. Notwithstanding the foregoing, Grantor is not obligated to restore the Project if others parties damaged the Project Lands, except that in all events Grantor shall restore Project Lands to the extent necessary to restore all conservation values to no less than the condition that existed on March 28, 2013.

The specific conservation values of the Project Lands are further documented in an inventory of relevant features of the Project Lands, dated September 5, 2012, on file at the offices of Grantees and incorporated into this Easement by this reference (“Baseline Documentation”). The Baseline Documentation consists of reports, maps, photographs, and other documentation that provide, collectively, an accurate representation of the Project Lands at the time of this grant and which is intended to serve as an objective information baseline for monitoring compliance with the terms of this grant.

ENFORCEMENT AND REMEDIES

Remedies. Upon any breach of the terms of this Conservation Easement by Grantor, and after providing notice of the breach and opportunity to cure as provided below, Grantees, jointly or severally, may exercise any or all of the following remedies:

Institute suits to enjoin any breach or enforce any covenant by ex parte, temporary, or permanent injunction, either prohibitive or mandatory; and

Require that the Project Lands be restored promptly to their condition prior to the violation if the damage to the Project Lands was the result of Grantor’s actions.

Grantees' remedies are cumulative and in addition to any other rights and remedies available to Grantees at law or equity. If Grantor breaches any of the Terms under this Conservation Easement, Grantor shall reimburse Grantees for any costs or expenses incurred by Grantees in enforcing this Conservation Easement subject to the limitations of Article XI, § 7 of the Oregon Constitution and the Oregon Tort Claims Act (ORS 30.260 through 30.300).

Notice and Opportunity to Cure. At least thirty (30) days before filing any legal action to enforce this Conservation Easement, Grantee or Grantees shall provide Grantor with written notice identifying the breach and demanding corrective action to cure the breach and, if applicable, to restore the Project Lands; provided, however, that if at any time Grantee or Grantees determine that the breach constitutes immediate and irreparable harm, no written notice is required and Grantee or Grantees may immediately pursue legal remedies to prevent or limit such harm. If Grantor fails to cure any such violation within thirty (30) days of its receipt of such notice, Grantee or Grantees may institute suit as described above, unless the breach cannot be cured within 30 days and Grantor commences and continues to cure the breach.

Effect of Failure to Enforce. No failure or delay on the part of Grantees to enforce this Conservation Easement or any of its terms discharges or invalidates this Conservation Easement or any of its terms; nor does any failure or delay affect the right of Grantees to enforce the Conservation Easement at a later date, or in the event of a subsequent breach.

Effect of Multiple Grantees. Each Grantee has independent authority to enforce this Conservation Easement. In the event that Grantees do not agree as to whether the Grantor is in compliance with this Conservation Easement, each Grantee may independently proceed with enforcement actions with the written consent of a majority of existing Grantees.

MISCELLANEOUS

Modification. This Conservation Easement may not be modified except by a written instrument signed and dated by Grantor (or its successor) and each existing Grantee (or its successor).

Assignment. No Grantee may assign any of its rights, interests, or obligations under this Conservation Easement without the prior written consent of each existing Grantee.

Binding Effect. This Conservation Easement is binding on and inures to the benefit of the Parties and their respective heirs, personal representatives, successors, and permitted assigns.

Other Rights in Project Lands. This Conservation Easement is subject to all easements of record at the time of execution of this Conservation Easement including easements executed by Grantor in favor of PacifiCorp for electrical generation, transmission, and distribution purposes as identified and attached hereto as Exhibit B.

SIGNATURE AND ACKNOWLEDGMENTS

Grantor has executed this instrument this ____ day of _____, 2013.

NAME:
TITLE:

STATE OF OREGON)
) ss.
County of _____)

The foregoing instrument was acknowledged before me this ____ day of _____, 2013, by _____, the _____ of Columbia Land Trust.

