

Multnomah Falls Kiosk Replacement Project

Oregon Department of Transportation Highway ROW north of 1N6E07 00100 in between the eastbound and westbound lanes of I-84 at exit 31

Zoning: GSPR – Special Management Area (Public Recreation)

Project Description

The Multnomah Falls Information Center (kiosk) is a structure erected by the Oregon Department of Transportation (ODOT) in 1975 and now maintained by the Travel Information Council (TIC) to display traveler information for motorists accessing Multnomah Falls via exit 31 off Interstate 84. It is located on a 577 sq. ft. concrete pad in the middle of the Multnomah Falls parking lot on ODOT right-of-way. The structure is unstaffed, partially enclosed, and covered.

TIC will replace the existing Multnomah Falls Kiosk with a new, updated kiosk to provide traveler information. The project includes removing the existing kiosk and concrete pad and installing a new concrete pad and kiosk in the same physical footprint. The new roof and structure will incorporate the standards in the Scenic Resources Implementation Handbook for the Columbia River Gorge National Scenic Area to be more visually subordinate than the current structure.

Applicant Findings for Multnomah County Code Sections §38.7040– Scenic Resource, §38.7050 – Cultural Resources, §38.7075 – Natural Resources, and § 38.7085 – Recreation Resources

§ 38.0045 REVIEW AND CONDITIONAL USE APPLICATIONS - SUBMITTAL REQUIREMENTS

(A) The following additional information shall be submitted for all review and conditional uses:

- (1) A list of Key Viewing Areas.

Applicant Response: The KVAs that are applicable are:

- Cape Horn
- Highway I-84
- Historic Columbia River Highway
- Multnomah Falls
- Washington SR14

This narrative includes an analysis of the visual impacts (or lack thereof) of the proposed project.

- (2) A map of the project area.

Applicant Response: Attached is a set of maps that satisfy the requirements (a)-(k).

- A1: Multnomah Falls Kiosk Location Image
- A2: 2017 I-84: Jordan Road- Multnomah Falls Sec Pavement Rehabilitation Plan
- A3: 1988 Multnomah Falls ROW Existing Utilities & Drainage

(3) Elevation drawings.

Applicant Response: Attached are floor and elevation drawings of the kiosk.

(4) The following applications for structural development shall include a grading plan:

Applicant response: N/A the proposed project does not include grading. Location is a flat parking lot.

§ 38.2830- CONDITIONAL USES

MCC 38.2830(C)(1)- Public natural resource-based recreation facilities, consistent with 38.7085

Applicant Response: The kiosk provides the public with directional information and local tourism resources.

§ 38.2860- DIMENSIONAL REQUIREMENTS

(C) Maximum Structure Height – 35 ft

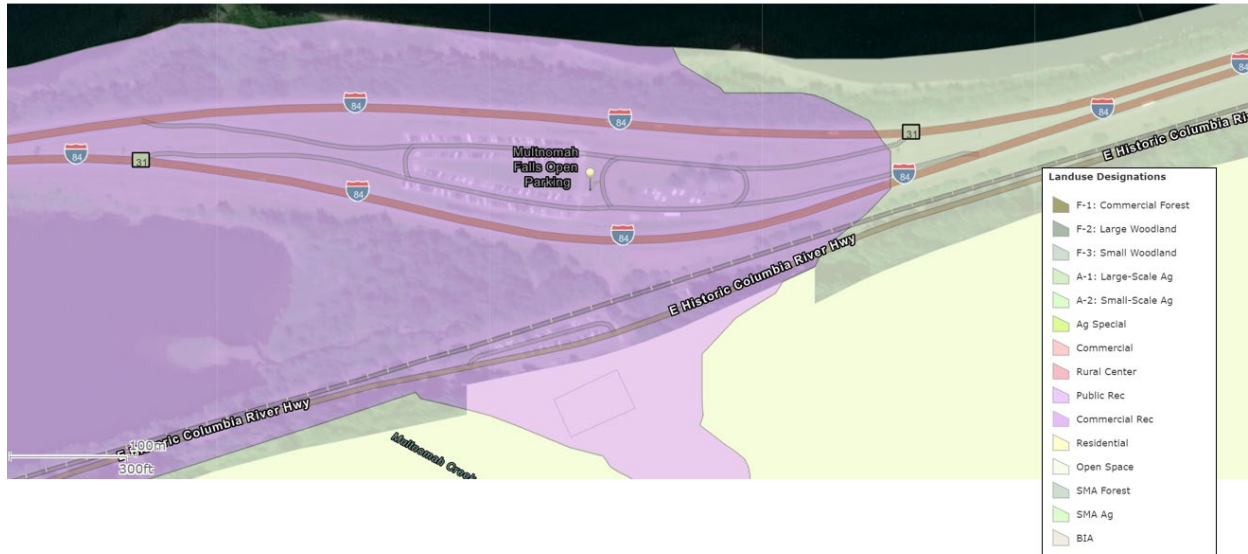
Applicant Response: The structure is under 20 ft in height.

