

# White Salmon's Riverfront Bridge Park Conceptual Plan



## About This Document

This document is intended to show a vision for the Columbia Riverfront park within White Salmon's city limits. This vision, or concept, was more specifically developed in a design workshop hosted by the City of White Salmon and National Park Service's Rivers, Trails and Conservation Assistance Program (RTCA) in the Spring of 2017. However, city staff have envisioned this park for over eight years.

This document is not a master plan and does not contain engineering or design specifications. It is conceptual in nature and is meant to illustrate what the park could look like. Prior to construction of the park, further study will need to be done including engineering of a bridge over a railroad. In addition, the City will be required to complete necessary environmental/regulatory permitting (SEPA, etc).

## Vision

The City of White Salmon's vision is to create and maintain a natural "rustic" park that will act as a gateway to the region. It will provide safe and fun access to the Columbia River for locals and visitors to enjoy the natural riverfront. This park will not have grass on it or developed park facilities such as swing sets or fabricated play structures but will seek to retain the natural character and native species that inhabit this relatively pristine riverfront property.

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## **Background**

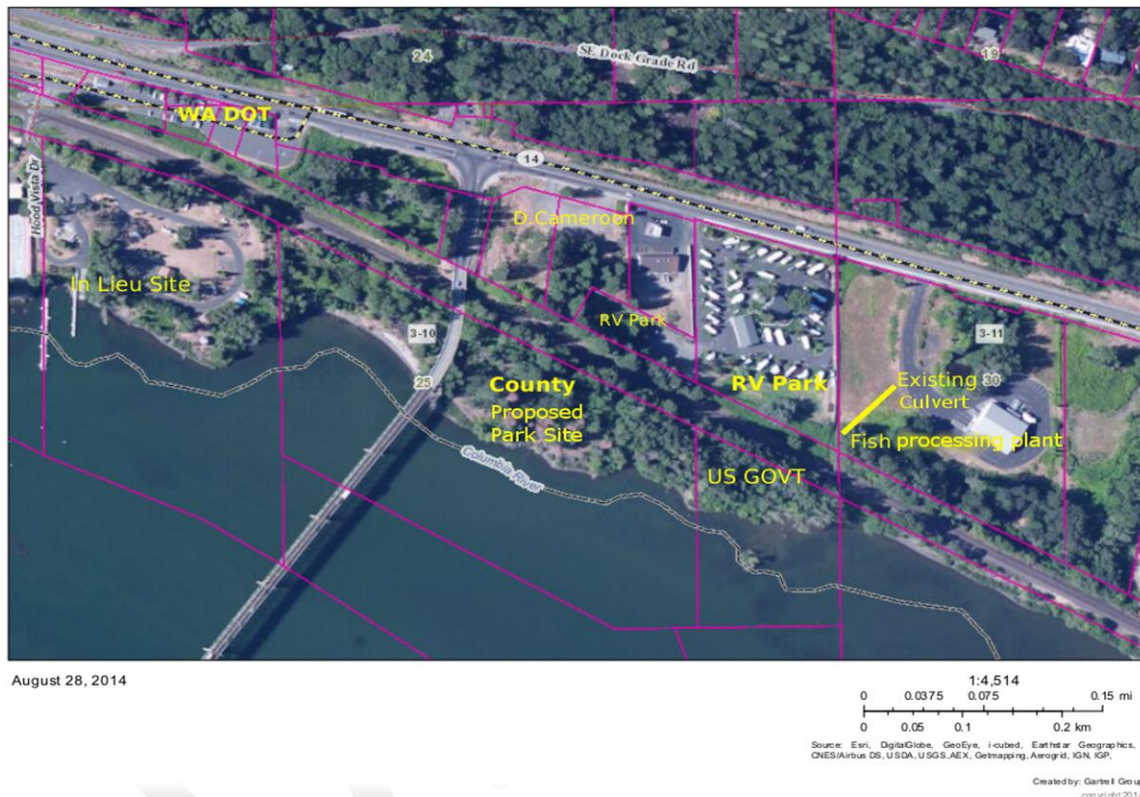
Klickitat County recently acquired the 12 acre riverfront property due to a private landowner defaulting on taxes. This parcel has difficulty being developed due to the lack of access. The Burlington Northern Santa Fe (BNSF) railroad is the parcel’s northern boundary and prevents access from Highway 14. In addition, much of the parcel is within the floodplain and not able to be developed due to environmental constraints. This parcel is officially listed as 12.94 acres, however, approximately 7 acres are actually underwater. Klickitat County has agreed to allow the City of White Salmon and partners to develop a park on the property as long as legal access can be obtained.

The land now owned by the County is within White Salmon’s city limits and Urban Growth Boundary. It is not contained within the Columbia Gorge National Scenic Area.

The site has had seasonal transient use and there are two sites that receive the majority of the overnight camping. Evidence of these “homeless” camps can be seen by the garbage and debris left by the inhabitants. Other uses on the site include the occasional fisherman (though most people fish this side of the Columbia River from boat) and occasional picnic use by locals who utilize an unofficial trail that accesses the site near the Bridge Mart gas station and convenience store.