Notary Public for Oregon

EXHIBIT A

THE PROJECT LANDS

A portion of 2N-10E-12-TL 1300:

That certain tract of land in the Southeast Quarter of the Northwest Quarter of and the Northeast Quarter of the Southwest Quarter of Section 12, Township 2 North, Range 10 East of the Willamette Meridian, Hood River County, bounded and described as follows:

Beginning at the Northeast corner of the Southeast Quarter of the Northwest Quarter of said Section 12; thence South along the East line of said Northwest Quarter of Section 12 a distance of 320 feet, more or less, to the Northwesterly line of the right-of-way of the Mt. Hood Railway; thence South 45°45' West a distance of 284.2 feet; thence South 51°30' West a distance of 200 feet; thence South 55°47' West a distance of 320 feet; thence South 35°50' West a distance of 300 feet; thence South 34°56' West a distance of 198.5 feet; thence South 31°54' West a distance of 190.2 feet; thence South 32°34' West a distance of 146.1 feet; thence South 31°50' West 132.3 feet; thence South 12°50' West 249.8 feet; thence South 6°05' West 763.5 feet, more or less, to the Southwest corner of the Northeast Quarter of the Southwest Quarter of said Section 12; thence North along the West line of said Northeast Quarter of Southwest Quarter and along the West line of said Southeast Quarter of Northwest Quarter to the Northwest corner of said Southeast Quarter of Northwest Quarter; thence East along the North line of said Southeast Quarter of Northwest Quarter to the Point or Place of Beginning, including all of said Southeast Quarter of Northwest Quarter of Section 12 lying West and North of the right-of-way of the Mt. Hood Railroad company, together with the stream of Hood River flowing on and across said premises and appurtenant thereto and all the rights of the grantors herein in and to the waters and the use of the waters of the stream of the Hood River. Said properties are as described in that Warranty Deed to Pacific Power and Light, August 16, 1918, recorded in Book 12, Page 500.

TOGETHER WITH: Beginning at the Southeast corner of the Southwest Quarter of the Northwest Quarter of Section 12, Township 2 North, Range 10 East, W.M.; thence West, 273 feet more or less, along the South line of said Southwest Quarter of the Northwest Quarter to a point 20 feet Westerly of and measured at right angles to the center line of Pacific Power & Light Company pipe line as now located and constructed; thence Northeasterly 20 feet Westerly of and parallel to said pipe line as said pipe line is now located and constructed on a 5 degree curve to the right, to an intersection with the East line of said Southwest Quarter of the Northwest Quarter; thence South 420 feet more or less, to the place of beginning. Said properties are as described in that Warranty Deed to Pacific Power and Light, December 21, 1926, recorded in Book 20, Page 89.

TOGETHER WITH: The North half of the Northwest Quarter of Section 12, Township 2 North, Range 10 East, W.M. as per Property (1.) of that deed to A.C. Stewart filed January 12, 1918 in Book 12, Page 187, Hood River County Deed Records.

EXCEPTING THEREFROM:

1. That portion conveyed to Cyrus Vaughn by deed recorded February 15, 1909 in Book 2, Page 211.
2. That portion conveyed to Walter W. Hardinger et. al., by deed recorded March 29, 1909 in Book 2, Page 343.
3. That portion conveyed to A.L. Marble, et. ux., by deed recorded August 8, 1945, in Book 33, Page 375.
4. That portion conveyed to Claire Evans by deed recorded August 30, 1945, in Book 33, Page 442.

ALSO TOGETHER WITH: All that part of the West half of the Southwest Quarter of Section 12, and the Southeast Quarter of Section 11, Township 2 North, Range 10 East, Willamette Meridian, in the County of Hood River, Oregon, lying East of the center of the main channel of the stream of Hood River, as described in that Warranty Deed to Pacific Power and Light, recorded March 21, 1917 in Book 11, Page 377.

3N-10E-36D-TL 300:

All that portion of the Southeast quarter of Section 36, Township 3 North, Range 10 East of the Willamette Meridian, in the County of Hood River and State of Oregon, lying Easterly of the centerline of Hood River and Westerly of the relocated Mt Hood Loop Highway, EXCEPTING THEREFROM that portion conveyed to Mt. Hood Railroad Company.

3N-10E-36D-TL 400:

All that part of the West half of the Southeast quarter of Section Thirty-six (36), Township Three (3) North, Range Ten (10) East of the Willamette Meridian, lying Easterly of a line that is parallel with and 100 feet Westerly of the West bank of Hood River; together with all and singular the tenements, hereditaments and appurtenances thereunto belonging or in any wise appertaining; SUBJECT to the rights of the public in and to such part of said premises as lie within the boundaries of any road or highway; and SUBJECT to rights of way granted to the Mount Hood Railroad Company by deed recorded May 1, 1905, in Book G, at page 329, Deed Records, Hood River County, Oregon.