§ 38.1000- GENERAL MANAGEMENT AREA AND SPECIAL MANAGEMENT AREA

Applicant Response: The project is within a Special Management Area (SMA). The zoning is Public Recreation as shown on Figure 1 CRGNSA zoning map.

Figure 1 Zoning

Multnomah Falls Kiosk Replacement Zoning Map



§ 38.2825 REVIEW USES

(C) The following uses are allowed on all lands designated GS-PR pursuant to MCC 38.0530.

(6) Resource enhancement projects for the purpose of enhancing scenic, cultural, recreation, or natural resources subject to MCC 38.7345.

Applicant Response: The traveler information kiosk helps to enhance the recreation experience at Multnomah Falls by providing information and directions for those visiting Multnomah Falls.

§ 38.7040 SMA SCENIC REVIEW CRITERIA

(A) All Review Uses and Conditional Uses visible from KVAs.

Applicant Response: TIC evaluated the proposed use from the following list of KVAs:

- Cape Horn
- Historic Columbia River Highway
- Highway I-84
- Multnomah Falls
- Washington SR14

(1) New developments and land uses shall be evaluated to ensure that the scenic standard is met and that scenic resources are not adversely affected, including cumulative effects, based on the degree of visibility from Key Viewing Areas.

Applicant Response: The proposed action will replace an existing kiosk and concrete pad that has reached the end of its functional life. The current kiosk has colors that are incompatible with the National Scenic Area aesthetic guidelines – the roof is light tan and turquoise, though the rest of the structure is wooden. Figure 2 shows the existing kiosk from Google Streetview.

Figure 2: Existing Information Kiosk



(2) The required SMA scenic standards for all development and uses...

River Bottomlands–Public Recreation- VISUALLY SUBORDINATE

Applicant Response: The project is in the SMA GPR River Bottomlands Landscape Setting.

The zoning district is Public Recreation. The SMA standard to meet is VISUALLY SUBORDINATE. The kiosk is located in ODOT’s parking lot. It is surrounded by a paved walkway on one side and non-native grass on the opposite side. It does not noticeably contrast with the immediate landscape of the parking lot. Proposed adjustments to the kiosk enhance the structure to be more visually subordinate from KVAs including: a lower profile roof, a non-reflective muted brown roof color, removing large logos previously on the roof and trim, removing all back-lit lighted displays and replacing them with posters,

(3) In all landscape settings, scenic standards shall be met by blending new development with the adjacent natural landscape elements rather than with existing development.

Applicant Response: The new kiosk will be made from natural materials, with a non-reflective, dark earth-toned roof. The existing and proposed kiosk are located within a human-made environment. The parking lot is sandwiched between the east and westbound lanes of I-84. The parking lot is paved, with curbs, striped parking stalls, and the landscaping is mowed grass and not natural to the area. The replacement kiosk is more consistent with Gorge scenic requirements than the existing structure. Figure 3 includes a visualization of the new kiosk.

Figure 3: Visualization of the Replacement Kiosk



(4) Proposed developments or land use shall be sited to achieve the applicable scenic standards.