The site has many large Ponderosa Pine trees, many of which are dead or dying from the recent Pine Beetle infestation. Many of these dead pines have already fallen or are standing snag trees.

## Proposed Park Location Map



## Planning Process

In March 2017, the City met with staff from the National Park Service’s Rivers, Trails and Conservation Assistance to discuss the potential park. It was decided a design workshop would be conducted with approximately a dozen stakeholders participating in the collaborative design process. The workshop was held on April 20<sup>th</sup>, 2017. Attendees included representatives from the City, Klickitat County, Mount Adams Chamber of Commerce, North Shore Medical Group, Yakama Nation Fisheries, Underwood Conservation District, Washington Department of Fish and Wildlife, local business owners, Community Partners Bingen-White Salmon and people representing non-motorized paddle sports. Preliminary designs were generated that were refined and can be seen later in this document.

## Design Constraints

As discussed in the Background section, the park is defined, in part, by the environmental constraints of the site. For more information about restrictions on development, see the City of White Salmon's Shoreline Master Plan (SMP).



*BNSF Railroad & Hood River Toll Bridge*

It should be noted that this site is listed as a planned park in the SMP. Another design constraint is the Hood River – White Salmon Toll Bridge operated by the Port of Hood River which divides the site roughly in half. The bridge is elevated approximately 40 feet above the ground on concrete pilings. Perhaps the most important constraint is access to the site. Hwy 14, landownership, the Hood River Bridge and the Burlington Northern Santa Fe railroad provide challenges and restrictions for the development of the site.

## Construction, Maintenance & Management

The City of White Salmon will be responsible for raising the funds needed to construct the park. This park will not use general funds but will rely upon grants and donations to develop it. Maintenance of the park will be done by the City in partnership with volunteers. The majority of upkeep will involve brushing the trails, emptying garbage cans, and keeping the site free of garbage and other refuse. The City anticipates working heavily with organizations and businesses to do most of this work.

## Recreation Opportunities

The site seems to hold good potential for paddle sports such as Stand-Up Paddle boarding (SUP), kayaking and canoeing. Many stakeholders suggested that this park would be a good put-in/take-out for non-motorized paddlers due to the more protected nature of this area's riverfront. It has more protection from the wind than the other side of the river and so is likely not a good windsurfing or kite-boarding launch site. There is potential for downriver or downwind paddles from the Port of Klickitat's Bingen Point or the mouth of the White Salmon River.

As a riverfront park along the Columbia River, there are some opportunities for fishing from the bank or from boats here. There are several boulders and rocky areas off shore that fish utilize for protection and may hold good fishing for anglers. In addition, visitors are likely to wade and swim just off shore in the



shallow protected waters near the main beach. Birding and wildlife viewing as well as enjoying the scenic qualities of the site are likely to be other reasons for people to come here. There are numerous flat spots that are well suited for picnics and enjoying the views of the Columbia River, town of Hood River and Mount Hood.

### **Planned Non-motorized Connections to the Park**

There are a few trail efforts that will help access the Bridge Park for those who wish to walk or bike to it. White Salmon's Dock Grade Road is planned to have an outside (cliffside) barrier along the length of it to allow for a bike/pedestrian path connecting the City of White Salmon to the park.

In addition, there are some efforts underway to explore the potential to rebuild the old staircase that descended from White Salmon. This would allow for another direct connection to the park. Towns to Trails (an effort of the Friends of Columbia Gorge) aims to connect towns together to allow for a town to town hiking experience. Depending upon trail locations, the park could link directly or indirectly into Towns to Trails.

### **New Hood River – White Salmon Toll Bridge**

At some point, the existing Hood River – White Salmon Toll Bridge managed, owned and maintained by the Port of Hood River will be need to be rebuilt. The current structure was built in 1924 and partially rebuilt in 1938. Upgrades and maintenance has continued regularly on the bridge. The bridge will need to be replaced at some point. Discussions between the City of White Salmon and the Port of Hood River did not indicate any issues that would prevent the replacement of the Hood River – White Salmon Bridge. The Port of Hood River indicates that the early preferred bridge alignment would put it parallel and immediately to the west of the existing bridge. If this is indeed where the replacement bridge is located, the new bridge should be designed with an access down to the park directly from the bridge.

### **In-Lieu Site**

The In-Lieu Site is located immediately to the west of the park site. It is an Army Corps of Engineers property that is managed by the Bureau of Indian Affairs and maintained by Columbia Regional Inter-Tribal Fisheries Commission (CRITFC). The In-Lieu Site is not open to the general public and cannot serve as an access point for the park.

The City of White Salmon should consult with with CRITFC to ensure that the park users who swim or paddle into the Columbia do not try to access the In-Lieu site.

It is recommended that the City of White Salmon work with CRITFC to determine if the In-Lieu site could be utilized as an access point solely for the construction of the ADA pedestrian bridge spanning the BNSF railroad. This would reduce the construction cost of the bridge.

### **Outdoor Classroom, Environmental Education & Interpretation**

The park could serve as an ideal outdoor classroom for local schools and groups. The ease of access to the park site and parking for school buses makes this site appealing for bringing in students of all ages to study the natural resources here.