2N-10E-01-TL 100:

Beginning at the Northeast corner of Section 1, Township 2 North, Range 10 East of the Willamette Meridian, in the County of Hood River and State of Oregon; thence South on the east line of said Section 1320 feet; thence West on the South line of the Northeast quarter of the Northeast quarter of said Section, 1089 feet; thence South to the South line of the Northeast quarter of said Section 1; thence West 231 feet; thence South along the West line of the East half of the Southeast quarter of Section 1 to the Northerly right of way line of the Mt Hood

Railroad; thence Southerly along said right of way line to the South line of Section 1; thence Westerly along said South line of Section 1 to a point 1758.24 feet East of the Southwest corner of Section 1; thence North 1300.2 feet to the North line of the Southeast quarter of the Southwest quarter of said Section 1; thence East to the Northeast corner of the Southeast quarter of the southwest quarter ; thence North 660 feet; thence East 198 feet; thence North 198 feet; thence East 66 feet; thence North 924 feet; thence East 66 feet; thence North 198 feet; thence East to the West bank of Hood River; thence Northerly along the West bank of Hood River to the North line of Section 1; thence East to the point of beginning,

EXCEPTING THEREFROM,

1. That portion conveyed to Mt. Hood Railroad Company
2. That portion conveyed to Frank T. Lariza and Leota Lariza by deed recorded May 18, 1987, Microfilm No. 870931, Deed Records of Hood River County, Oregon.
3. That portion conveyed to Karl D. Schmidt and Alice L. Schmidt, husband and wife by deed recorded April 27, 1981, Microfilm No. 810723, Deed records of Hood River County, Oregon
4. That portion lying within Mt. Hood Loop Highway No. 35.

EXHIBIT B

Pre-Existing Easements Granted to PacifiCorp

Easement Title	Width of Easement	Assessor Map Number & Tax Lot	Grantor	Recording Information
Right of Way Easement	60 feet	3N10E36D – TL 300	Columbia Land Trust	
Right of Way Easement	30 feet & 60 feet	2N10312 – TL 1300 (a portion of)	Columbia Land Trust	
Right of Way Easement	60 feet	2N10312 – TL 1300 (a portion of)	Columbia Land Trust	
Right of Way Easement	60 feet	2N10E01 – TL 100	Columbia Land Trust	
Right of Way Easement	30 feet	2N10E01 – TL 100	Columbia Land Trust	

Appendix C

January 23, 2014

neighbor name
street address
city, state, zip

Dear neighbor,

I'm writing to give you an update on activities on the "Powerdale Lands," the riverside property that PacifiCorp transferred to Columbia Land Trust and Hood River County last March. I haven't sent an update since July so it seems about time to share the latest news with our neighbors.

In my last letter I mentioned that we formed a Powerdale Lands Advisory Committee. This is a group of partners and stakeholders who provide input on our management decisions. I had a great response to that letter and we now have several neighboring landowners participating in the committee. Please contact me any time if you would like to get involved.

I also mentioned that we were developing a 10-year general management plan for the Powerdale Lands. While working on our general plan, we found that we need a more specific plan for managing recreational access and public use. Therefore, the Powerdale Lands Advisory Committee launched a recreation and access planning project in October.

Our first step has been to gather existing information about how and where people use the Powerdale Lands. We compiled comments that Columbia Land Trust has collected over the years from neighbors' meetings and public meetings. We mapped locations such as access points, informal trails, high-use areas, trespass issues, illegal campsites, etc. The Powerdale Lands Advisory Committee members reviewed this inventory of public uses and concerns and added their own comments.

We would like to invite you, our neighbors, to add your comments or concerns to our inventory. I have enclosed a summary of public comments collected to date. If you have other concerns related to public use or access on the Powerdale Lands, please share them with me via mail, email or phone (my contact information is below).

By the end of 2014, we hope to develop a plan for allowing the public to access the Hood River County and Columbia Land Trust properties safely and legally. We know that these lands along the river are already popular with the public but we have some access problems to solve. For example, we don't have a legal railroad crossing so the public can't access most of the Powerdale Lands without trespassing on the tracks. As another example, we still need to assess possible safety concerns related to old infrastructure (pipeline walkway, bridge, etc.).

