



Oregon Parks and Recreation Commission

February 19 & 20, 2020
Grand Lodge @ McMenamins
Conference Room: Cottage
3505 Pacific Avenue
Forest Grove, OR 97116

Draft Agenda

Wednesday, February 19, 2020

*Location: LL Stub Stewart Campground
30380 NW Hwy 47
Buxton, OR 97109*

TOUR:

Time: Leave Forest Grove @ 8:00am

- Alvin T Smith House
- Buxton Trail Head
- Stub Stewart

Time: 12:00pm Lunch

WORK-SESSION / TRAINING: 12:30pm – 4:00pm

- Revenue Workshop
- Master Planning Process
- Oregon Office Of Outdoor Recreation Workshop

Thursday, February 20, 2020

Location: McMenamins - Cottage

Executive Session: 8:15am

The Commission will meet in Executive Session to discuss acquisition priorities and opportunities, and potential litigation. The Executive Session will be held pursuant to ORS 192.660(2)(e) and (h), and is closed to the public.

Business Meeting: 9:30am

1. Commission Business

- a) Welcome and Introductions (Information)
- b) Approval of November 2019 Minutes (**Action**)
- c) Approval of February 2020 Agenda (**Action**)

2. Public Comment: *This is the time for the public to address the Commission.*

*If you wish to make public comment on an item on the agenda you can choose to make your comment either when the item is heard, or during this allotted time. Although written testimony is not required, it is suggested that 15 copies be provided to the Commission Assistant prior to the meeting. **Speaking time is limited to 3 minutes.***

- 3. Director's Update**
 - a) Legislative update 2020 session (Information)
 - b) 2021 Legislative Concepts (Information)
 - c) Brian Booth Update (Information)
- 4. Budget**
 - a) 2019-21 Budget Update (Information)
 - b) 2021-23 Budget Update (Information)
 - c) 2019 Director's Expenses (**Action**)
- 5. Property**
 - a) Holman (Information)
 - b) Norriston Heights (Information)
- 6. Community Engagement**
 - a) Centennial Update (Information)
 - b) Reservation System Update (Information)
 - c) Middle Deschutes State Scenic Waterway potential future rulemaking (Information)
 - d) County Opportunity Grants (Action)
- 7. Heritage**
 - a) Heritage Division Updates (Information)
- 8. Park Development Division**
 - a) Pilot Butte Master Plan (Information)
 - b) Sitka Sedge (Information)
- 9. Rulemaking**
 - a) Request to adopt Special Access Pass reservation limits amendment 736-015-0035 (**Action**)
 - b) Request to adopt Heritage Grants adding 736-057-0000 to 736-057-0160 (**Action**)
- 10. Reports (Information)**
 - a) Actions taken under delegated authority
 - i) Contracts and Procurement
 - ii) Ocean Shores and Scenic Waterway Permits
- 11. Commission Planning Calendar (Information)**

The services, programs and activities of the Oregon Parks and Recreation Department are covered by the Americans with Disabilities Act (ADA). If you need special accommodations to participate in this meeting, please contact the commission assistant Denise Warburton at (503) 986-0719 or Denise.warburton@oregon.gov at least 72 hours prior to the start of the meeting.

Oregon Parks and Recreation Commission

February 20, 2020

Agenda Item: 3a Information
Topic: 2020 Legislative Session Update
Presented by: Katie Gauthier, Government Relations and Policy Manager

Background:

The 2020 Legislative session is a short session with fewer bills and no opportunity for proactive, agency-sponsored legislation.

Early signs indicate the session focus will include climate change policy, housing and homelessness, wildfire response and water policy. OPRD is impacted by many of these issues; however, we are not the primary agency involved in operating the programs or policies. Throughout the session, staff continue to monitor discussions, respond to legislative questions and evaluate impacts of potential legislation on the agency.

Legislative Concepts with particular interest to OPRD:

- LC 4- Establishes Willamette Falls Locks Authority as public corporation. Prescribes duties of authority. Modifies duties of Willamette Falls Locks Commission. Sunsets commission on June 30, 2021.
- LC 64-Expresses state policy to identify lands acquired by State Board of Forestry that have limited revenue-generation potential or that provide high-value recreational or conservation benefits. Authorizes board to transfer identified lands to other governmental entities or to change management framework applied to lands. Authorizes board to adopt rules.
- LC 83- Wildfire bill which includes a number of items. " Requires State Fire Marshal to establish minimum defensible space requirements. Requires local government to administer and enforce applicable State Fire Marshal defensible space requirements. Allows local government to adopt local defensible space requirements in excess of State Fire Marshal requirements.
- LC113-Dedicates portion of State Capitol State Park to Vietnam War memorial to be funded and constructed by qualified nonprofit corporation recognized and acknowledged by Director of Veterans' Affairs. Exempts memorial from certain land use laws.

Next Steps:

Staff will continue to monitor legislation and amendments to track potential impact to the department. This "short session" is expected to conclude by March 8 or sooner.

Prior Action by Commission: Review of 2019 Legislative Report in September 2019.

Action Requested: Information only

Prepared by: Katie Gauthier

Attachments: None

Oregon Parks and Recreation Commission

February 20, 2020

Agenda Item: 3b Information
Topic: 2021 Legislative Concept
Presented by: Katie Gauthier, Government Relations and Policy Manager

Background:

Development of OPRD's 2021 Legislative Concepts began with a request to all staff and many volunteer committees in Fall 2019 to solicit ideas for changes to statutes to improve agency outcomes for visitors or those we serve. Staff-submitted ideas were reviewed by managers with the Director's Group providing strategic direction.

This process resulted in the following seven concepts to move forward as OPRD's proactive legislation for the 2021 session.

- **ATV Class Sizes and Windshields.** Last session, Class IV ATVs were expanded to include wider and heavier ATVs but still only applies to vehicles with wheels that are 14 inches or less. Many new vehicles have 15 inch tires and would still be class II. This will confuse the public, law enforcement and vehicle dealers. Staff will work with proponents of prior changes to clarify and eliminate wheel size requirements in class IV definition. Stakeholder discussions will be around clarification of the four classes for long term needs. Additionally, current law requires all vehicles, except motorcycles, with a windshield to have windshield wipers. Side-by-sides don't come equipped with wipers, but often have half windshields or plexiglass windshields that scratch if wipers are installed. Legislation would eliminate windshield requirement for half windshields or plexiglass windshields.
 - This concept was proposed by the ATV Advisory Committee.
- **ATV Safety Education Cards.** ATV Safety Education Cards are currently required for Class I (Four-wheelers) and Class III (motorcycle) operators for all ages and Class IV (side-by-side) operators under age 16. Currently Class II (Jeeps, Trucks, Sand-rails) and Class IV operators age 16 or over only need a state issued driver license to operate off-road. In the last 2 years about 30% of the accidents that law enforcement reported in our Law Enforcement Tracking System (LETS) were for class IV vehicles, but they only make up about 12% of ATVs in Oregon. The legislative concept proposal would be to add safety education cards for all Class IV ATV Operators.
 - This concept was proposed by the ATV Advisory Committee.
 - In 2019, OPRD proposed a similar concept that also included class II (jeeps) operators. The recommendation is to narrow the concept and focus on the highest risk category.

- **Historic Cemetery Expansion.** Currently to be considered historic a cemetery must be include burial of someone who died before Feb. 14, 1909. This limits their ability to apply for grants, vandalism and other protections and costs for maintenance. This legislative concept would change the date for historic cemetery to those that include burial of a person who died 75 years from the current date. This timeframe was selected to align with state archaeology laws.
 - This concept was proposed by the Oregon Commission on Historic Cemeteries.
- **Residential Historic Property Incentive Program.** The current historic preservation incentive program requires the user to possess money up front to qualify. This limits accessibility to the program to those property owners who have thousands of dollars ready to spend and can make it difficult for some to participate, especially residential owners in lower-income neighborhoods or rural areas. This legislative concept would create an incentive to address the contemporary preservation needs specifically for owners of owner-occupied properties listed in the National Register of Historic Places. Further research, refinement and stakeholder involvement will define recommendation for a revolving loan fund, income tax credit, surcharge/trust fund grants or special taxing district.
- **Special Assessment for Historic Properties.** The Special Assessment for Historic Properties Tax Assessment was extended until 2022. The program needs to be redesigned to better address current challenges for businesses, residential property owners and counties. Since this program requires a large amount of upfront cash to participate, users tend to be those who already have the means to maintain and improve their properties, particularly the residential owners. Counties are forced to support the deferment of taxes on these high-revenue properties, as lower-income owners go unassisted because they cannot meet the spending threshold to participate. This legislative concept would provide a new statute for the program and establish a new sunset date of 2031. The new law will address administrative complexities, reduce uncertainties for users, and better leverage the efforts of the most catalytic preservation projects.
- **Assault of OPRD Employees.** Some OPRD staff have job duties that include rule enforcement, issuing citations and exclusions. Unfortunately, OPRD staff have been subject to harassment or assault while performing their official duties. In Oregon, certain crimes add aggravating factors to the charge if it was committed against some professionals acting in their official capacity. Those crimes include: aggravated murder, assault in the 3rd degree, assaulting public safety officer and aggravated harassment. This legislative concept would add OPRD uniformed employees acting within the scope of their official duties to list of public officials for aggravating factors in certain crimes. Current officials listed include: OLCC regulatory specialists, public safety officer, EMS providers, fire service, parole and probation, police, DOC, OYA, flaggers, highway workers, public transit, taxi operators, judicial officers, juror, court of justice employee or officer.
- **Drone takeoff and landing rules.** Increased drone activity in state parks has led to recreational conflict, resource damage concern and confusion among drone operators about where flights are permissible. Due to a statute that prohibits local preemptions, legislative permission is needed in order to enter into rulemaking to address the takeoff and landing of drones on state park and ocean shore properties.

Next Steps:

Staff will continue to research, discuss with stakeholders and refine concepts. A full proposal will be brought to the Commission as an action item in April and then submitted to the Governor's office.

Prior Action by Commission: Review of 2019 Legislative Report in September 2019.

Action Requested: Information only

Prepared by: Katie Gauthier

Attachments: None

Oregon Parks and Recreation Commission

February 20, 2020

Agenda Item:	3c	Information
Topic:	Brian Booth Update	
Presented by:	MG Devereux	

Brian Booth Land Use

In November of 2019, Oregon Parks and Recreation Department (OPRD) and Lincoln County began a de novo land use hearing to address the zoning of the area that makes up Brian Booth State Park. OPRD had previously approval of the Brian Booth Park Master Plan, from both the Lincoln County Planning Commission and the Lincoln County Commission.

However, in late 2019, the Lincoln County Planning Commission denied a zone change that would be required to develop the land in accordance with the park master plan. Due to an error in the public notice, the planning commission decision was automatically referred to the Lincoln County Commission. Throughout November and December, the Lincoln County Commission met, and directed County staff to meet with OPRD staff to resolve issues with the Master Plan that they believed stood in the way of the zone change. On December 31, 2019 the Lincoln County Commission voted 3-0 to deny the zone change for Brain Booth State Park. That vote was finalized in a January written order.

Next Steps

OPRD staff do not believe that the rationale advanced by the Lincoln County Commission was sufficient to deny the zone change. OPRD could appeal the decision to the Land Use Board of Appeals (LUBA). However, OPRD is choosing not to pursue that course of action. A LUBA process would be costly and would most likely not resolve the underlying concerns expressed by local residents, as they are not related to the land use criteria.

The existing zone for Brian Booth does allow for some recreational development. Staff will continue to work on the design and construction documents for a needed pedestrian crossing under Hwy 101. Additional decisions about future development will be addressed at a later date.

Prior Action by Commission: Approval of Park Master Plan 2014

Attachment: Lincoln County Notice of Denial and Decision 2020

Action Requested: None

Prepared by: MG Devereux



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NOTICE OF DECISION

On January 15, 2020, the Lincoln County Board of Commissioners, by Order No. 1-20-12 denied the application in Case File No. 01-ZC-19. This was a request by the applicant Oregon Parks and Recreation Department (OPRD) that its properties within Brian Booth State Park which are currently zoned Agricultural Conservation (A-C) and Timber Conservation (T-C) be rezoned to Parks Master Plan Zone (PMP).

FILE NO: 01-ZC-19

APPLICANT: Oregon Parks and Recreation Department

PROPERTY LOCATION: The subject property, consisting of approximately 1250 acres, is located on both sides of Beaver Creek (north and south) encompassing the area where Beaver Creek enters the Pacific Ocean at Ona Beach and areas immediately upstream. The specific tax lots affected are: 12-11-19-00-00100; 12-11-19-00-00400; 12-11-19-00-00401; 12-11-19-00-00402; 12-11-19-C0-00100; 12-11-20-00-00104; 12-11-20-00-00400; 12-11-20-00-00900; 12-11-20-00-01000; 12-11-21-00-00500; 12-11-29-00-00600; 12-11-29-00-00700; 12-11-30-00-00600; and a portion of 12-11-18-00-00800.

THE DECISION: This decision is based upon findings, conclusions and a final order adopted by the Lincoln County Board of Commissioners on January 15, 2020, a copy of which is available by contacting the Lincoln County Counsel's Office, 225 W. Olive Street, Room 110, Newport, Oregon 97365; phone (541) 265-4108.

APPEAL: THIS DECISION MAY BE APPEALED TO THE LAND USE BOARD OF APPEALS WITHIN 21 CALENDAR DAYS OF THE DATE OF THE DECISION as outlined by ORS 197.830. Contact LUBA, 775 Summer Street NE, Suite 330, Salem, OR 97301-1283 (503-373-1265) for information on appeal procedures. A person may appeal a decision of the Board of Commissioners to LUBA if the person appeared before the local government either orally or in writing.

NOTICE TO MORTGAGEE, LIENHOLDER, VENDOR OR SELLER: ORS CHAPTER 215 REQUIRES THAT IF YOU RECEIVE THIS NOTICE, IT MUST BE PROMPTLY FORWARDED TO THE PURCHASER. The recipient of this notice is hereby responsible to promptly forward a copy of this notice to every person with a documented interest, including a renter or lessee.

MAILED 1/17/2020 to: Applicant; Participating Parties and Planning Dept.

1
2
3
4 **BEFORE THE BOARD OF COMMISSIONERS**
5 **FOR LINCOLN COUNTY, OREGON**

6 In the Matter of:

7 **The Denial of Application Case File No. 01-ZC-19) FINDINGS, CONCLUSIONS**
8 **For a Zone Change from Applicant Oregon Parks) AND FINAL ORDER # _____**
9 **And Recreation Department (OPRD))**

10
11 The applicant Oregon Parks and Recreation Department (OPRD) has submitted to Lincoln
12 County an application (Case File No. 01-ZC-19) requesting that its properties within Brian Booth
13 State Park which are currently zoned Agricultural Conservation (A-C) and Timber Conservation
14 (T-C), be rezoned to Public Parks Master Plan Zone (PMP) which is described in Lincoln County
15 Code (LCC) 1.1379.

16
17 To understand the application and proposal of OPRD, it is important to review the lengthy
18 process out of which it originated. In a nutshell, OPRD and Lincoln County engaged in the master
19 planning process as described in OAR 660-034-0000 through OAR 660-034-0040, and OAR 736-
20 018-0000 through 736-018-0140. This involved OPRD submitting to the County the *2014 Draft*
21 *Master Plan for Brian Booth State Park*. Thereafter, OPRD and the County engaged in an
22 interactive process in which three hearings were held before the Lincoln County Planning
23 Commission, and a number of recommended changes were suggested by the Planning
24 Commission, some of which were implemented as changes by OPRD. Toward the end of 2018,
25 the Planning Commission forwarded its recommendations to the Lincoln County Board of
26 Commissioners. Thereafter, on January 16, 2019, the Lincoln County Board of Commissioners
27 approved the Master Plan, with some recommended changes. OPRD then incorporated the
28 recommended changes into the Master Plan, resulting in a Final Draft Master Plan. Following the
29 procedures outlined in OAR 660-034 and OAR 736-018, the Oregon Parks and Recreation
30 Commission (OPRC) adopted the Brian Booth State Park Master Plan into state rule at its April
31 2019 meeting. Subsequently, OPRC submitted the adopted plan to Lincoln County.

32
33 The remaining step for applicant OPRD was for Lincoln County to process the zone change
34 application described above. The Planning Commission heard the application (and proposed
35 Ordinance 511) on September 9, 2019. The Lincoln County Board of Commissioners, following

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1 published notice and owner of record notice, held a de novo hearing on the application and
2 proposed Ordinance 511 on November 13, 2019. The Board heard testimony from the applicant,
3 as well as testimony from those opposed to the application, and received into the record various
4 documents. (As part of the proceeding, the Chair announced that the record included the Planning
5 Commission proceedings, and that this also included, at Dennis Bartoldus' request, the contents
6 of Case File No. 02-LUPC-ZC-16 and the hearings.) It then closed the hearing, but based upon a
7 request from a party, it left the record open until November 20, 2019, at 5:00 P.M. to receive new
8 written evidence, until November 27, 2019, at 5:00 P.M. to received written rebuttal, and until
9 December 4, 2019, for the applicant to submit its final written argument. The announced plan was
10 for the Board to deliberate to reach a decision on December 4, 2019, at its regular meeting. When
11 the Board reconvened on December 4, 2019, it began to deliberate to reach a decision. During the
12 deliberation, various Board members raised questions about the progress made, and status of, the
13 eight Lincoln County recommendations related to the Brian Booth Master Plan. Eventually the
14 Board made and passed a motion to continue the proceeding for two weeks and to direct staff to
15 work with OPRD, Seal Rock RFPD, ODOT and others as needed. The Board reconvened on
16 December 18, 2019, as scheduled. The Board then passed a motion to leave the record open to
17 receive an updated status report from OPRD, and a separate report from staff, and to leave the
18 record open until December 26, 2019, at 5:00 P.M. to allow for public comment on the new OPRD
19 and staff submittals into the record, and to reconvene to deliberate towards a final decision on the
20 application at its December 31, 2019, regular Board meeting. Again, the Board reconvened on
21 December 31, 2019, as scheduled, to deliberate to reach a decision. A motion was made and carried
22 to deny application Case File No. 01-ZC-19, and direct staff to provide the final order of denial,
23 with findings supporting this decision, for Board approval at its regular meeting on January 15,
24 2020.

25
26 **NOW THEREFORE, THE BOARD** finds that application Case File No. 01-ZC-19
27 should be denied, based upon the following findings of fact, decision criteria, and analysis,
28 findings and conclusions of law:

29
30 **I. GENERAL FACTS**

31
32 1. **Property Location:** The property is located approximately seven miles south of the City
33 of Newport on both sides of Beaver Creek (north and south) encompassing the area where Beaver
34 Creek enters the Pacific Ocean at Ona Beach and areas immediately upstream.

35 2. **Lot Size:** Brian Booth State Park encompasses several disconnected properties totaling
36 1,261 acres which include the former Ona Beach State Park (303 acres), former Beaver Creek
37 Natural Area (374 acres), and recently acquired commercial timberland property (583 acres).

38 3. **Zoning Designation:** Timber Conservation (T-C) and Agricultural Conservation (A-C).

39 4. **Plan Designation:** Agricultural Land and Timber Conservation Land.

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1 **5. Surrounding Land Use:** The Makai Subdivision and additional rural residences and
2 timberlands are located to the north. To the south there are residential properties in the
3 unincorporated community (Rural Community) of Seal Rock and also T-C lands. To the east,
4 upstream of Brian Booth State Park, there are several parcels zoned A-C with several residences
5 with property owners engaged in agriculture.

6 **6. Topography and Vegetation:** The lower Beaver Creek estuary is the dominant feature of
7 Brian Booth State Park. On each side of the estuary there are forested uplands dominated by brush
8 and tree species common to the Oregon Coast.

9 **7. Existing Structures:** On North Beaver Creek Road OPRD purchased and re-purposed a
10 residential dwelling into a Welcome Center. On the south side of Brian Booth State Park there are
11 combined ODOT-OPRD Offices a short distance from U.S. Highway 101. There are several
12 agricultural buildings located in the Brian Booth State Park in the lower elevation areas below
13 “Snaggy Point”.

14 **8. Utilities:** Central Lincoln People’s Utility District (CLPUD) provides power to the subject
15 property. Structures within the Brian Booth State Park utilize onsite septic systems. Seal Rock
16 Water District provides water to the subject properties.

17 **9. Development Constraints:** Large portions of Brian Booth State Park are located in special
18 flood hazard areas identified by Federal Emergency Management Administration (FEMA), and
19 there are large wetland complexes at the park.

20 **10. Soils:** According to the Soil Conservation Service, the subject property contains the
21 following soil units: 8A, 12A, 42C, and 55E.

22 **11. Overnight Visitor Capacities (Ona Hills only):** Page 96 of the Brian Booth State Park
23 Comprehensive Plan tells us that there are ten proposed campgrounds with a total number of 164
24 proposed campsites, and a maximum peak overnight occupancy (maximum number of people at
25 any one time) of 485 people.

26 **12. Camping Opportunities (utilities):** Page 97 of the Brian Booth State Park Comprehensive
27 Plan explains: “Because of highway safety concerns, campsites will not be designed for large RVs
28 in order to minimize the number of large vehicles turning on and off the highway. RV utility
29 hookups will not be provided to campsites, except at campground host sites and possibly at a few
30 sites designed for disabled campers.”

31 **13. Additional Services:** Brian Booth State Park lies within the Seal Rock Rural Fire
32 Protection District. A service agreement with this District will need to be executed.

33
34 **II. DECISION CRITERIA**

35
36 **LCC 1.1235 Quasi-Judicial Amendments**

37 A quasi-judicial amendment to the Comprehensive Plan and Zoning Maps may be
38 authorized provided that the proposal satisfies all applicable requirements of this Chapter and also
39 provided that the applicant, in a quasi-judicial hearing, demonstrates that the change is in accord
40 with the Comprehensive Plan goals and policies or the Statewide Planning Goals and that:

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- 1 (1) There has been a substantial change in the character of the area since zoning was
2 adopted and which warrants changing the zone;
3 (2) Zoning previously adopted for the area was in error; or
4 (3) There is a public need for the change being sought.
5

6 **LCC 1.1379 Public Park Master Plan Zone PM**

7 **(1) Purpose:**

8 The purpose of the PMP Zone is to facilitate the development, maintenance and
9 enhancement of state and local public parks. The PMP zone is intended to provide for the
10 implementation of state park master plans adopted by the Oregon Parks and Recreation
11 Department pursuant to OAR chapter 36, division 18, and ORS 390.180, and local park master
12 plans adopted by the Lincoln County Board of Commissioners pursuant to OAR chapter 660,
13 division 34.

14 (2) The following uses and their accessory uses are permitted subject to the applicable
15 provisions of LCC 1.1401 to 1.1499, 1.1501 to 1.1599 and 1.1901 to 1.1999:

16 (a) All land uses, facilities and improvements set forth in the applicable state park master
17 plan adopted by the Oregon Parks and Recreation Department pursuant to OAR chapter 736,
18 division 18, and ORS 390.180, including “minor variations” of such uses as defined in OAR 736-
19 018-0040.

20 (b) All land uses, facilities and improvements set forth in the applicable local park master
21 plan adopted by the Lincoln County Board of Commissioners pursuant to OAR chapter 660,
22 division 34.
23

24 **LCC 1.1373 Agricultural Conservation Zone A-C**

25 **(3) Additional Conditional Uses Permitted that are subject to OAR 660-33-0130**

26 The following uses and their accessory uses may be permitted subject to applicable
27 provisions of LCC 1.1401 to 1.1499, 1.1501 to 1.1599, 1.1601 to 1.1699, and 1.1901 to 1.1999:

28 (j) Public parks and playgrounds, subject to LCC 1.163[0](23) limited to those uses
29 specified under OAR 660-034-0035 or OAR 660-034-0040, whichever is applicable.
30

31 **LCC 1.1375 Timber Conservation Zone T-C**

32 **(2) Conditional Uses Permitted**

33 The following uses may be permitted subject to provisions of subsection (3) of this section
34 and applicable provisions of LCC 1.1401 to 1.1499, 1.1501 to 1.1599, 1.1601 to 1.1699, and
35 1.1901 to 1.1999:

36 (f) Public Parks, limited to those uses specified under OAR 660-034-0035, or 660-034-
37 0040, whichever is applicable.
38

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1 **Conditional Uses**

2 **(23) Standards for parks and campgrounds in the A-C and T-C zones**

3 (c) Individual camp sites may not include utility connections for recreational vehicles or
4 travel trailers. Central comfort stations and similar central facilities may be permitted.

5 (d) Area devoted to park or campground development shall not exceed 10 acres per
6 development.

7 (e) Developed camp sites shall not exceed 40 sites per development.

8
9 **ANALYSIS, FINDINGS AND CONCLUSIONS OF LAW**

10 **Overview**

11
12 1. This decision of the Lincoln County Board of Commissioners involves the application
13 of Section 1.1235 (Quasi-Judicial Amendments) of the Lincoln County Code (LCC). The text of
14 that section is listed above under decision criteria. Because of the presence of the word “or”
15 between subsections 2 and 3, the Board interprets LCC 1.1235 to mean that the applicant must
16 demonstrate compliance with subsections 1, 2, or 3. In other words, compliance with one of these
17 standards is sufficient under the LCC.

18
19 **Standard that there has been a substantial change in the character of the area since**
20 **zoning was adopted and which warrants changing the zone.**

21
22 2. The Board has taken the time to interpret this section. It construes the word “substantial”
23 to mean “considerable” and “ample”. It interprets the word “character” to mean the use of the land,
24 such as growing crops, harvesting timber, reforestation, uses to conserve soil, air and water quality
25 and to provide for wildlife and fishery resources, recreation, etc., not just a change in ownership.
26 Finally, with respect to the word “area” it interprets that word to mean the territory beyond the
27 area requested to be rezoned (If the word “area” was meant to include only the area to be rezoned,
28 it could have said so, but it did not); it includes the surrounding properties within a reasonable and
29 logical distance (taking into consideration common geographic, natural and historical
30 characteristics) from the subject property.

31
32 3. OPRD submitted draft findings in support of this Zone Map Amendment process. In
33 support of the application and the “substantial change” criterion, OPRD wrote:

34 “The currently zoned A-C and T-C portions of Brian Booth State Park were managed for farm and
35 forest uses until approximately 2007, when OPRD began acquiring properties for recreation and
36 conservation of important upland meadow, marshland, and mature forest habitats. Beaver Creek
37 State Natural Area opened in 2010 and is now a popular recreation destination, drawing over
38 200,000 visitors per year to the Visitor Center and trail system. Beaver Creek Natural Area, Ona
39 Beach State Park, and newly acquired upland areas were incorporated into a single park in 2013
40 and renamed Brian Booth State Park. Since acquiring them, OPRD has managed these lands for

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1 recreation and natural resource conservation, including restoration of marshlands and native
2 upland habitats. Lands within the park will no longer be used for farming or commercial timber
3 harvests, as these uses are not compatible with existing and proposed recreation and conservation
4 uses.”

5
6 4. The draft findings fall far short of the requirement that there be substantial evidence in
7 support of the first LCC 1.1235 criterion. At the outset, there is no defining of the parameters of
8 the surrounding area, and there is no analysis of the changes in uses on lands in the surrounding
9 area from a historical perspective. Without that data, there can be no reasonable findings that there
10 has been a substantial change in the character of the area since zoning was adopted and which
11 warrants changing the zone. Even within the Brian Booth Park area, which is only a small subset
12 of the area to be analyzed, there is no comprehensive analysis of the change in uses since zoning
13 was adopted. The draft findings state in part: “The currently zoned A-C and T-C portions of Brian
14 Booth State Park were managed for farm and forest uses until approximately 2007, when OPRD
15 began acquiring properties for recreation and conservation of important upland meadow,
16 marshland, and mature forest habitats.” Farm and forest uses include not only growing crops and
17 harvesting timber, but other uses such as recreation and conservation. Have those last two uses
18 been continued over time? What about other uses? The general description within the draft findings
19 does not tell us much, if anything, about how the uses of the land may have been substantially
20 changed since zoning was adopted and which warrants changing the zone. Also, a change in
21 ownership does not in of itself mean a change in use or character of the area.

22
23 5. The issue of compliance with the first LCC 1.1235 criterion (regarding substantial
24 change in the character of the area) was vetted before the Planning Commission on September 9,
25 2019. The minutes reflect that a Planning Commissioner asked an OPRD representative the
26 following question: What is the change in character, of this land, that justifies changing the zone?
27 The OPRD representative responded: So the desire to create a park, a managed park experience on
28 a broader landscape, is the significant change that we are pursuing. There are several day use parks
29 that are compatible in that zone, and the desire to develop that into a full-service park, from our
30 perspective, is that change. OPRD’s desire to create a park is non-responsive to the criterion of
31 whether there has been a substantial change in the character of the area since zoning was adopted
32 and which warrants changing the zone. Indeed, the minutes of the September 9, 2019, Planning
33 Commission meeting reflect that a Planning Commissioner responded: Well, I have a comment.
34 In my 45 years on this Planning Commission, I don’t think that we’ve ever made a zone change
35 because somebody desired it. And they usually have findings of fact...

36
37 6. For rebuttal and argument, a representative of OPRD wrote on November 27, 2019, that
38 “When the A-C and T-C zones were applied, the property was used for farming and logging. That
39 is no longer the case. Now the property is a state park with an adopted master plan, dedicated to
40 conserving natural resources and providing recreation access to the public.” The statement is not
Order # _____

Page 6 of 9

1 sufficient under the LCC zoning criteria. It fails to address the uses of property within the
2 surrounding lands, it does not address where the farming and logging actually occurred and when
3 it occurred and to what extent it occurred. It does not address other uses in the area. In short, the
4 record does not contain substantial evidence that there has been a substantial change in the
5 character of the area since zoning was adopted and which warrants changing the zone.

6
7 **Standard that the zoning previously adopted for the area was in error**

8
9 7. The second criterion in LCC 1.1235 states that “Zoning previously adopted for the area
10 was in error.” No party has maintained that the zoning previously adopted for the area was in error,
11 and indeed there is no evidence in the record that this is the case.

12
13 **Standard that there is a public need for the change being sought**

14
15 8. The final criterion in LCC 1.1235 is that “There is a public need for the change being
16 sought.” The Board notes that this is a local standard; and it interprets “public need” to mean: 1)
17 There is a public need for the zone change; and 2) The public need is best met by the proposed
18 zone change.

19
20 9. In analyzing the public need for the zone change, it is essential to understand the nature
21 and scope of development allowed if the zone change is approved, and reciprocally, the scope and
22 nature of development allowed if the zone change is denied. With regard to the former, LCC
23 1.1379(2) states that with limited exceptions as enumerated, uses permitted outright include “(a)
24 All land uses, facilities, and improvements set forth in the applicable state park master plan adopted
25 by the Oregon Parks and Recreation Department...” If we turn to page 96 of the Brian Booth State
26 Park Comprehensive Plan 2014 (Master Plan) we see that the Plan allows for 164 campsites on ten
27 different campgrounds, for a maximum peak overnight occupancy of 485 persons. Also, we can
28 see that the zone change, if approved, would allow for RV hookups at a few sites for disabled
29 campers. On the other hand, if the zone change is not allowed, on A-C and T-C lands, the area
30 devoted to park or campground development could not exceed 10 acres per development,
31 developed camp sites would be limited to 40 sites per development, and no utility connects would
32 be allowed. (LCC 1.1630(23)). The Board interprets the public need requirement to mean that
33 OPRD must show that there is a public need for the development that would be allowed if the zone
34 change were to be approved.