There also is the opportunity to install interpretive signs educating visitors and enhancing their experience at the site. Interpretive signs could provide information on natural resources, the Native American experience, Lewis and Clark, early European settlement, and the construction of the Hood River – White Salmon Bridge.

### **Dogs in the Park**

Dogs will be allowed in the park on leashes. The City does not want to prevent people from bringing their dogs but does want to minimize the impacts from dog visitation. A doggie poop bag dispensary will be available on the southern end of the ADA pedestrian bridge. Signage at the entrance to the park should direct people to nearby locations that are appropriate for their dog to be off leash.

### **Emergency Services**

All emergency services including fire, law enforcement, ambulance, and search and rescue should be consulted with to determine if any design criteria is needed to improve the safety of park users. All emergency services should receive a map and GIS files of the trails of the park to aid staff and volunteers in emergencies. It is recommended that City law enforcement also make somewhat regular (once a day or every other day) visits to the park to ensure people are obeying the No Overnight Camping policy.

### **Native Planting & Noxious Weed Removal**

There is an opportunity to partner with the Suksdorfia Chapter, Washington Native Plant Society (centered in White Salmon) and Mid-Columbia Chapter, Native Plant Society of Oregon (centered in The Dalles) on any plantings done at the site to ensure that they are native and appropriate for the location. In addition, the Columbia Gorge Cooperative Weed Management could assist the City and partners to eradicate all noxious weeds on the site.



## Phase 1 Design Concept

Phase 1 creates the riverfront park. The overwhelming expense will be the construction of the pedestrian bridge which accesses the site. Below are the elements of Phase 1 development for the park:

### Park Hours

As with other parks within city limits, this park will be signed as open from dawn to dusk.

### Parking

Parking will be located at the Mount Adams Chamber of Commerce and Park and Ride site, on the south side of Highway 14. This site is owned by the City of White Salmon which received the land from Washington Department of Transportation. There are approximately 42 parking spaces, two handicapped spots, as well as space for Recreational Vehicles (RVs). Access to this parking site has ample sight distance on Hwy 14.



## Entrance

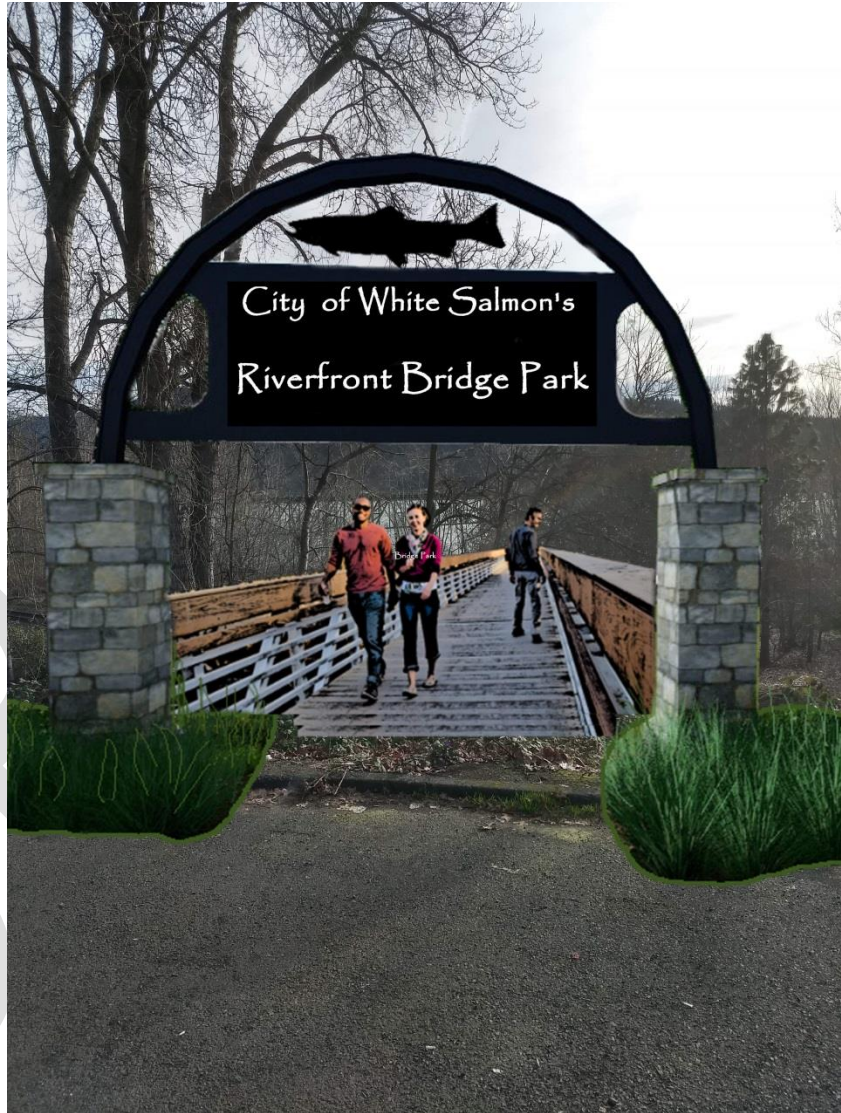
The entrance to the park will be in the southeast corner of the Park and Ride. The entrance should have a “gateway” signs that should include logo with all entities who supported this project (County, BNSF , City and other potential contributors?). Additional signage could include a map of the park, information on Pack it in – Pack it out, Tread Lightly, fishing regulations, and emergency contact info.