January 23, 2014

Page 2

Ultimately, we are obligated to meet certain management goals for the Powerdale Lands. These goals were set in a binding Conservation Easement before PacifiCorp gave us these lands. The first goal is to protect and restore fish and wildlife habitat, but the second goal is to maintain the existing public uses of these lands. Therefore, it is critical that we develop a functional plan for managing public access and recreation on the Powerdale Lands.

Please contact me if you would like to add to our recreation and access inventory or participate in this planning process in any way. You can reach me by phone at (541) 436-4210 (office) or (541) 645-0371 (cell), email me at kconley@columbialandtrust.org, or mail or visit at 216 Cascade Avenue, Suite B in Hood River.

Sincerely,

Kate Conley, Stewardship Lead
Columbia Land Trust

Powerdale Lands:

Summary of past meetings with stakeholders, neighboring landowners, & community

Meeting date	Attendance	Questions, comments and concerns from attendees
7/11/07 & 11/14/07	Columbia Land Trust, Hood River County, Hood River Watershed Group, and Powerdale Lands neighbors	How will habitat be enhanced? Can a loop trail be developed in lieu of a through trail, utilizing another route, such as Indian Cr Trail? How will stakeholders be incorporated into the long-term advisory group? How will remaining infrastructure be managed? Can neighbors be utilized to help police compliance with conservation easement? How can powerhouse access be improved? How will nude beaches be managed for? How can future changes in recreation type & intensity be frozen? Is there a way to limit future boating use? How will public ownership of lands below high water mark influence future management? Future access for fire control is needed. Railroad safety/liability. Overnight camping. Trail maintenance. Shooting. Water quality.
3/26/08	Columbia Land Trust, Hood River County, Hood River Watershed Group, and Powerdale Lands neighbors	Meeting Purpose: Brainstorm mgmt issues and mgmt solutions; scope neighbors' long-range vision for the property. Neighbor concerns: boundary discrepancies, need to involve local people in the planning process, fire hazards due to public use & responsibility for fire monitoring and control, road traffic near private residences, transient camps, trespassing, pipeline easements over private land, increased recreation & resultant harm to neighbors and habitat values, uncertain future of powerhouse, access road maintenance, existing leases to orchards including OSU, air drainage from orchards, orchard pest management, responsibility for public restrooms & garbage service, forest management (related to fire control, habitat, orchard concerns), soil/slope stability & impact on feasibility of management, availability of funding for good management, impacts of dogs & cats on wildlife, spread of weeds, water quality protection.
9/3/08	Columbia Land Trust, Hood River County, Hood River Watershed Group, and Powerdale Lands neighbors	Concerns about maintenance of private roads that lead into Powerdale Lands. Should pipeline and pipeline bridge be removed for habitat or retained to provide access? Habitat improvement goals include floodplain reconnection, forest & fuels mgmt, and weed control. Neighboring landowners discouraged development of any boating access sites or picnic amenities that would attract boaters to shore. Attendees felt it is important to keep the corridor in condition true to its past; expressed concerns about increased use. Monitoring should be included in management plan.

Meeting date	Attendance	Questions, comments and concerns from attendees
9/23/09	Columbia Land Trust, Hood River County, Hood River Watershed Group, and Powerdale Lands neighbors	Land Trust presented "Draft Powerdale Corridor Management Strategy" and update on decommissioning progress. Neighbors concerned about distributing maps to public. Important to define boundaries. Recommended that Land Trust should have a Hood River office & staff. Fire risk is a high priority; concern about cigarettes & railroad. Concern about reestablishing through trail & increased public use. Appreciation for Land Trust holding 5 meetings for neighbors before reaching out to broader public.
12/2/09	Public open house	<p><i>Comment cards received:</i> Interested in connection between Indian Creek Trail & a trail along the Hood River. Restoration & habitat is critical. Who will monitor ecological impacts following dam removal? Keep southern access open. Make north access safer. Plan for emergency/fire access through ODFW road. Remove entire pipe eventually. Leave some areas without access to reduce disturbance to wildlife.</p> <p><i>Comments made on map of Powerdale Lands:</i> No good use for powerhouse if in floodway; remove it & naturalize the area. Need better emergency access at powerhouse. Consider habitat enhancement in lower Neal Cr and Indian Cr. Remove all pipe & create a trail in its place. Remove infrastructure to allow river to move around. Consider a suspension bridge for access to E. side. Reconnect side channel cut off by railroad at river mile 1. Could access on west side come from somewhere else if Copper Dam Rd. closes, maybe off Eliot or along Cedar Cr? Protect perennial springs that flow through road bed (between Cedar Cr & former dam site). Maximize wildlife corridor restoration & protection.</p>
4/5/13	Columbia Land Trust's Hood River office open house	<p><i>Comments left on map of Powerdale Lands:</i> Connect to Indian Cr Trail? What will happen to the catwalk? Wetlands in rivermile 1 area are crucial and have nearly filled in. Reconnect the rivermile 1 floodplain! When, if ever, will we get public access to the old dam site? Access, access!</p>
11/19/13	Powerdale Lands Advisory Committee	<p><i>Comments and items added to a map of public access and use:</i> Illegal fire pits, camp sites, etc. Unofficial parking locations and unofficial access trails (some involve trespass on railroad or other private property). Concerns related to previous land management by PacifiCorp. Potential sites for future trail(s) to replace washed out pipeline or lost access on Copper Dam Road. Illegal RR crossings, proposals for future RR crossing sites (pending RR approval). Safety concerns on Powerhouse Road. Trespass a concern on railroad bridge. Possible future connections to Indian Creek Trail or Port of Hood River.</p>