35
36 10. In its draft findings to attempt to justify the public need criterion, OPRD wrote:
37 “The purpose of the Master Plan is to plan for protection and public enjoyment of the significant
38 resources that occur in the park. The Master Plan identifies and provides for the protection of the
39 park’s natural, scenic, and recreational resources, and provides for the most appropriate recreation-
40 related uses for the park based on resource constraints, public recreation needs, and OPRD’s role

Order # _____

Page 7 of 9

1 as a public recreation provider. The Brian Booth Master Plan helps to address identified statewide,
2 regional, and certain local public recreation needs such as opportunities to hike, camp, and interact
3 with nature. These needs have been identified in Oregon’s Statewide Outdoor Recreation Plan,
4 which has informed the proposed recreation uses within the park. A more complete description of
5 recreation needs, and the methodology to identify needs, is provided in Chapter 4 of the Brian
6 Booth Master Plan. A zone change will allow OPRD to implement the Master Plan and serve these
7 needs.”
8

9 11. By itself, the above draft findings are very general, and do not specifically address the
10 public need for the additional development and campsites at Brian Booth State Park. Similarly, the
11 Oregon Statewide Outdoor Recreation Plan (SCORP) is very general, and it addresses the State’s
12 5- year plan for outdoor recreation, and it speaks to a number of surveys without getting into the
13 specifics of this application before the Board. The draft findings also address Chapter 4 (Visitor
14 Experience Assessment) of the Brian Booth State Park Comprehensive Plan 2014. This small
15 chapter is outdated, and in various places references the 2011 Oregon Outdoor Recreation Survey.
16 It does not tell us important information that the Board should have in making its decision on this
17 application such as what has been the occupancy or vacancy rate of the current facilities at Brian
18 Booth State Park and at the adjacent parks such as Beverly Beach State Park and South Beach
19 State Park? How many months of the year are the current facilities in Brian Booth State Park and
20 adjacent parks largely vacant? To what extent could any need for additional facilities be served by
21 adjacent parks where there are fewer traffic safety issues? Is there really a need for 164 campsites
22 at Brian Booth State Park? If much of the area is to be retained as an open area or the restoration
23 of marshes, how does this satisfy the public need or meets the perceived demand?
24

25 12. The issue of compliance with the third LCC 1.1235 criterion (regarding the public need
26 for the change being sought) was also vetted before the Planning Commission on September 9,
27 2019. The minutes reflect that a Planning Commissioner asked an OPRD representative the
28 following question: What study did you do to determine that there was a public need? The
29 representative responded: The need for state park capacity is both local and statewide. And we
30 conducted surveys every five years, on a state-basis, and at a rotating basis, looking at visitor
31 demand on the facilities. I don’t think there is anybody that would think we are over-capacity on
32 the Oregon Coast for State Park services...There is nothing we can do about the level of demand.
33 It’s high, it’s increasing...Each of the last six years we’ve broken attendance records at the state
34 parks facilities...All of the surveys show the demand is increasing and we need more capacity.
35

36 13. The comments made above as they relate to LCC 1.1235(3) comprise the same defects
37 referenced above regarding OPRD’s draft findings. They are general, do not contain specific data
38 or analysis, are based on surveys rather than actual park user data, generally apply to the State Park
39 system as a whole, and do not address the dramatic proposal to significantly increase the number

Order # _____

Page 8 of 9

1 of campsites and facilities at Brian Booth State Park, and do not address whether that additional
2 development is needed.

3
4 14. For rebuttal and argument, an OPRD representative wrote on November 27, 2019,
5 regarding public need: “The public need is the ability to fully implement the Brian Booth
6 Comprehensive Plan, an adopted state park master plan that addresses a broad range of identified
7 public recreation needs, including trails, camping, and access to nature.” The Board respectfully
8 disagrees with this statement. Under the LCC decision criteria and the Board’s interpretation of
9 that criteria, the public need is not simply a desire to fully implement the Brian Booth
10 Comprehensive Plan. The public need is a finding, based on actual and specific data, that there is
11 a public need for the zone change (and the Master Plan development that would be allowed by it),
12 and that the public need is best met by the proposed zone change. The Board finds that there is not
13 substantial evidence in the record to support this finding. In addition to the lack of specific data
14 analyzing the use/vacancy rates of parks in the area, and other concrete evidence a prudent and
15 informed decision maker would need in making this decision, there isn’t substantial evidence that
16 shows that the public need is best met by the proposed zone change.

17
18 15. In summary, the Board finds that there is not substantial evidence that there has been a
19 substantial change in the character of the area since zoning was adopted and which warrants the
20 change, and that there is not substantial evidence that there is a public need for the change being
21 sought. Therefore, it is appropriate that Application File No. 01-ZC-19 be denied.

22
23 **NOW, THEREFORE, IT IS HEREBY ORDERED AS FOLLOWS:**
24 Application File No. 01-ZC-19 is hereby denied.

25
26 DATED this 15th day of January, 2020.

27
28 **LINCOLN COUNTY BOARD OF COMMISSIONERS**

29
30 _____
31 Kaety Jacobson, Chair

32
33 _____
34 Doug Hunt, Commissioner

35
36 _____
37 Claire Hall, Commissioner

Order # _____

Oregon Parks and Recreation Commission

February 20, 2019

Agenda Item: 4a

Information

Topic: 2019-21 Budget Update

Presented by: Tanya Crane, Budget Manager

The November 2019 Lottery forecast was released November 20, 2019. It reflects an increase in Lottery Fund revenue for the Department of \$300,663. Since the close of session (June 2019), the Lottery Fund revenue forecast has increased by \$1,179,242. The Department’s budget was built on a Lottery Fund revenue forecast of \$109.5 million and the November 2019 forecast is \$110.7 million. The table below reflects the change in the Lottery revenue forecast for the 2019-21 biennium and beyond.

Lottery Forecast History (2019-25 Biennium): OPRD's Share of PNRF						
	2019-21		2021-23		2023-25	
Forecast Date	Forecast	Change from Prior Forecast	Forecast	Change from Prior Forecast	Forecast	Change from Prior Forecast
May 2019 Forecast (close of session)	\$109,488,309		\$118,008,973		\$127,644,181	
September 2019 Forecast (released 8-28-2019)	\$110,366,888	\$878,579	\$120,142,733	\$2,133,760	\$130,881,505	\$3,237,324
November 2019 Forecast (released 11-20-19)	\$110,667,551	\$300,663	\$120,092,862	(\$49,871)	\$130,551,032	(\$330,473)
Total Cumulative Change		\$1,179,242		\$2,083,889		\$2,906,851

During the November 2019 Legislative Days the Department received approval for the following requests:

1. A request for increased federal limitation in the amount of \$665,000. The Heritage Division has received a grant from the National Park Service, Historic Revitalization Sub-grant program. Funding will be sub-granted to historic theaters in rural communities for physical rehabilitation of theaters either listed in or eligible for the National Register of Historic Places.
2. A request for permission to apply for a federal grant from the National Park Service, Underrepresented Community grant program. OPRD expects to apply for a grant in the amount of \$30,000. The grant would assist in the completion of a multiple property National Register nomination based on African American heritage in Oregon.

During the short Legislative Session, which began February 3, 2020, the Department expects to receive a federal limitation increase for the \$665,000 grant received. OPRD also expects to have an adjustment made to correct an error in the close of session bill – it would shift a reduction associated with the Attorney General from the Central Services budget to the Director’s Office budget. Total amount is \$6,201; no impact on the total agency budget.

Prior Action by Commission: The 2019-21 Agency Request Budget was approved at the June 2018 meeting. A brief update was provided in November 2018. The Governor's Budget was presented at the February 2019 meeting; an update on the budget was provided in June, September and November 2019.

Action Requested: None.

Attachments: None.

Prepared by: Tanya Crane

Oregon Parks and Recreation Commission

February 20, 2020

Agenda Item: 4b

Information

Topic: 2021-23 Budget Update

Presented by: Tanya Crane, Budget Manager

The Department has started development of the 2021-23 biennium budget. It will be necessary to review and forecast a number of items:

- Revenues
- Expenditures
- Beginning and Ending Balances
- Cash flow needs
- Policy Packages
- Management Ratio
- Projected Deferred Maintenance Targets

In addition, the Department will need to review:

- Key Performance Measures (KPM)
- Budget and Accounting Structures

While official due dates have not yet been published, traditional budget development timeframes are listed below.

- Enter and Balance 2017-19 Actual revenues and expenditures –February 2020
- Review methodologies and create preliminary revenue forecast – December 2019 to March 2020
- Review phase in and phase out needs – by end of February 2020
- Changes to KPMs – March 2020
- Exception request due to DAS – late March 2020
- Create and initially price policy package wishes – January to April 2020
- Project Expenditures:
 - ORPICS Freeze – early to mid April 2020
 - Allowable inflation – April 2020
- Review and Revise cash flow needs – March to May 2020
- Preliminary discussions with Commission – February 2020, April 2020
- Final Commission Approval – June 2020

At the April 2020 Commission meeting, the Department will present its final draft revenue projections and initial draft expenditure projections, any proposed changes to rates and fees, potential policy packages and initial ending balances including reserves. Input will be sought in order to bring a finalized budget to the Commission in June 2020.

There are deadlines that are known:

- Input Current Service Level (CSL) budget to ORBITS – June 30, 2020
- Input of position adjustments into ORPICS – June 30, 2020
- Input of Policy Packages to ORBITS – July 31, 2020
- Agency Request Budget binder with audited ORBITS and PICS reports to DAS – September 1, 2020

Future budget timeframes;

- Governor's Budget – completed by December 1, 2020. Agency will need to support development usually in October and November.
- Legislatively Adopted Budget – completed during the 2021 session. Hearings usually start in February with follow up hearings and action in May.

Prior Action by Commission: A budget workshop on the process was provided at the November 2019 meeting.

Action Requested: None.

Attachments: None.

Prepared by: Tanya Crane

Oregon Parks and Recreation Commission
Meeting

Agenda Item: 4c

Action

Topic: Report: Director's Expenses

Presented by: Daniel Killam

Background:

The Oregon Accounting Manual requires annual Commission review of specific financial transactions of the agency head. The review must be documented in the meeting minutes. Those transactions include travel, exceptional performance leave, and vacation payoff. Attached is a summary of Director Lisa Sumption's travel expenses. Travel reimbursement requests for all Department staff (including the director) are reviewed prior to payment by Financial Services Division staff to ensure compliance with state employee travel rules.

Director Sumption had 40 hours exceptional performance leave and no vacation payout.

Action Requested:

Staff request approval of Director Sumption's specific financial transactions, per the Oregon Accounting Manual.

Prepared by: Rebecca Jasso

**Oregon Parks and Recreation Department
Report of Director Lisa Sumption Expenses
For the Period January 1, 2019 through December 31, 2019
Expense
Reimburse**

Date	Travel Destination and Purpose	Actual Cost	Reimburse ment	Document #	Comments
1/3/2019	Kennedy School McMinnamens - PDX Lodging	(155.66)	-	N/A	New Directors Forum - Presentations- Room Credit for Lisa
01/15/2019	Fuel and carwash for Rental Car	47.00	47.00	VP056578	
01/15/2019	Dinner for All Staff Mtg in Bend OR (taxable)	30.50	30.50	VP056578	
01/15/2019	Boulder Falls-Authentic Leadership-Meals	72.62	-	VP056469	Paid with Spots Card
01/15/2019	Boulder Falls-Authentic Leadership- Lodging	188.00	-	VP056469	Paid with Spots Card
01/15/2019	Boulder Falls-Authentic Leadership-Tax	25.94	-	VP056469	Paid with Spots Card
02/14/2019	Skamania Lodge-Stevenson, WA	199.00	-	VP057008	Paid with Spots Card
02/14/2019	Skamania Lodge-Stevenson, WA	36.33	-	VP057008	Paid with Spots Card
02/28/2019	Little Lois-Commission Meeting Lunch	12.00	-	VP057522	Paid with Spots Card
03/06/2019	Parking at Solve	5.00	5.00	VP057343	
03/11/2019	Parking for meeting at Metro	2.00	2.00	VP057343	
03/13-14/2019	Meals for NASPD conference in Stevenson, WA	33.00	33.00	VP057343	
03/13-14/2019	Salem-Lebanon-Salem PVM (roundtrip) for Valley Region Meeting	40.60	40.60	VP057343	
03/13-14/2019	Salem-Philomath-Salem PVM (roundtrip) for NASPD Board Meeting	37.12	37.12	VP057343	
03/21/2019	The Oregon Garden-Leadership Group Meeting-catering-	70.73	-	VP057522	Paid with Spots Card
04/16-17/2019	Meals for April Commission meeting in Silverton, OR	41.25	41.25	VP058097	
04/16-17/2019	PVM travel to April Commission meeting in Silverton, OR	42.92	42.92	VP058097	
04/16/2019	Oregon Garden Restaurant-Commission Dinner	25.00	-	VP058055	Paid with Spots Card

**Oregon Parks and Recreation Department
Report of Director Lisa Sumption Expenses
For the Period January 1, 2019 through December 31, 2019**

05/04-07/2019	Meals for Out of State travel to SPLS training in Hollywood, FL	165.00	165.00	VP058688	
05/04-07/2019	Taxi Airport to Hotel, PDX Parking	105.40	105.40	VP058688	
05/04-07/2019	PVM for travel to PDX (out of state)	66.12	66.12	VP058688	
05/04-07/2019	One night of Lodging was charged to personal credit card	213.57	213.57	VP058766	
05/04-07/2019	Out of State Airfare to Hollywood, FL for SPLS training	524.00	-	VP057928	CORPORATE VISA
05/28-31/2019	Meals for Touring many parks in Eastern Oregon	228.75	228.75	VP059211	
06/12/2019	Ochoco Brewing-Commission Meal	25.00	-	VP059343	Paid with Spots Card
06/12/2019	Juniper Canyon-Commission Meal	22.36	-	VP059343	Paid with Spots Card
06/12/2019	Granny Fayes-Commission Meal	8.11	-	VP059343	Paid with Spots Card
06/12/19	Best Western-Commission Meeting	207.36	-	VP059343	Paid with Spots Card
06/20/2019	PVM travel to meeting at PDX	53.36	53.36	VP059678	
07/17/2019	NASPD-Registration Fee	475.00	-	VP060284	Paid with Spots Card
09/06/2019	Embassy Suites, Rogers, AR	357.24	-	VP060996	Paid with Spots Card
09/17/2019	SportHaven Marina Bar&Grill-Commission Meal	51.50	-	VP060996	Paid with Spots Card
09/24-26/2019	Meals for Fall ATV Advisory Grant Subcommittee Field trip/business meeting	96.25	96.25	VP061323	
09/03-06/2019	Meals for Out of State travel to NASPD conference ins Arkansas	96.25	96.25	VP061322	
09/03-06/2019	Parking at PDX for NASPD travel	48.00	48.00	VP061322	
09/03-06/2019	PVM to /from PDX for NASPD travel	69.26	69.26	VP061322	
09/03-06/2019	Out of State Airfare to Rogers, AR for NASPD conference	784.55	-	VP060549	CORPORATE VISA

**Oregon Parks and Recreation Department
Report of Director Lisa Sumption Expenses
For the Period January 1, 2019 through December 31, 2019**

	Meals for September Commission					
09/16-18/2019	Meeting	96.25	96.25	VP061322		
10/1/2019	Parking charges for month of Oct+B40:B49ober	11.60	11.60	VP061621		
10/23/2019	Salem-Silver Falls-Salem (round trip PVM) Manager's Academy	27.84	27.84	VP061621		
10/16/2019	Salem-PDX-Salem (round trip PVM) Oregon Historical Society	52.20	52.20	VP061621		
10/22/2019	Purchase of Out of State Airfare to Pittsburgh, PA for departure 01/04/2020	690.99	-	VP061822		
10/28-29/2019	Salem-Newport-Salem (round trip PVM)	95.12	95.12	VP061621		
11/18-20/2019	Meals for November Commission Meeting in Jacksonville	96.25	96.25	VP062130		
11/18-20/2019	Meals for November Commission Meeting in Jacksonville	21.25	-	BT025571/ VP061911		Paid with Spots Card
11/18-20/2019	Lodging for November Commission Meeting in Jacksonville	198.00	-	BT025571/ VP061911		Paid with Spots Card
11/18-20/2019	The School Haus Brew-Commission Lunch	12.75	-	BT025571/ VP061911		Paid with Spots Card
11/19/2019	Wolf Creek Inn-Commissin Work Session Lunch	13.75	-	BT025571/ VP061911		Paid with Spots Card
12/02-03/2019	Meals for travel to Tribal Summit in Umatilla	68.75	68.75	VP062129		
12/2/2019	Wild Horse Resort Hotel-Director Lodging- Conference	102.46	-	BT025707/ VP062278		Paid with Spots Card
12/11-12/19	Managers Meeting at Boulder Falls Inn- Lebanon, OR - Meals	41.25	41.25	VP062514		
12/11-12/19	Salem-Lebanon-Salem PVM (roundtrip) for All Manager Meeting	102.08	102.08	VP062514		
	Total	5,980.97	2,012.69			

Oregon Parks and Recreation Commission

February 20, 2020

Agenda Item: 5a

Informational

Topic: Holman State Wayside – Potential sale to ODOT

Presented by: MG Devereux, Deputy Director

Holman State Wayside is situated near the northeast corner of the Doaks Ferry Road and Highway 22 intersection. The wayside is located in Polk County and contains approximately 9.67-acres. While in service, the wayside made use of the adjacent Oregon Department of Transportation (ODOT)-owned parking lot in the right-of-way immediately to the west. ODOT also owns the property (approximately 24-acres) immediately east of the wayside.

For decades Holman State Wayside served as a peaceful location for travelers to access water from a local spring. The wayside became less critical for the safety of the travelling public with the increasing reliability of vehicles and the growth of surrounding communities. Closed in 2007, the wayside experienced a significant increase in management challenges in the last decades of its operation.

Public forums, hosted post-closure, indicated continued interest in the asphalt trail running through the property and the ongoing connectivity to the local communities. Additionally, there was enthusiasm to develop trails throughout the wayside for mountain biking opportunities near the Salem urban center. Interest in trail development waned once it was understood that the ODOT properties were not part of the wayside.

In 2013 infrastructure (including the restrooms) was removed from the wayside. The County informed OPRD that due to the high potential for landslides, replacement structures would likely not be permitted on the property.

ODOT has expressed an interest in owning the Holman State Wayside property, as their use of the property may be required to stabilize Doaks Ferry Road and the surrounding hillside - thus protecting Highway 22. The asphalt trail traversing the wayside also crosses both adjacent ODOT parcels (to the east and the west). OPRD staff proposes continued maintenance of, and public access to, this trail as a condition of any potential property transfer.

Prior Action by Commission: None known

Action Requested: None

Attachments: Maps

Prepared by: Tabitha Henricksen, Right of Way Agent 1

Oregon Parks and Recreation Commission

February 20, 2020

Agenda Item: 5b

Informational

Topic: Norriston Heights – Potential Acquisition

Presented by: MG Devereux, Deputy Director

The Norriston Heights property is an approximately 77-acre area south of Arcadia Beach State Recreation Site and north of Hug Point State Recreation Site, east of Highway 101 in Clatsop County. Although it lies between these two State Recreation Sites, it is not adjacent to either, and unlike these State Recreation Sites which are situated predominately west of Highway 101, the Norriston Heights property is east of Highway 101.

The Coastal Region has performed an initial evaluation of the Norriston Heights property and found the property to have little-to-no recreation value. To be thorough, the Coastal Region is performing other items of due-diligence, but due to the topography and location (including lack of contiguity to other OPRD-owned property) it is doubtful that this assessment will change.

When the Coastal Region has completed the entire site evaluation, the Property Unit will update the Commission and include recommendations regarding the Norriston Heights property.

Prior Action by Commission: None known

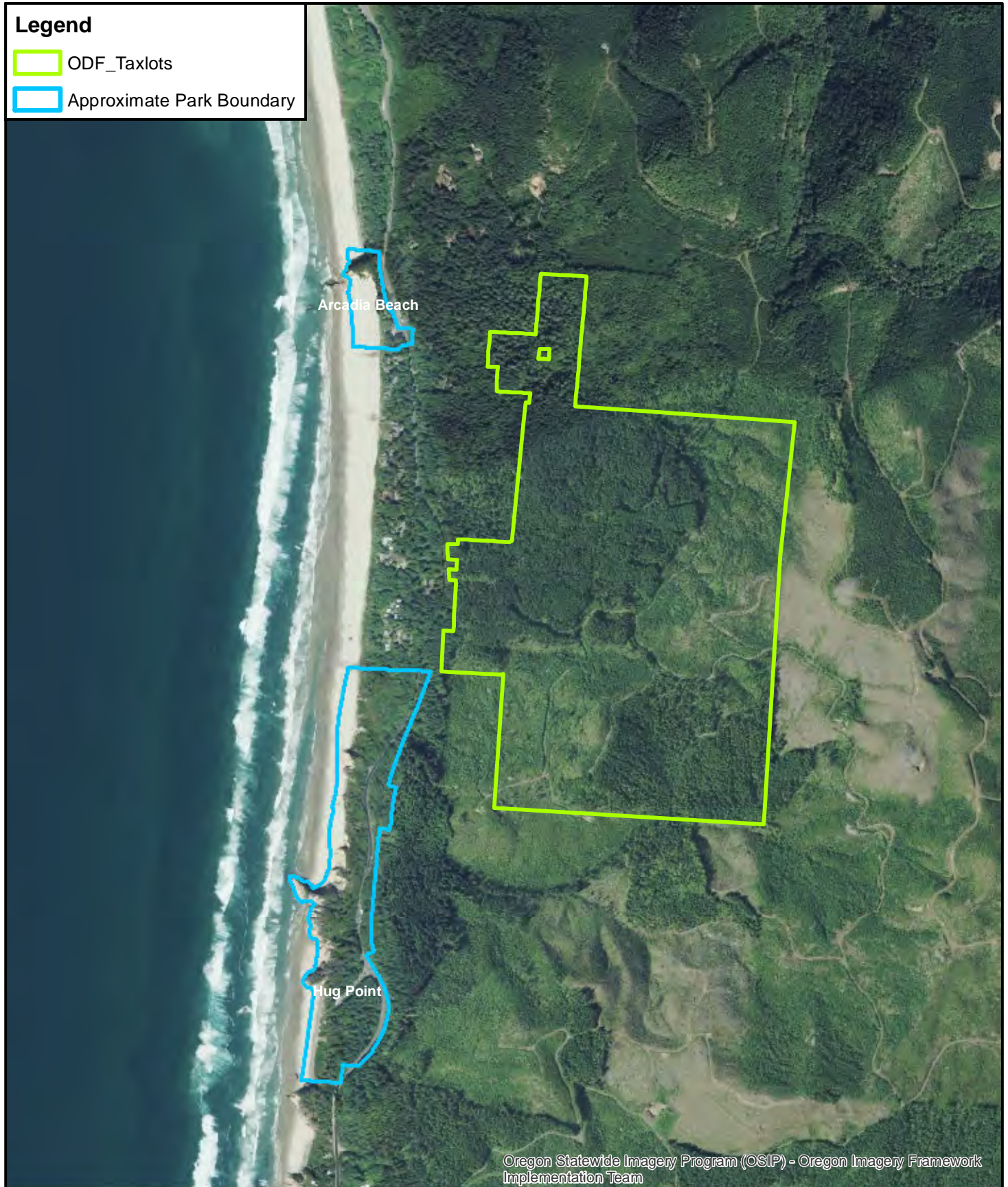
Action Requested: None

Attachments: None

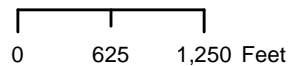
Prepared by: Ladd Whitcomb, Right of Way Agent

5b - Norriston Heights

Oregon Parks and Recreation Dept.
725 Summer St. NE, Suite C
Salem OR, 97301



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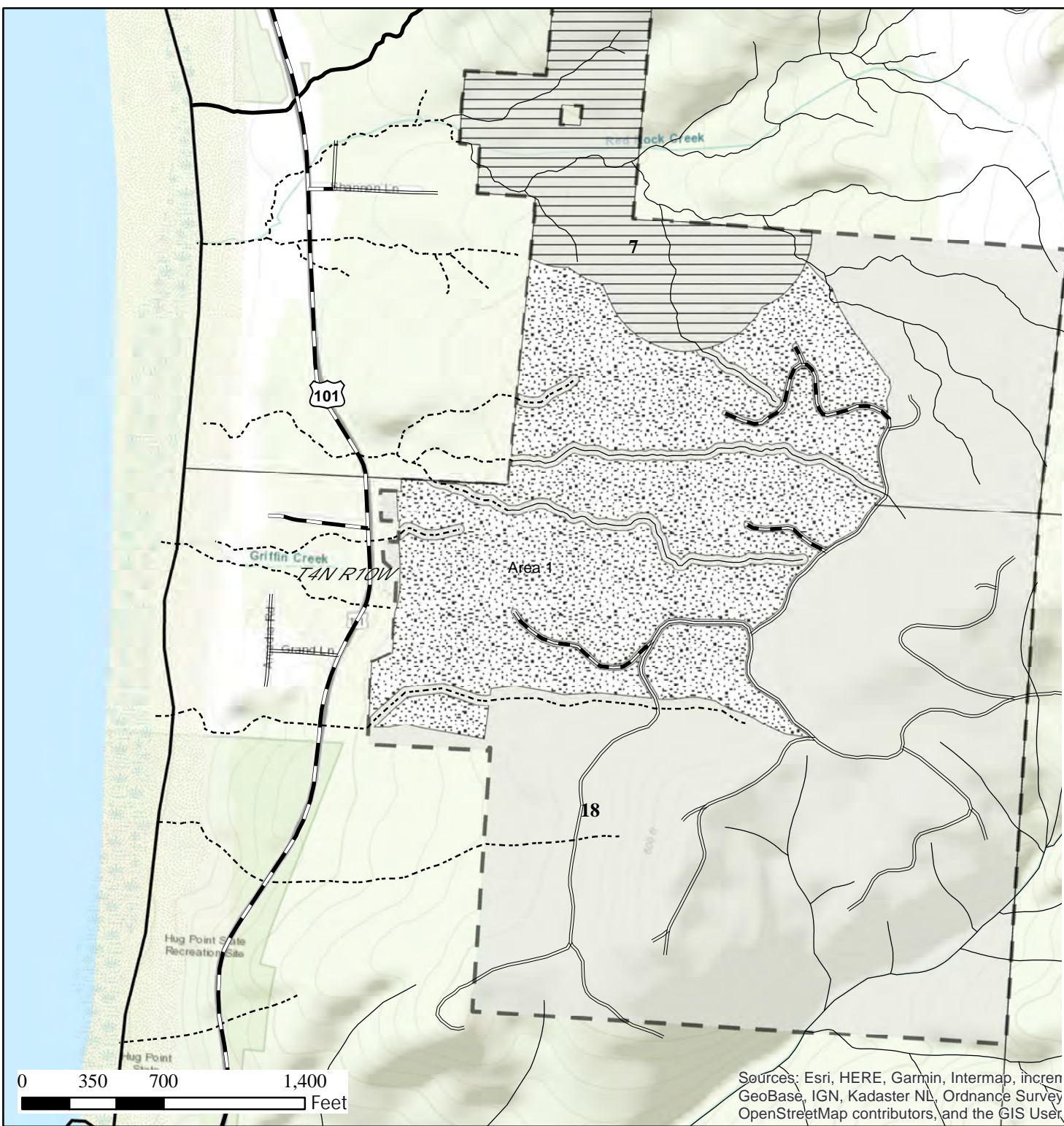


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**Norrington Heights
FY2020**

Portions of Sections 7 and 18,
T4N, R10W, W.M.,
Clatsop County, Oregon.

Area 1 (MC) = 77 Acres
Total MC Acres = 77



Legend

- - - New Road Construction
- Paved Road
- Rocked Road
- Fish
- Nonfish
- Unknown

Sale Boundary

- ▨ Clearcut - Modified
- ▨ Partial Cut
- ▭ Road Buffer, New Construction

Desired Future Condition

- ▨ LYR
- ▨ OFS
- ▭ ODF Ownership



Sources: Esri, HERE, Garmin, Intermap, increment GeoBase, IGN, Kadaster NL, Ordnance Survey, OpenStreetMap contributors, and the GIS User Community

Oregon Parks and Recreation Commission

February 20, 2020

Agenda Item: 6a

Information

Topic: Centennial Update

Presented by: Chris Havel

A team of agency staff are in the early stages of planning for the state park system 100th anniversary in 2022.

Rather than merely an event with a cake-cutting*, goals for 2022 cover a wide and challenging swath:

1. Choreograph celebrations to commemorate 100 years of state park experiences.
2. Provide opportunities for people to engage through dynamic activities.
3. Energize Oregonians to be stewards of Oregon's special places.
4. Renew enthusiasm for the Agency's mission among Oregonians and through agency staff esprit de corps.
5. Establish a vision for state park service that begins now and spans the next 100 years.

An overarching theme and visual identity is still in development by the Communications Division at the time this brief is being written, but may be available by the Commission's business meeting. However the specifics turn out, the feeling of "Welcome" is our message.

The staff committee is addressing external partnership and sponsorship opportunities, community events and activities, and outreach about the future of Oregon's state parks as prelude to public strategic planning. The centennial project also includes an update to the state park system history book, last written in 1989 to mark the formation of OPRD as an agency independent from the Oregon Department of Transportation. Staff will provide an overview of this important part of the project at a subsequent commission meeting.

* But rest assured, there *will* be cake.

Prior Action by Commission: None.

Action Requested: None.

Attachments: Sarah Helmick.

Prepared by: Chris Havel

Oregon Parks and Recreation Commission, February 20, 2020
Agenda Item 6b, Centennial Update, Attachment 1: Sarah



Oregon Parks and Recreation Commission

February 20, 2020

Agenda Item: 6b Information
Topic: Oregon Parks & Recreation Reservation System Project
Presented by: Daniel Killam, Deputy Director of Administration

BACKGROUND

In order to make the best decision for our customers and stakeholders in both the immediate and the long-term future, OPRD seeks to analyze alternatives to replace the current reservation system. Our goal is to implement a system that can be quickly adapted to respond to market changes, more efficiently help us manage camping and day-use programs throughout the state, and allow us to better manage our relationships with existing customers and attract new ones.

Over the last twelve months the Reservation System Project has received Stage Gate 1 endorsement from EIS, established a 25-member project team with representation from all functional areas within the agency, including 14 Park operation staff, completed gap analysis, requirements gathering, and brought on a SME contractor to focus on user centered design and accessibility.

Reservation System Project Current Status

Currently, the Reservation System Project has submitted all the required Project Plan documentation and supporting documents to EIS for review, prior to Stage Gate 2 endorsement. In conjunction, working with DAS, DOJ, and ESS to complete the RFP so that once Stage Gate 2 endorsement is received the RFP can be released to the public. Currently, the RFP is slated to be open for 60 days and based upon the project schedule the RFP should close in April 2020.

Prior Action by Commission: None

Action Requested: None

Attachments: None

Prepared by: Frank Smith, Enterprise Architect Project Manager

Oregon Parks and Recreation Commission

February 20, 2020

Agenda Item: 6c

Information

Topic: Middle Deschutes State Scenic Waterway potential future rulemaking

Presented by: Trevor Taylor

Background: Beginning at river mile 144 North of Tumalo until the southern boundary of the wilderness study area, the Middle Deschutes Scenic Waterway holds the classification of “Scenic River Area*”. At the time of the designation in 1977, this site was mostly zoned for farming and surface mining. Portions of this section of the Middle Deschutes are also federally recognized Wild and Scenic. While the designation of this portion of the Middle Deschutes River was established to preserve its largely undeveloped character, pressures from population growth and county planning adjustments have slowly altered the character of this river corridor. In 2008 Deschutes County amended the zoning codes to accommodate future cluster planned development. At this time the Scenic Waterway program had one dedicated staff member and the program lacked capacity to vigilantly monitor every nuanced issue. This rural residential (RR-10) and multiple use agricultural (MUA-10) re-zoning has since allowed more residential development along the Middle Deschutes Scenic River Area, and as a result the values protected by the “Scenic River Area” have slowly eroded.

A recent development proposal on the Middle Deschutes exemplifies this change. A property parcel on Lower Bridge Road in Terrebonne was recently approved by the Board of County Commissioners (BOCC) to allow development of 19 residential lots, averaging 2-acres each. This approval by the BOCC came after two previous denials from county and state hearing officers. OPRD submitted letters reminding the county of the adjacent Scenic Waterway Program designation and regulations. The county has approved several changes that are out of alignment with the Scenic Waterway’s designation, compromising the Middle Deschutes and other state-wide Scenic Waterways that hold the same “Scenic River Area” classification. We anticipate OPRD may be engaged in rulemaking on the classifications applied to segments of the Middle Deschutes this year.