## Pedestrian Bridge

A footbridge will need to be constructed over the BNSF railroad. In order to do this, an easement will need to be obtained from BNSF. The bridge could be pre-fabricated and dropped into place. The City will need to work with BNSF and nearby neighbors to determine the best course of action for the bridge installation. This bridge will facilitate safe movement from the parking area to the park. It will be the only legal means of entering and exiting the site. This bridge is likely to cost approximately \$500k or more.

## ADA Trail

The trail leading from the park entrance over the bridge to the western two picnic tables and benches will be designed to ADA standards. This will involve crushed rock compacted to make a smooth, hard surface that will accommodate those with limited mobility and wheelchairs.



*Rendering of Gateway Sign & Pedestrian Bridge at Existing Park and Ride*

## Natural Surfaced Trails

All trails with the exception of the ADA trail will be natural surfaced. It should be noted that these trails are already in existence at the park site and just need to be “formalized” with minor enhancements. In addition, if needed (due to muddy conditions), trails could be surfaced with native material bark chips.

Rock or log steps can be added where appropriate/needed. Trails should be brushed regularly to ensure the paths are free of vegetation including poison oak.

### **Enhanced Rock Staircase**

Just east of the bench, there is a rocky slope that can be enhanced to make a stone staircase down to the main beach (west of Port of Hood River Bridge). These steps will serve as the most direct descent to the beach until the ramp is built.

### **Restrooms**

The existing restrooms at Mount Adams Chamber of Commerce will be utilized for the bathrooms of the White Salmon Riverfront Bridge Park. The City should work with the Chamber to study if more restrooms are needed. Temporary portables can be installed at the entrance to the park if there is a need.

### **Garbage Cans**

Garbage cans should be placed just over the bridge in the park site. Placed at the south end of the footbridge, these cans will be close to the ADA picnic tables and provide for an easy and convenient way for park visitors to dispose of trash as they exit the park. In addition, these cans will be relatively easy to empty while not getting garbage placed in it from random cars visiting the park and ride. Placing the garbage cans away from the picnic tables will also help with yellow jackets. All garbage cans on site should be covered to prevent wildlife from disturbing the garbage.

### **Picnic Tables**

The wooden picnic tables should be designed to be ADA accessible accommodating wheelchairs. The area around the picnic tables (pad) should be delineated and surfaced with compacted crushed rock. As mentioned above, garbage cans should not be placed at individual tables but at the entrance/exit on the south side of the footbridge.

### **Benches**

Two benches should be constructed and placed along the ADA trail just east of the ADA picnic tables. These benches should be set on the bluff above the western beach. This spot affords an iconic view of the Hood River Bridge, Columbia River, the town of Hood River and Mount Hood. These benches should have enough room to accommodate a wheelchair.



*Rendering of the proposed nature-based play area with picnic table*

### **Nature Play Area**

There will be a kids nature play area at the park located near the waterfront on the eastern portion of the park. This spot was selected because of the natural boulders that are present which would be fun for kids to climb and play. In addition, hazard trees from the site (dead standing Ponderosa pines), could be felled and brought here to make additional opportunities for kids to play on.

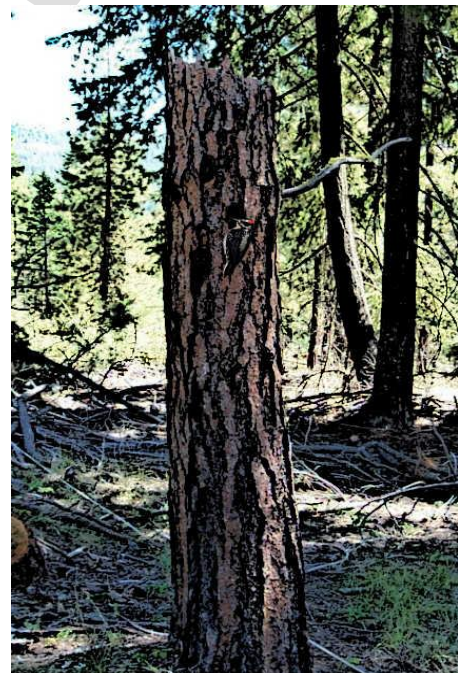
### **Fencing**

The City will fence –three sides of the property to ensure safety for all. If possible, this fencing should be designed to “blend” into the environment and be as wildlife-friendly as possible.

### **Wildlife Habitat & Restoration**

The riverfront here and to the east is relatively untouched. It provides habitat for birds and other wildlife. The introduction of more visitors to this area will likely push wildlife further east. To offset this, it is recommended that the eastern side of the site remain relatively “wild” so that there is a buffer between the park and the undeveloped riverfront to the east. The City and volunteers should also work with Washington Department of Fish & Wildlife (WADFW), Underwood Conservation District and local tribal agencies to explore the potential of enhancing the site’s habitat values for wildlife and botanical species. The removal of invasive species such as Himalayan Blackberry is recommended to help native species thrive.