Applicant Response: The replacement kiosk will be in the same location as the previous kiosk. There are no other alternatives for kiosk placement, as this is where there is space. The concept is to replace in kind. The project will remove and replace the concrete pad. There is little existing topography, and the only vegetation is a small, landscaped area north of the kiosk that hosts the Blue Star Memorial Highway sign that consists of decorative bushes and flowers.

(5) The extent and type of conditions applied to a proposed development or use to achieve the scenic standard shall be proportionate to its degree of visibility from key viewing areas.

Applicant Response: TIC acknowledges this requirement. Table 1 below lists distances from the proposed project to the applicable KVAs, along with the area of the project exposed to key viewing areas.

Table 1 KVAs and Distance to Project

Key Viewing Area	Distance to KVA	Amount of area exposed
Historic Columbia River Highway	350-400 feet from the edge of the Highway to the Kiosk	None, the eastbound lanes of I-84, the railroad grade and the berms upon which the Highway and railroad rest topographically screens the kiosk from the Historic Highway.

Key Viewing Area	Distance to KVA	Amount of area exposed
<i>I-84</i>	<i>115 feet (eastbound lanes), 180 feet (westbound lanes).</i>	<i>The top of the kiosk is <u>visible</u> from eastbound I-84 lanes, as the parking lot is lower than the I-84 lanes. The Kiosk <u>is fully visible</u> from the I-84 exit 31 parking lot.</i>
<i>Cape Horn</i>	<i>3.95 miles</i>	<i>Little, if any of the project will be visible from Cape Horn – topography and the distance will make the <u>new project indistinguishable</u> from the existing kiosk.</i>
<i>SR 14</i>	<i>1.3 miles</i>	<i>Due to topography and existing vegetation, this section of I-84 <u>is not visible</u> from SR 14.</i>
<i>Columbia River</i>	<i>350-600 feet</i>	<i>Due to topography and westbound I-84 lanes, the new kiosk <u>will not be visible</u> from the Columbia River.</i>
<i>Multnomah Falls</i>	<i>814- 1,300 feet</i>	<i>Benson Bridge- Due to existing vegetation, the kiosk can be seen only at select areas along the bridge. Top of Falls- The kiosk and parking lot are fully visible from the top of the falls trail.</i>

The design of the new kiosk will ensure it meets the scenic standard for its setting when visible, including: a reduced road height, new color scheme, and reduced dark sky compliant lighting. The existing back-lit display panels will be removed and replaced with poster display with aluminum framing painted in the new earth tone-brown color scheme.

(6) Sites approved for new development to achieve scenic standards shall be consistent with guidelines to protect wetlands, riparian corridors, sensitive plant or wildlife sites and the buffer zones of each of these natural resources, and guidelines to protect cultural resources.

Applicant Response: The new kiosk will be consistent with these guidelines. Since the kiosk is in the middle of the Interstate and surrounded by the I-84 parking lot, there are few opportunities for wetlands, corridors, sensitive plant or wildlife sites. Any existing buffers are already bisected by the Interstate, and to the south by the Railroad.

(7) Proposed developments shall not protrude...

Applicant Response: Does not apply; the new kiosk does not protrude above any of the landforms since Exit 31 is below the I-84 east and westbound lanes.

(8) Structure height shall remain below the average tree canopy height...

Applicant Response: Does not apply; the new kiosk does not exceed the height of the average tree canopy, though there are no large trees in the exit 31 parking lot.

(9) The following guidelines shall apply to new landscaping used to screen development from key viewing areas.

Applicant Response: No landscape screening is proposed. The work consists of removing the existing kiosk, removing and replacing the existing concrete pad, and installing a new structure. The current structure is generally not highly visible from key viewing areas, and the sidewalk and curbs do not allow for any landscaping to shield the development.

(10) Colors of structures on sites visible from key viewing areas shall be dark earth-tones found at the specific site or the surrounding landscape.

Applicant Response: The proposed action will include materials colored consistent with the *I-84 Corridor Strategy* and outlined in the *Scenic Resources Implementation Handbook*. Natural wood materials are proposed for the structure itself. The roof will be metal, coated with a non-reflective, dark brown color. Figure 4 includes a photo of the proposed metal roof, and according to the Fabral manufacturer, the color is Antique Bronze (Number 854).