*As specified by OAR736-040-0040(1)(b), the “Scenic River Area” indicates adjacent lands and shorelines are still largely primitive and undeveloped, except for agriculture and grazing, but are accessible in places by roads. “Scenic River Areas” may not include long stretches of conspicuous or well-traveled roads paralleling the river in close proximity, but may include extensive areas in agricultural use. This classification will be administered to maintain or enhance their high scenic quality, recreational value, fishery and wildlife habitat, while preserving their largely undeveloped character and allowing continuing agricultural uses.

Prior Action by Commission: None.

Action Requested: None.

Attachments: Scenic Waterway map and classification scheme.

Prepared by: Bridget Tinsley and Trevor Taylor

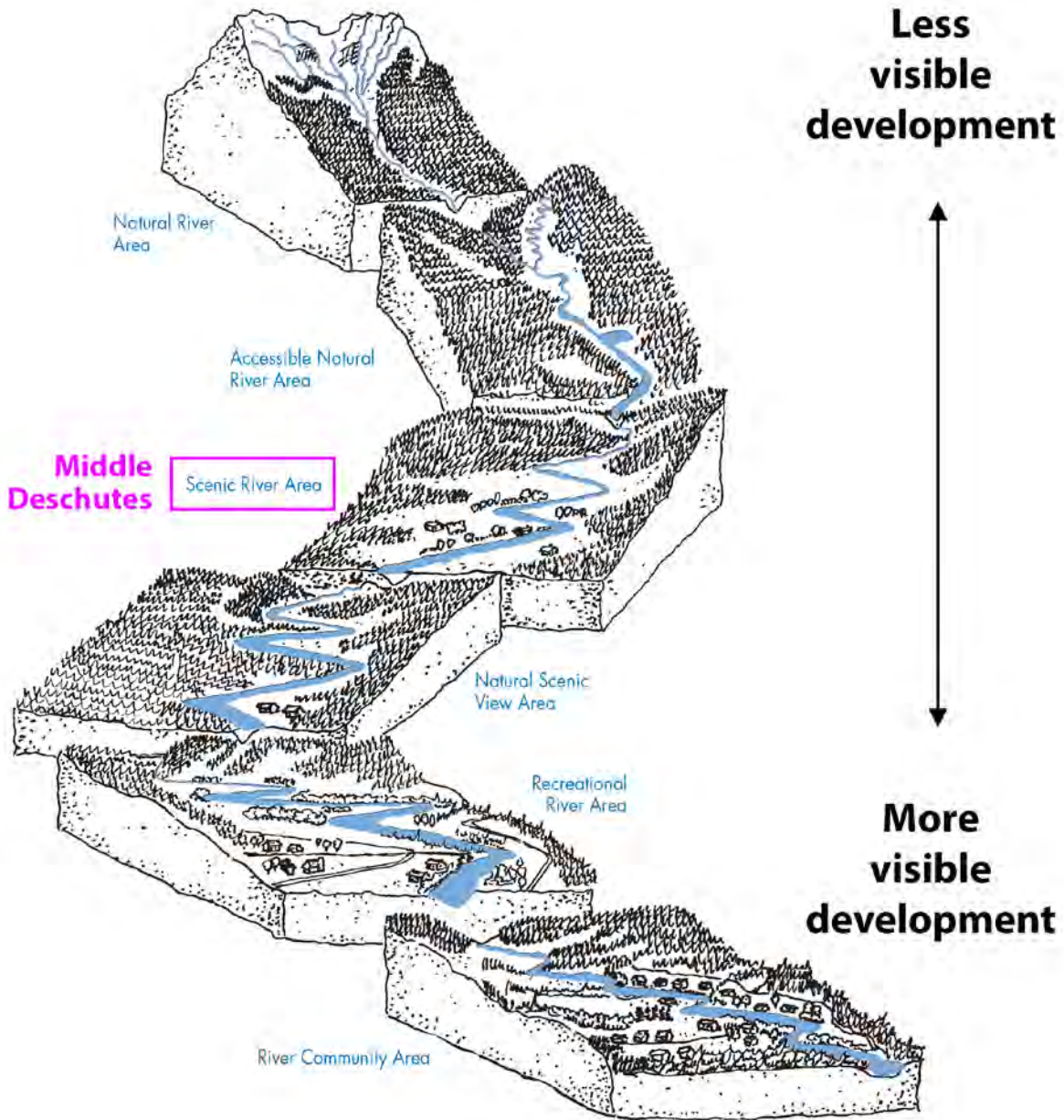
Oregon Parks and Recreation Commission, February 20, 2020

Agenda Item: 6d, Middle Deschutes, Attachment 1: Scenic Waterway map and classification scheme



Oregon Parks and Recreation Commission, February 20, 2020

Agenda Item: 6d, Middle Deschutes, Attachment 1: Scenic Waterway map and classification scheme



Oregon Parks and Recreation Commission

February 20, 2020

Agenda Item: 6d Action

Topic: **County Opportunity Grant Program** (funded by RV Licensing Fees)
FY2020 Annual Grant Awards

Presented by: Daniel Killam, Deputy Director of Administration

Background:

The County Opportunity Grant Program (COGP) is funded by a portion of Recreational Vehicle Licensing Fees as prescribed in Oregon Administrative Rules – Division 7: 736-007-0000 through 736-007-0040. The program provides grant funding on a project basis for the **acquisition, development, rehabilitation, and planning** of county park and recreation sites that provide camping facilities. All Oregon Counties are eligible applicants. Counties must provide a 25% or 50% match depending on County population.

The seven-member County Parks Assistance Advisory Committee reviews applications and recommends funding priorities. For the FY2020 County Opportunity Grant cycle, \$1,025,528 is available for grants. The sources of these funds are:

Carry-over from FY2019 grant cycle (funds not awarded)	\$ 0
COGP funding projection from ODOT/DMV for FY2020 (RV Fees)	\$ 860,071
De-obligated funds from closed projects (grant funds not needed)	\$ 165,457
Total funding available for FY2020 awards:	\$1,025,528

Four County Opportunity Grant applications were submitted to OPRD totaling \$429,840 in funding requests. After scoring project applications against established criteria, all four projects are recommended for funding. The total amount recommended for funding is \$429,840. The remaining available grant balance of \$595,688 will be carried over to the FY2021 grant cycle.

Prior Action by Commission: In the FY2019 cycle, the Commission approved all nine COGP projects totaling \$1,489,174.

Action Requested: Staff seeks Commission approval to award County Opportunity Grant Program Requests as detailed on the attached spreadsheet in the amount of **\$429,840**.

Attachment: Exhibit A – County Opportunity Grant Recommendations / Ranking Results

Prepared by: Mark Cowan, Grant Program Coordinator

<p align="center">2020 County Opportunity Grant Program County Parks Assistance Advisory Committee November 18, 2019 Meeting - Ranking Results Funding Available: \$1,025,528</p>						
Rank	Applicant	Project Name	Brief Project Description	Grant Funds Requested	Local Matching Funds	Total Project Cost
1	Josephine County Parks	Wolf Creek Park Vault Replacements	This project will replace two deteriorating wooden vault toilets with two single prefabricated ADA compliant vault restrooms at Wolf Creek Park in Josephine County, Oregon.	\$ 24,009	\$ 24,009	\$ 48,018
2	Jackson County Parks	Emigrant Lake Pavement Repairs	This project will repair and replace asphalt in major parking areas at Emigrant Lake County Park in Jackson County, Oregon.	\$ 101,250	\$ 101,250	\$ 202,500
3	Wasco County	Hunt Park Development	This project will add four additional full hookup RV spaces, including ADA accessible sites, connect existing sewer lines to a drain field, and extend new water and sewer lines around future RV development sites at Hunt Park in Tygh Valley, Oregon.	\$ 250,000	\$ 83,333	\$ 333,333
4	Lake County	Ana Reservoir County Park	This project will build three picnic shelters, chip seal the parking lot, gravel the picnic area, and create a two-mile loop trail at Ana Reservoir County Park in Lake County, Oregon.	\$ 54,581	\$ 18,800	\$ 73,381
Total Recommended for Funding (All Projects):				\$ 429,840	\$ 227,392	\$ 657,232

Grant Funds Available in the 2020 COGP cycle:	\$1,025,528
Grant Funds Awarded in the 2020 COGP cycle:	\$ 429,840
Grant Funds to be carried over to the 2021 COGP cycle:	\$595,688

Oregon Parks and Recreation Commission

February 20, 2020

Agenda Item:	7a	Information
Topic:	Heritage Division Update	
Presented by:	Christine Curran, Deputy Director, Heritage Programs	

Governor Appoints New Chair and Three Committee Members to the State Advisory Committee on Historic Preservation

Governor Kate Brown recently appointed Stephen Dow Beckham as Chair to the State Advisory Committee on Historic Preservation (SACHP) and Heidi Slaybaugh, John Arroyo, and Jacqueline Cheung as committee members. The SACHP is responsible for reviewing nominations to the federal National Register of Historic Places. Steve Beckham is Pamplin Professor of History, Emeritus, Lewis & Clark College. Professor Beckham taught courses for forty-two years on the American West, Native Americans, environmental history, and the Pacific Northwest, and researched and written the exhibits at the Oregon Trail Center, Baker City; Gorge Discovery Center/Wasco County Museum, The Dalles; "Oregon My Oregon" and "Oregon Voices" at the Oregon Historical Society, and other exhibits from the Library of Congress. Heidi Slaybaugh has wide-ranging experience in the field of architecture with an emphasis in historic preservation. She is a Project Manager and Senior Associate at BLRB Architects in Bend. She worked on preservation projects ranging from the rehabilitation of Pasadena City Hall, in Pasadena, California to the adaptive reuse of a fire hall addition to the Wallowa County Historical Museum in Joseph, Oregon. She also served as the Chair of the Bend Landmarks Commission for 10 years. Jacqueline Cheung is an archaeologist from The Dalles who has done excavations, site documentation and research on prehistoric and historic sites across the Northwest. She has worked for private contractors, the Colville Confederated Tribes and for the National Park Service at Fort Vancouver National Historic Site, John Day Fossil Beds National Monument, Lava Beds National Monument, Mount Rainier, and Crater Lake. In recent years, she has worked on sites associated with the Oregon Chinese diaspora, helping with excavations and historic research. John Arroyo is an Assistant Professor in Engaging Diverse Communities at the University of Oregon. An urban planner and spatial policy expert by training, he has over 20 years of local, state, and national cultural heritage experience. Arroyo is a former Local Emerging Leader and Mildred Colodny National Diversity Fellow at the National Trust for Historic Preservation (National Main Street Center) and has worked in preservation advocacy and technical assistance for The Getty Foundation and Los Angeles Conservancy; as a consultant for The Kresge Foundation; and as a program manager for local designation and incentive programs.

Heritage Commission Prepares New 5-Year Plan

The Oregon Heritage Commission is tasked in statute to prepare and adopt an Oregon Heritage Plan to coordinate the identification, curation, restoration, and interpretation of heritage resources. In 2020, the Heritage Commission will present a new five-year iteration of the Heritage Plan. For the first time, the Commission is turning the audience of the plan outward and asking individuals and groups to unite with the Commission around four common goals: including more diverse voices in telling Oregon’s history; increasing Oregonians access to their heritage; promoting the economic, cultural, and educational value of heritage; and encouraging best professional practices among organizations. Together, individual steps taken across the state will add up to important outcomes, including more stories told, more people served, and more sustainable heritage organizations. The Heritage Commission provides grants, incentives, technical assistance, and recognition programs to support this work. The full 2020 Heritage Plan will be released this spring.

“Heavy Lift” Restores Historic Building in Baker City

The City of Baker City was awarded a \$200,000 Oregon Main Street Revitalization Grant in 2019. The project will replace roof supports and install skylights to develop venue space and lodging in the second floor of the Haskell Building in downtown. The project is still in progress, but a major step is complete, the installation of the roof supports. The two 50-foot-long, three-foot-tall, 8,500-pound beams were installed along with new posts. The project is a wonderful example of how preservation work can be completed, even with new materials and at a reasonable cost. Just \$20,000 for these beams. While the grant allows three years, the owners hope to complete the project by fall of 2021 or sooner. The owners were awarded a Diamonds in the Rough facade grant in 2017. The experience with OPRD through that program was part of the reason the owner chose to submit for the Oregon Main Street Revitalization Grant for this part of the project.



Workers carefully maneuver a steel beam into the Haskell Building



Haskell Building, before and after facade restoration work

Oregon SHPO Creates Program to Track Preservation Agreements and Covenants

The National Park Service provides funding from the Historic Preservation Fund to the State Historic Preservation Office (SHPO) for local bricks-and-mortar preservation projects. As a condition of the grant, the SHPO maintains preservation agreements and covenants for these projects. In summer of 2018 the SHPO audited the covenant monitoring program. Summer staff gathered documents and information to document existing covenants fully. Staff then developed a database to organize the materials and to support the regular monitoring covenants for compliance with the terms of each grant agreement.

The Oregon SHPO currently holds 75 five-year agreements and 10 longer-term agreements. The short-term agreements are associated with the federal Certified Local Government program – a program that supports local government preservation programs. These communities are audited on a four-year basis, and the monitoring of these covenants will now coincide with those audits. The process will only require a small additional amount of staff time and will not increase travel costs. The long-term covenants will be visited yearly for next few years to ensure compliance, with reminder letters sent on a periodic basis. The new process is clear and practical, while meeting the requirements of the National Park Service.

A Year of Accomplishments

Every year the Heritage Division takes stock of our accomplishments under our Heritage Commission Plan and Oregon State Historic Preservation Plan. Highlights include:

- Added 3,654 properties to the inventory of archeological and historic resources, and submitted 13 nominations for listing in the National Register of Historic Places to the National Park Service, including the Laurelhurst Historic District in Portland.
- Reviewed 55 preservation projects, added 8 properties to the state tax program, and reviewed 23 submissions for the federal tax program. Created a database to track and monitor covenants and monitored 29 agreements as part of that effort.
- Oregon Heritage awarded 130 grants across the state through eight programs.
- Set a new record for communities participating in the Oregon Main Street Network with 94 communities.
- Held the second Oregon Heritage Summit focused on the Culture of Board Engagement.
- Designated two Oregon Heritage Traditions: Portland Rose Festival and the Oregon Country Fair.
- Revised the sample agreement document signed between SHPO and federal and state agencies for impacts to historic properties. The model document streamlines and standardizes the process, creating better preservation outcomes.
- Participated in Oregon Archaeology Month by creating and distributing the 2019 Oregon Archaeology Month poster and hosting the calendar of events for the year.
- Hosted 3 meetings of the Intergovernmental Cultural Resource Council, a meeting of Tribal Governments and federal and state agencies to discuss and address shared cultural resource management issues. Topics included Traditional Cultural Properties, partnering between agencies, and natural resources of cultural significance.
- Completed the model historic preservation ordinance, a tool used by cities and counties to create their own preservation programs.
- Created an initiative to seek out women's history sites in Oregon in tandem with the 100th anniversary of the 19th Amendment.
- Served over 100 organizations through the Oregon Heritage MentorCorps.

- Alberta Main Street won the Great American Main Street Award from the National Main Street Center, making it Oregon's second winner ever, in back-to-back years!
- The Oregon Main Street Revitalization Grant received another \$5 million during the 2019 legislative session.
- Completed a *Heritage Works!* Case Study featuring Independence.
- 173 archaeological permits for conducting archaeological investigations in Oregon issued by SHPO archaeologists.
- Sent 2,569 responses to inquiries from federal and state agencies and private organizations and individuals regarding compliance with federal and state laws.
- The SHPO review and compliance team received 2,976 submittals to review for the effects of undertakings on cultural resources. The Oregon SHPO aids agencies whose projects are subject to state and federal historic preservation laws.
- Awarded three fellowships for Oregon students research Oregon history.
- Seven people and projects were awarded a Heritage Excellence Award, including the Canby Women's Heritage Trail.
- Received \$665,000 in federal funding from the National Park Service to implement a grant program for the preservation of historic theaters.

Revision of the State Rules for the Administration of the National Register Program in Oregon

OPRD assembled a Rule Advisory Committee (RAC) to provide recommendations on a staff-written draft rule for the administration of the federal National Register of Historic Places program in Oregon. The group first met in late January, and meetings are scheduled through early March. RAC members include representatives from tribal, state, county, and local government, preservation and natural resource organizations, professionals, and private citizens with a demonstrated interest in the program. Topics under consideration include counting owners and objections; how tribal governments, state agencies, and local jurisdictions participate in the nomination process; administrative functions, such as staff duties and public notice and hearing procedures; and under what circumstances nominations may be exempt from public disclosure to protect culturally-sensitive information, among other issues.

The proposed revision addresses issues raised during a handful of controversial nomination projects. These include the nomination of portions of the Pilot Butte Canal, Deschutes Co.; the Eastmoreland Historic District, Portland; and the Q'alya ta Kukwis shichdii me Traditional Cultural Property Historic District, Coos Co. Each of these projects exposed discrepancies between federal and state laws and rules governing the National Register Program. Separately, Director Sumption invited each of the nine federally-recognized tribes in Oregon to government-to-government consultation regarding the proposed revision to the rule. Staff may present the Commission with a draft rule in Spring 2020.

Prior Action by Commission: none

Action Requested: none

Attachments: none

Prepared by: Ian P. Johnson, Associate Deputy SHPO and Chrissy Curran, Deputy SHPO

Oregon Parks and Recreation Commission

February 20, 2020

Agenda Item:	8a	Information
Topic:	Pilot Butte State Scenic Viewpoint Master Plan Update	
Presented by:	Rachel Hill, Park Planner/Project Manager	

Pilot Butte State Scenic Viewpoint Plan Update – Planning + Design began the update of the 1995 Pilot Butte Plan in October 2018. Since the development of the current park plan, Bend has seen unprecedented commercial and residential development occurring around Pilot Butte with considerable growth on the east side along Highway 97. This urban development has spurred growth in visitation at the park and changed the visitor demographic.

To date, the Planning + Design team has assembled a combined state and local Advisory Committee and met twice with them to discuss and provide recommendations on the plan. The team has hosted 2 public open houses and 2 public meetings, interviewed project stakeholders, and reached out to representatives from underserved, but growing, park user groups (Lantinx and people with disabilities were among the targeted outreach groups). The public and interested parties have provided feedback throughout the master planning process through direct contact, email and comments received through the project website (www.pilotbuttemasterplan.com).

The Planning + Design team hosted the final public meeting in November 2019 in Bend. The public comment period ended in December 2019. The majority of comments reiterated consistent concerns and reinforced plan goals which focus on improving and maintaining the well-loved existing scenic, natural and recreational aspects of the Butte, recognizing that maintaining these elements is contingent upon managing impact, repairing and restoring amenities, while remaining open and inclusive to all who want to use the park, even as that changes over time.

Positive traction with local partners has resulted in discussions to connect trail elements of the Master Plan into City and School District efforts to provide safe routes to school. OPRD sees these local partnerships as key to implement the plan.

Public comments will be reflected in the revision of the draft master plan that will be presented to the Commission in April 2020 (no major changes to the current draft are proposed), at which time OPRD will ask for the Commission's concurrence and permission to initiate the rule-making process.

Prior Action by Commission: none

Action Requested: none

Attachments: none

Prepared by: Rachel Hill



PILOT BUTTE STATE SCENIC VIEWPOINT

DRAFT MASTER PLAN

Oregon Parks and Recreation Department

November 2019



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LIST OF FIGURES

NOTE: This page is under construction.

**PHOTO REFERENCES
AND CITATIONS WILL
BE INCLUDED IN THE
FINAL VERSION OF THIS
DOCUMENT.**

ACKNOWLEDGEMENTS

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ACKNOWLEDGEMENTS continued

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1 INTRODUCTION



INTRODUCTION

WHY DO THE PLAN?

Pilot Butte State Scenic Viewpoint (Pilot Butte) became part of the State of Oregon's public lands in 1927 when it was donated to the State Highway Commission in memory of Terrance Hardington Foley. Its value to the public began primarily as a location to view the region and the Cascade Mountain Range to the west. It continues to be a valuable statewide resource for visitors coming to see the views. It has also become a vital urban park for the City of Bend. The 114 acre park has become one of OPRD's most popular parks for a variety of recreational uses.

In the almost 100 years since it became a park, Pilot Butte has experienced considerable change around its boundaries. The change has accelerated in the last quarter century, since the last master plan was completed in 1995. What began as a topographic landmark and scenic viewpoint has become a vital public greenspace and area of nature in the middle of the city. The intensification of use has put pressure on the facilities and natural resources and made it necessary to re-examine how we balance the natural, scenic, cultural, historic and recreational use of the Park for both local and state-wide visitors. This is important for our current situation, as well as for the continually changing region.

OPRD MISSION AND VISION

OPRD defined their strategic focus for 2017-2019. This guiding document is rooted in the agency's mission and vision.

OPRD Mission: The mission of the Parks and Recreation Department is to provide and protect outstanding natural, scenic, cultural, historic and recreational sites for the enjoyment and education of present and future generations.



PILOT BUTTE STATE SCENIC VIEWPOINT DRAFT MASTER PLAN

OPRD Vision: To take the long view to protect Oregon's special places and provide the greatest experience while creating stable future funding.

The Strategic Focus helps to steer the planning process and create a consistent and focused set sideboards on how we plan for the future of our parks. The strategic focus defines four priorities: Inclusion, Service Delivery, Succession Planning and Commemorating our Heritage.

MASTER PLAN SUMMARY

The Pilot Butte State Scenic Viewpoint Draft Master Plan includes an analysis of the current and changing context in which the park finds itself. This is the most influential driver of the plan update. This requires a more urban and contextual approach to understanding park needs and development than many of OPRD's more remotely located parks.

The public outreach process was guided by an Advisory Committee made up of statewide and local stakeholders that included local agency partners, schools and the school district, local neighborhood associations, local businesses, medical and health stakeholders, access and disability organizations, active transportation organizations, and Latino and Hispanic families through established outreach organizations.

OPRD initially reached out to a statewide audience but planners realized quickly that this is a locally loved park above all. The outreach approach then focused on local advocate and stakeholder groups, while remaining open and engaged with statewide partners. OPRD also reached out to communities in the city and region that are typically less active in public processes yet are important user groups in the park, such as the Latino community. In alignment with OPRD's goal of providing welcoming and inclusive experiences and spaces, planners sought out



involvement with the disability community. The public outreach process is further described in Chapter 3.

The plan analyzes the natural, socio-cultural, scenic and historical background and recreational use of Pilot Butte. It also examines local, regional and state context and trends. The plan leans heavily on the “Visitor Survey of Day-use Visitors at Pilot Butte State Scenic Viewpoint” (2016). Over 400 people participated by informing OPRD of activities, demographic characteristics, and opinions regarding conditions and management at the park. The survey provided recommendations for maintaining or improving conditions at this park. Description of context, park resource, and recreation assessments are found in Chapters 2, 5 and 6.

The goals of the plan result from a distillation of public input from the Advisory Committee, public meetings and a public survey. The goals focus on improving and maintaining the well-loved existing scenic, natural and recreational aspects of Pilot Butte, and recognize that maintaining these elements is contingent upon focusing impact, repairing and restoring amenities, while remaining open and inclusive to all who want to use the park, even as these needs change over time. The plan recognizes the duality of Pilot Butte as a park that offers a natural recreational experience in the city, and a vital urban park. The goals are further defined in Chapter 7.

The plan area is divided into four geographic areas, further described in Chapter 9. These include the east butte, the west butte, the summit viewpoint, the slope terrain. Development concepts and interventions are organized and proposed under the categories of visitor experience, access, trails, natural resources, wayfinding and interpretation, facilities and utilities, and management.

PILOT BUTTE STATE SCENIC VIEWPOINT DRAFT MASTER PLAN



PILOT BUTTE STATE SCENIC VIEWPOINT MASTER DRAFT PLAN

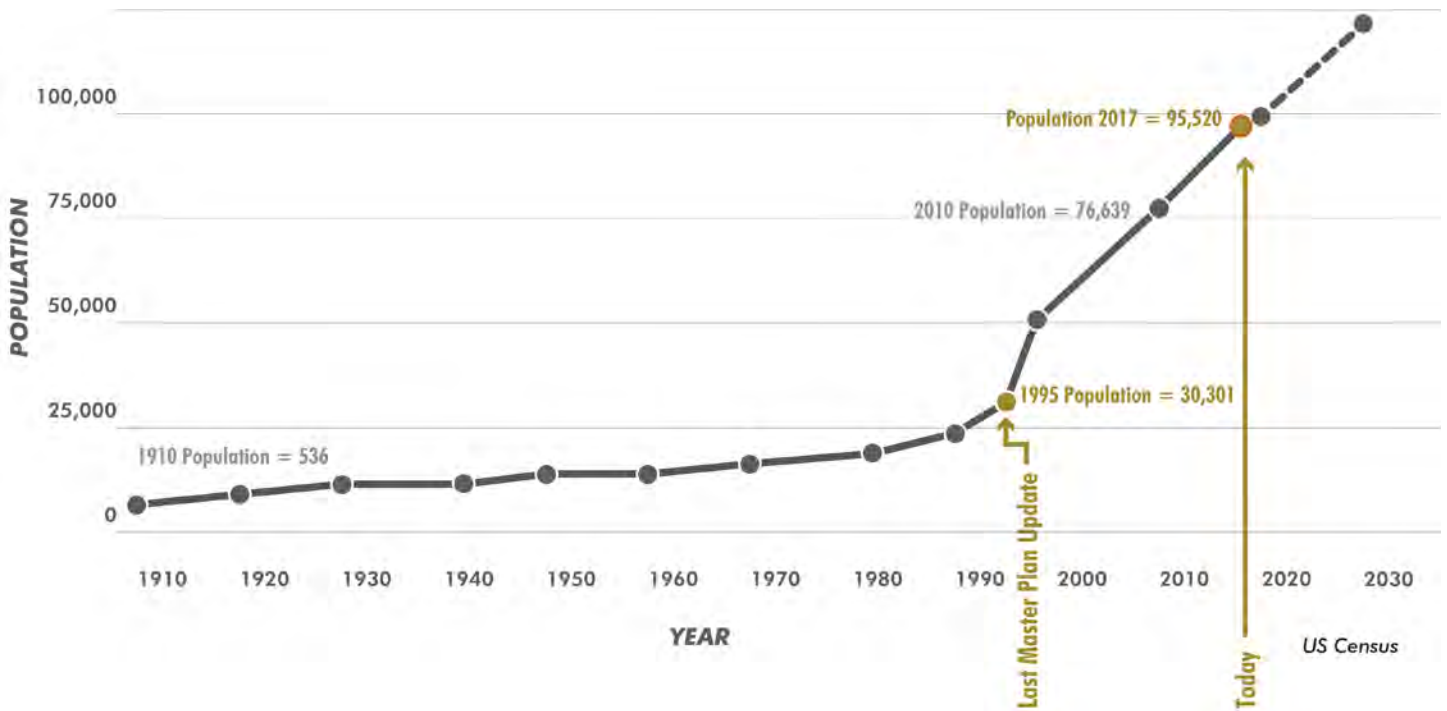
2 CONTEXT

CONTEXT

BACKGROUND

Pilot Butte was gifted to State Parks in 1927 in honor of Terrence Hardington Foley, a Bend resident and businessman. At the time the park existed on the periphery of the city, surrounded by farms and ranches. It was a popular viewpoint for tourists and locals alike, as well as a known topographic landmark in the region.

A state parks master plan was done for all parks in Deschutes County in 1986, which included Pilot Butte. A more specific updated Pilot Butte State Scenic Viewpoint Master Plan was created in 1995. At that time the city boundary hugged the north and east edge of the park and development had expanded to the western edge of the Butte and was beginning to wrap around its base. The predominant use of the Butte was the visitation at the summit and the protection of the historic access road as well as preservation of the natural appearance of the cinder cone were important to maintaining the park as a scenic resource.



City of Bend population over time

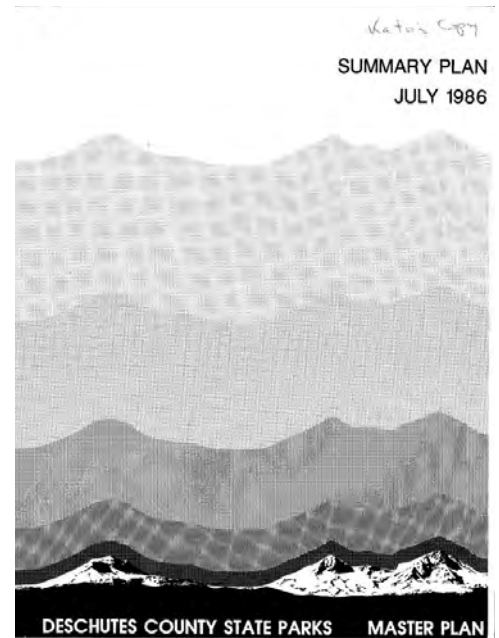
PILOT BUTTE STATE SCENIC VIEWPOINT DRAFT MASTER PLAN

In the 25 years since the last plan was completed, the population of Bend has more than tripled from 30,301 to 95,520 in 2017. Development and change now define Bend's evolution and these dynamics are likely to continue. This can be seen in the growth of the city, the intensity of development within its urban growth boundary (UGB), shifts in demographics that include a growing elderly population as well as a quickly growing Hispanic population, and shifting recreation trends as Bend continues to become an epicenter for outdoor recreation in Oregon.

As a result, Pilot Butte is a small, urban state park that receives intense and diverse use. Historically this came from visitors to the scenic summit viewpoint. Although the summit viewpoint is still a popular destination in the park and important to its legacy, considerable increase in use comes from local walkers, hikers and bikers. These visitors often use the park habitually, as part of their daily commute to and from work or school, or as part of their exercise regime. In fact, Pilot Butte is part of a network of public greenspaces within the city mostly made up of parks managed by Bend Park and Recreation Department (BPRD). Although the park is owned and managed by OPRD, BPRD helps to co-manage the Neighborhood Park at the east base. The Larkspur Trail, which runs along the east base, was constructed and is managed by BPRD. This is an important relationship for the park, both for its maintenance, as well as for other aspects of management and local partnership.

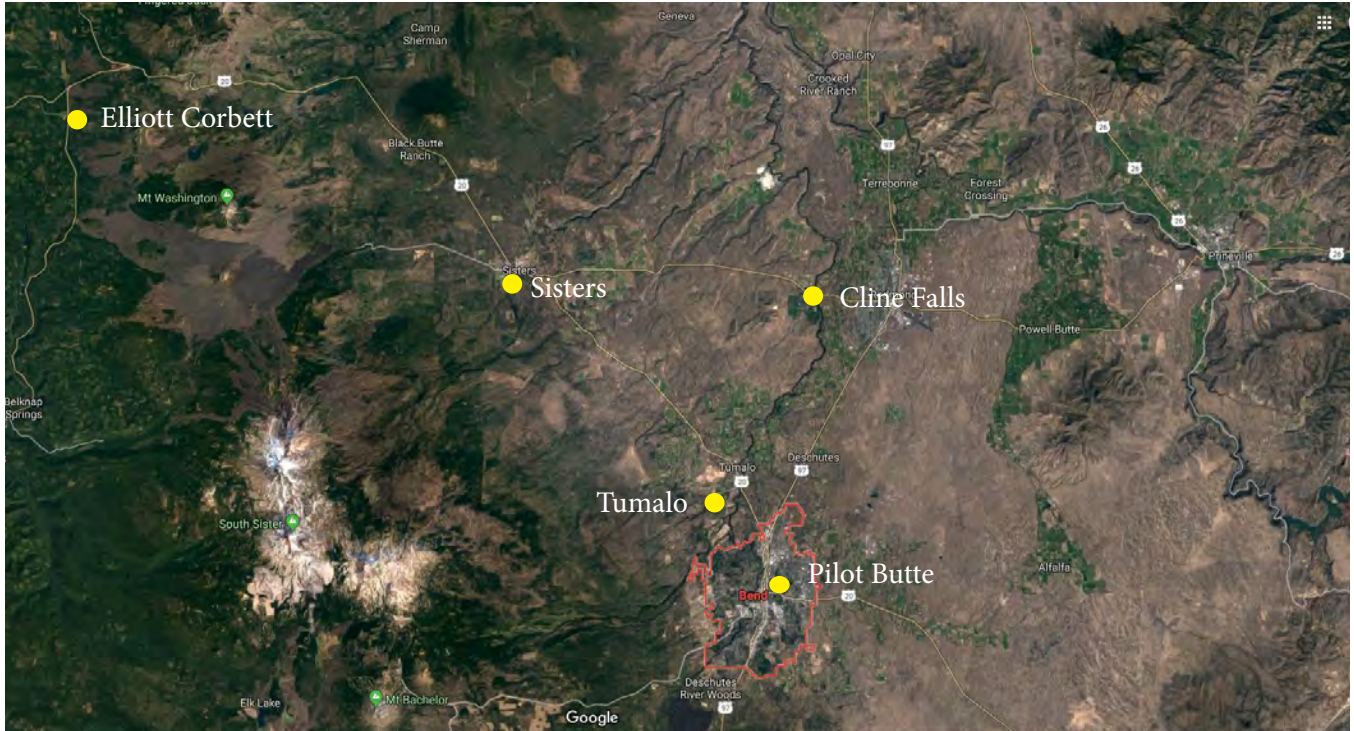
WHAT MAKES PILOT BUTTE UNIQUE?