The park site has many dead Ponderosa Pines due to beetle infestations. It is recommended that the City and volunteers work with WADFW and other organizations to create snags



*Example of a Ponderosa Pine Snag with Woodpecker*

rather than dropping the entire tree. These snags will enhance wildlife habitat while reducing the potential for tall dead hazard trees. All of the trees will need to be assessed to determine if they can be topped and left standing without being hazards to the safety of visitors. It should be noted that there may be money available for this type of wildlife habitat enhancement.



## Phase 2

Phase 2 for the riverfront bridge park builds on Phase 1 by adding an ADA accessible ramp down to the main beach, increasing the number of picnic tables and adding another nature play area. Below are the additions that will be made to Phase 1 when this next phase is developed:

### Parking

The parking for the site can remain the same as Phase 1. However, if there is a need for increased parking, the City of White Salmon should work with Klickitat County and WADOT to determine which adjacent publicly owned lands would be suitable for developing more parking spaces. There was some potential discussed at the workshop to purchase the private land owned immediately to the east of the

Park and Ride/Chamber of Commerce. If this were to be purchased, this area could easily accommodate more parking.

### **Restrooms**

If the park usage necessitates developing another restroom, the City should partner with the Chamber of Commerce on the best location for this facility. It is recommended not to place a restroom facility on the south side of the bridge because pumping and/or maintenance of the toilet(s) would be much more difficult. The likely spot would be at the park entrance or at the Chamber.

### **Picnic Tables**

Additional picnic tables can be added to the east side of the site as needed. These tables should be made to look similar to the other picnic tables in this area.

### **Addition of an ADA Ramp to Main Beach**

The most expensive addition in phase 2 is the construction of an ADA accessible ramp which takes people to the main beach (west side). This ramp will allow wheelchairs and those of limited mobility to make it down to the beach. In addition, this ramp will assist people in carrying kayaks and stand up paddle boards down to the beach.

### **Optional Boat Shed**

In the design workshop, several paddlers and business owners believed that it would be advantageous to have a locking boat shed on the site to reduce the need to carry boats back and forth over the footbridge. The likely spot for this would be located under the existing Hood River Bridge.

## **Next Steps**

### **Getting the Project Shovel Ready**

Early and essential actions for this project include: 1) securing a cost estimate and preliminary bridge engineering, 2) working with the County to develop an agreement for management and maintenance of the land and 3) getting a bridge easement for the pedestrian access from Burlington Northern Santa Fe (BNSF). The fourth and final piece (aside from getting grant funding) is getting the necessary permits from Washington State (SEPA) to move forward with the project. Once all these 4 steps are done, this project will be “shovel-ready” and more easily fundable.

### **Bridge Easement**

The City will need to secure an easement for the bridge working with the Burlington Northern Santa Fe Railroad. As mentioned before, this easement is critical to providing access to the park and without it, there is not a legal means for the public to enter the park.

### **Agreement with County**

The City will need to sit down with the County and obtain a written/formal agreement to utilize the site. This agreement needs to show that the County's parcel will be made available to the public in perpetuity. The in perpetuity clause is important in order to receive the likely grant fund sources. This agreement should be done as quickly as is feasible as it is essential to moving the project forward. The agreement should also detail the amount of time that the City will manage and maintain the land for the County and what might cause a reversal in the agreement. This should be drawn up by County/City legal counsel.

### **Cost Estimate and Preliminary Engineering of Bridge**

It is recommended that the City obtain a cost estimate (CE) for the pedestrian bridge. This CE along with preliminary engineering will allow the City and partners to more easily develop a grant funding package. It is recommended to add 15-20% to the CE to ensure ample funds are acquired.

### **Environmental Compliance**

Once the above steps are completed, the City should consult with Washington Department of Fish & Wildlife (WADFW) to discuss the necessary permitting for the project. It will be helpful that this project is already contained in the City's Shoreline Master Plan (SMP). However, there may be other concerns/environmental compliance other than SEPA that will be needed. WADFW should be able to steer the City in the correct direction and may have projects/funding the City can partner on to enhance the park.

### **Outreach to Other Key Stakeholders**

The City is contacting other stakeholders to ensure the park is being developed properly and the planning effort did not miss any crucial piece of information or opportunity. The following organizations have been involved in the planning process or need to be contacted to ensure a better park project (in no particular order):

- Klickitat County
- Port of Hood River
- Columbia River Gorge Commission
- Friends of the Columbia Gorge
- City of Bingen
- Gorge Windsurf Association
- Columbia Gorge SUPER Club
- Lower Columbia Water Trail (Lower Columbia Estuary Partnership)

- Washington Department of Transportation
- US Forest Service-Columbia Gorge National Scenic Area (USFS)
- Columbia River Inter-Tribal Fish Commission (CRITFC)
- Army Corps of Engineers (ACOE)
- Bridge Mart
- Yakama Nations Cultural Resources
- Washington Department of Natural Resources (DNR)
- Bridge RV Park & Campground
- City of White Salmon Police Department
- Native Plant Society –White Salmon and/or Columbia Gorge chapter
- Washington Department of Fish and Wildlife
- Columbia Gorge Weed Management Area
- One Gorge
- Community Partners Bingen-White Salmon
- Culture Seed & Atlan Center
- Raft & Kayak Outfitters operating on the White Salmon River