POWERDALE Recreation and Access Plan INVENTORY MAP

FOR PLANNING PURPOSES ONLY
-NOT FOR PUBLIC DISTRIBUTION-
This map displays issues related to public use of the Powerdale Lands. Trails, access points, and other features on this map do not represent authorized or planned uses. This inventory of known uses & issues was compiled to improve future site management.

Legend

Point data

- Bridge
- Cistern
- Culvert
- Illicit fire pit
- Transient camp
- Picnic Table
- Frequent-use trailhead
- Rogue Trailhead
- Railroad Concern
- Sewer
- Sign
- Spigot
- Well heads
- Salmon Spawning Survey Site

Unofficial Trails

- On Pipe
- Major Trail
- Minor Trail

Pipeline

- Metal
- Wood

Line data

- Potential Railway Relocation
- Powerline Corridor
- Railway

Polygon data

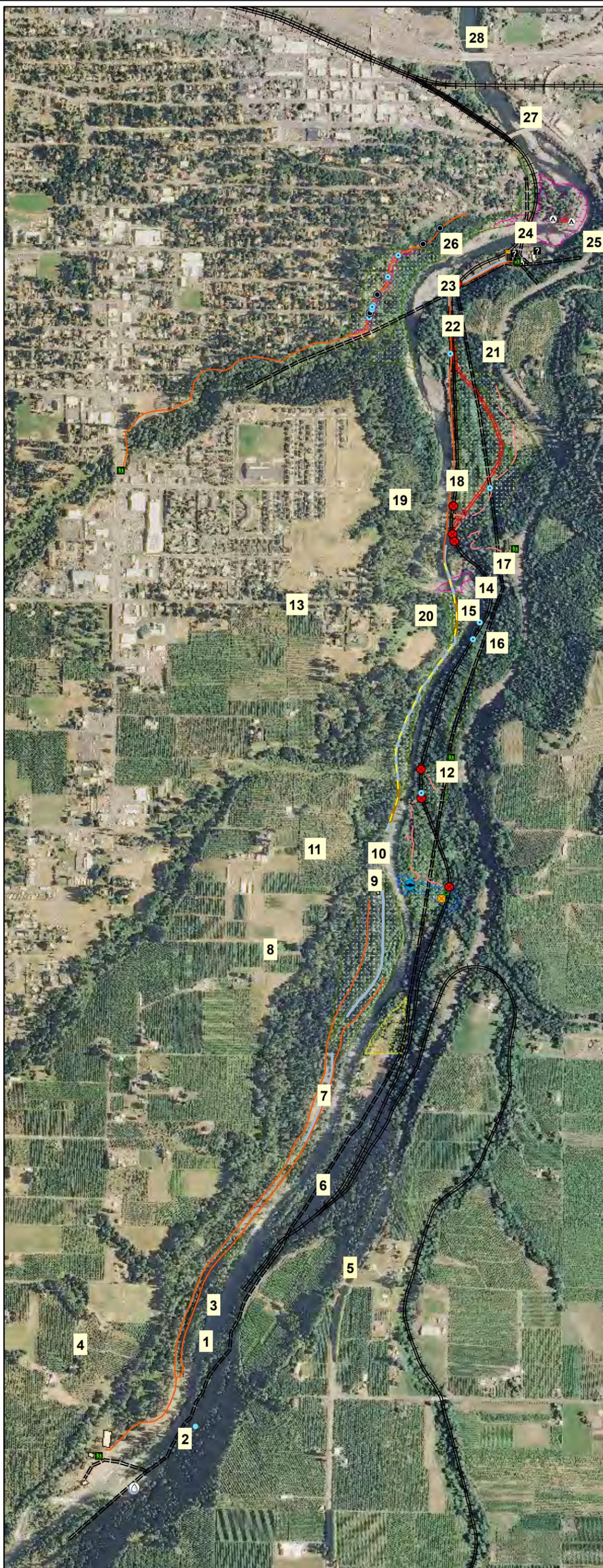
- Critical Confluence
- Encroachment
- Hazard
- Infrastructure
- Potential project
- Public Use
- Railway Issue