Although the majority of state parks in Oregon are located in rural areas, Pilot Butte is among a small number of urban parks with predominantly local use.



1986 Deschutes County State Parks Master Plan

PILOT BUTTE STATE SCENIC VIEWPOINT DRAFT MASTER PLAN



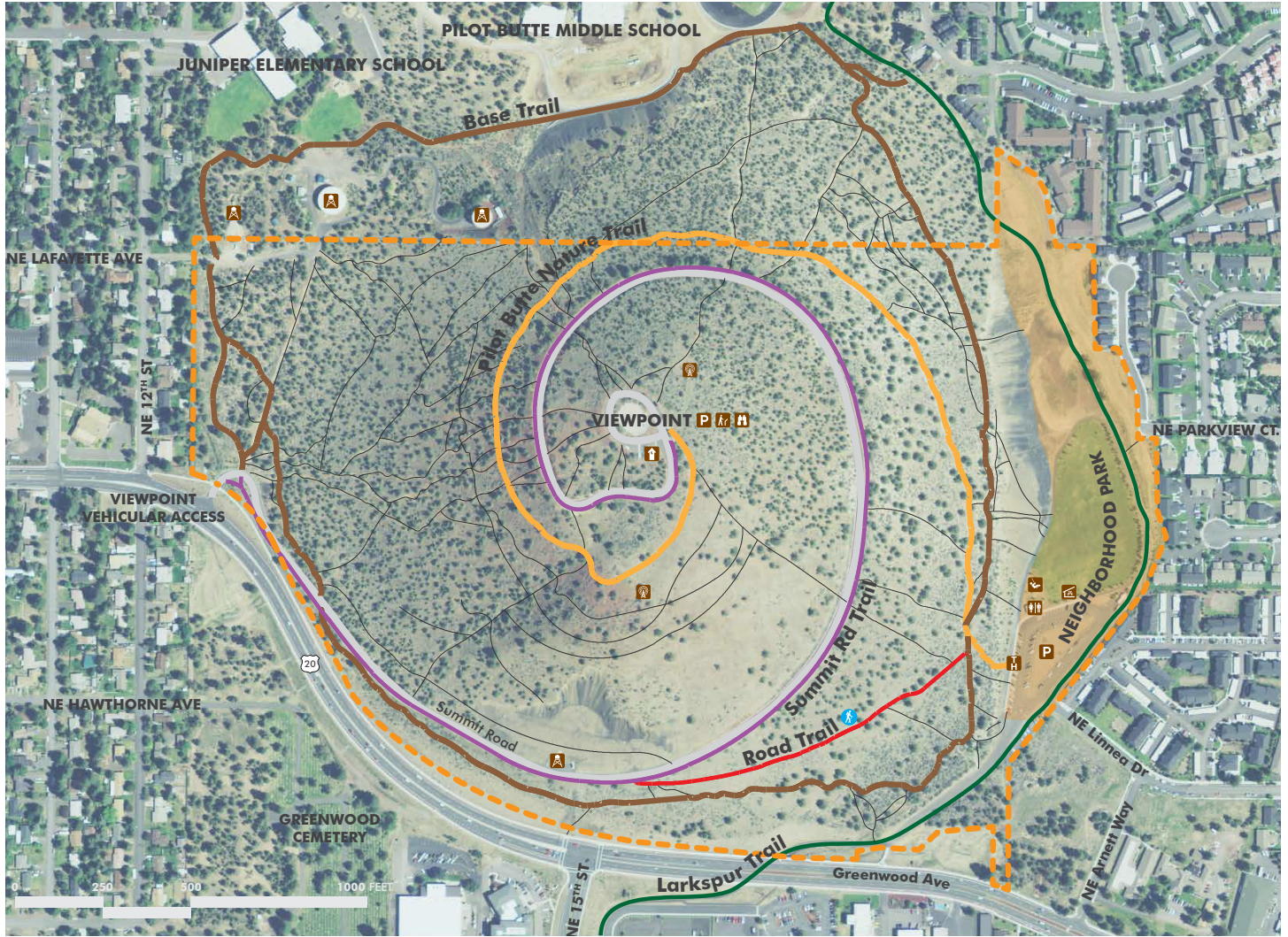
Tumalo Management Unit

Oregon State Parks within the Tumalo MU

Pilot Butte (officially named Pilot Butte State Scenic Viewpoint) was conceived as a public amenity to tourists based on its summit views when acquired in 1927. It has since evolved to become a locally important park. The park blends into the network of quality, public greenspaces within the city of Bend and is valued by local residents as a natural area park on the east side of Bend.

A 2016 survey of visitors to the park showed that the most popular activity at the park is walking and hiking (75%) indicating the importance of the park for health and fitness. More than two-thirds of visitors come from 30 miles or less, the highest percentage of visitors come alone, and 84% of visitors visit the park for approximately one hour indicating that these visits are likely shorter and more frequent than at many of OPRD's parks.

PILOT BUTTE STATE SCENIC VIEWPOINT DRAFT MASTER PLAN



Pilot Butte Existing Conditions and Amenities

PILOT BUTTE STATE SCENIC VIEWPOINT	
Pilot Butte Boundary	Playground
Neighborhood Park Boundary	Restroom
Summit Road Trail	Vault toilet
Pilot Butte Nature Trail	Picnic Shelter
Road Trail	Trailhead
Base Trail	ADA Accessible Trail
Larkspur Trail	Parking
Unofficial Trail	Interpretive Display
	Viewpoint
	Cell Tower
	City Water Facilities







PILOT BUTTE STATE SCENIC VIEWPOINT DRAFT MASTER PLAN

Pilot Butte now sits in the core of Bend's urban fabric. The west boundary abuts single family residential homes. The east edge connects to relatively high density multifamily residential homes and apartments. Two public schools border the park to the north and share the topographic north of the butte. A heavily trafficked commercial highway forms its southern edge. With many local users who come habitually, while still functioning as a tourist draw at the summit, the intensity of use is challenging for park managers. They oversee management and maintenance of a Park Management Unit spanning over 50 miles.

LOCATION AND ACCESS

Pilot Butte is in the Tumalo Management Unit of the Central Management District of the Mountain Management Region in Oregon Parks and Recreation Department.

- PARKS**
- ① Pilot Butte State Scenic Viewpoint - 116 acres
 - ② Hollinshead Park - 16.5 acres
 - ③ Juniper Park - 22.3 acres
 - ④ Ponderosa Park - 19 acres
 - ⑤ Providence Park - 4.3 acres
 - ⑥ Orchard Park - 3.7 acres
 - ⑦ Al Moody Park - 16.7 acres

-  Radii from park
-  Public Parks
-  Bend City Limits
-  UGB
-  Schools
-  Hospitals



Local Greenspace Network

PILOT BUTTE STATE SCENIC VIEWPOINT DRAFT MASTER PLAN

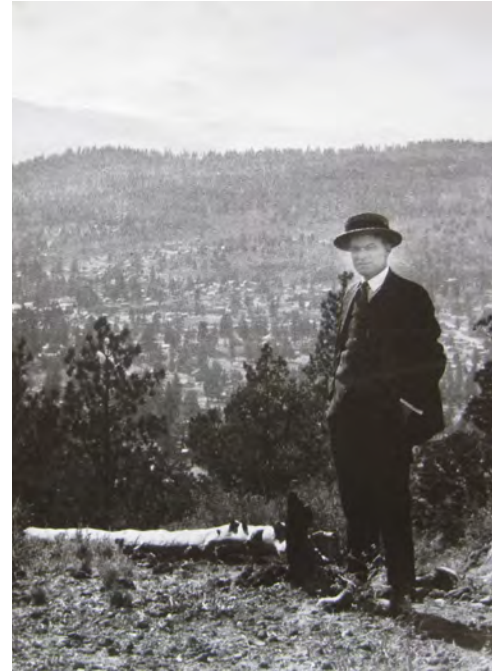
Pilot Butte is located in the city of Bend, Oregon and within Deschutes County. It is approximately one mile east of Highway 97, bound by Highway 101 to the south, residential neighborhoods to the east and west and the Bend-La Pine School District to the north. The butte is a topographic landmark in the City with an elevation of 4,142' at the summit.

There are currently two vehicle access points and a variety of pedestrian access points. Vehicles are able to enter and park at the eastern base where there is a large parking lot. Vehicle access from Highway 101/Greenwood Avenue brings people up the Summit Road to the viewpoint. The Larkspur Trail passes through the east edge of the park and is a major access for pedestrians and bicyclists. There is pedestrian access off of Highway 101 at the east and west edges. There are informal access points from eastern and western neighborhoods. The Base Trail connects around the entire base of the cinder cone providing pedestrian access from the north.

GREENSPACE NETWORK

Pilot Butte functions as part of the larger and extensive green space network within the city and county. Bend Park and Recreation Department (BPRD) manages 81 park and natural areas and 70 miles of trail. Deschutes County, the U.S. Forest Service and the Bureau of Land Management manage larger tracts of public open space outside of the city.

Pilot Butte provides unique large acreage park space (114 acres) to residents on the central east side of the city and compliments the smaller neighborhood parks (Orchard, Al Moody, Mountain View, Providence and Stover Park), and mid-size community parks (Juniper, Hollinshead and Ponderosa Park) which exist within approximately one mile of Pilot Butte.



Terrance H. Foley



HISTORY

Pilot Butte has been an important topographic icon and cultural landmark for centuries. Native people used it as lookout to track herds. Emigrants scouted wagon routes from its summit. Many generations of Bend residents have memories of spending time on the summit to take in the views.

At the turn of the century the butte sat outside of the town of Bend, surrounded by ranches, farms and dairies. The road was built between 1922-1924 by the U.S. Forest Service to be used as a fire look-out.

In 1927, 100 acres on Pilot Butte was bought and donated to the State Highway Commission in memory of Terrence Hardington Foley, a prominent resident of Bend. The summit was developed with an improved road, a monument to Mr. Foley, a mountain locator and an Osborne Fire Locator (no longer there). It became a local and tourist destination.

The butte has served a variety of functions since. The U.S. War Department used it as an airplane observation post during the second World War. Radio towers were built on the summit. A ski jump was constructed on the northwest slope for the National Junior Championships in 1965.

Throughout its history the park has been a defining and well-loved public space in the city and region. In 1886, the Bend Postmaster championed changing the name of the post office from Bend to Pilot Butte. Although it was approved, the new name did not stick. An October 8, 2016, Oregonian newspaper article reported, “Pilot Butte is a viewpoint of the people” reiterating the importance of the feature for which the park was named. Although the park’s use has become diversified to include more trails and urban park functions, public vehicle access to the top of the butte remains important to its historic value and is a tangible connection to the past.

CULTURAL

Pilot Butte has remained an important cultural landmark for centuries. It was used as a lookout for Native peoples who climbed it to track wildlife herds, Emigrants who scaled the butte to scout wagon routes and find lost livestock, and current Bend residents who climb it to see the views.

Pilot Butte is located in the Ceded Lands (given up as part of a treaty) of the Warm Springs (primary tribe) and within the usual and accustomed lands of the Burns. The Confederated Tribes of the Warm Springs Reservation of Oregon, the Burns Paiute Tribe and the Klamath Tribe have been invited to participate in the master plan update process. Currently, Christian Nauer, Archaeologist with the Confederated Tribes of the Warm Springs Reservation of Oregon is participating.

REGIONAL AND LOCAL TRENDS

The general summary of trends in central Oregon can be defined by growth and change. This can be understood through analysis of demographic and economic change. Although much of this is acutely experienced in the city of Bend, towns and cities generally in central Oregon are undergoing versions of this change. Pilot Butte serves a statewide audience however its recreational significance has shifted towards being visited by an increasingly local population and used in a habitual nature for health and fitness.

DEMOGRAPHIC TRENDS

The population of Bend has grown 23% from 2010 to 2017 and Deschutes County has grown 16% in the same time period. In comparison the population of Oregon grew only 8.1%. This is a result primarily of migration into the city and region for a strong and continually growing job market. The Bend-Redmond area had the 2nd fastest job growth in the country in 2017 (5.9%).



early 20th century



1960



1980

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As part of the Statewide Comprehensive Outdoor Recreation Plan (SCORP), Portland State University's Population Research Center analyzed demographic and social trends in Oregon, identifying priority UGBs (urban growth boundaries) for recreation improvement. Within the categories analyzed, Bend is a priority for four categories: Elderly (ages 75-84), Latino, Asian, and Households with Children aged 6-17 years old. The following groups identified priority projects for parks within their UGB.



Oregon Parkland Mapping shows that higher density housing developments to the east have a high number of families with children.

Elderly population (aged 75-84):

- Picnic areas and shelters for small groups
- More restrooms
- Security cameras
- More places and benches to observe nature

Latino population:

- Nature play areas **
- More restrooms
- More shaded areas
- More places and benches to observe nature and others
- Security cameras

Asian population:

- Security cameras
- More restrooms
- Soft surface trails and paths
- More places and benches to observe nature and others
- Picnic areas and shelters for small groups

Households with children:

- Nature play areas **
- Children's playgrounds built with manufactured structures
- Soft surface trails and paths
- More restrooms
- Picnic areas and shelters for small groups

** Nature play areas are defined as areas within existing parks in which children have the opportunity to engage in creative, unstructured, play with natural elements in a natural setting.

The demographic makeup of the region is diversifying, mirroring what is occurring in other parts of the state. The Hispanic population is growing considerably, growing both in number and in percentage of overall population. The projected growth of the Hispanic community in Deschutes County from 2000 to 2020 is 1,885%. By comparison the projected growth of the general population in the county is 110%. Outreach sessions with Bear Creek Elementary School's PTA (a neighboring bi-lingual school) and discussions with BPRD's Latino Outreach Coordinator indicated that Hispanic families utilize spaces where they can host larger gatherings, and where amenities serve a variety of ages. For example, flexible seating or picnic tables near playing fields and playgrounds allows parents to supervise children while socializing. Creating a welcoming atmosphere for families from a variety of cultural background is an important element of inclusion in public spaces. This occurs by using other languages (Spanish is an important one in Bend) on welcoming signs such as entry signs and major trailheads.

Additionally, the aging population of Bend has grown considerably. Currently 15.5% of the population is over 65. The population of adults ages 60-74 is projected to grow 29% between 2015 and 2030. Retirement and older adult residential communities are clustered on the eastern edge of Pilot Butte and their residents are many of Pilot Butte's most dedicated supporters. Older adults at public meetings expressed strong sentiment around improving trails to be intuitive and safe for older visitors and replacing the exercise area, a popular amenity with older adults. Pilot Butte must continue to serve this population and the master plan update recognizes the park's role in keeping older adults active and healthy.

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BPRD adopted their Comprehensive Plan in 2018

To meet the needs of a diversifying population Pilot Butte has the opportunity to both create outdoor, recreational and community focused amenities and spaces that respond to socio-cultural needs and trends. Because of its position in the middle of the city and close proximity to urban populations, Pilot Butte also has the opportunity to introduce the high desert environment populations of people with less experience and opportunity interacting with native landscapes.

ECONOMIC TRENDS

Bend and Central Oregon suffered a sharp economic decline during the recession years of 2007 to 2009. However, the region has since recovered and continues to grow rapidly. In 2017 the Bend-Redmond area ranked number one in GDP growth in the country (8.1%). Diversifying job sectors have turned Deschutes County away from being a solely construction or tourism driven economy which adds resiliency to the region. Economic development has diversified with higher wage-earning industries coming to the region.

A negative outcome of the growth is an increase in the cost of living and decreasing availability of affordable housing. Currently, the east edge of Pilot Butte is adjacent to an area in Bend zoned as Residential Urban Medium Density and High Density - not common in a city where the majority of land is zoned as Residential Urban Standard Density (single family). City planners expect that infill and increased density will occur in the next 20 years along major corridors such as the Highway 101/Greenwood Avenue and Neff corridors. As urban densification occurs over time, access to quality greenspace will become even more important for residents with less personal greenspace. This is especially important for families with children and people with fewer resources for recreational



The July 2018 fire at Pilot Butte

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and physical activity. In this way Pilot Butte can help address public health concerns and equity of access to routine physical activity.

SCORP population data shows that the area of Bend with the highest percentage of residents below poverty exists less than a half mile to the west of Pilot Butte. Although the aggregate of public greenspace does a good job of covering the majority of this area with a diversity of park options, Pilot Butte offers a unique expansive, natural park experience. Other parks with similar natural landscape and trails exist on the edges of the city.

LOCAL AGENCY PARTNERS

Pilot Butte shares public service responsibility with three local entities and one state entity with local presence. This consortium of partners is key to the natural and recreational functioning of the park. It is with their support and participation that the park is able to meet the needs of the public with high quality, safe amenities.

Bend La Pine School District

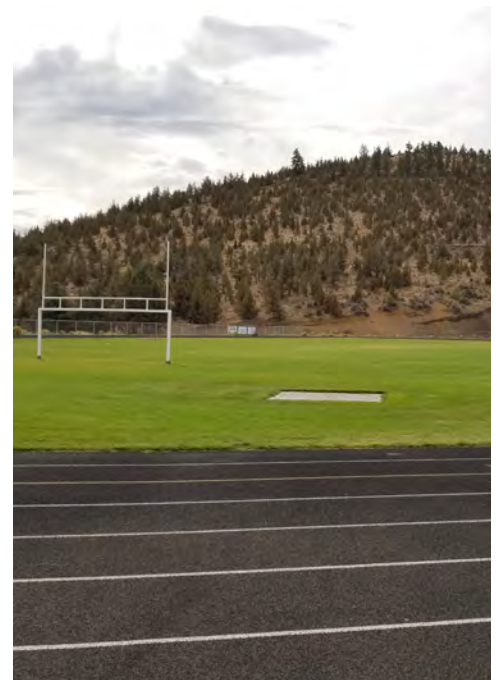
- ORPD shares a portion of the north geography of the butte with two Bend-La Pine schools (Juniper Elementary and Pilot Butte Middle School). Trails that encircle the butte cross, imperceptible to the public, from ORPD to School District properties. To preserve the topographic unity of the butte, it is important to work with the School District as partners on these trails (the Base trail and a small portion of the Nature Trail). Additionally, many students use Pilot Butte's trails to commute to and from school each day.

City of Bend

- The City of Bend plans and manages zoning and transportation issues that intersect with the park. They also operate one water reservoir and lease access to two others on the butte.



Higher density housing along the east side of the Park, next to the Larkspur Trail.



Pilot Butte Middle School track and football field sit against the north side of the Butte.

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OPRD also recognizes opportunity in coordinating with the city on transportation efforts that improve active transportation to and around the butte. There are currently two active transportation efforts that affect Pilot Butte:

1. A proposed “Safe Route to School” route is planned along Neff Road, connecting into Juniper Elementary School property. The route brings kids safely from northern neighborhoods and connects to the western portion of the Base Trail. This is a critical linkage that crosses the highway/Greenwood at a flashing beacon crosswalk, connecting students that live south of the park safely to the schools.
2. Bend’s “Low Stress Bicycle Network” is part of the city’s updated Transportation System Plan. It aims to connect “islands” within the city where people feel comfortable cycling. At Lafayette Avenue and Derek Drive the plan proposes bicycle racks and trailhead amenities to support visitors arriving by bike.

Bend Park and Recreation District (BPRD)

- BPRD is a sister park and recreation agency that serves the city of Bend. Pilot Butte operates in the ecosystem of parks and open spaces managed by BPRD. The agency owns and manages 81 parks, six within a mile of Pilot Butte. For locals (especially inner east side residents), Pilot Butte compliments the collection of smaller neighborhood and community parks by offering a unique close-to-home, large in area, natural recreational opportunity that is mostly found in parks and public lands on the periphery of the city or beyond.

OPRD and BPRD have cultivated a partnership in the Neighborhood Park on the eastern flank of the butte. This area of Pilot Butte was developed in conjunction with BPRD and contains amenities that BPRD develops and maintains at other local parks. This includes a

playground, playing field, picnic shelter, as well as the Larkspur Trail, a multi-use path. The Larkspur Trail passes through the park linking locations north and south of Pilot Butte. BPRD maintains these amenities while OPRD maintains the parking lot and restrooms which are located adjacent to the Neighborhood Park.

Oregon Department of Transportation (ODOT)

- ODOT owns Highway 101/Greenwood Avenue on the southern boundary of the park and works with OPRD on access and safety issues associated with the entrance to the Summit Road and the right-of-way along the highway. ODOT also owns a small parcel adjacent to the park on the southeast side of park which they use for stormwater containment. This parcel is infrequently accessed via a road from the main parking lot.

Bend Fire and Rescue

- OPRD collaborates with Bend Fire (and other local partners) on the annual 4th of July fireworks display. The two agencies work together to prevent and respond to safety and fire incidents on the butte.

LOCAL VOLUNTEER PARTNERS

OPRD and local park management collaborates with local volunteer partners. These groups can have a targeted impact based on their constituency. They can help the park fill financial gaps in a more directed manner (i.e., fundraising for desired amenities), offer physical assistance (i.e., maintenance or trail building person-hours), and provide a highly valuable link between park advocates and park management. There are two primary types of volunteer organizations.

“Friends” or “Co-Op” Groups:

In order to be a Friends (Co-op) group, the group must be a 501(c)3, have their own Board of Directors and commit to the goals of a 5-year Co-op agreement which is focused on interpretation and education.

Adopt-a-Park Program:

For groups that are primarily interested in making contributions that are more of a physical nature, either in operations or maintenance improvements, we have the Adopt-a-Park program. In this program a 1-year agreement is drawn up between the group and the park manager, outlining priority projects for the year, agreeing on timelines and the budget that is available to accomplish those projects.

Volunteer work groups that come on separate occasions over the course of the year must sign a group agreement to assure that the park's Liability and Volunteer Injury Coverage is applicable.

LEASES

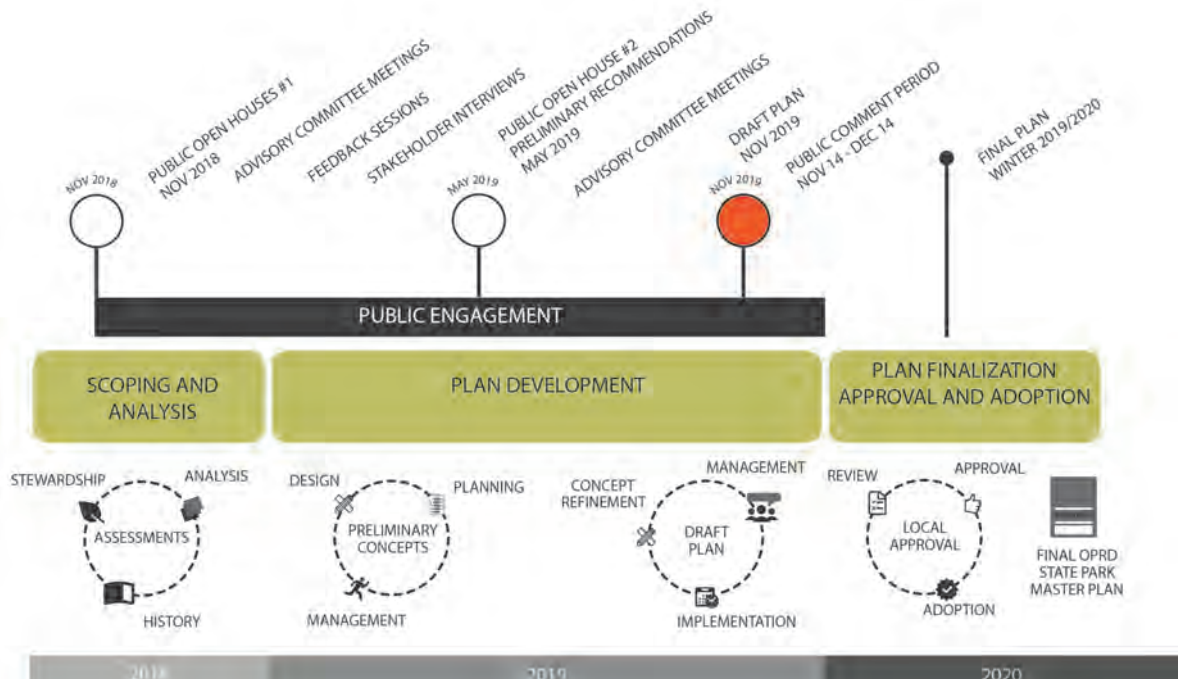
OPRD operates four leases on Pilot Butte, to three different entities. The City of Bend leases use of an entry road through the northwest portion of the park, and access to and the use of their water facility on the south side. OPRD leases land and access to T-Mobile for their communication equipment including cell towers near the summit. The cell towers are visually unobtrusive and access vehicles have not negatively impacted the visitor experience. New Cingular has a permit that allows them to install and maintain the lines that serve their communication equipment on the City's property. This is primarily underground lines, most of which is within the City's easement along the park's north boundary.

3 PLANNING APPROACH AND PROCESS

PLANNING APPROACH AND PROCESS

APPROACH

The approach to the update of the Pilot Butte Master Plan focuses on understanding major changes in the Park and its context over the past 20 years, and is centered around efforts to incorporate inclusivity both in process and outcome. Initially, OPRD convened two separate advisory committees consisting of statewide and local representatives, but as it became clear that the majority of the Park’s use is local, the committees coalesced into a single, locally-focused committee with statewide representation as needed (participants listed below). Throughout the process OPRD sent regular updates to regional, tribal and statewide stakeholders.



Public Outreach Schedule

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OPRD MASTER PLANNING PROCESS

OPRD follows the master planning process outlined in Oregon Administrative Rules, Parks and Recreation Department, Chapter 736, Division 18. The process includes assessing the occurrence and importance of natural and cultural resources, performing recreation, resource and suitability inventories and assessments, convening a steering committee to inform the plan development, reaching out to the public, and coordinating with local governments and agencies.

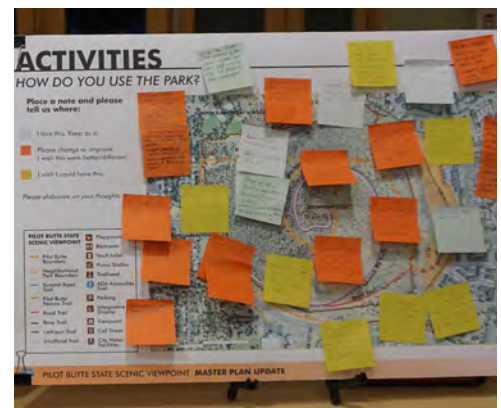
The public outreach process included public open houses and meetings held in Eugene and Bend. Targeted outreach meetings were held with organizations and groups from which OPRD wanted specific feedback. We also set up a website (www.pilotbuttemasterplan.com) to allow conversation to occur throughout the process. The website informed the public of meetings, offered a location for comment and archived materials for those who are unable to attend meetings.

The public outreach process:

- One statewide public open house
- One local public open house
- Two local public meetings
- Two Advisory Committee meetings

Additionally, interviews and individual outreach meetings were conducted to involve stakeholders:

- City of Bend Planning Department (Brian Rankin and Allison Platt)
- City of Bend Transportation Engineer (Robin Lewis)
- Chamber of Commerce (Talena Barker)
- Local business neighbors
 - Cindy Bene from Staffing Solutions NW
 - Peter Carlson from Carlson Sign
 - Tiffany Lehey from Deschutes Property Management



Interactive boards at public open houses and outreach sessions.

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- Central Oregon Coalition on Access (COCA)
- Sharlene Wills (Disability advocate)
- Kathya Choquez (Bend Park and Recreation - Latino Outreach Coordinator)
- Bear Creek Elementary School Bi-lingual PTA



Public Open House #1

OUTCOMES

Emergent Themes for the plan that came out of the public process:

1. **Partnerships:** Pilot Butte is a park highly connected to its larger context. These partnerships are opportunities for collaboration, sharing of resources and a platform for addressing issues and concerns. OPRD partner groups and agencies became strong participants and allies during the outreach process. They are integral to the functioning of the park as a woven element of recreation and open space in Bend.
2. **Inclusion:** The demographics of visitors to Pilot Butte is expected to continue to diversity over time. As a small park, OPRD's goal is not to add quantity of experiences, rather to add nuance and amenities to tailor existing amenities and experiences to diverse populations

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of people including the Latino, disability and aging communities. This includes adding signage in Spanish and to help orient visitors and give clear expectations of a park experience (i.e. trail gradients and length), incorporating universal access design elements into all improvements.

3. Trails: Trails are the most commonly used and popular recreation asset on Pilot Butte. Concern for their upkeep, the impact of user created trails on the landscape of the butte and a desire to see a greater variety of types of trails, improved conditions and legibility of trails is of great importance to the public.
4. Landscape and environment restoration and protection: The butte's fragile landscape is of paramount importance to the public. This is mainly attributed to erosion, juniper encroachment and the perceived "natural aesthetics" of the butte, and fire.



Bear Creek Bi-lingual PTA meeting

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4 SCOPING ISSUES

SCOPING ISSUES

The issues summarized in this chapter were compiled with input from the Advisory Committee, OPRD staff, interviews with City and BPRD staff, local stakeholders and the general public.

ISSUE SCOPING SUMMARY

A variety of tools and methods were used for understanding the major issues and concerns at Pilot Butte.

A community survey was collected at the first statewide and local public open houses, as well as open online through the Pilot Butte Master Plan website. The top five areas of concern were:

1. Erosion caused by user created trails
2. Over-use
3. Increased development around the park
4. Dog impact
5. Auto / pedestrian conflicts

Discussion at the Advisory Committee meetings were wide-reaching and covered many of the issues presented by the public. Additionally, Advisory Committee members discussed the following issues:

- User created trails and the natural resource impact: The issue of user created trails touched Advisory Committee members in different ways, however its significance was shared by all. For some this was a natural resource issue with concerns of invasive plant migration and damage to existing grass and shrub cover. For others it signified overuse and indicated a lack of care of the park by land managers and visitors alike.
- Accessibility for all: Although Pilot Butte is compliant with ADA standards to required amenities, there are few quality trail experiences for people with mobility constraints. The Advisory Committee recommended

creating more diversity in accessible trails and considering other aspects of universal access such as improving experiences for people with visual or cognitive impairment.

- **Access to the Park:** There are numerous informal entry points from roads and neighborhoods surrounding the park, however only a few official access points. Consequently, users create their own. To create a park that is threaded into the neighborhoods and connected to the schools better, focus on simple, safe and well signed pedestrian and bicycle connections to schools and neighborhoods.
- **Summit Road:** Accidents, near accidents and the feeling and perception of lack of safety and wellbeing on the Summit Road Trail was mentioned by many. The committee feels it is important to address safety concerns between pedestrian and vehicular traffic on the road while maintaining a quality trail experience on this very popular trail.
- **Fire Restoration:** A major fire burned a significant portion of the south side of the Butte in July of 2018. The fire impacted the southern portion the Base Trail, burned the vegetation in this area as well as park infrastructure. The Committee would like the plan to address natural resource concerns, visual effects of the fire and replace loved and well-used infrastructure like the exercise area.
- **Maintenance:** This is a small park that receives a lot of visitor use. The public and Advisory Committee communicated their concern of a lack of maintenance to critical infrastructure (i.e. the water line to the summit, which is inoperable) and continued upkeep and enforcement of trail use. Park representatives on the Advisory Committee discussed their constraints stemming from their role in managing a large management unit with limited human and financial resources, the difference and difficulty in maintaining an urban park like Pilot Butte in comparison to

the other parks they manage, and the difficulty of comparison to adjacent parks, which are well funded and maintained by BPRD. They also acknowledged the benefit of partnership with BPRD in maintaining the Neighborhood Park at Pilot Butte.