### **Grant Funding**

Once an easement has been secured and diligent outreach has taken place, the City should actively seek funding for the development of the park. The pedestrian bridge is likely to cost over \$500k and will be the critical element to make this park a success. The most likely funding sources will be through Washington’s Recreation and Conservation Office (RCO). The individual funding grant sources can be found by going to <http://www.rco.wa.gov/grants/index.shtml>

The Land and Water Conservation Fund (LWCF) is one likely source. Project partners can help identify additional public and private funding sources. Also, it will be important for the City (probably through a non-profit partner like Community Partners) to fund-raise locally. There are numerous companies and individuals who may be able to assist this effort.

### **Non-Profit Support**

It may be advantageous for the City to work with partners to set up a Friends of the Park organization or to see if an existing one, such as Community Partners, would act as a friends group to support the park. A non-profit will be able to fund-raise, organize volunteers for the park and reduce the cost/workload to the City.

### **Appendix**

The appendix to this document has maps, comment from stakeholders and photos that augment the concept plan.



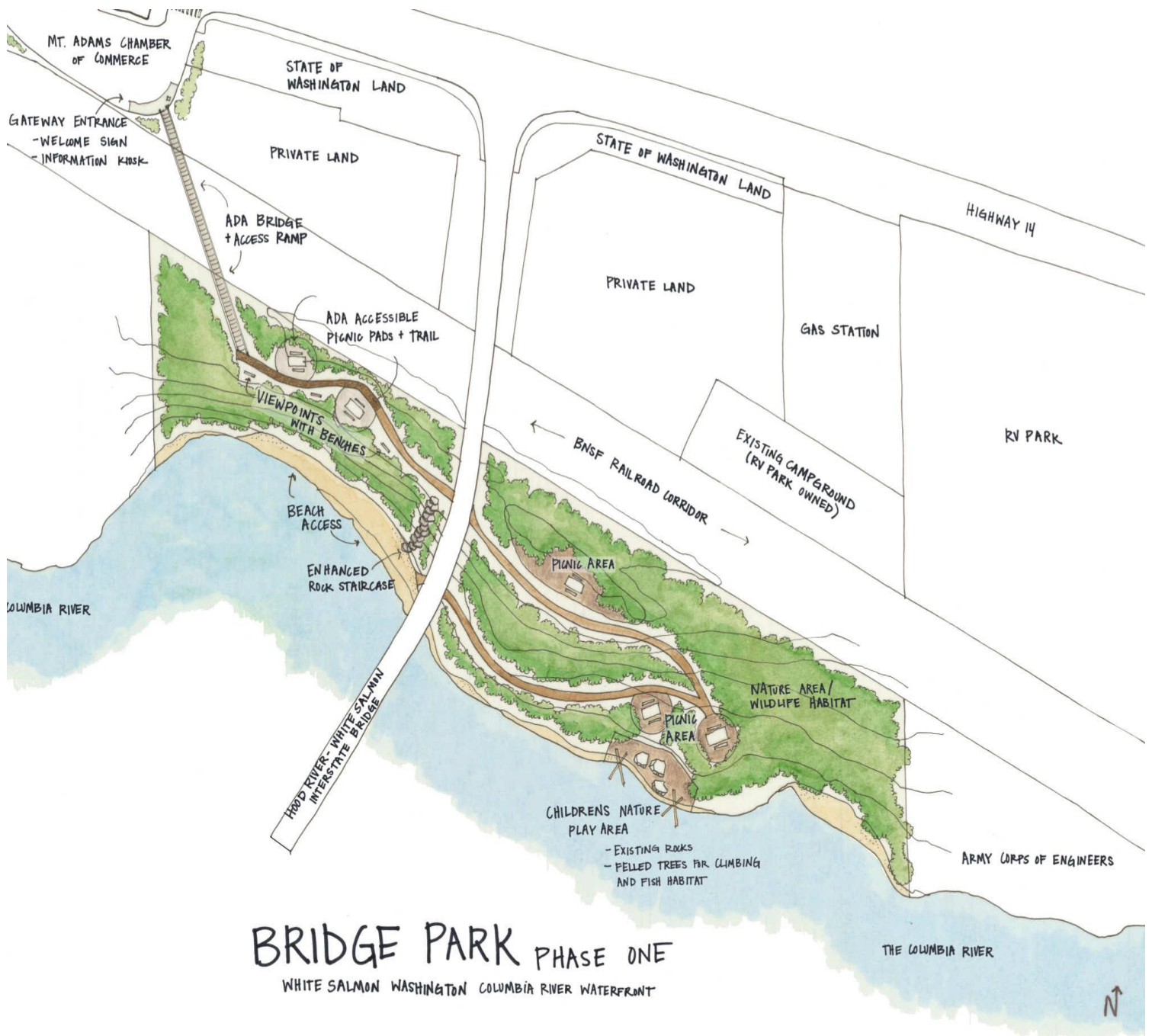
**BRIDGE PARK PHASE ONE**  
 WHITE SALMON WASHINGTON GAMBIA RIVER WATERFRONT





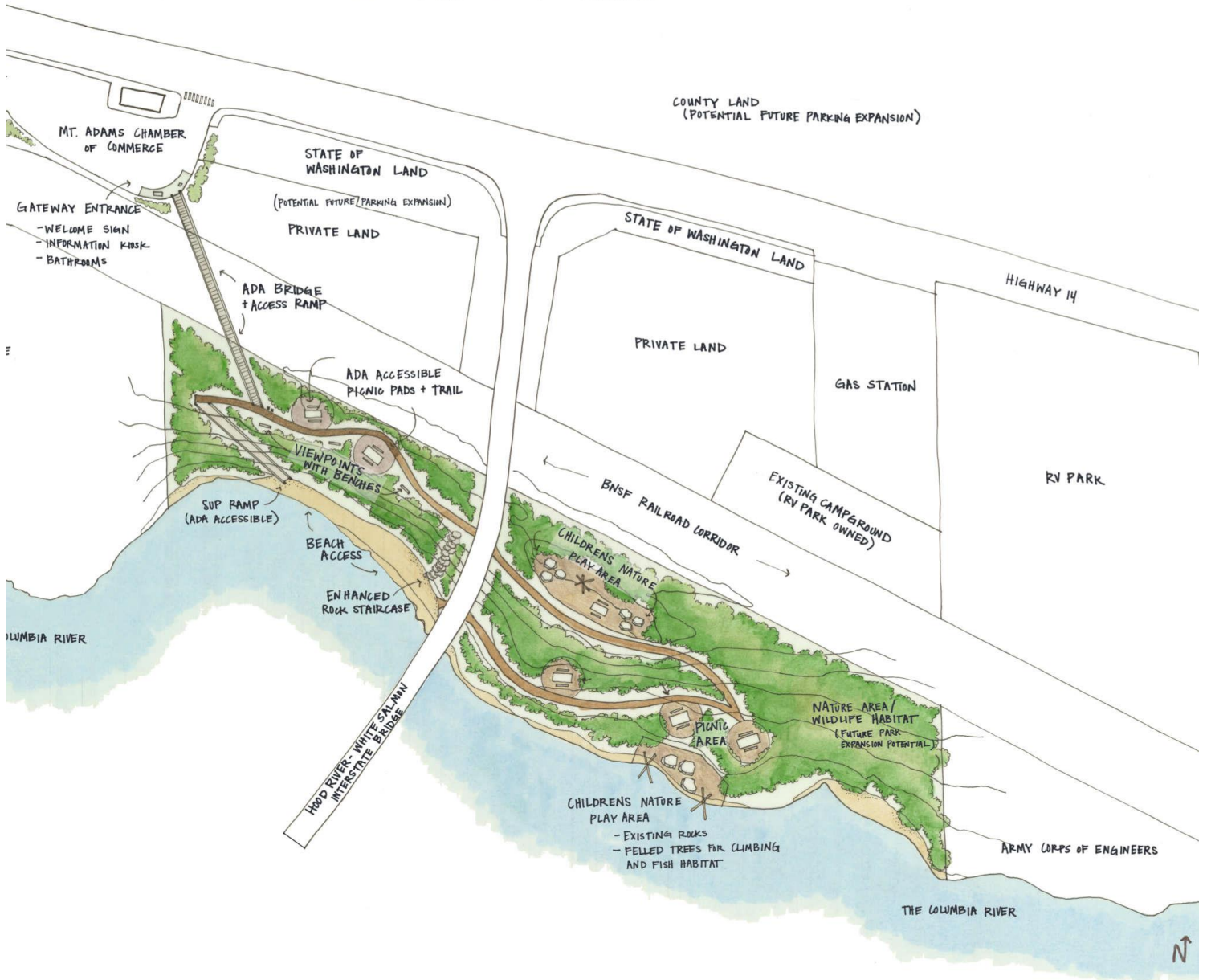