Figure 4: Metal Roof Color Sample



(11) The exterior of structures on lands seen from key viewing areas shall be composed of non-reflective materials or materials with low reflectivity.

Feature	Materials Proposed	Proposed Color
Siding	Natural Wood	Douglas fir- sealed
Trim	Natural Wood	Douglas fir- sealed
Roofing Type & Color	Metal Roof	Antique Bronze (Number 854)

Reflexivity Rating of Windows	N/A- no windows	N/A
Exterior Light Fixtures	N/A- all interior	N/A

Applicant Response: The kiosk will be non-reflective. The wooden supports are natural colors with no reflectivity, and the proposed metal roof will be painted a non-reflective, dark, earth-toned color as referenced in Figure 4.

(12) Any exterior lighting shall be directed downward and sited, limited in intensity, and shielded or hooded in a manner that prevents lights from being highly visible from Key Viewing Areas and from noticeably contrasting with the surrounding landscape setting except for road lighting necessary for safety purposes. Shielding and hooding materials shall be composed of non-reflective, opaque materials.

Applicant Response: The proposed kiosk does not have any exterior lighting. All lighting is recessed can lighting underneath the roof pointing downwards. No light will be emitted above the horizontal plane. Filtered LED bulbs will be used. ODOT already lights I-84 for safety reasons, so the minimal lighting associated with the kiosk will not be noticeable. Additionally, the existing kiosk has back-light panels (Figure 5). The proposed kiosk will not have these transparent panels, and the downward facing lights will reduce the intensity and shield direct light from the views of adjacent KVAs.

Figure 5: Existing Kiosk Lighting at Night



(13) Seasonal lighting...

Applicant Response: N/A, no seasonal lighting is proposed.

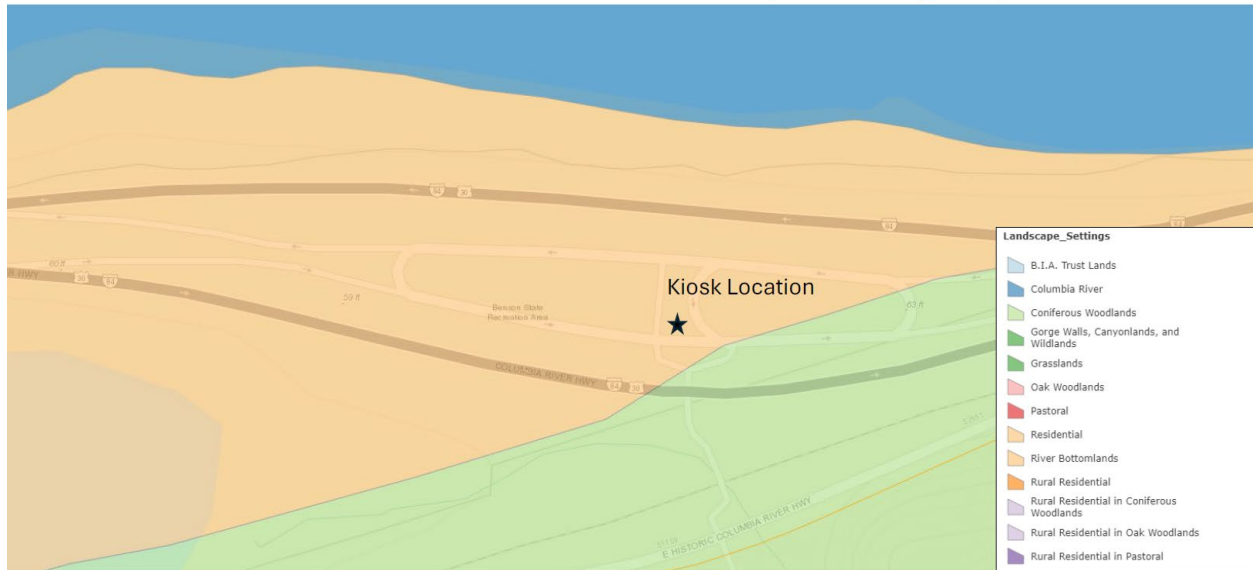
(14) New building shall be compatible with the general scale of existing nearby development. Expansion of existing development shall comply with this guideline to the maximum extent practicable. New buildings that are 1,500 square feet or less are exempt from this provision.