The top five management concerns expressed in the 2016 Pilot Butte Day Use Survey were:

1. More opportunities for hiking
2. More opportunities for viewing wildlife
3. More opportunities for escaping crowds of people
4. Require all dogs be kept on leash at all times
5. More information and educational programs

There were issues that the planning team anticipated but did not arise as major issues. For example, with the increased use of the park, planners anticipated that parking would become a major discussion. Parking at the Summit did arise as a concern. Vehicular summit visitors often stay for short periods of time, however currently there is limited, unmarked parallel parking at the summit. This sometimes creates a chaotic and inefficient parking situation. Although the majority of visitors arrive at the park by vehicle, the parking lot at the base generally does not fill up. Concerns were expressed about people using the base parking lot to access the apartments on the east side of the park. However, since the parking lot has rarely exceeded capacity, the general feeling expressed was that as a part of an increasingly urban area, thinking of parking as a shared issue amongst land owners is important. There is currently ample parking in and around the park. As parking needs change in the future the following strategies can be employed:

- Parking signs on neighborhood streets limiting parking time visitors can park.
- Working with the middle school and the commercial businesses to the south to utilize parking lot space. This strategy “flexes” parking space during times when primary users are not needing it.

- A gate/parking arm at the base lot to help the park regulate when, and for how long visitors can park.
- Work with the local transit agency and City's Active Transportation to encourage alternative means to the park.

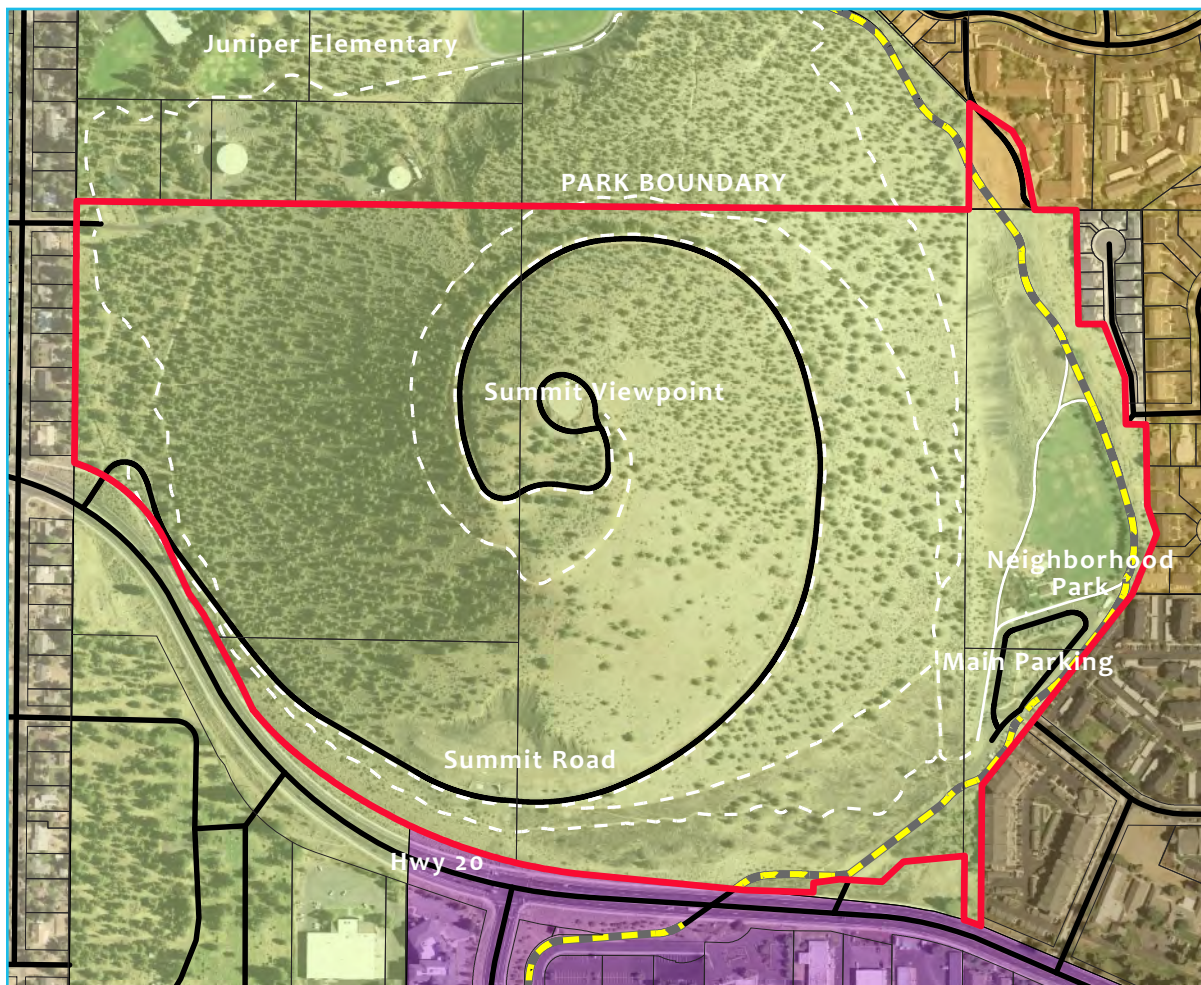
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5 RESOURCE ASSESSMENTS

PARK RESOURCE ASSESSMENTS

PLAN AREA

The geography of the butte incorporates two land owners, however the topography and natural space is experienced often as one merged park. The plan will encompass all lands within the Pilot Butte State Park boundary. Although the plan does not have jurisdiction over adjacent properties, the trails plan will consider certain trails as contiguous sections as they connect onto adjoining land. This is important specifically with the Base Trail as it passes through Bend-La Pine School District property on the north side of the butte. The district and OPRD recognize that the trail experience should not be disjointed and partnership with our neighbors will help coalesce resources and leverage efforts to meet shared goals.





Sagebrush, grasses and juniper



Original basalt steps at the summit viewpoint

LANDSCAPE CHARACTER

Pilot Butte is an ancient cinder cone that covers approximately 153 acres within the City of Bend. It rises in regular geometry to form a naturally vegetated cone in the middle of the city. 114 acres of this belongs to OPRD. The remaining acreage belongs to the Bend-La Pine School District and the City of Bend. The regular topography blends the boundaries and this description looks at the butte as a whole.

The park contains steep cinder slopes with a mix of native and invasive “naturalized” vegetation character. The northern side is more densely vegetated with juniper while the southern side appears more as a grassland with more sparse juniper growth. All slopes are laced remarkably uniformly by social trails throughout. A major slough occurs on the east side of the butte. The school district property is similarly made up of steep slopes with one major sloughing cinder slope along the north side of the butte. A former quarry forms a sizable scar along the south side.

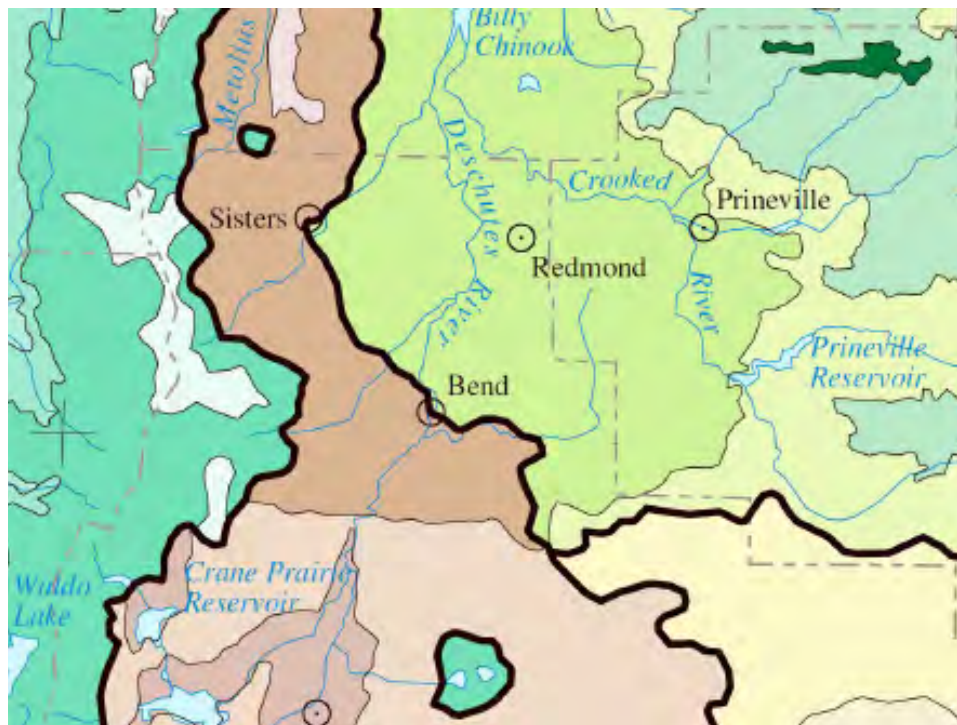
The built character of the landscape includes basalt walls, rustic timber fencing, metal fencing (semi-permanent), asphalt roads and an urban park. A single road winds from the base to the summit.

CLIMATE

The climate in the region is typical of the semi-arid high desert. The city of Bend receives 11” of rain and 21” of snow, on average, per year. There are 162 days of sunshine and 72 days of precipitation on average per year. Precipitation peaks in December with a smaller peak in the spring (May). The annual temperature average is 46 degrees. The summer temperature high is 82 degrees (July) and the winter low is 24 degrees (January).

HYDROLOGY

Pilot Butte is composed mostly of the steep slopes and the well-draining soils of the cinder cone. For this reason, the butte does not have any predominant flowing hydrological features. Historically a canal ran along the south and east side of the butte and caused flooding especially when warm rains would fall on winter snow on the butte. A berm was built along the east side of the Larkspur Trail to control flooding of neighborhoods.



Eco-Regions

- Eastern Cascades Slopes and Foothills
Ponderosa Pine/Bitterbrush Woodland
- Blue Mountains
- Deschutes River Valley

GEOLOGY

The park has a low point of 3,652 feet. The summit sits at 4,139 feet. The majority of the park is made up of volcanoclastic rocks (cinder deposits) from multiple eruptions of Mount Mazama approximately 7,000 years ago. The soil type is described as Tetherow-Clovkamp Complex soils. Tethrow soils cover the majority of the butte and are “excessively drained” volcanic ash over cinders. Clovkamp soils are less excessively drained and located mostly at the base of the slopes. There are no wetlands on site.

NATURAL RESOURCES – VEGETATION AND HABITAT

Pilot Butte is at the southwest edge of the Blue Mountains Ecoregion, about one air mile from the boundary with the East Cascades Ecoregion, and about 20 air miles northwest of the Northern Basin and Range Ecoregion. The site does not succinctly fit the definition of any one ecoregion, but rather, has elements of the Blue Mountains Ecoregion but more closely resembles the Northern Basin and Range Ecoregion where western juniper woodlands are common. Pilot Butte is dominated by Western Juniper woodlands and savannas.

The Paiutes, who inhabited the area pre-Europeans, likely routinely burned the landscape to encourage growth of plants they harvested. Euro-American settlers arrived in the 1870s and grazed their cattle and horses on the abundant bunch grasses. They likely decreased the ability for fires to occur and spread. Their livestock also brought invasive plants by both intentional (forage or ornamental plants) and unintentional means (contaminated seed, hitchhiking seed). Fire suppression and invasive plants changed the landscape considerably. The establishment of cheatgrass significantly altered the plant communities on the butte.



Cheatgrass



Dalmatian Toadflax



Rye

Future trajectory of plant communities on the butte, without management and disturbance, is toward woodlands or forests dominated by relatively dense Western Juniper. Understories are more difficult to predict, but it is possible and even likely that over time and with no management, existing and new invasive species would become dominant in more areas.

AT RISK PLANT SPECIES

No formal rare plant surveys have been conducted at Pilot Butte and no at-risk plants were sited during a vegetation analysis performed in 2017 by Salix Associates. No plants are listed as Endangered Species and there is no Critical Habitat on the site according to the U.S. Fish and Wildlife Service.

The following vascular plant species are deemed to have suitable habitat on the butte and three other at-risk species possibly exists on the site but is very unlikely. Threats to potential at-risk species are competition by invasive species, trampling from user-created trails, shading from juniper canopy.

1. *Astragalus conjunctus* var. *conjunctus*
2. *Astragalus misellus* var. *misellus*
3. *Astragalus peckii*
4. *Castilleja chlorotica*
5. *Nama densum* var. *parviflorum*
6. *Boechera cobrensis*
7. *Camissonia pusilla*
8. *Diplacus jepsonii*

Peck's Milkvetch (*Astragalus peckii*) is listed as threatened by the State of Oregon and in addition to Green-tinged Paintbrush (*Castilleja chlorotica*) a local botanist believes these two species have the most likelihood of occurring on the butte. The remainder have no federal or state listing status.

Since the park's establishment in 1927 the active grazing likely stopped (or slowed). However, disturbance continued as quarries were established on the south side and water reservoirs were built (south and northwest side). Spotted knapweed was introduced with the fill material used to bury the south side reservoir in 2000. Generally, invasive species colonize disturbed soils more readily than natives. In addition to the large areas of disturbance described, trails, roads, and fire as well as naturally caused wind erosion and sloughing causes disturbance on a routine basis.

PLANT COMMUNITIES

Historic landscape versus today - Historically the butte had a strong juniper community on the south side of the butte and a healthy grass community on the north side. This is because the north side had more productive soils and higher moisture due to reduced solar exposure. Low intensity fires would routinely burn through, killing young juniper but allowing for the fire tolerant ponderosa to survive. This is the reason that historically ponderosa and juniper did not occupy the same area. As settlers practiced fire suppression and their cattle grazed on the grasses, juniper started to become more established on the north aspects.

Today we see almost the opposite condition. Juniper have colonized the northern aspects while the southern aspects have become annualized grasslands (much of it invasive cheatgrass) due to the prevalence of fires. Due to direct competition for resources larger shrub species are outcompeted by the juniper. Deep rooted grass species also diminish with increased juniper canopy, increasing erosion on steep slopes.

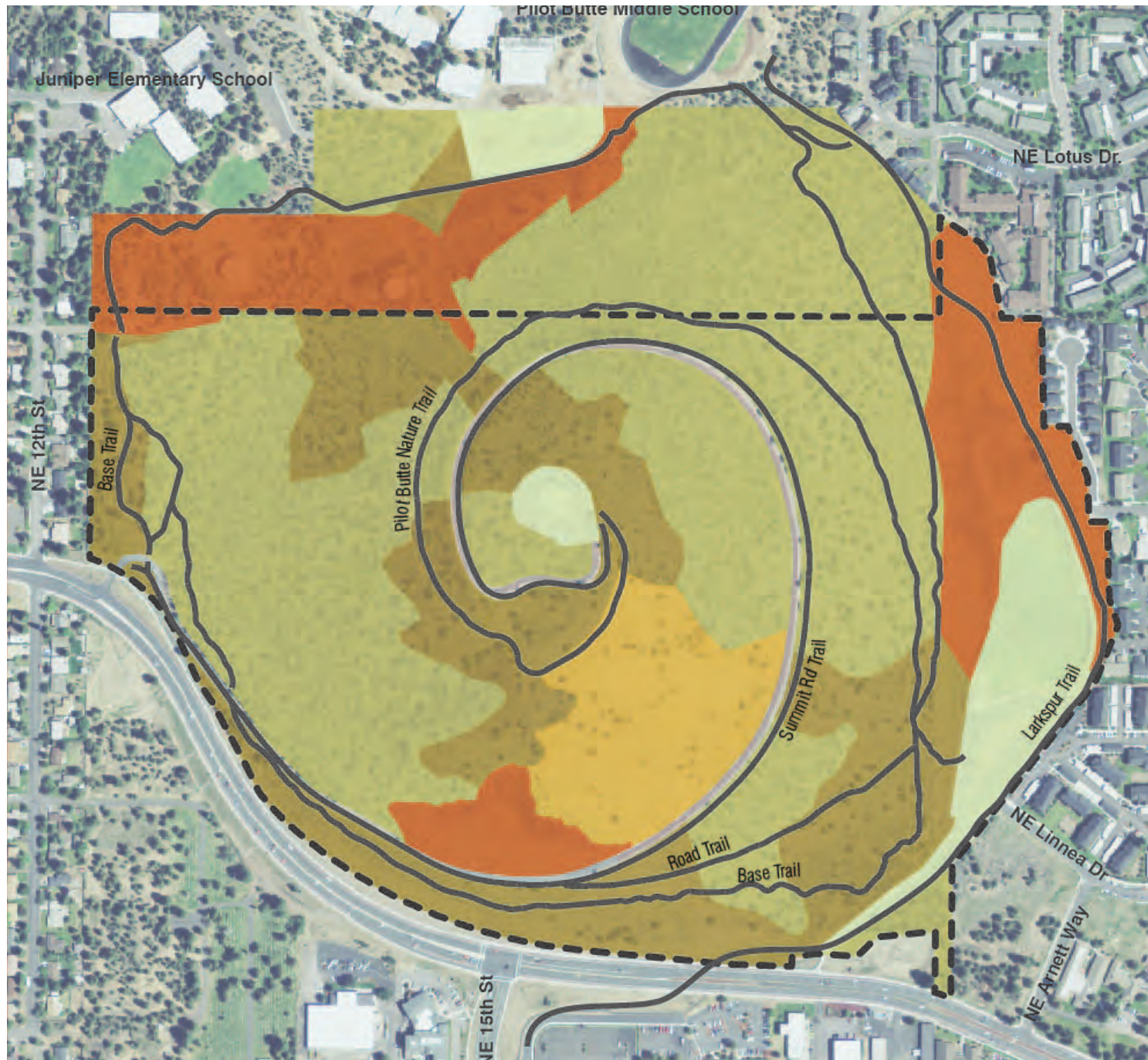
The Vegetation Cover map on page 42 shows plant communities merged into cover type classes.



Peck's Milkvetch

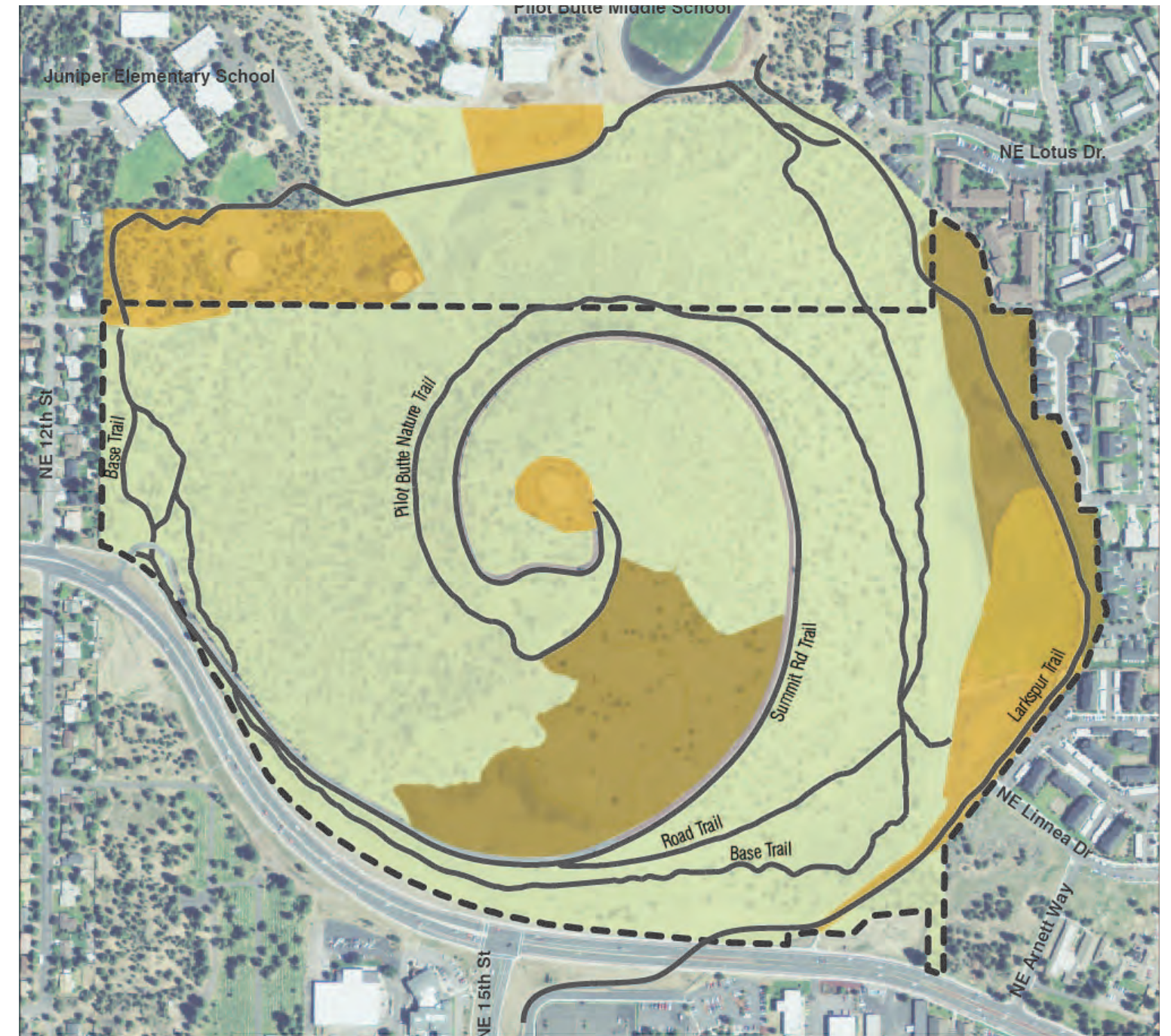


Green-tinged Paintbrush



- Woodland
- Disturbed
- Shrubland
- Developed
- Herbaceous

Vegetation Cover Type
Salix Associates 2017



- Urban and Mixed Environments
- Eastside Grasslands
- Western Juniper Woodlands

Wildlife Habitat Type



500 feet

INVASIVE SPECIES

Invasive weeds are widespread on the butte. They arrived as “hitch hiking” seeds and via pack animals early on. However, in more recent times invasive seeds arrive from adjacent properties, being tracked in by visitors, or planted inadvertently as was the case with Rye (*Secale cereale*) which was planted to reduce trailside erosion. Consequently, the butte is overrun with invasive plant species. The biggest offenders are Cheatgrass, Rye (also called Cereal Rye and Feral Rye) and Dalmatian Toadflax which are widespread and having the largest impacts on plant communities on the butte. Spotted knapweed and Dalmatian Toadflax are the only one listed by the Oregon Department of Agriculture.



Bitterbrush Communities

The following are confirmed on the butte:

1. Cheatgrass (*Bromus tectorum*): This plant is on the Deschutes County Noxious Weed List and is very successful at using water and nutrients early in the season to out competes native species. It colonizes rapidly after fire and dominates in disturbed patches. Cheatgrass is nearly ubiquitous on the south and east sides of the butte, some or all of which probably burned at some point, and is present on many other parts. Elimination of Cheatgrass on southerly slopes is particularly problematic.
2. Rye (*Secale cereale*): Rye acts as either an annual or a biennial and is an aggressive colonizer, especially in dry, sandy soils like those on Pilot Butte. Since it was seeded for erosion control along trails it has spread – primarily over much of the lower east, south, and west sides of the butte. Annual weed-whacking of Rye should continue until a better strategy is developed.
3. Dalmatian Toadflax (*Linaria dalmatica*): Dalmatian Toadflax is most common on the butte on the southeast side, but can be found in disturbed areas around the butte. Although conventional knowledge discourages pulling because the rhizomes are tough and break off,



Rocks



Snags and Logs

the loose, volcanic soils of the butte allow effective pulling.

- Spotted Knapweed (*Centaurea stoebe*)
- Russian Thistle (*Salsola* spp.)
- Filaree Redstem (*Erodium cicutarium*)
- Bur Buttercup (*Ranunculus testiculatus*)
- Common Mullein (*Verbascum thapsus*)

JULY 4TH 2018 FIRE

Pilot Butte suffered a fire from illegal fireworks on July 4, 2018, resulting in approximately 10 acres of burned property. The fire primarily burned through grassland, shrubland and woodland habitats and incinerated some infrastructure. The fire also resulted in loss of city fencing along the southern boundary.

Immediately after the incident the burned area was fenced off to reduce off-trail traffic and protect the non-vegetated landscape. Burned trees were felled by a contracted arborist, though 38 trees were selected to remain for aesthetic and habitat considerations. A parcel of OPRD property (3/4 of an acre) adjacent to the evacuated apartments was also treated for fuels reduction by thinning small junipers and limbing larger diameter trees.

The fire primarily impacted grassland, shrubland and woodland habitat, including western juniper (*Juniperus occidentalis*), bitterbrush (*Purshia tridentate*) big sagebrush (*Artemisia tridentata*), gray rabbitbrush (*Ericameria nauseosa*), bluebunch wheatgrass (*Pseudoroegneria spicata*), Idaho fescue (*Festuca idahoensis*), Sandberg's bluegrass (*Poa secunda*), Thurber's needlegrass (*Achnatherum thurberianum*), common western needlegrass (*Achnatherum thurberianum*) and a variety of forbs. Known non-native species are primarily cheatgrass (*Bromus tectorum*), yellow and dalmation toadflax (*Linaria* spp) and cereal rye (*Secale cereale*) the upland areas and Canada thistle (*Cirsium arvense*) and knapweed species near wetter areas.

WILDLIFE

The butte is composed of primarily three habitat types including Western Juniper woodlands, Eastside grasslands and Urban and mixed environments. See the Wildlife Habitat Map on page 42.

Western Juniper woodlands: The butte is comprised mostly of Western Juniper woodlands, with small, intermixed areas of savanna and some small inclusions of Bitterbrush and Mountain Big Sagebrush shrublands, and Bluebunch Wheatgrass, Sandberg’s Bluegrass and Idaho Fescue grasslands within the woodlands. On the northerly slopes, younger Ponderosa Pines are scattered in the juniper woodlands. Larger Ponderosa Pines were likely planted along the road. Habitat characteristics of Western Juniper woodlands are scattered large juniper trees and snags. Mature and old-growth junipers are widely scattered on Pilot Butte. In the woodland areas many smaller, young trees are encroaching, resulting in much higher tree density and younger average stand age.

Eastside Grasslands: Four areas were classified as Eastside Grasslands on the butte. Two of the very disturbed areas (the southside quarry and the meadow north of the Neighborhood Park) are highly disturbed. The City of Bend has treated the quarry/water tank area for Dalmatian Toadflax and cheatgrass grows throughout. The areas east of the quarry and north of the road are in a more “natural” condition although still heavily degraded by invasive species. This makes native plant communities difficult to establish and maintain.

Urban and Mixed Environments: These areas have been significantly impacted by human development.

Important habitat features on Pilot Butte:

Bitterbrush Communities: Bitterbrush provides forage, cover and nesting habitat for a variety of wildlife. It appears in a mosaic with sagebrush and rabbitbrush, often

in places with more moisture. Because of a lack of water or water trapping features on the butte, the bitterbrush community is small in area.



Lewis's woodpecker

Rocks: Although the quarry sites are not significant habitat, rock outcroppings offer valuable habitat for reptiles and small mammals.

Snags and logs: Snags are used by invertebrates, nesting and foraging birds and roosting bats. Snags are uncommon at Pilot Butte, but there are a few Western Juniper and Ponderosa Pine snags that add great wildlife value. Logs are even less common, so they should be protected from disturbance.

Ecological Connectivity: Pilot Butte is an “island” of native habitat surrounded completely by development. It is comprised of habitat patches that considered as an isolated unit. There is no natural, undeveloped habitat adjacent or nearby. There are small, parklike areas with trees about a half mile away, but it is a much farther distance to any natural habitat.



Olive-sided flycatcher

Connectivity is important in that it links habitats together forming larger habitat blocks. Some flying (volant) animals (birds, bats, some insects) likely are less affected than species that do not fly. For example, the butte can provide adequate nesting and reproduction habitat for some songbirds with limited home ranges and butterflies. Others seeking larger areas may not inhabit the butte. Migrant songbirds are known to use the butte as a temporary stop. Terrestrial wildlife which can tolerate human presence and development can survive as residents on the butte. However, if there is no influx of “outside” animals with which they can breed, populations may eventually show signs of inbreeding depression, which may lead eventually to possible extirpation from the site. Inbreeding depression develops over time as deleterious traits become more common in an isolated gene pool.

Most terrestrial wildlife species move at night, and some may travel through residential areas, but the longer the distance between habitats, the less likely they are to pass through residential areas to find isolated habitats. For many wildlife species, the distance between Pilot Butte and other natural habitats likely is already too much to foster significant movement.

Certain native and non-native wildlife species are tolerant of residential development. For example, native California scrub-jays move easily between residential areas and butte habitats. Introduced Rock doves, Eurasian collared-doves and European starlings are associated with adjacent development.

Priority Habitat

There is no “priority habitat” on the butte according to OPRD’s methodology.

On Pilot Butte, wildlife value ratings ranged from minimal to marginal. Disturbance information (human impact on wildlife based on recreation impact, wildlife type, season and location) and landscape condition ranking were combined to determine a Wildlife Value Rating.

The largest reason why wildlife is less prevalent than in the past is its severed connectivity to other patches of habitat. Human use is heavy on the butte which makes it difficult for sensitive species. Pilot Butte currently is not known to provide habitat for any wildlife species listed under the state or federal Endangered Species Acts. Although a wildlife assessment was conducted, formal wildlife studies of species were not conducted, the following at-risk bird species have been observed on the butte and were reported on eBird:

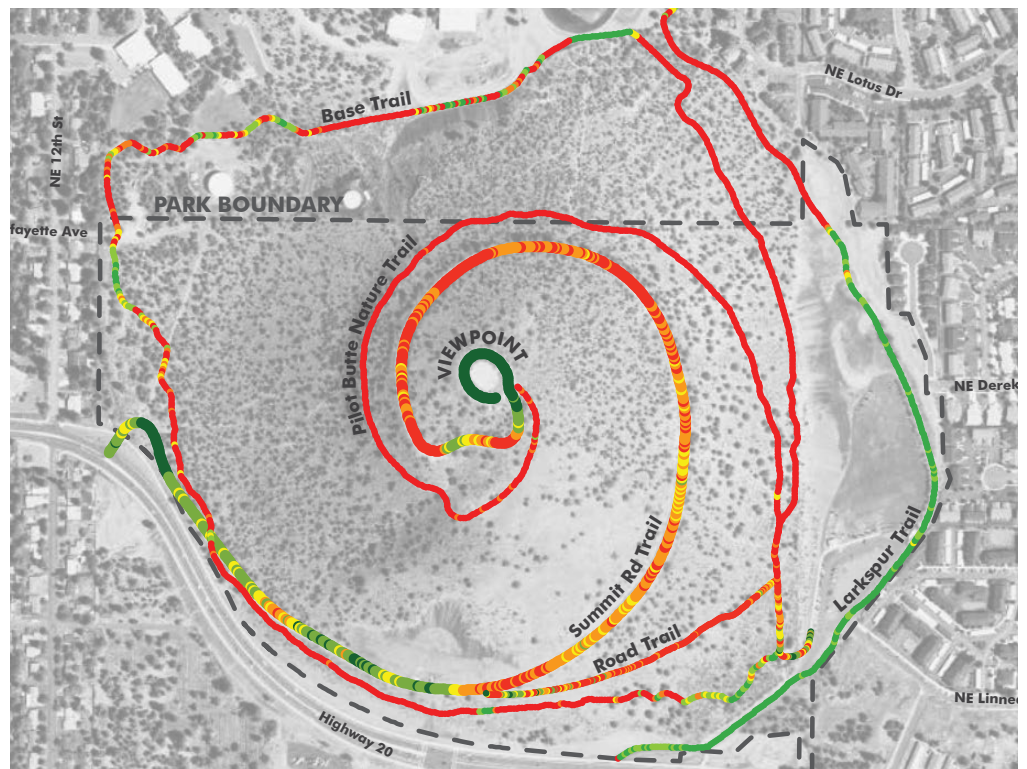
- Lewis’s Woodpecker
- Pinyon Jay
- Bald Eagle

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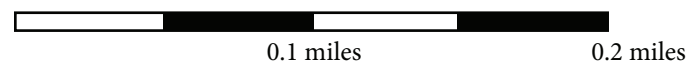
- Brewer's Sparrow
- Chipping Sparrow
- Golden-crowned Kinglet
- Olive-sided Flycatcher
- Sagebrush Sparrow and Western Bluebird

They likely were foraging and would not be expected to nest on the butte (except the bluebird). Lewis's Woodpecker is a federal Species of Concern, rated Sensitive-Critical by ODFW, and is a Strategy Species in the Oregon Conservation Strategy. Some common migrant birds stop on the slopes of Pilot Butte although most follow the Deschutes River corridor and the foothills of the Cascades.