# BRIDGE PARK PHASE TWO

WHITE SALMON WASHINGTON COLUMBIA RIVER WATERFRONT



# BRIDGE PARK PHASE TWO

WHITE SALMON WASHINGTON COLUMBIA RIVER WATERFRONT



## **Yakima Nations Staff (David Lindley) Informal Comments on Proposed City of White Salmon Municipal Park – 4/17/17**

- Consider purchase of “Big Oak” commercial development site near Bridge Mart, utilize this property to provide ADA access, restroom (if feasible) and picnic tables on pine bench above railroad tracks
- Pursue transfer of fee title from Klickitat County to City of WS to ensure site protection and usage in perpetuity, will aid suitability of project for public funds (WWRP grants, etc.)
- Utilize existing natural vegetation to limit the proliferation of “social trails” throughout the site; retain snags and logs from moribund trees for fish and wildlife value and to limit same trailing
- Recommend against hardening of trails and picnic areas within the site, utilize existing silt/sand substrate as footpaths
- Site pedestrian railroad x-ing from Park-n-Ride facility or from “Big Oak” parcel, discourage placing it in close proximity to HR Bridge if bridge is scheduled to be replaced; ideally make it a safe wildlife crossing also
- Ensure that any development is sensitive to potential cultural resources and does not impede the use of the neighboring in-lieu site
- Maintain consistency with City of White Salmon Shoreline Master Plan Section 3.6.1 and 3.7.1

### **Recreation - 3.6.1 Goals**

Develop active and passive recreational opportunities on White Salmon’s waterfront.