Applicant Response: N/A the proposed building is less than 1,500 square feet.

(B) The following shall apply to all lands within SMA landscape settings regardless of visibility from KVAs:

Applicant Response: The proposed use is in an SMA; the landscape setting is River Bottomlands.

Multnomah Falls Kiosk Landscape Setting Map



- (3) River Bottomlands: River bottomland shall retain the overall visual character of a floodplain and associated islands.
 - (a) Buildings shall have an overall horizontal appearance in areas with little tree cover.
 - (b) Use of plant species native to the landscape setting. Examples of native species are identified in the Scenic Implementation Handbook as appropriate to the area shall be encouraged. Where non-native plants are used, they shall have native-appearing characteristics.

Applicant Response: The building is very small, and the displays and spacing between walls will allow visitors sight lines through the building, creating fewer visual barriers once installed. It is a low-slung and one-story structure. The height at the top of the peak is approximately 13 feet, and it is in the shape of a pentagon with 13 feet 10-inch-long sides. There is very little tree cover, and the overall appearance of the building is horizontal.

(C) SMA Requirements for KVA Foregrounds and Scenic Routes

- (1) All new developments and land uses immediately adjacent to Interstate 84, shall be in conformance with state or county scenic route standards.

Applicant Response: The project is consistent with the I-84 Corridor Strategy. Page 70 provides guidance on viewpoints and Rest Areas, particularly noting that *rest areas are an important safety feature associated with interstate highway facilities* and a rest area provide an opportunity to educate the public. While the I-84 exit 31 is not an official rest area; the parking lot functions as a default rest area for

visitors along the Interstate. The corridor strategy recommends using “local, natural materials for facilities and structures” and “dark earthtone colors that repeat in the landscape.” The kiosk meets this requirement with wooden supports and display panels, and a dark earth tone roof.

(2) The following guidelines shall apply only to development within the immediate foregrounds of key viewing areas.

Applicant Response: The kiosk is within the I-84 road prism, including pull-offs and parking areas.

(a) The proposed development shall be designed and sited to meet the applicable scenic standard from the foreground of the subject KVA.

Applicant Response: The kiosk is consistent with the I-84 corridor strategy, as discussed above. The kiosk cannot be relocated as it is replacing an existing structure.

(b) Findings must evaluate the following:

1. The limiting factors to meeting the required scenic standard,
2. Reduction in project size;
3. Options for alternative sites for all or part of the project;
4. Options for design changes.

Applicant Response: ODOT developed the kiosk in 1975 in its current location, which is now part of the parking lot. It is not beneficial to reduce the size of the kiosk as it would reduce the amount of information the kiosk provides the traveling public. Additionally, reducing the size of the physical structure would make it less safe and potentially not ADA compliant. The structure needs to be large enough for a handful of visitors to safely move through, protected from the strong winds and rain in the Gorge. The current site of the kiosk is the least disruptive in the immediate vicinity. It is located on a high demand path through the I-84 exit 31 parking lot that allows for wide visitor access for most of the parking spaces in the lot.

Design changes are being implemented with this project, including important aesthetic adjustments such as: reducing the line of the roof to a more natural form, moving to muted earth tones and natural wood instead of the current turquoise paint, and removing the florescent backlit displays and replacing with canned LED lighting.

(c) Form, line, color, texture, and design of a proposed development shall be evaluated to ensure that the development blends with its setting as visible from the foreground of key viewing areas:

1. Form and Line
2. Color
3. Texture
4. Design

Applicant Response: The kiosk is a very simple design, with a sloped roof and vertical aspects/supports. The colors are consistent with aesthetic guidelines; native wood and dark metal roofing are similar to colors in the surrounding landscape. The design is open to allow viewing through the structure.