Mammals that either use the butte or could potentially use them are the Western gray squirrel, gray wolf (endangered), the yellow-billed cuckoo (threatened), mule deer, yellow bellied marmots, Mountain or Eastern cottontail rabbits, possibly snowshoe hares and yellow pine chipmunks.

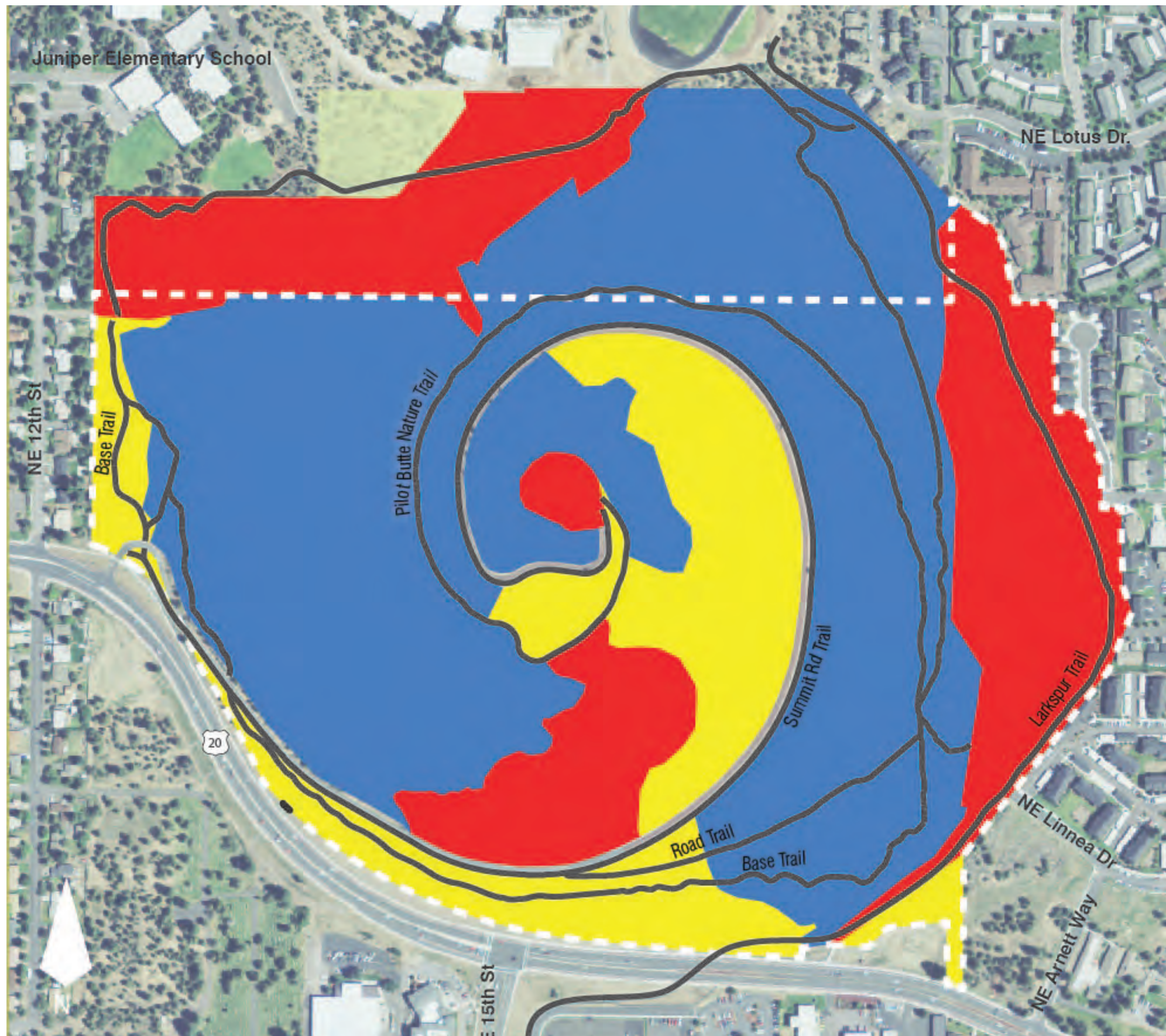


- Most Suitable for conservation (none on map)
- More suitable for conservation, less suitable for development
- Intermediate for conservation and development
- Least suitable for conservation, most suitable for development



Composite Natural Resources Map
Salix Associates 2017

Map 5.#



DEVELOPMENT SUITABILITY

The assessment of “Composite Natural Resource Values” on page 49 is based upon a merging of the Vegetation values and Wildlife Habitat values (page 42). For each site in the park, the composite ratings represent the highest of the two ratings assigned in the botanical and wildlife assessments. Value 1 represents the most valuable natural resource areas. It often has legal protection such as for wetlands or endangered species habitat and does not allow for any development. Value 2 allows for low impact recreation development such as trails. Values 3 and 4 allow for moderate to higher intensity development. Value 4 represents the least valuable natural resource areas under current conditions.

There are no Value 1 areas at Pilot Butte. However, Value 2 covers a predominant area of the butte indicating large swaths of landscape that are suitable for conservation.



Iconic view west to the Cascade Range



Internal view of wildflowers on the butte

SCENIC ASSESSMENT

Pilot Butte's original primary use was as a location to view the Cascade front range. The summit viewpoint remains an important location both for tourists and for local residents.

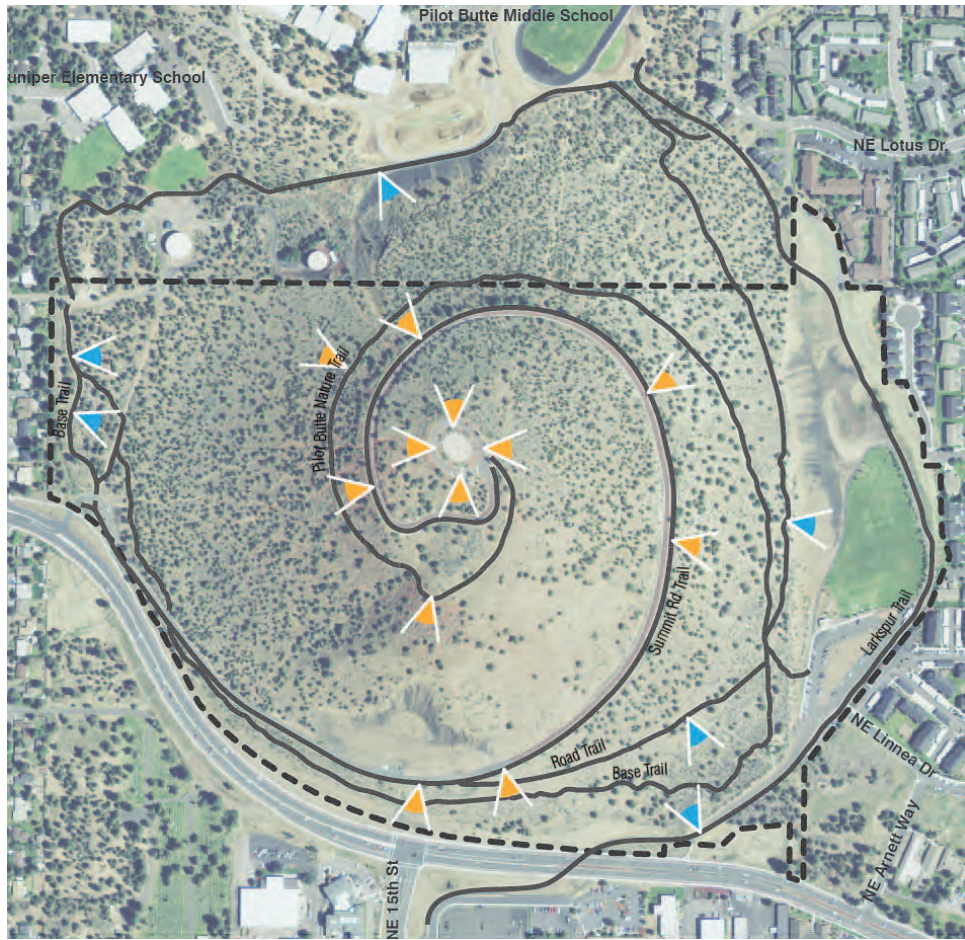
Although hiking or walking has surpassed sightseeing as the most popular activity in the 2016 Visitor Survey (75% participate in the former; 56% participate in the latter), the scenic qualities of the summit make it a unique location to visit in Bend and distinct among other parks in the region.

The busiest time at the summit viewpoint are the hours around sunset. The designated viewpoint at the summit contains a plaza, interpretive panels, historic elements, parking, vault toilet and water fountain (not operational currently). Although this area often feels crowded, especially around sunset, visitors stay for a short amount of time at the summit. 84% of all day-users spend less than one hour at the park per visit. Most of the visitors who come to Pilot Butte for the views arrive by vehicle and drive to the summit.

However, due to the open nature of the landscape, there are spectacular views of the mountains, city and region from many other locations on the butte. Most notably, the Summit Road allows for open vistas in all directions from a variety of elevations.

Internal views of the landscape exist as well. Although the landscape is degraded in many areas and interrupted by past and current development (mining scar and water reservoirs), there are locations where the feeling of being in an intact natural landscape exist due to views of natural desert landscape, juniper cover and the seasonal wildflower bloom. Although the burn scar on the south side of the butte is unattractive, there is educational value in the views of the recovering landscape.

PILOT BUTTE STATE SCENIC VIEWPOINT DRAFT MASTER PLAN



Internal Views
External Views



500 feet



North view from the Summit



Internal view of fire restoration area offers educational opportunities

TRAILS

Public Use and Perception

Trail use is the highest reported activity on the butte according to a 2016 Day Use Survey of Pilot Butte. 75% of visitors report walking or hiking in the park. The park provides a unique experience of natural surface trails in the middle of the city on a relatively large amount of acreage, an attribute of parks usually found in peripheral locations. Still, 70% of respondents felt that there should be more opportunity for hiking and viewing wildlife. 32% of respondents to a public survey said that their top concern at Pilot Butte is the poor condition of trails with great concern for the proliferation of user created trails that lace the entirety of the butte. This was the top-ranking concern.

Quantity and Condition

There are approximately five miles of sanctioned trails on Pilot Butte and 11 miles of unsanctioned user created trails. This shows that there is a higher percentage of unofficial trails (58%) overall.

Most visitors prefer a dirt trail surface (56%) with fewer preferring concrete or asphalt (22%). Although the majority of trails are soft surface, the Larkspur Trail is a popular paved trail that was developed and is maintained by BPRD on park property. This trail serves as an important intra-city connection for cyclists and walkers.

The majority of the trails have relatively challenging gradients as they climb the topography of the butte. The Base Trail undulates with challenging sections along the north. The Larkspur is relatively flat.





The condition of the trails varies, however the need for improvement and more maintenance of trails overall was common feedback from the public during the outreach process. In addition to general maintenance, three larger efforts are identified:

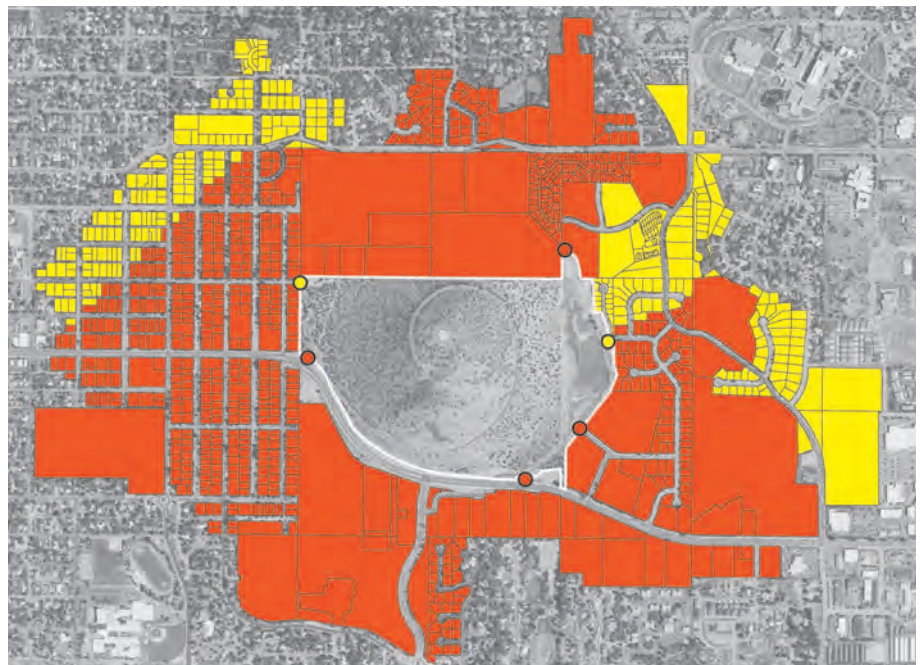
- Fire restoration of the south portion of the Base Trail
- Pedestrian safety on the Summit Road Trail
- Environmental degradation caused by user created trails

ACCESS

Pilot Butte can be accessed by vehicle from two parking areas – the main parking lot from NE Linnea Drive on the east base; and the summit parking area accessed from the Summit Road off of Highway 20. Cyclists and pedestrians access the park via the Larkspur Trail from both the north and south. There are formal trailheads for pedestrians at the Neighborhood Park and from the Summit Drive entrance. Less formal but well used pedestrian access points exist off of Lafayette Avenue, Derek Drive and from the school district property along the Base Trail.

Orange and yellow taxlots indicate locations that can be reached by traveling 1/2 mile.

-  Existing access points
-  Taxlots accessible from existing access points
-  New access points
-  Taxlots now accessible within a 1/2 mile due to new access point



Walkability Analysis

Pilot Butte is a topographic barrier in the city for vehicles, cyclists and pedestrians. BPRD identified a need for more connectivity “around/near Pilot Butte” in their master plan (BPRD Appendix A-25). An analysis of the City of Bend’s Bicycle and Pedestrian System Plan shows that there is relatively good cycling connectivity from urban networks to and through Pilot Butte via bike lanes on Highway 20/Greenwood Ave running east/west along the south boundary of the park; and via the Larkspur Trail which offers a safe and direct route to the park from the north and south. Walkability is less connected to and through the park. Along the eastern edge a regular street grid aids in walkability. However, the neighborhood grid breaks down around the butte on the east and few official access points (that offer universally accessible access to trails and facilities) make it difficult for people who, in some cases live adjacent to the park, to walk to the park in less than a quarter mile. The Walkability Analysis shows a half mile walkability radius based on existing, formal access points in orange. The proposed new, formalized access points in yellow show the expanded area from which a person could walk to the park.

Coordination with the city, BPRD and schools identified an opportunity to improve safe and quality access for all, improving neighborhood walkability and connectivity. It is important to recognize that neighbors living near the informal but well used access points along Lafayette Avenue and Derek Drive expressed concern with increased traffic and parking. Solutions should look at incentivizing cycling and discouraging parking on neighborhood streets.

6 RECREATION ASSESSMENT

RECREATION ASSESSMENT

VISITOR ATTENDANCE

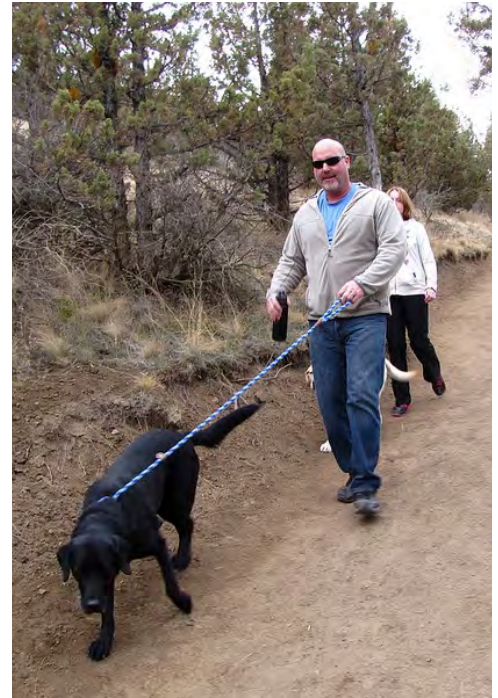
Annual visitor numbers are tabulated from data recorded from an Eco-Visio Road Counter on the Summit Road and Trail. The counter records pedestrian, car and cyclist visitors. From 2017-2018, it indicated that 51% of the visitors using the Summit Road and Trail were pedestrians, 45% came by car, and 4% were on bicycle. It is clear, however, that the true day-use visitor numbers are much higher because of the many other locations where visitors can enter the park.

Attendance at Pilot Butte has increased significantly over the past 10 years (2008-2017). In fact, its average annual rate of growth has been faster than that of the population of Bend. The average annual growth rate of Bend during this time is 2.24% while for Pilot Butte it is 2.27%. From 2002 to 2018, attendance has increased 25% overall. In 2018, Pilot Butte recorded 949,968 day use visitors. These attendance numbers make Pilot Butte one of the most visited of OPRD's park (ranking 10th).



Though the Summit Road closes in the winter, Pilot Butte is accessed year round. Although pedestrian and cyclist numbers dip slightly in the winter, they remain remarkably constant through the seasons.

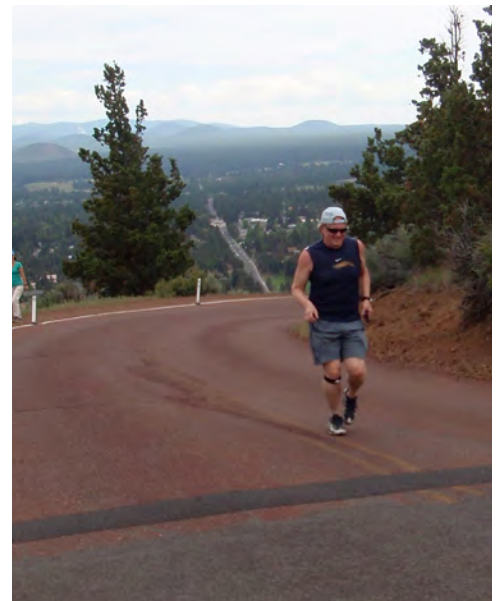
The 2016 Pilot Butte Survey indicates that the perception of feeling crowded at the park is relatively low, and crowding problems are not likely to exist at this time. However, anecdotal accounts and comments at the public meetings point to a feeling of over-use of the park. This is evidenced by the lacing of the terrain with user-created trails. Although it is difficult to assess carrying capacity and crowding precisely, the growth trends and public sentiment of over-use indicate that plan strategies must address growing use and intensity on the natural resource.



PILOT BUTTE DAY USE VISITOR SURVEY AND SCORP

A survey was conducted at Pilot Butte in 2016 to understand park use and the opinions of park users regarding issues such as the quality of facilities, recreational opportunities, social and resource conditions.

The survey showed that the most popular activities on the Butte were hiking and walking (75%), sightseeing (56%), and outdoor photography (27%). The least popular activities were using the playground (9%) and picnicking and BBQing (4%). Although these activities rated low in popularity in the survey, public meeting feedback and outreach to the Latino population in Bend indicated that these activities, which are focused in the Neighborhood Park, are very important in the park.



Respondents were asked which activity was their primary reason for visiting Pilot Butte. The top four were hiking and walking (61%), sightseeing (24%), running or jogging (4%) and dog walking (3%).



Most visitors came by themselves (41%) and spent approximately one hour in the park (84%). 69% were local, coming from less than 30 miles away and respondents visited the park on average 40 times in the last 12 months. 63% reported that this park is their main destination for recreational activities indicating that this is an important local location for repeated recreation.

The comprehensive health benefits of recreation at Pilot Butte are indicated by the survey. Park visitors reported their visit helped to reduce stress (87%), improve mental health (85%) reduce anxiety (80%), improve their physical health (78%), and improve their level of physical fitness (76%).

75% of visitors indicated that they participated in moderate physical activity while at Pilot Butte, while 48% indicated participating in vigorous physical activity. Visitors who indicated participating in moderate and vigorous physical activity spent an average of approximately 62 minutes participating in moderate physical activity and 63 minutes participating in vigorous physical activity. By contrast, the U.S. Department of Health and Human Services reports that less than 5% of adults participate in 30 minutes of physical activity each day. Pilot Butte is an important part of maintaining strong physical activity practices for those who use it.

Public meeting feedback indicated strong use of Pilot Butte as a location for habitual exercise – namely walking and jogging trails. One survey respondent reported that his doctor “prescribed” that he walk the Summit Road at Pilot Butte numerous times a week. Public meeting feedback also indicated strong importance of the exercise area (burned in the 2018 fire), especially for seniors. It is an area used habitually for stretching and exercising, as well as meeting others for social interaction and connecting for social hiking. The Butte is a public, outdoor gym for many.

Oregon's 2019-2023 Statewide Comprehensive Outdoor Recreation Plan (SCORP) identified the percent of the population that participates in an activity at a state scale. The most frequent outdoor recreation activities statewide include:

- Walking on local streets
- Walking on local trails
- Relaxing/hanging out
- Dog walking and dog parks
- Taking children to playgrounds
- Sightseeing
- Cycling on roads
- Day hiking on non-local trails
- Jogging/running on pavement
- Bicycling on paved trails



By far the activity most practiced statewide involved walking. 83% on sidewalks and local streets and 74% on local trails and paths. Walking and hiking prove to be a popular activity that can be practiced in different circumstances and by a wide range of people (ages and abilities).

PROGRAMMING

Programming is managed by OPRD park staff within the Management Unit (MU). The majority of programming occurs in the summer when the park employs a seasonal interpretive ranger.

Current programming on Pilot Butte includes the following:

Park Led:

- Seasonal Interpretive Ranger (1-2 times per week in the summer)
 - Guided hike and programs at the summit
 - Roving interpretation



- Topic-driven Series (4 times during the summer)
 - Hike and interpretation series. A recent series focused on Geology
- Roving interpretation

Partner Led or Collaboration:

- Trail races / Pilot Butte Challenge (External partners requiring Special Use Permit)
- Fireworks display (collaboration with Bend Bulletin, Bend Fire, USFS, ODF, BRPD, OPRD, ODOT)

Most users (96%) were satisfied with their experiences and the conditions at this park. Satisfaction, however, was consistently lower for the number of information and educational programs (59%), quality of information and educational programs (62%), and group facilities (68%). Managers may wish to evaluate these services to users to ensure they are meeting visitor needs.

The 2016 Pilot Butte survey indicates that visitors would support expanded programming in the park. 57% of day users would consider participating in a Let's Go program. Let's Go programs are interpretive in nature and focus on entry-level recreational skills. They include the equipment needed, instruction, opportunities for skill development and safety instruction. These programs often help communities with less or limited access to recreation and the outdoors explore their limits. Let's Go programs with the most interest, that are possible at Pilot Butte, were hiking (34%) and stargazing (30%). The least supported Let's Go programs were geocaching (15%), and bicycling on roads (4%). The most popular "other" programs were natural history programs and track and flower identification.

FACILITIES

The park maintains a mix of facilities that have been constructed (and reconstructed) over the park’s history. Although many facilities and amenities are in good condition, especially those constructed in concert with the Neighborhood Park and Larkspur construction, facilities and the landscape suffer from high use, vandalism, high impact incidents such as fire damage, and delayed maintenance due to funding and staff time deficits. A comprehensive list of facilities is on page 64.

RECREATIONAL TRENDS

Recreational trends that focus on more urban park amenities came up in the Pilot Butte outreach process. For example, the desire for a splash park and an off-leash dog park or “dog trail” came up. OPRD must balance “what we do” (and our resources and expertise to maintain these amenities) with a flexibility and responsiveness to our visitors. We recognize that this type of amenity is better placed in a park where a higher degree of maintenance can be supported (BPRD is currently constructing a splash park at Ponderosa Park, less than one half mile to the south of Pilot Butte).

This is where OPRD looks to collaborate with our local park agency partners. BPRD completed a Comprehensive Plan in 2018. At this time, they completed an extensive public outreach process to define future recreational needs in the city. Based on the policy direction that came out of their plan process, key areas where Pilot Butte’s Master Plan can complement BPRD’s goals are:

- Trails for exercise and wellness
- Trails as active transportation routes
- Natural Area parks
- Focus on neighborhood and community parks
- Diversity and flexibility in park use
- Connections into and between parks / active transportation / walkability



PILOT BUTTE STATE SCENIC VIEWPOINT DRAFT MASTER PLAN

Facilities Inventory

FACILITY	CONDITION	MATERIAL
OVERALL		
Summit Road	Poor	Asphalt
Traffic Counters (2)	Moderate	Vandalized often
Retaining wall along Summit Road	Moderate	Basalt rock
Retaining wall along Hwy 20	Good	CMU block
Park benches (9)	Varies	Wood and metal
Cell Towers (3)	Varies	Metal
Water Reservoir	Unknown	Concrete
Water line under road	Poor - not functional	
Irrigation Systems (5 locations)	Varies	
SUMMIT		
Summit Plaza	Good	Concrete paver
Summit Retaining wall	Moderate	Concrete block
Vault Toilet - CXT	Good	CXT
Drinking Fountain	No functioning	Concrete and metal
Lava rock steps	Good	Volcanic rock
Communications vault	Moderate	Volcanic rock and metal
Mountain Identifier	Good	Brass on stone base
Foley Monument	Good	Stone and bronze
Interpretive Panels (5)	Poor - vandalized	Plastic and steel
Drinking Fountain	Poor - not functional due to water line issue	Concrete and metal
EAST BUTTE		
Larkspur Trail	Good	Asphalt
Exercise Area	Demolished in fire	Wood stretching apparatus
Exercise Area Retaining Wall	Good	Stone and concrete
Interpretive Exercise Kiosk	Demolished in fire	Plastic and wood
Host site	Good	Asphalt pad and utility hookups
Host site storage shed	Good	Wood shed, asphalt shingle roof
Bathroom - plumbed	Good	CMU block
Playground	Good	Prefabricated structure
Gazebo/Picnic Shelter	Good	Mixed
Picnic Tables (12)	Good	Wood and metal
Bob Bristol Trail Monument	Good	Bronze and stone
Interpretive Kiosk	Good	Wood
Flagpole	Good	Anodized Aluminum
Triangle Post and Rail Fence	Good	Wood
Entrance Gate to Parking Lot	Good	Metal
Drinking Fountain w dog watering at Trailhead	Good	Concrete and metal
Drinking Fountain w dog watering at Park	Good	Concrete and metal
Host Post and Rail Fence	Good	Wood
WEST BUTTE		
Access Road to water facilities	Good	Asphalt
SOUTH BUTTE		
Post and Rail Fence along Hwy 20	Good	Wood
Entrance Gate to Summit Road	OK	Galvanized metal
NORTH BUTTE		
Gate	Poor - fallen down	Chain link

Increasingly, technology is changing how visitors understand and interact with parks. Although these trends may not have direct implications for the master plan, it is important to track and be responsive to technology that can positively impact park functions. This includes (but is certainly not limited to) beacon counters, geofencing, trail information and interpretation, and drones.

NEEDS AND OPPORTUNITIES

Based on the outcomes of the 2016 Pilot Butte day-use survey, survey conducted at public meetings and online during the master plan process, discussion with the Advisory Committee and SCORP identified statewide needs, the following list of recommendations was developed from identified needs and opportunities.

- Focus on improving Pilot Butte’s extensive trail and path network (variety of experiences and accessibility, quality and maintenance).
- Improve safe connections to the park and trail network by working with the city and schools.
- Given that 28% of surveyed visitors were over the age of 60 and 9% had disabilities, assure that facilities and amenities are ADA compliant and focus improvements on overall universal accessibility standards.
- The highest proportion of survey respondents were between 50 and 69. Improve amenities for seniors by making trails more accessible in locations, replacing the exercise area and providing amenities in locations that seniors use often that encourage social interaction.
- 69% of respondents desired enforced dog leash rules. However, an area for dog running was strongly expressed in public meetings. Future improvements must balance these needs.
- Better wayfinding and information was desired at the Butte. For local visitors, this need was clarified as better trail signs, distance markers and better website information for access and trailhead markers/amenities.

PILOT BUTTE STATE SCENIC VIEWPOINT DRAFT MASTER PLAN



The playground in the Neighborhood Park

- Look for opportunities to expand programming by partnering with groups that have a stake and specific interest in the butte (trail running, health, natural history etc.).

7 LAND MANAGEMENT

LAND MANAGEMENT

OPRD considers the relationships between State Parks and adjacent land owners, property owners and stakeholders to determine what is the best use of the park property and if adjacent property would be important for future use for recreation, resource or environmental conservation or for the proliferation of current or future use as a state park.

Because of the dense development surrounding the park, OPRD has identified no open property adjacent that makes sense for future recreational or natural resource use. However, there are four main land management/property owning entities to consider when thinking about the future of Pilot Butte.

BPRD has developed and manages the network of parks, greenspaces and intra-city trails around Pilot Butte and partners on the development and maintenance of the Neighborhood Park, as well as the Larkspur Trail. The largest neighboring land owner is the Bend/La Pine School District to the north. Their facilities include an elementary school, parking area and adjacent sports and recreation fields; and a middle school, a large parking lot, football field and track. Pilot Butte Middle School recently underwent a large renovation. There currently are redevelopment plans for the Juniper Elementary School campus. Highway 20, owned and maintained by ODOT, borders the entire southern edge. Summit access originates from Highway 20. The City of Bend owns water reservoirs just north of the park and one reservoir on park property with easement rights to access them.

AGENCY INTERESTS

OPRD appreciates that Pilot Butte contributes to the agency's goals of providing and protecting outstanding natural, scenic, cultural, historic and recreational sites.

There is little land adjacent to the butte to be annexed or connected to the park that would improve the recreational function or value of the park. The opportunities lie in linking to other projects such as the City and BPRD's Larkspur Trail system, the City and School District's efforts to create "Safe Routes to School" paths, and the City's "Low Stress Bicycle Network".

OPRD also recognizes that Pilot Butte will continue to operate like a city park, especially as the city densifies as predicted along Highway 20/Greenwood. There will be increased use and maintenance of all facilities, increased desire for more urban recreational functions (as mentioned in public meetings) such as splash parks, dog parks, pump tracks and playing fields. Collaboration and partnerships will be essential in providing a quality level of service that meets desired needs.

BEND PARK AND RECREATION DISTRICT

BPRD owns and manages 81 parks in the City of Bend, six within a mile of Pilot Butte. For locals, Pilot Butte park compliments the collection of smaller neighborhood and community parks by offering a unique close-to-home, large in area, natural recreational opportunity that is mostly found in parks and public lands on the periphery of the city or beyond.

Because of its location within BPRD's network of parks, Pilot Butte is often compared to these other city parks and visitors can be frustrated by the perceived lack of attention, less habitual oversight, enforcement and maintenance to the state park. As OPRD has different resource allocations for park management and upkeep, it can be difficult to keep up with city park levels of attention. For this reason, a strong collaboration between BPRD and OPRD has resulted in shared maintenance for elements of the Neighborhood Park and the Larkspur trail. This is essential as aspects of Pilot Butte such as maintenance of

the fields at the Neighborhood Park require different care and upkeep equipment, expertise and regimens than other parks within the State Parks portfolio.

BPRD's 2018 Comprehensive Plan identifies a need within their "Needs/Unmet Needs Analysis" for natural area parks. In this context, preserving the natural park aspect of the butte is key to being a good partner to BPRD, helping to serve the local community's park needs.

OPRD would like to continue collaborating with BPRD on development and management of the Neighborhood Park. OPRD sees opportunity in collaborating in BPRD community programming, and events, offering natural open space in the inner east side of the city where demographic data shows the percentage of poverty is highest in Bend.

BEND / LA PINE SCHOOL DISTRICT

The School District operates two schools directly north of the park. This area includes some of the most challenging terrain in the park including a sloughing area of the cinder cone. It also contains a # mile length of the Base Trail, which connects into the park and creates an important contiguous circuit trail.