Powerdale Lands Ownership

- Columbia Land Trust
- Hood River County

Numbers refer to APPROXIMATE locations of comments added to map by Powerdale Lands Advisory Committee on 11/19/13

0 0.125 0.25 0.5 Miles



Powerdale Recreation and Access Plan Inventory Map

Comments from Powerdale Lands Advisory Committee, November 19, 2013

#	comment
1	unpermitted fire pits
2	Structural issues with BPA road
3	Will Red Barn Orchard allow easement on old PacifiCorp access road that goes across property that extends down to river?
4	Is there an alternate route for Copper Dam Rd that could provide access onto the Powerdale lands?
5	People park at locked entry gate to BPA road and hike down to fish
6	Did PacifiCorp cut a lot of trees on E side of river near powerlines?
7	sink hole at dam burial site/reveg site
8	Any willing landowners who might sell/give/allow access into CLT property on west side?
9	Trail options for pipeline washout: upland? Low trail? Verify soil type.
10	Could there be multiple, disconnected trail segments, rather than trying to create one through trail?
11	Possible new trail access from OSU Expt Station on Hood River County property to CLT Powerdale property?
12	There is public access down a trail from Jeastrup Rd entrance but legal access ends at RR
13	UGB is at Eliot Drive
14	Campfire and camp site at downstream end of pipeline bridge on east side of river
15	Log shelter structure at Long Hole
16	Interest in trail between Kodak Point access and Jeastrup Road access
17	Interest in developing a RR xing on trail that comes down from Kodak Pt. (Culvert, bridge or other)
18	unpermitted campfires observed on beach just downstream of pipeline bridge
19	user-made trail from Sieverkropp property, not sure if it goes all the way down to river
20	Trail off end of Eliot Rd but crosses Burkhart and Sieverkropp properties
21	Sheppard's driveway is NOT a trail
22	May need to elevate or armor trail (and RR tracks??) at base of bluff below Sheppard's orchard
23	Need for safe RR crossing on Powerhouse Unit; potential to use existing 8' 6" pipe as underpass
24	Lack of public access across RR bridge is a problem and leads to trespass
25	Powerhouse Road access is problematic
26	Geologic hazard zone on slope near Indian Creek Trail, would impact permitting
27	Unofficial pedestrian access under State St bridge & I-84 bridge toward mouth of river
28	Port improvements to trail along waterfront

Appendix E

Comments received in response to letter sent to Powerdale neighbors in January 2014 regarding the Powerdale Lands Advisory Committee's inventory of issues and sites relevant to developing a recreation and access plan

OSU Experiment Station comments:

From: Kate Conley

Sent: Wednesday, February 12, 2014 12:18 PM

To: 'Bouse, Ilea'

Subject: RE: Response to January 23, 2014 Update on activities on the Powerdale Lands

Hi Ilea,

Thanks so much for taking the time to review those materials and share your comments. I will share your comments at the next Powerdale Lands Advisory Committee meeting and add a copy of your message to our comments file.

I definitely understand your concerns regarding both the terrain behind the Experiment Station orchards, and the need to keep the public out of the experimental orchards. Comments on the map were made during an activity that was like a brainstorming session where we asked people to put down all their ideas about existing or potential access to and use of the Powerdale lands. Therefore, a comment on the map doesn't mean it is a feasible idea or something that we will be pursuing any time soon. I will add your input to all the other information that we have gathered so that we can consider it all as we work on plans for the future.