1. Develop a park on White Salmon’s waterfront with water-dependent and water enjoyment recreational uses such as kayak or boat launches, picnic areas, trails. Large portions of the park should remain as natural areas.
2. Prioritize the planning, funding, and development for the Waterfront Park and recreational facilities within it.
3. The intensity of recreational use and the design of facilities should take into consideration the shoreline environment by preserving high-quality natural areas and directing recreational development to already degraded areas.
4. Recreational uses should be located and designed to be compatible with adjacent High Intensity uses to the east and the west of the future park site.
5. The City should work with BNSF Railway to address safety perceptions concurrent with any development of recreational facilities along the shoreline.

### **Vegetation Conservation - 3.7.1 Goals**

Shoreline vegetation provides many positive environmental benefits, including riparian shading, providing organic inputs to aquatic life, stabilizes banks, and improves water quality through filtration and vegetative uptake. The goal is to preserve native shoreline vegetation and to enhance it with new plantings while maintaining flexibility for the development of appropriate shoreline uses.

1. Preserve shoreline vegetation, placing a greater priority on vegetation nearest the water's edge.
2. Restrict clearing on steep slopes for purposes of slope stabilization, to prevent erosion, and to maintain integrity of upland uses.
3. Enhance vegetative diversity with new plantings at the time of development, redevelopment, and use expansions.
4. Maintaining vegetated riparian areas to protect shoreline stability and shoreline ecological functions takes precedence over vegetation clearing to preserve or create views.
5. Maintain woody debris on the shoreline for habitat conservation purposes.

### **CITY OF WHITE SALMON COMPREHENSIVE PLAN – PARKS, OPEN SPACE, AND RECREATION**

**Waterfront Park:** “The waterfront park would be nearly 13 acres in size and may accommodate water-based activities such as boating, paddleboarding, kayaking, and other in-water recreation. The park would be accessed by crossing the BNSF tracks from the existing Mount Adams Chamber of Commerce parking area. Multimodal access could be provided to the waterfront as an extension of the multimodal Loop Trail system. Current planning envisions additional park features such as two viewing platforms, benches, picnic tables, bike racks, and a rental hut for water equipment.”

- The Comprehensive Plan reads like a developed park with hardscaping and landscaping. Recommend maintaining and strengthening vision as rustic style park with minimal improvements.

### **Additional Stakeholders:**

- Gorge Commission
- USFS
- Port of Hood River
- CRITFC
- WSDOT
- WS Chamber of Commerce
- Army Corps of Engineers
- DNR
- Yakama Nation Cultural Resources
- Bridge Mart Owners
- RV Park Owners
- WDFW

## **Informal Comments on Bridge Park from Jeanette Burkhardt Yakama Nations Fisheries – 1/3/18**

So, just to reiterate some of our concerns about the park, which we have brought up in meetings or comments already:

The concerns we have are that there is already rapidly increasing recreational pressure in the mid-Gorge region with limited options for river access, and "if you build it, they will come"—i.e. if you create a new river access, there is potential for it to get a crush of pressure for all sorts of uses—swimming, fishing, boat access of various kinds... it's a relatively confined area, and it will be important to plan for how to limit not only the numbers of users but also the types of uses to protect the resources there with minimal new infrastructure.

This should not be a park that tries to be all things to all people (e.g. the suggestion about it being a wedding venue). How will the park be designed as "natural" or minimal development in the face of potential heavy use (limited parking, bathrooms, etc.)? There is a need for proactive measures to prevent dispersed use ("social" trails, camping, picnicking, trash/human waste deposits in undesignated/undeveloped locations, etc.).

Also, any water access will have to take into account neighboring properties (such as the in-lieu site) and the potential for there to be unanticipated spillover of access onto those parcels, or interference with CR navigation or tribal fishing access from the in-lieu boat launch. The rare segment of existing natural (i.e. not heavily ripped like so much of its neighboring) shoreline habitat and beach composed of alluvial gravels needs to be actively protected (i.e. should not be capped with sand or dredge spoils).

The park area should be rustic and retain intact as much as possible of its native vegetation and features, including snags, logs along shore and in the water, understory vegetation, large boulders, etc. It should be preserved as a natural area for small numbers of users with a light impact and limited access, rather than a park where river access is the main goal, since that type of park could very quickly become beaten down and difficult to manage, with damage and degradation of the natural resources that make it special.



*Beach downstream of Hood River Toll Bridge*



*Looking at Hood River Toll Bridge from the northeast*



*Underneath Hood River Toll Bridge*



*Photo of where proposed nature-based play is proposed by Columbia River*





*Photo of Mt Adams Chamber of Commerce and existing restrooms*

OK