Although the property lines divide the topographic area of the butte, Pilot Butte reads as a single land form and the two agencies have been managing it as such. Rangers monitor all trails encircling the butte, working with the school department in the case of issues that arise on school department land.

There is willingness on the part of the School District to participate in improvement of existing trails that would benefit students' "commute" to/from school. This work could coincide with renovation plans that are planned for the Juniper Elementary campus.

They have also approved the proposed intervention to construct an official trail that would connect the northeast side portion of the Base Trail into the park. How funding and construction effort will be shared has not been defined. This work would be done almost fully on School District property, greatly benefiting the Pilot Butte trail system by elevating pressure on user created trails by building a well needed connection from their property to the summit.

CITY OF BEND

As it relates to Pilot Butte, the City of Bend plans and manages zoning and transportation issues that intersect with the park. In 2002 the city exchanged 19+/- acres of land along the east edge of the park. This land must remain in public recreation function and serves as a natural space buffer between the active recreation functions of the Neighborhood Park and the neighborhoods. The City operates one water reservoir and leases access to two others on the butte.

Partnership with the City is key to keeping the reservoirs functioning safely within the public realm. The plan recognizes opportunity in coordinating with the city on transportation efforts that improve active transportation to and around the butte.

OREGON DEPARTMENT OF TRANSPORTATION (ODOT)

ODOT's interest with Pilot Butte focuses on the safety of users of Highway 20/Greenwood Ave, and the right-of-way it maintains along the north side of this route. This primarily focuses on signage for the park from the roadway, stormwater and vegetation maintenance in the right of way.

There are currently no large efforts planned in regards to land management with ODOT.

PILOT BUTTE STATE SCENIC VIEWPOINT DRAFT MASTER PLAN

8 GOALS & STRATEGIES

GOALS AND STRATEGIES

Pilot Butte is a small park that serves two distinct purposes and offers two distinct experiences. It is both “nature in the city” and an “urban park”.

The goals of this plan aim to tie the duality of “nature in the city” and “urban park” together. Although visitors often come to use both aspects of the park with imperceptible distinction, they each are developed, managed and maintained with different lenses. Many visitors come to spend time solely at the sports fields or ride the Larkspur Trail while others come to bird watch, see the spring wildflowers or experience the vista. This is to say that neither function is primary. This plan aims to maintain these two well-loved aspects of the park while weaving them together as a contiguous whole.



Nature in the City: Plan elements focus on ecology and environment. They include the rock, soil, flora, fauna and views. The plan elements that address ‘nature in the city’ involve observing the landscape and wildlife. They encourage learning about the high desert ecosystem, valuing and/or participating in restoration and conservation.

Urban Park: Plan elements focus on community and recreation with an emphasis on physical and mental health and social cohesion. The plan elements involve getting exercise, playing, gathering, “commuting” to school and work.

OPRD Mission

The mission of the Oregon Parks and Recreation Department is to provide and protect outstanding natural, scenic, cultural, historic and recreational sites for the enjoyment and education of present and future generations.

The Pilot Butte Master Plan Goals

- Build upon what works
- Enhance and improve what we value
- Restore and protect natural resources
- Be open and inclusive to diverse and developing visitor groups



BUILD UPON WHAT WORKS

This goal builds off of well-loved amenities and strong partnerships. This goal focuses on maintenance and improvement of well-loved trails and facilities. Pilot Butte's trails are the recreational skeleton of the park. The summit viewpoint is the historic origin of the park continues to define its relevancy. The Neighborhood Park and Larkspur are strong local connectors and amenities. This goal also aims to build and maintain partnerships with local volunteer groups and agencies by cultivating and participating in synergistic goals and efforts.

ENHANCE AND IMPROVE WHAT WE VALUE

The public resoundingly informed us that Pilot Butte is valued for the nature and ecologies it supports in the city; the related recreational activities that support social and physical health; and the scenic nature of the park with views from the butte, as well as views to the iconic landform. The public also pointed towards the importance of Pilot Butte as a shared community space that offers opportunities to improve the equity of access to the outdoors and participate in positive and progressive community development such as improving active transportation networks and safe routes to school. This is clear in the partnerships with local public institutions. Its connection to residents is clear by the profound and diligent involvement of local citizens and neighborhood associations. This plan aims to keep these values at the forefront when proposing improvements and making recommendations.

- Increase access from neighborhoods into the park
- Increase partnerships with local public agencies to join forces on infrastructural development when needed and more efficiently address routine maintenance issues.
- Increase partnerships with local groups such as schools, recreational organizations and businesses to symbiotically share in what the butte has to offer.

RESTORE AND PROTECT NATURAL RESOURCES

Pilot Butte is at risk of being ‘loved to death.’ The impact of increasing visitorship on the butte is a challenge that this plan aims to address. Although it is difficult to regulate access to this park, this plan proposes approaching this goal from two angles - by explicitly addressing and directing visitor impact; and repairing and restoring existing natural resources.

- Integrated suite of direct (ex: barriers and fencing) and indirect (ex: information and education) management techniques to direct impact
- Ongoing and seasonal monitoring to enhance native habitats. This will not yield a perfectly restored, native ecosystems but it will help track changes and respond to them accordingly. Monitoring aims to facilitate the evaluation of the park’s natural resources and inform any mitigation response that is needed.



Wildflowers in bloom on Pilot Butte



BE OPEN AND INCLUSIVE TO DIVERSE AND DEVELOPING VISITOR GROUPS

The local, regional and statewide demographics are dynamic and developing, and are projected to continue to change into the future. This plan aims to help Pilot Butte be responsive to this changing human landscape. By focusing on inclusivity we better serve the public overall by creating a place that meets the needs of many. Inclusive public park space encourages social mixing, civic participation, recreation and a sense of belonging and responsibility to place.

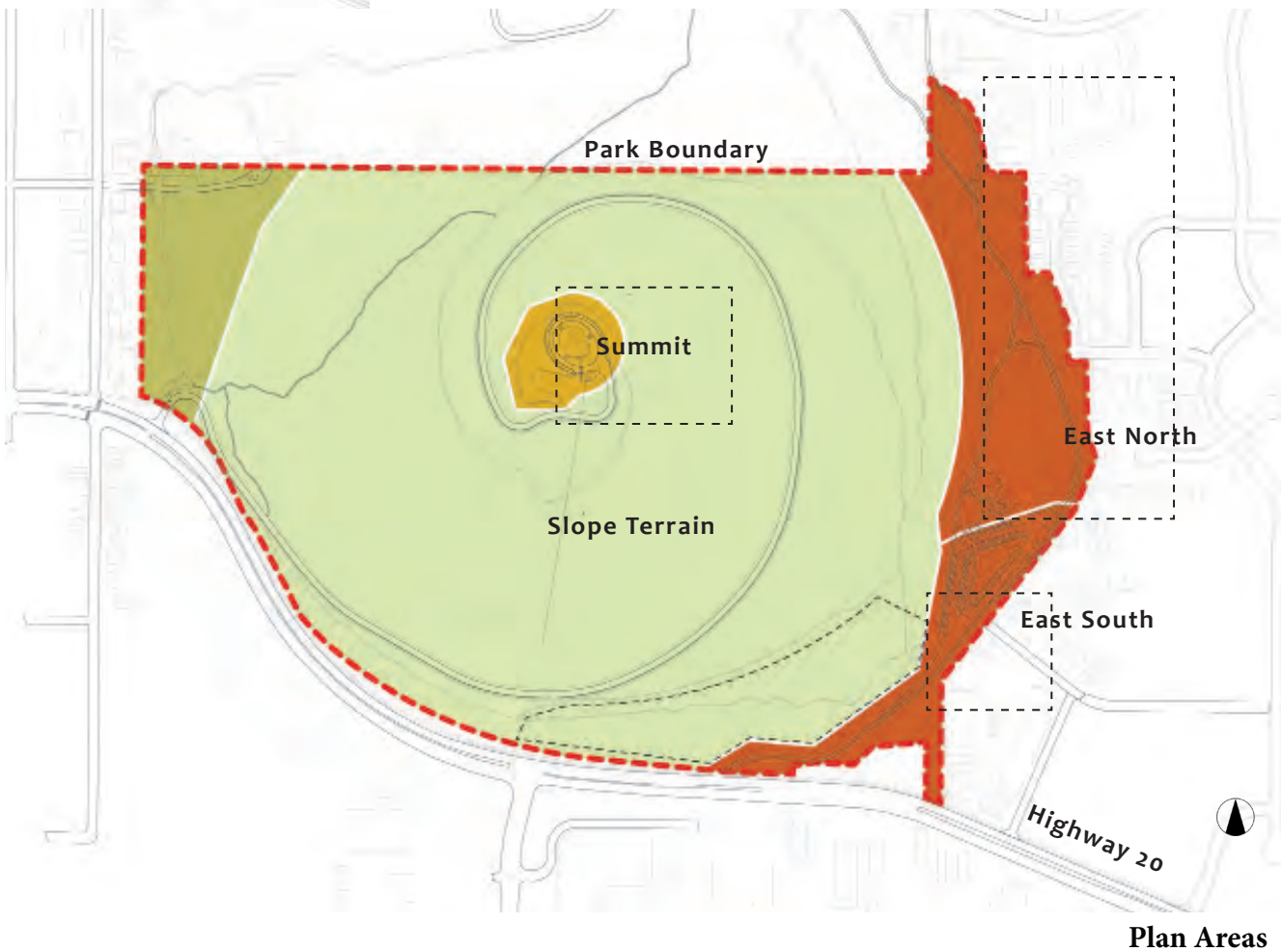
- Reaching out to diverse groups for input on the plan and for subsequent public outreach endeavors. Diversity, by definition, is an encompassing term. It considers age, race, sexual orientation, ability/disability, religion and socio-economic status (among others).
- Improving all access points to accessible infrastructure as universally accessible.
- Improve required areas to meet ADA standards if not already up to standard.
- Improve trails to meet ABA standards where topographically possible.
- Improve signage to be more universally welcoming, graphic and easily interpreted.
- Improving gathering spaces to meet the needs of diverse cultures.

9 PLAN COMPONENTS

PLAN COMPONENTS

PLAN AREAS




For the purposes of the Plan, the Park is divided into four areas: The west base, the summit, the east base and the slope terrain. The east base is broken into its northern portion which includes the meadow, playing field, playground and picnic shelters. The southern portion contains the parking lot and trailhead.

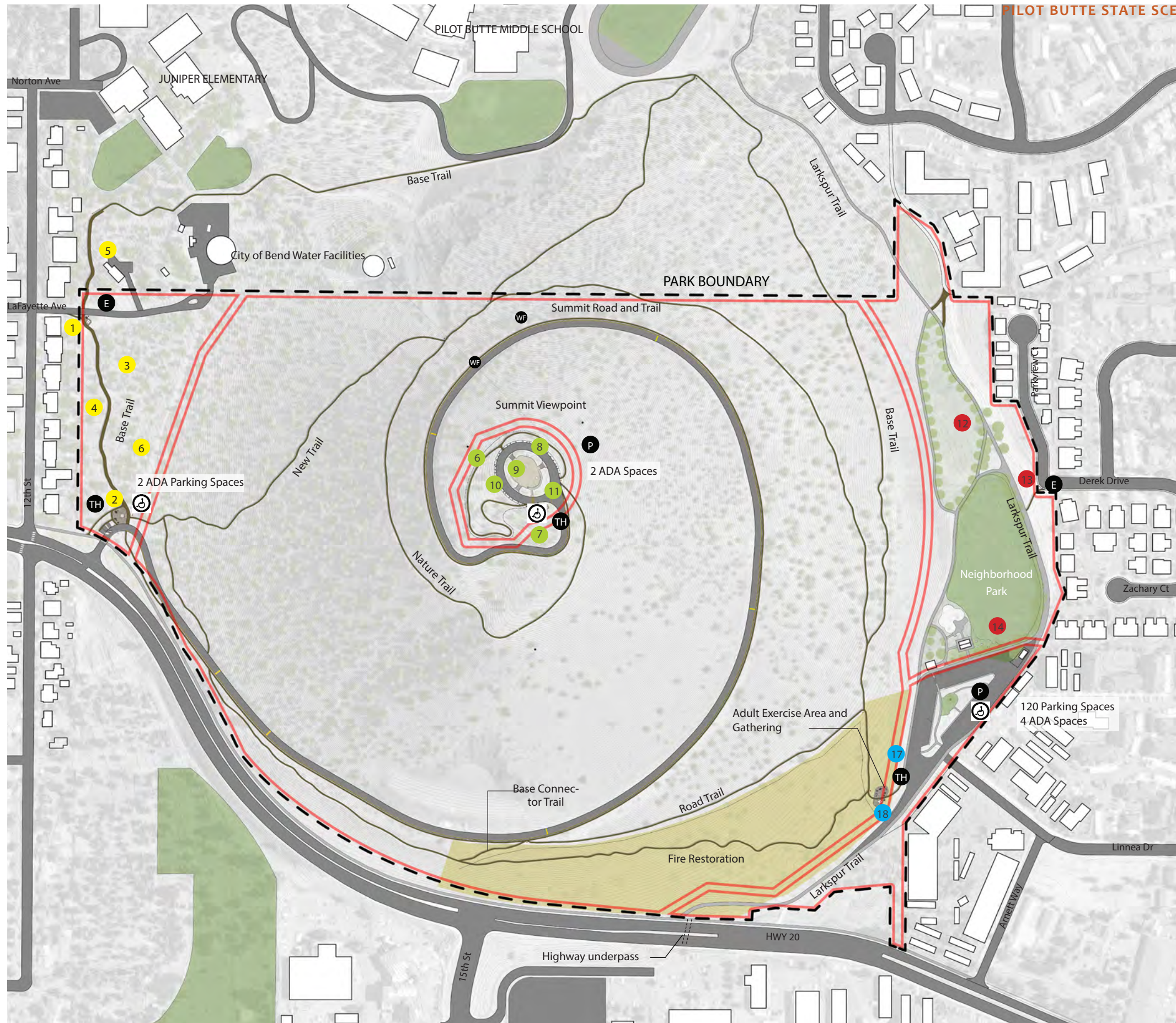


WEST BASE

- 1 Create new trailhead at entrance at Lafayette
- 2 Create new trailhead at Greenwood/Summit Road entrance. Create trail connection from Greenwood crosswalk and sidewalk to trailhead and Base Trail
- 3 Re-align and improve Base Trail from Greenwood to northern boundary, continuing to Juniper Elementary gate.
- 4 Improve trail to meet universally accessible guidelines for a shared use path (Access Board Trail Guidelines)
- 5 Continue trail improvements across northern boundary until Juniper Elementary gate (see Trail Plan)
- 6 Obliterate and revegetate existing Base Trail alignment and associated user created trails

KEY

- E** Formalized Ped/Bike Entrance
- TH** New / Improved Trailhead
- P** Public Parking
- ♿** ADA Parking
-  Development Zones
-  Fire Restoration Zone
-  Greenspace



SUMMIT

- 6 Construct new universally accessible loop trail ringing summit
- 7 Create summit trailhead adjacent to vault toilet
- 8 Implement parking improvements
- 9 Improve interpretive signage
- 10 Restore native landscape around summit plaza and trail
- 11 Bore new water line to summit

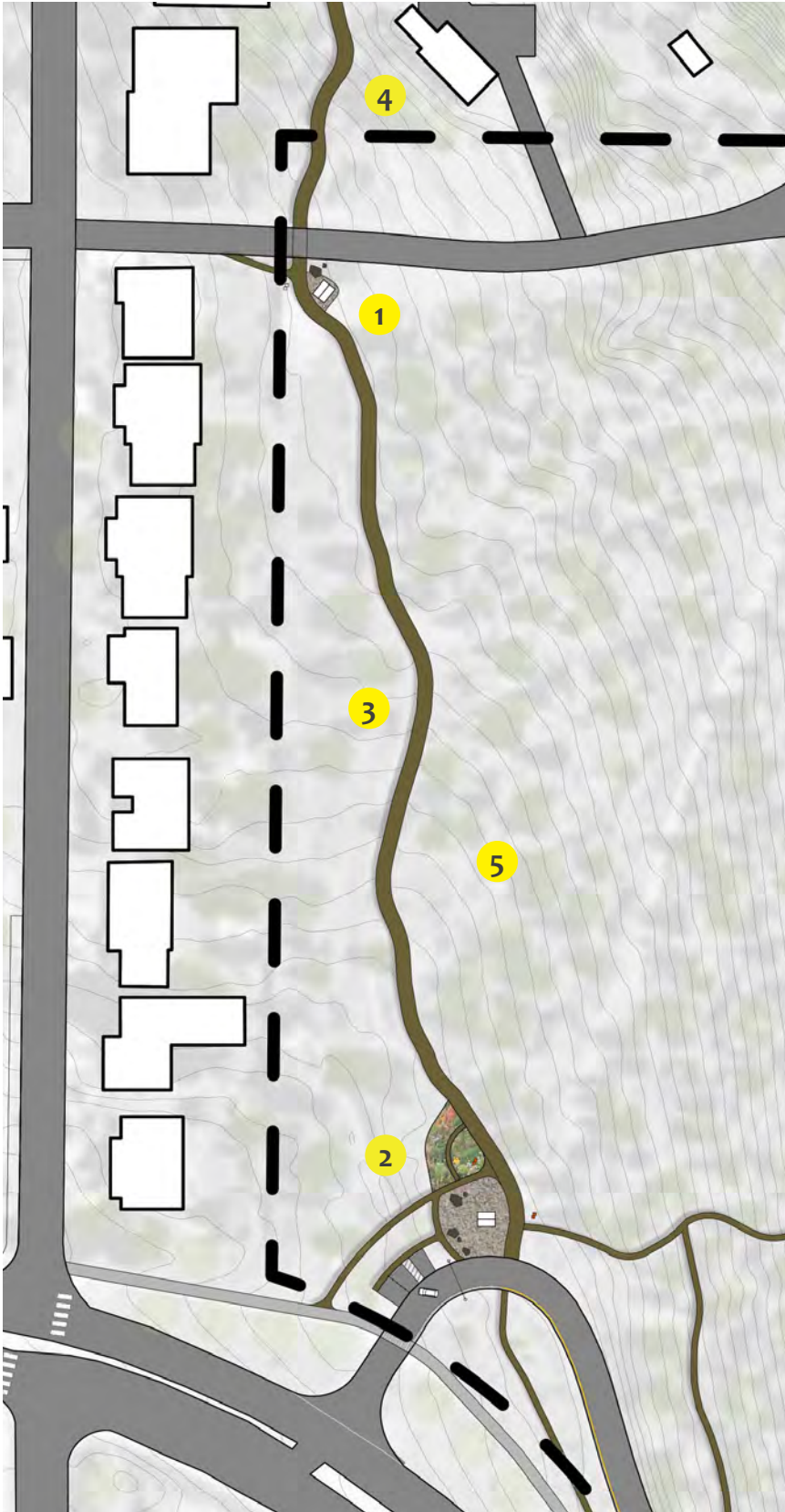
EAST BASE - NORTH

- 12 Zone meadow for active recreation
- 13 Formalize access to the Park at Derek Drive
- 14 Increase flexible gathering space around picnic shelter

EAST BASE - SOUTH

- 17 Reconstruct the Exercise Area
- 18 Replace Trailhead

Development Plan



West Base Plan

Interventions

- 1 Create new trailhead at entrance at Lafayette
 - Install directional signs at Lafayette and 12th St.
 - Connect base trail to pedestrian trail around City gate
 - Add kiosk with trail map, bicycle rack, trash can, dog waste bags

- 2 Create new trailhead at Greenwood/Summit Road entrance
 - Add kiosk with trail map, seating, bicycle rack
 - Work with natural resource partners to plant an interpreted butterfly garden along trail children walk to school

- 3 Re-align and improve Base Trail from Greenwood to northern boundary
 - Create new trail connection from Greenwood sidewalk to new trailhead at Summit Road entrance
 - Realign official trail to route along western edge of park
 - Improve trail to meet universally accessible guidelines for a shared use path (Access Board Trail Guidelines)
 - Width: 5' minimum

- 4 Continue trail improvements across northern boundary
 - until Juniper Elementary gate (see Trail Plan)
 - Create nature play trail from Summit Road trailhead to north boundary

- 5 Obliterate and re-vegetate existing Base Trail alignment



Integrated interpretive art similar to that at Bybee Lakes Park, Portland can be used at the Summit.

SUMMIT

The Summit has been a loved destination on the butte since its inception as a park. The view of the city and region is the star of the show at the summit. It is also one of the easiest and most dramatic places to get to on the Butte. For this reason, people of all ages and abilities come to the summit.



Summit Enlargement

OPRD has the opportunity to improve the summit to include more diversity of experience for all, while protecting the natural resources that are degraded by visitors by guiding them to legible, quality experiences and view points. This occurs by:

- capitalizing on the views in a greater diversity of locations around the summit via a trail that meets universal accessibility standards
- improving summit infrastructure, namely water access and a trail map
- adding fencing, boulders and native shrubs to direct visitors and consolidate impact
- improving/replacing interpretive elements

Interventions

- 6 Construct new universally accessible loop trail around the summit
 - Construct fence to guard against further landscape degradation against parking
 - Construct fence along down slope of trail to prevent user trail creation to road
- 7 Create summit trailhead adjacent to vault toilet
 - Kiosk with universally accessible trail information and parking time limitation
- 8 Implement parking improvements
 - Stripe spaces to encourage efficient use of space
- 9 Improve interpretive signage
 - Replace panels (4)
 - Enhance and integrate interpretive facilities into the built environment through public art and educational elements
- 10 Restore native landscape around summit plaza and trail
 - Native vegetation restored around summit plaza
 - Native vegetation shrubs planted in areas where user created trails are likely to form
 - Boulders replaced around parking area
- 11 Bore a new water line from summit to northern City water supply

EAST BASE / NORTH

This area has been deemed a location with high suitability for development because of its low natural resource value, flat topography and proximity to existing park amenities. The space can be reached by the Larkspur Trail and the parking lot making it equitably accessed. It is adjacent to Pilot Butte Middle School and the eastern neighborhoods. It is a connective, people-oriented space.

The southern portion of this space currently includes the playground, covered picnic space, bathrooms and sports field. These amenities were installed in the last decade and are in good condition.

The north meadow is currently undeveloped. It contains many invasive species and is of low natural resource value. Expansion into the northern meadow is the intuitive location for future development. It is prime for active recreation, focusing on health, wellbeing and gathering through activities that require human activity and community. This may include (but are not limited to) a dog park, a bicycle pump track, a skate park, a community orchard or a gathering space.

During the public process a pressing or conclusive need did not arise for developing new amenities in the north meadow. The programming of undeveloped space should be considered in relation to active recreation needs in the local community and shall consider what nearby parks have and need. In order to prepare for future development the plan proposes a trail that completes a universally accessible figure-8 trail at the Neighborhood Park, outlining and preparing for future development; and the planting of native trees that will take time to grow while providing native habitat in the meantime. A natural space corridor sits on the east side of the park, providing buffer space between the Larkspur Trail and the park with the



Nature play along trail



The north meadow is an intuitive location for future development.

neighborhoods. This should be maintained and managed for invasive species as it is a natural space “gateway” to the park.

The playground and sports field are high quality amenities installed by BPRD and maintained in partnership with them. Along with the bathroom and picnic shelter, this area is a heart space for the park and is used by a diversity of visitors (age, family size, socio-economic, cultural). The plan proposes building off of this successful space by adding flexibility in how spaces are used.

Interventions:

- 12 Target the meadow for active recreation in the future.
 - Work with BPRD to plan for future needs of the local community, design and implement development needs. Construct asphalt path around meadow connecting to Larkspur Trail
 - Plant native shade trees along path edges.
- 13 Formalize access to the Park at Derek Drive
 - Mountable curb
 - Universally accessible trail connecting Derek Dr to the Larkspur Trail
 - Wayfinding that welcomes and orients
- 14 Increase flexible gathering space around picnic shelter
 - Construct seat walls that allow for people to participate in various park activities simultaneously (viewing the sports field, informal gathering, supervising the playground)
 - Expand picnic space with universally accessible picnic tables



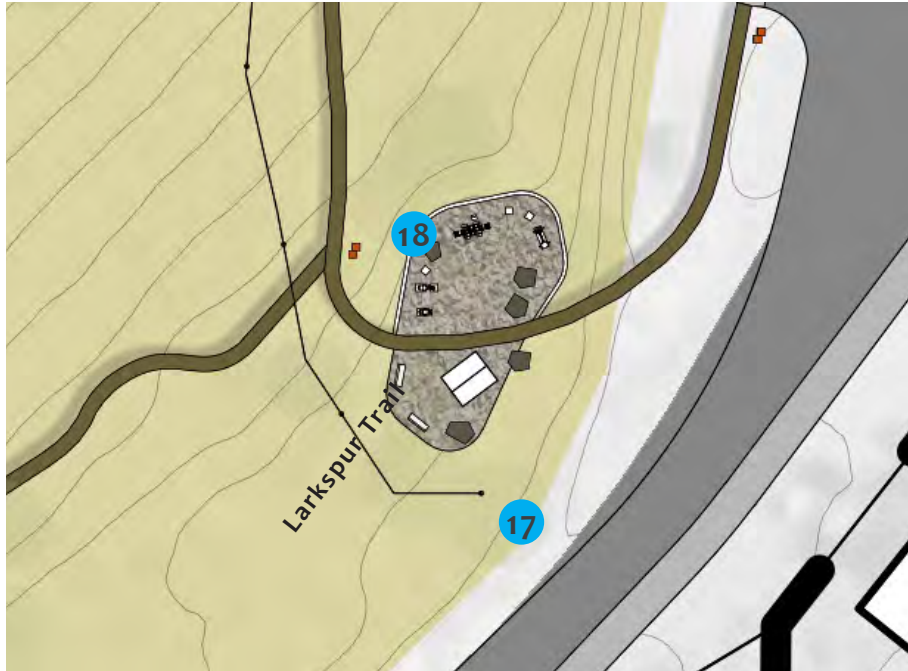
West Base - North Plan

EAST BASE / SOUTH

This area includes Pilot Butte’s parking lot and the southern connection of the Larkspur to the passage under Greenwood thus making it an important access point and movement corridor. This area is an important “jumping off” location for a variety of experiences including hiking on trails, working out in the exercise area, visiting the playground and sports fields.

The plan proposes to improve multi-modal and active transportation by focusing on improvements around the Larkspur. Parking area will not be expanded in this plan. Future parking needs shall be evaluated when the need arises and will be analyzed in conjunction with adjacent parking opportunities (lots south of the Butte) as well as in partnership with the residential apartments to the east.

- 17 Reconstruct the Exercise Area
 - Replace with similar manufactured exercise equipment
 - Consider equipment tailored towards senior citizens as that is the predominant user group
- 18 Replace trailhead
 - Rebuild the kiosk to include community board and wayfinding
 - Provide shade and seating



West Base - South Plan

Slope Terrain (including fire area)

The slope terrain includes the majority of the area of the butte (approximately 100 acres of the 114 acres). It includes a diversity of type of quality of landscape including high resource value areas along the north, east and west slopes (see Development Suitability Map – pg #), as well as areas highly impacted by human use thus having low resource and conservation value (the mining scar and water resource facilities). It also includes the area damaged by the July 4th fire (2018). It also includes the Summit Road and Trail.

The majority of the visitor experience opportunities in these areas will be a result of work that aims to reduce natural resource impact and restore trails and landscapes. Interventions that address the trails specifically are found in the Trail Plan (see pg #). Interventions that address natural resource issues on the slope are found in the Natural Resource Plan (see pg #).



KEY

- Formalized Ped/Bike Entrance
- New / Improved Trailhead
- Public Parking
- ADA Parking
- Existing Trails
- New Trails
- Universally Accessible Trails
- Fire Restoration of Trail

Interventions:

Fire restoration area (Near Term)

- Install a semi-permanent fence around impacted zone
- Install interpretive signage to be placed at closed sections of the base trail that educate on restoration efforts and the role of fire in the eco-system.
- Implement Fire Rehabilitation Project Plan to address natural resource issues (see Natural Resource Plan)

Fire restoration area (Long Term)

- Repair the Base Trail through the burn area (see Trails Plan)
- Once the burn area has recovered to a point where it can withstand visitor impact, interpreting internal views of the recovering landscape create opportunities for education.



ACCESS PLAN

Although Pilot Butte is a valuable large area of public greenspace, it also acts as a barrier to urban connectivity. The west side of the Butte abuts the city grid. The east border abuts a more suburban street network. With approximately 1.8 miles of edge, there are only two universally accessible entry points. In locations where the street network intersects with the park, users have already made their own trails and entry points.

OPRD has the opportunity to aid in efforts to bring more pedestrians and cyclists safely through the city using Pilot Butte's trails. Ultimately this means more visitors arriving on foot and by bicycle and less parking pressure by diversifying how people get to the park.

Two local non-motorized transportation planning efforts are relevant to Pilot Butte:

- City of Bend Low Stress Bicycle Network
- BPRD's City Trails (Larkspur Trail and Big Sky Trail):



Decades of use have caused serious erosion issues. Legitimizing two well used social trails will alleviate pressure on others.



BPRD has identified 63 miles of planned trails within the city that connect people to their parks throughout the city. The Larkspur Trail is an excellent example of one of these trails that links communities north and south of Pilot Butte to and through the park. The Big Sky Trail is a proposed trail that will link Big Sky Park on the east boundary of the city to the Larkspur Trail where it intersects with Pilot Butte Middle School.

Pilot Butte's Access Plan aims to:

- Expand access locations to improve walkability/bikability from neighborhood locations.
- Assure that all access points are universally accessible where they connect to accessible facilities.
- Improve amenities and wayfinding at entry points to improve legibility, direct/consolidate impact, improve experience.
- Be supportive of local connectivity efforts and coincide development efforts in the park to relate and support these efforts.

Access Interventions:

- Develop access at Derek Drive *
 - Mountable curb from Derek to sidewalk
 - Compacted universally accessible trail connects to the Larkspur Trail.
- Develop trailhead at Lafayette Avenue *
 - Develop a pedestrian connector trail around the vehicular gate; connect this to a new trailhead
 - Trailhead to have a kiosk with trail information, bike rack, trashcan, dog waste bags.
- Develop trailhead at Greenwood/Summit Drive entrance
 - Develop trail connection to trailhead from sidewalk on Greenwood
 - Trailhead to have a kiosk with trail information, bike rack, trashcan, dog waste bags.
 - Add ADA parking

*Access points connects to the City’s low stress bicycle network giving people to option to safely access the park by bicycle.

TRAIL PLAN

The prevalence of user-created trails on the butte demonstrates that visitors are desiring more trail connections than exist currently. The key to reducing user created trail damage is by providing sanctioned, quality trail connections where needed. This includes visitors who are traversing the park as part of a larger connection through the city; as well as those who come to recreate in the park.

Pilot Butte’s Trail Plan aims to:

Improve existing trails for safety and sustainability.

- Create new trails to link current key access points and destinations.
- Develop, modify or adapt trails to have more diversity of difficulty and experience overall at the Butte.
- Modify or augment trails for universal accessibility.
- Cut off, obliterate and restore user created trails to natural state.
- Improve the Summit Road Trail for safety and experience.

NEW TRAILS

- Develop new trail to connect the Base Trail from the north-east side of the butte (on Bend La Pine School District property) to the Nature Trail.
- Connect the Base Trail on the south-west to the Nature Trail.
 - These new trail sections legitimize and improve and create a sustainable and maintainable trail from an existing well-used user created trail.
- Expand the diversity of trail type on the butte. This specifically looks at adding low gradient loops where possible, in accessible locations.