Kate

From: Bouse, Ilea [mailto:Ilea.Bouse@oregonstate.edu]

Sent: Friday, February 07, 2014 10:54 AM

To: Kate Conley

Cc: Tuck, Brian

Subject: Response to January 23, 2014 Update on activities on the Powerdale Lands

Hi Kate,

I got your letter and map regarding the Recreation and Access Plan for the Powerdale Lands. I showed the Comments from the Advisory Committee meeting and the Map to Brian Tuck, the Director here at MCAREC, and two items raised red flags for us. Item number 8, is located on the Map near the block we lease from the Columbia Land Trust, and it reads "Any willing landowners who might sell/give/allow access into CLT property on west side". And item number 11, which reads "Possible new trail access from OSU Expt Station on Hood River County property to CLT Powerdale Property."

It appears from the Map we are ideally located to the mid-section of the trail, but there are two primary problems with using our lands as an access point.

The first problem is we have very little acreage that borders the Powerdale property, because Nicholson's Orchard is between us and the Powerdale property. On your map, the number 11 and 10, are actually on Bob Nicholson's property. You might want to discuss access with him, as I think his land is much more suited to what you are looking for than ours. Where we do have bordering acreage, the terrain is extremely steep, and the slope of the Powerdale land is thick with blackberries, poison oak

and briers. (One of our former Researchers is also an avid fisherman, and tried to get to the river via our property, and after a day of trying to find a way, gave up and declared it not accessible.)

The second problem is we cannot allow the public to have unlimited access to our Orchards, and you cannot get to the Powerdale Property without going through our Orchards. Part of our Agricultural Research is to test chemicals, training systems, and different rootstocks. If someone were to pick a pear or cherry going through our lands, it could completely alter our research data. It could also be unsafe for the public, because they would not have the training to know how to stay out of sprayed areas. Additionally, some of the grant funds we receive require that we protect access to our Research, so we need to be able to document who has had access to our Orchards.

We consider the work performed here at MCAREC to be an “existing public use”, since we are a Public University, and most of our grants are publically funded. So, we feel the work we do on the land we lease from you, is consistent with the Columbia Land Trust mission, even if that means limiting the public access to the land we lease.

Let me know if you have questions or would like to discuss this further. I would also be happy to come to your next Advisory Committee Meeting.

Thank you for including us in the planning process.

Sincerely,

Ilea Bouse | Office Manager
Oregon State University | Mid-Columbia Agricultural Research & Extension Center
3005 Experiment Station Rd, Hood River, OR 97031 | Phone: 541-386-2030 Ext. 220

Bob Benton's comments:

Comments received by phone, 2/26/14.

Bob is concerned about any recreation and access plans that might result in public users of the Powerdale Lands straying into his orchard, either the portion that belongs to Columbia Land Trust but is leased by Bob or the rest of his orchard land.

He is concerned for a few reasons. He is concerned about his liability if someone were injured on his land or land under his control, since unlike OSU he doesn't have any limit on his liability. He is concerned about people entering his orchard after pesticides are used. He worries that if a trail were installed along or near the top of the bluff, trail users might pop up in his orchard. Therefore, he recommends that if there were ever consideration of building such a trail it would need to have a wide enough buffer between it and the orchard, and Columbia Land Trust would need to communicate plans with him well in advance to avoid any unpleasant surprises and figure out a mutually agreeable way to make it work.

Shawn Summersett comments:

From: Hood River Bluff House [hoodriverbluffhouse@gmail.com]
Sent: Thursday, June 05, 2014 3:03 PM
To: Kate Conley
Cc: 'Sophie Summersett'
Subject:Foot trail: 523 East 4th Street to the Hood River corridor

Attachments: 523East4thStreetTrailToHoodRiver.jpg

Kate,

See attached. Are you aware of this steep unsanctioned access trail used by some community members? Perhaps we can work something better into the Powerdale Lands Trail Access Plan? This alignment crosses private property without easements and causes serious privacy concerns since it passes within 5' of back yard residence windows shocking everybody concerned when it happens. Let's talk. I'll be at the house this evening if you want to meet onsite otherwise another time can be arranged.

Best regards,

Shawn Summersett