(3) Right-of-way vegetation shall be managed to minimize visual impact.

Applicant Response: The parking lot is mowed by ODOT, and the small garden just north of the existing kiosk is managed by the Oregon State Federation of Garden Clubs.

(4) Encourage existing and require new road maintenance warehouse...

Applicant Response: N/A

(5) Development along Interstate 84 and the Historic Columbia River Highway shall be consistent with the scenic corridor strategies developed for these roadways.

Applicant Response: The new kiosk is consistent with the I-84 Corridor Strategy, with natural materials in appropriate colors.

(D) SMA Requirements for areas not visible from KVAs

Applicant Response: N/A – the kiosk is visible from KVAs.

§ 38.7050 SMA CULTURAL RESOURCE REVIEW CRITERIA

(A) The cultural resource review criteria shall be deemed satisfied...

Applicant Response: TIC acknowledges this requirement.

(B) If comment is received during the comment period provided in MCC 38.0530 (B)...

Applicant Response: TIC acknowledges this requirement.

(C) The procedures of MCC 38.7045 shall be utilized for all proposed developments or land uses other than those federally assisted projects and forest practices.

Applicant Response: TIC acknowledges this requirement.

§ 38.7075 SMA NATURAL RESOURCE REVIEW CRITERIA

All new developments and land uses shall be evaluated using the following standards to ensure that natural resources are protected from adverse effects...

Applicant Response: TIC acknowledges the requirements of SMA Natural Resource Review Criteria. The kiosk to be replaced is located in a parking lot managed by ODOT that was established in 1961. There will be no development within wetlands, streams, ponds, or their buffer zones. The kiosk is part of the recreational resource for the location and protects the surrounding natural area by drawing users off the interstate and scenic highways and providing resources to understand and interact more knowledgeably with the surroundings.

§ 38.7085 SMA RECREATION RESOURCE REVIEW CRITERIA

(A) The following shall apply to all new developments and land uses:

- (1) New developments and land uses shall be natural resource-based and not displace existing recreational use.
- (2) Protect recreation resources from adverse effects by evaluating new developments and land uses as proposed in the site plan.
- (4) Mitigation measures shall be provided to preclude adverse effects on the recreation resource.
- (5) The Facility Design Guidelines are intended to apply to individual recreation facilities.
- (8) New interpretive or education programs and/or facilities shall follow the recommendations of the Interpretive Strategy for the Columbia River Gorge National Scenic Area.
- (10) A demonstration that the proposed project or use will not generate traffic, either by type or volume, which would adversely affect the Historic Columbia River Highway, shall be required prior to approval.

Applicant Response: This project is a 1:1 replacement of the existing Information Kiosk to maintain its current recreational use. There will be no permanent recreational displacements as part of this project. The Information Kiosk supports the recreation resource by drawing travelers off the Historic Columbia River Highway to safely explore Multnomah Falls on foot and learn about other historic and cultural opportunities in the area. ODOT manages the parking lot where the kiosk is located by requiring timed use-permits to access the Falls from 9am-6pm daily between the end of May and beginning of September annually. Trip Check also offers real time cameras to help visitor regulate their entry.

(B)(4) SMA Recreation Intensity Class 4 (High Intensity).

Social Setting: This designation is characterized by highly developed facilities where there is little challenge of risk associated with being in the outdoors...

Physical and Managerial Setting: Landscapes with natural appearing backdrop are characterized by this designation. Highly developed recreation facilities and trails are constructed for visitor convenience and ease of movement. On-site regulation and controls are noticeable but harmonize with the natural characteristics of the landscape setting.

Applicant Response: The project is located in a Recreation Intensity Class 4 area. This allows for highly developed facilities and a high degree of interaction with other visitors. By its location in the parking lot, the kiosk is a gateway to the many recreational opportunities available at Multnomah Falls for motorists. The kiosk is constructed for visitor convenience, ease of motion, and is ADA compliant. The kiosk provides visitor information for anyone coming to view the falls, dine, and engage in more intensive hiking.