PILOT BUTTE STATE SCENIC VIEWPOINT DRAFT MASTER PLAN

Trails Inventory

	Length (miles)	Length (feet)	Surface	UA
New Trails				
New Summit Vista Trail	0.20	1070	soft surface	X
Connector at Lafayette	0.02	100	soft surface	X
Connector at Derek	0.02	80	soft surface	X
Connector at Greenwood	0.02	130	soft surface	X
East to West Over Butte (on property)	0.47	2470	soft surface	
East to West Over Butte (total)	0.27	1420	soft surface	
Neighborhood Park Annex Trail	0.13	700	asphalt	X
Base Trail Connector	0.04	220	soft surface	
West Base Trail / Kid Commuter Trail	0.13	708	soft surface	X
Improvement of Existing Trails				
Base Trail	1.75	9255	soft surface	
			soft surface	
Nature Trail	0.90	4760	soft surface	
Road Trail	0.23	1200	mixed	
Summit Road Trail	1.08	5700	soft surface	
Larkspur Trail	0.58	3070	asphalt	X
TOTAL	5.85	30883		
Decommissioned Trails				
Baseline through fire zone	0.28	1455		
User created trails	5.72	30213		
TOTAL	6.00	31668		

- Develop a Summit Loop that encircles the flat summit topography
 - Develop trail section around proposed NE active recreation site to create figure-8 universally accessible trail.
- Develop universally accessible linkages from Derek and Lafayette to established park trail system.
- Develop connector trail from Base Trail to Summit Road Trail/Road Trail intersection to complete full trail circumnavigation of Base Trail while restoration efforts are underway.
- Decommission/obliterate/restore all others.
- Install signage to inform and educate.



Post fire emergent growth

EXISTING AND IMPROVED TRAILS

SLOPE AND SUMMIT

- Improve the Summit Road Trail
 - Use visual and tactile cues to keep vehicles and pedestrians in their lane of movement
 - Reduce speed (signed) and add speed bumps on the Summit Road
 - Create areas along the Summit Road for visitors to stop and enjoy 360 degrees of views of the mountains, city and region. This may include seating and view interpretation.
- Perform maintenance and upgrade trails to meet Forest Service trail standards and best practices on the Nature Trail, slope sections of the Base Trail and Road Trail to improve safety for visitors and environmental sustainability of the resource while maintaining a natural experience.



Opportunities for increase native trees and shrubs along bike paths to decrease habitat fragmentation.

WEST

- Base Trail: Create an accessible, durable trail that connects Greenwood Ave to Juniper Elementary School.
 - Incorporate nature play elements along the alignment

PILOT BUTTE STATE SCENIC VIEWPOINT DRAFT MASTER PLAN



Improving this well used social trail at Derek Drive will help cyclists and pedestrians of all abilities access the park.

- Realign trail at NW property line to move along west side of retention pond. This will better align with Juniper Elementary's future development plans and a potential link to a trail to the front of the school and eventually to Norton and Neff.

EAST / SOUTH

- Remove excess asphalt to constrict paved trail to 12' maximum on Larkspur from parking lot to underpass. Restore vegetation on disturbed edge.
- Decommission trail impacted by fire for period of five years to protect. Protect trail (and entire burn area with fence). Use fencing style found elsewhere in park.
- Reconstruct fire impacted section of the Base Trail to trail standards.



Adding visual and tactile cues will help define pedestrian space on this well used trail.

UNIVERSAL ACCESSIBLE TRAILS

Three trails are proposed to be improved to be universally accessible trails. The three trails offer a different experience. The Summit Vista Trail gives visitors a low gradient trail with 360 degree views of the region from a natural vantage point off of the Summit parking area. The west Base Trail offers a short, meandering trail through more densely growing juniper forest. The Larkspur on the east side of the Butte offers an easily traversed paved trail experience through a more urban park setting. All universally accessible trails will follow United States Access Board standards (Chapter 1017) for ABA trails and have the following:

- Gradient maximum as defined by ABA standards
- Resting intervals and passing spaces as defined by ABA standards
- Clear tread width of 36" minimum
- Firm and stable compacted and even surfacing (aggregate or paved)
- ADA parking available

NATURAL RESOURCE PLAN

The natural resource plan aims to maintain the natural area park that visitors value by focusing on restoring and maintaining the native systems and ecologies.

INVASIVE PLANT MITIGATION

Invasive and exotic plant species are common on the Butte. Humans have altered the landscape through conveyance of seeds, altering fire cycles and by triggering soil erosion. These disturbances facilitate the establishment of invasive weeds and undermine desirable native habitat. The plan aims to control existing invasive plants that alter habitats, and prevent new introductions and establishment. This will increase values of park to invertebrates, particularly species which are closely dependent on native plant species.

- Use multiple methods to control populations (mechanical, chemical and biological).
- Emphasize prevention, risk assessment, early detection and quick control to prevent new invasive species from becoming established.
- Increase education of users and neighbors about impacts to wildlife to lower inadvertent use of invasive landscaping plants by nearby residents and increase interest in natural heritage.
- Eliminate the use and creation of user created trails to prevent weed seed transmittal and habitat restoration.
- Work with partners in coordinated efforts to control and educate about invasive weeds.
- In sage brush communities use “assisted succession” strategies that use low seed rates of non-invasive non natives in conjunction with native plant seeds as an intermediate step in rehabilitation.

JUNIPER ENCROACHMENT

Historically, there were fewer junipers on the north side of the Butte because the productive soils and higher moisture due to reduced solar exposure produced a healthy grass community. Ample fine fuels and frequent fires would kill



Current user-created trail from NE side of butte to the Nature Trail



Post-fire clean-up left many juniper snags and logs for habitat.



Existing trails are improved and new trails are designed to provide a variety of trail experiences for all users.

the young junipers while the ponderosa pine could persist. The current dynamic is the opposite. The north side has a denser juniper canopy, while the south side is more open with heavy coverage of invasive grasses. Dense juniper canopy has shaded out native shrubs, changing the ecology of the Butte over time.

Widely spaced, mature Western Juniper are unique and have floral, faunal and fungal associates that differ somewhat from those associated with denser stands of younger trees. Thinning of young junipers around the butte is critical to our restoration focus.

- Retain “habitat trees”. These trees are the most mature junipers and the dead snags which are utilized by cavity nesters (birds and bats) where they do not pose a risk to visitors. Cavity nesters have seen significant habitat loss over the last century.
- Continue young juniper thinning in Western Juniper woodlands habitats. Remove young juniper, keeping all trees over 16” in diameter. Prune saplings.
- Use chips on trail. Do not scatter chips so as to maintain native grasses.

HABITAT FRAGMENTATION MITIGATION AND CREATION

The Butte has been highly impacted by humans over time. Rapid urbanization and conversion of habitat to development threatens habitats and creates habitat fragmentation. Currently no “priority habitats” or listed species exist on site. Some at-risk flora and fauna species have been documented or have potential to exist on site; ongoing resource management efforts prioritize these species. Mule deer winter range is particularly vulnerable in the region around Pilot Butte.

- At-risk species include 3 bird species and 5 vascular plant species. Vegetation transects have been done previously to assess plant diversity on the butte, while

a variety of survey methods (mostly informal) have been used to identify fauna on/around Pilot Butte. Future monitoring will help us track these species over time and ensure that habitat conservation efforts are appropriately addressed.

- Work with partners to increase connectivity between habitat patches through the city, including Pilot Butte.
- Create education and interpretation opportunities on the Butte of native ecologies.
- Work with local schools to use Pilot Butte as a “laboratory” for study of ecologies.
- Reduce user trails to attempt to keep hikers on established, official trails to decrease surprise exposure of humans to wildlife, increasing habitat values. Work with ODFW to identify wildlife issues and support wildlife programs. Reinstate songbird nest box program with ODFW involvement if possible.
- Create pollinator garden on the summit and create native Milkweed garden near trailhead kiosk. This will provide native nectar and host plants to provide and/or enhance resident and migrant habitat for invertebrates, which also may positively impact higher up the food chain. It will also provide seasonal exposure for human visitors to small wildlife.
- Consider working with City to explore moving fireworks display. This will increase habitat value by decreasing a large disturbance.
- Work with the City and BPRD to designate linear lands (bike ways) that connect into Pilot Butte as wildlife corridors and planted with native tree species to encourage avian routes from the river and peripheral open spaces to Pilot Butte.
- Keep updated species records to track the presence, absence, and population health of species which can be used in management decisions and research.

OUTREACH AND EDUCATION

- Involve schools in projects including research, monitoring (with trail cams, etc.), pollinator and Monarch gardens monitoring and maintenance, and growing native plants for restoration. This will build sense of park ownership in youth and neighborhood in general, and increase knowledge about park use by wildlife. It also increases value of the park for wildlife when research leads to habitat enhancements and increases the value of habitats for invertebrates when local native plants are used.
- Nurture a habitat-oriented “friends” group to assist in education, restoration and monitoring. This will increase detection and control of invasive species and strengthen relationships between OPRD and community.



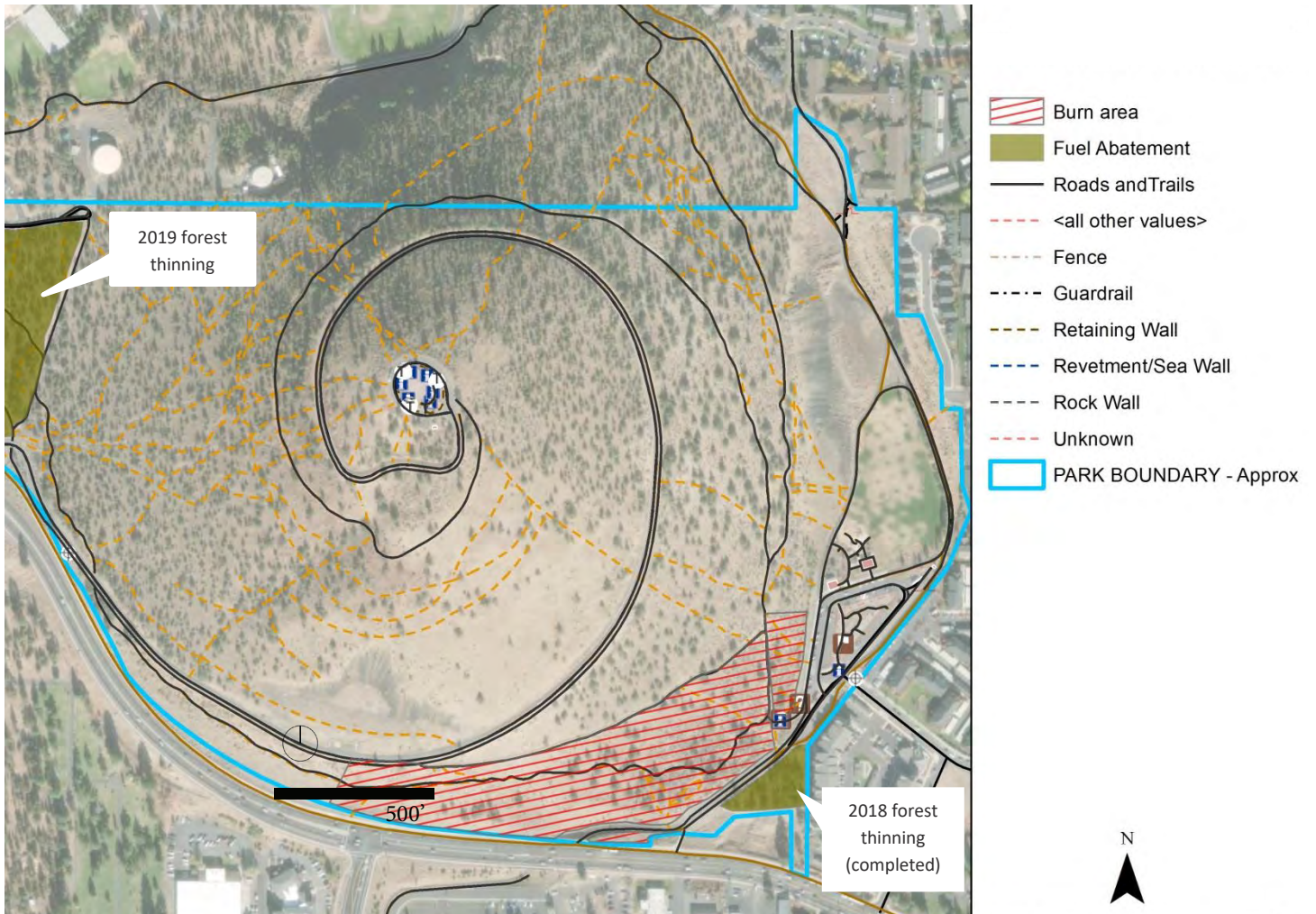
Compare the historically sparse juniper on the east side of the butte from the turn of the century (top) to today (bottom).

FIRE REHABILITATION AND MITIGATION PLAN

Since the major fire that occurred in July 2018, the major components of the rehabilitation include woody debris management, invasive annual grass suppression, additional noxious weed treatments, seeding of native species, and planting of shrub plugs.

Near term fire rehabilitation interventions:

- Chip woody debris and use the prevent erosion and apply to trails
- Pile woody debris for habitat brush piles
- Retain downed logs
- Treat affected area with post-emergent herbicide to control annual grasses
- Spot spray to control weeds
- Broadcast seed with native grass mix
- Supplement revegetation with planting of plugs and shrubs to facilitate natural succession and prevent off-trail foot traffic



Fire Rehabilitation and Mitigation Plan

Mid and long term fire rehabilitation interventions:

- Ongoing weed control
- Seeding and plug planting of native vegetation to help establish mature plants more quickly
- Fuel abatement work on 4 acres located at west boundary of park

Future fire mitigation:

- Fuel reduction projects considering site specific conditions and goals.
- Work with homeowners to reduce the vulnerability of their property while maintaining quality habitat.

WAYFINDING, SIGNAGE AND INTERPRETATION

Compared to other parks in the area, Pilot Butte is relatively large and has a variety of entry/exit points as the park borders neighborhoods, schools and a major road. Because it is a natural park in the middle of the city, it is also a park that introduces people to the natural environment and a sense of wilderness. It may be the first place where they hike a trail through sage brush or see wildlife. It bridges activities of typical urban parks with activity associated with more remote locations and wilderness, allowing many visitors to “dip their toe” in a place that feels natural and wild yet is also easy to navigate and feels safe. Signage and wayfinding is key to forming this bridge.

Signage and wayfinding is key to helping visitors navigate the trails easily and safely. It gives OPRD the ability to welcome people, to direct and manage impact, and to educate and inform.

Interventions:

- Integrate technology into wayfinding. For examples, maps available via a mobile app or code. This will help reduce or eliminate the need for paper maps which are wasteful and costly.
- Develop wayfinding theme that is graphic in nature to help visitors who speak different language or have varying degrees of literacy understand.
- Use Spanish phrases on signage. At a minimum, use Spanish phrases on signs meant to welcome visitors.
- Locate a wayfinding sign at all trail intersections.
- Provide comprehensive trail maps at all trailheads.
- Develop universally accessible trail signage. Indicate length of trail, maximum slope and surface type to help visitors with disabilities understand trail options.

FACILITIES AND UTILITIES PLAN

Pilot Butte has a mix of aging and defunct infrastructure and new, well maintained infrastructure. For OPRD to maintain as high quality amenities as possible, emphasis will be on repairing, maintaining or finding new solutions for critical infrastructure such as water lines, roadways and restrooms. As these interventions often come with large capital costs, their implementation will occur over time, prioritized via an algorithm that takes into account urgency and cost evaluation

Interventions:

Water Line to Summit: This improvement has been deemed critical for both health of visitors and maintenance of the summit viewpoint.

- Abandon the existing line under the Summit Road. Directionally bore a new water line directly from the south water reservoir to the summit.
- Re-pipe to water fountain.
- Create spicket for facility cleaning.

Summit Road Improvements: ORPD has decided that maintaining 2-way vehicular access to the summit is important to the historic and current functioning of the park. It also improves accessibility for all. Although re-grading the roadway to sheet flow stormwater from the road downslope would disperse stormwater more uniformly over the length of the road, it has been determined that this would be too costly for the added benefit. For this reason improvements to the summit road will be minimally invasive, include improving green stormwater techniques along the existing alignment, and include routine actions.

- Improve stormwater drainage along upslope drainage corridor, using techniques that encourage on-site infiltration where possible. This may include culverts periodically under the roadway to infiltration basins where topography allows.

- Routine resurfacing to maintain a minimum 20' wide path of travel with (2) 10' lanes divided by painted line.
- Work with partner groups to accomplish discreet development projects (examples):
 - Benches dedicated in memory to local citizens
 - Local trail running group kiosk development

MANAGEMENT PLAN

Pilot Butte is a park that with elements of shared management and decision making among partners. Leveraging what others do well, partnering for projects that impact a variety of stakeholders is an intelligent way to implement well woven solutions with buy-in and shared responsibility.

This plan proposes that OPRD form a local team of partners made up of the three major public stakeholders in the Butte – OPRD, BPRD and Bend La Pine School District. This team will be spearheaded by the Pilot Butte park manager who will organize meetings twice a year to discuss overlapping and larger issues of planning, management and implementation.

PILOT BUTTE STATE SCENIC VIEWPOINT DRAFT MASTER PLAN

Summary of Interventions:
Visitor Experience and Natural Resources

TYPE AND LOCATION

PLAN GOALS

VISITOR EXPERIENCE INTERVENTIONS	TYPE AND LOCATION			PLAN GOALS			
	Improvement	New	Area	Build upon what works	Enhance and improve what we value	Restore and protect natural resources	Be open and inclusive to diverse and developing visitor groups
Construct fence along down slope of trail to prevent user trail creation to road		x	Summit			X	
Create trailhead kiosk at summit		x	Summit	X	X		
Summit Parking Improvements	x		Summit	X			
Improve interpretive signage at summit	x	x	Summit	X	X		
Restore robust native vegetation at summit	x		Summit		X	X	
Realign and improve Base Trail from Greenwood to northern boundary	x		West Base		X		X
Obliterate and revegetate existing Base Trail alignment	x		West Base			X	
Zone NE base for active recreation development (to be defined in the future)		x	East Base				
Picnic Shelter Improvements (seat walls, added picnic tables)		x	East Base		X		X
Reconstruct exercise area	x		East Base	X	X		
Replace trailhead at East Base	x		East Base	X	X		
NATURAL RESOURCE ACTION							
Chip woody debris and use on-site (erosion and on trail surface)	x		Fire affected slope			X	
Pile woody debris and maintain downed logs	x		Fire affected slope			X	
Treat affected areas with herbicides	x		Fire affected slope			X	
Broadcast native seed mix		x	Fire affected slope			X	
Plug and shrub planting		x	Fire affected slope			X	
Ongoing weed control	x		Fire affected slope			X	
Ongoing seeding and plug planting		x	Fire affected slope			X	
Fuel abatement work on 4 acres located at west boundary of park	x		Fire affected slope			X	
Fire fuel reduction projects	x		Fire affected slope			X	
Work with home owners to reduce vulnerability	x		Fire affected slope			X	
Ongoing weed control	x		All			X	
Education with partners	x					X	X
Assisted succession project	x		Sage brush communities			X	
Retain mature juniper and dead snags as 'habitat trees'	x		Slope			X	
Remove young juniper and prune saplings	x					X	
At risk species monitoring	x					X	
Work with partners to create habitat patch connectivity		x			X	X	
Interpretation around native ecologies		x			X	X	
School programs that use Pilot Butte as a laboratory	x				X	X	

PILOT BUTTE STATE SCENIC VIEWPOINT DRAFT MASTER PLAN

Summary of Interventions: Trails, Access, Wayfinding and Interpretation, and Facilities / Utilities

TYPE AND LOCATION

PLAN GOALS

	Improvement	New	Area	Build upon what works	Enhance and improve what we value	Restore and protect natural resources	Be open and inclusive to diverse and developing visitor groups
TRAIL							
Construct new trail from NE Base Trail to Nature Trail		x	Slope	X		X	
New trail from Nature Trail to SW Base Trail		x	Slope	X		X	
Develop Summit Loop Vista Trail		x	Summit		X		X
Develop trail around proposed NE active recreation site		x	East Base				X
Develop universally accessible linkage trail from Derek to Larkspur		x	East Base	X			X
Develop universally accessible linkage trail from Lafayette to the Base Trail		x	West Base	X			X
Develop connector trail from Base Trail to Summit Road Trail/Road Trail intersection		x	Slope	X		X	
Decommission and restore unsanctioned trails		x	Slope			X	
Install signage to inform and educate about damage of user created trails		x	All		X	X	
Improve Summit Road Trail	x			X	X		
Upgrade existing trails to meet trail standards and best practices	x		Slope		X	X	
Remove excess asphalt on Larkspur between parking lot and underpass	x		East Base		X		
Reconstruct Base Trail impacted by fire.	x		Slope		X	X	
ACCESS							
Develop access at Derek Dr		x	East Base	X			X
Develop trailhead at Lafayette Ave		x	West Base	X			X
Develop trailhead at Greenwood/Summit Road		x	West Base	X			X
WAYFINDING AND INTERPRETATION							
Create web and apps for trail maps.		x	All		X		
Develop universally accessible trail signage.		x	All		X		X
Integrate Spanish language signs into new signs and on welcoming signage		x	All		X		X
Provide wayfinding signage at all intersections.	x		All		X	X	
FACILITY / UTILITY							
Directionally bore water line from reservoir (Easement 1 with City of Bend) to summit		x	Slope and Summit		X		
Add spicket at Summit		x	Summit		X		
Improve Summit Road surface	x		Slope		X		
Improve Summit Road stormwater drainage	x		Slope		X	X	

10 REVIEWS & APPROVALS

REVIEWS AND APPROVALS

LAND-USE AUTHORITY

Development of the park uses and facilities described in this plan for Pilot Butte State Scenic Viewpoint is regulated by the City of Bend under the provisions of the Bend Development Code and the City of Bend Comprehensive Plan. The Comprehensive Plan policies provide a basis for coordinated action by enabling various public and private interests to undertake specific projects with a consistent understanding of community expectations. An agreement was created in 1978 to create the Joint Management of the Bend Urban Area. This agreement established formal procedures to implement the Bend Comprehensive Plan consistent with state planning laws. In 1998 a new management agreement allows for the city to administer all planning and building codes within the Urban Growth Boundary.

This plan for Pilot Butte State Scenic Viewpoint has been formulated through the planning process described under OAR 736 Division 18 and OAR 660 Division 34. The planning process includes procedures for coordinating with affected local governments to assure that planned park uses and facilities are compatible with local government comprehensive plans.

LAND-USE COMPATIBILITY REVIEW

Review of a park plan for compatibility with affected local government comprehensive plans is required prior to OPRD's adoption of the plan for the park. When a draft park plan is ready for OPRD's adoption, OPRD requests that local planning official provide written confirmation that the draft park plan is compatible with the local comprehensive plan. "Compatible" means that development permits may be approved for all of the planned park projects without first amending the local government's comprehensive plan, or that the plan for

the park specifically states that a local plan amendment will be needed prior to construction of any project that is not compatible. If the draft park plan is determined to be incompatible, it may need to be changed to achieve compatibility before it is adopted by OPRD. The plan for Pilot Butte will be reviewed for local land-use compatibility by officials at the City of Bend Planning and Growth Management.

CITY OF BEND ZONING

Pilot Butte is zoned under two zones. The Public Facilities (PF), and the Residential Urban Medium Density (RM) zone.

PF (Public Facilities – Chapter 2.6 Bend Zoning Code):

This zone covers almost the entirety of the park.

RM (Residential Urban Medium Density): This zone covers approximately two acres in the north-east side of the park. This area came to OPRD as an exchange / lot line adjustment in 2003.

The area around Pilot Butte has some of the most diverse zoning and land use in the city of Bend. Five different zoning categories touch the boundaries of the park indicating a diversity of neighbors. Along the east and west boundaries land use is fully made up of residential zones including Residential Urban Standard, Medium and High Density zones. Along the northern boundary, the land is zoned Public Facility and Residential Standard Density with an Ordinance 2315 Opt Out which amends the zoning map as part of a map alignment project with the Comprehensive Plan. These are parcels owned by the Bend-La Pine School District. The southern boundary is comprised of Public Facility and Commercial General zones. The neighboring zoning does not affect implementation of the concepts of the plan.

DEVELOPMENT PERMITS FOR STATE PARK PROJECTS

Prior to doing any work, OPRD must consult the City Planning Department to determine whether permits are required. For example, it is expected that replacement of the burned exercise equipment and infrastructure projects such as the new water line will require permitting. The specific requirements for obtaining development permits for a project, and the kind of local permitting process required may vary from one project to another. The time required for completing the development permitting process may also vary, so the project manager will consult with the local government planning department to assure the permitting process is completed prior to the target date for beginning construction. Prior to issuance of development permits the local government will review the project plans and specifications to assure the project proposed for construction is consistent with the description of the project in the park plan and with any applicable development standards in the local government's development code.

VARIATIONS FROM THE PARK PLAN

Under the provisions of OAR 736-018-0040, OPRD may pursue development permits for a state park project that varies from a state park plan without first amending the park plan provided that the variation is minor, unless the park plan language specifically precludes such variation. Any specific elements of planned projects that cannot be changed by applying the "Minor Variation" rule are indicated in the plan.

The OPRD Director must determine that a proposed variation from the park plan is "minor" using the criteria in OAR 736-018-0040. A minor variation from the plan, which is approved by the Director, is considered to be consistent with the plan contingent upon the concurrence of the affected local government.

REHABILITATION OF EXISTING STATE PARK USES

State laws allow OPRD to continue any state park use or facility that existed on July 25, 1997. (See ORS 195.125 and OAR 660-034-0030(8).) The laws allow the repair and renovation of facilities, the replacement of facilities including minor location changes, and the minor expansion of uses and facilities. Rehabilitation projects are allowed whether or not they are described in a state park plan. These projects are subject to any clear and objective siting standards required by the affected local government, provided that such standards do not preclude the projects. Prior to applying for development permits for a project involving a minor location change of an existing facility or minor expansion of an existing use or facility, the OPRD Director must determine that the location change or expansion is “minor” using the criteria in OAR 736-018-0043. A determination by the Director that a proposed location change or expansion is minor is contingent upon the concurrence of the affected local government.

NATURAL RESOURCE REVIEW AND APPROVALS

In consultation and coordination with local, state, and federal agencies and partners, OPRD has determined the need for natural resource stabilization and restoration in the park. Under the authority of OPRD Commission Policy 20-0 Natural Resource, and OP 50-09 Invasive Species Management, natural resource projects will be undertaken to manage and restore the landscape to benefit the natural resources. OPRD staff work with conservation agencies and interest groups and surrounding land owners to implement specific resource projects. Projects are developed and implemented under OPRD management as budget and staff allow.

CULTURAL RESOURCE REVIEW AND APPROVALS

OPRD recognizes that preservation and protection of cultural resources is an important aspect of land management. Management of historic and archeological resources is in accordance with OPRD Commission Policy 20-02. OPRD has worked with tribal interests and local heritage organizations to identify how proposed park development could potentially affect cultural resources. OPRD works with the State Historic Preservation Office in determining measures needed to protect any important cultural resources. OPRD will continue to work with tribal and local interests to ensure the cultural resources of Brian Booth State Park are preserved and protected.

EMERGENCY MANAGEMENT

OPRD strives to provide a recreation experience that is safe for staff, visitors, and the surrounding community. The life-safety aspects of facility and infrastructure development are reviewed during the local government land-use permitting process. OPRD has additional responsibility beyond the local planning jurisdictions. Park management is responsible for the development of an emergency management plan under OPRD policy 70-04. The development of this emergency management plan will occur after land-use review of the park plan has been completed. Development of the emergency management plan is done through consultation and coordination with affected emergency service providers.

11 IMPLEMENTATION

IMPLEMENTATION

The implantation strategy for the Pilot Butte State Scenic Viewpoint Master Plan update seeks to guide park managers and staff in prioritizing efforts over time. As Pilot Butte is within a dynamic environment, it is impractical to build a prescriptive implementation plan. Flexibility and responsiveness is paramount. ORPD also realizes that funding and schedule constraints make it impossible to achieve all that is desired out of the plan in the near term.

OPRD and its partners will need to reassess priorities periodically to evaluate if they remain the same or if a course change is needed.

This plan aims to identify key projects and interventions in four categories:

1. Projects where implementation is critical to the functioning of the park. These are projects that address critical infrastructure, safety, natural resource security. The agency will be prioritizing these projects for funding, and preparing for their implementation in the near term (0-5 years)
2. Projects that have urgent public need. These are projects that the public identified as critically important to fulfilling the goals of the master plan and creating/maintaining a vital park. The agency will prioritize these projects for funding, to be accomplished in the near to mid term (0-10 years)
3. Projects that have high value and higher complexity. These are projects that the public supported strongly but do not have critical need or immediate urgency. They may involve larger funding sums and may be more complex in their implementation, requiring partnerships and/or other outside processes.

4. Ongoing efforts. These projects must be supported over time to be effective. They have less immediate urgency but the park must prioritize them in continued funding and effort in order to make them successful.

Projects whose implementation is critical to the functioning of the park:

- Bore new water line to the summit and restore water to fountain
- Fire restoration efforts
- Summit Road improvements

Projects that have urgent public need:

- Replacement of the exercise area and fire impacted trailhead
- Cutting off and decommissioning larger and well used unsanctioned trails
- Develop access trail at Derek Drive and Lafayette Ave
- Develop trailheads at Lafayette Avenue and at the base of the Summit Road Trail

Projects that have high value and higher complexity:

- Base Trail improvements along the west side of the Butte
- Universally accessible trail at the Summit
- Universally accessible trail link north of the Neighborhood Park

Ongoing efforts:

- Fire restoration of landscape (seed and plug planting)
- Invasive plant control
- Cutting off and decommissioning user created trails
- Integrate more inclusive language and graphics into wayfinding signage

Periodic Management Evaluation

The plan defines the importance of working with partners to monitor change and need. OPRD partners have their fingers on different pulse points in the city and region. Through them the agency is able to gauge change, evaluate what is working and where there is need. Collective goals are more easily achieved through partnerships. For example, trail work done in concert with the School District will more efficiently address the issue of unsanctioned user created trails that cross boundaries since both partners own considerable amounts of land that encompasses the butte. Addressing the issue will require building and maintaining trails throughout the topographic butte. Financial, volunteer and contractor resources can be shared, reducing the cost and effort for both partners.

One key proposal that has emerged from the planning process is the formation of the Pilot Butte Management Group. This group grows out of the Advisory Committee and will meet annually or bi-annually to discuss issues that affect Pilot Butte including construction ideas or efforts, issues that arise and events. The expectation is that the group will encourage the partners involved to inform one other, and reach out in their efforts to collaborate. The meetings will be organized and led by the Tumalo Management Unit Park Manager.

This group includes the following partners:

- Oregon Parks and Recreation Department
/ Tumalo Management Unit
- Bend Park and Recreation Department
- Bend/La Pine School Department (including Juniper Elementary and Pilot Butte Middle School)
- City of Bend (this may include the Planning, Water or Transportation departments depending on the topics on a particular agenda)

Pilot Butte Master Plan (127 pages)

If you would like a copy please contact:

Denise Warburton – 503-986-0719

Denise.warburton@oregon.gov

Link:

<https://pilotbuttemasterplan.com/>

Oregon Parks and Recreation Commission

February 20, 2020

Agenda Item: 8b

Information

Topic: Sitka Sedge State Natural Area Dike Modification

Presented by: Trevor Taylor

Sitka Sedge State Natural Area is a 357-acre park in Tillamook County. This ecologically diverse park contains ocean beach, dunes, forest, tidal marsh, freshwater marsh, and mudflats, and supports an array of important and rare plants and wildlife.

The park contains a half-mile dike and tide gate that was installed in the 1930s. The purpose of the dike was to hold back tidewater and drain the area behind the dike. The dike also effected native fish — including coho, chum, steelhead and coastal cutthroat trout — by functioning as a barrier and preventing them from accessing historic spawning and rearing areas. In the past 30 years, the tide gate has deteriorated significantly. It is now leaky, and no longer completely blocks incoming tides – it just slows their entry and functions like an hour glass for tide water... tide water comes in slowly, reaches a lower total tide height inside the dike than outside, and then is released slowly. The tide gate will continue to deteriorate, and will eventually fail if not repaired or replaced. Any repair or replacement options will ultimately need to meet federal and state rules that address fish passage concerns. The potential impacts of tide gate failure or dike modification on flooding and groundwater in the adjacent community of Tierra del Mar (which is behind the dike) is a topic of concern.

Over the last 5 years, OPRD staff, local stakeholders, and consultants have been investigating dike modification options and their potential effects on surface water, groundwater, habitat, water quality, etc. OPRD has spent over \$280,000 on hydrological studies for the purpose of effects determination as well as risk assessment related to potential dike modification for the adjacent community of Tierra Del Mar, Oregon. During this process there have been at least 17 meetings with stakeholders and the general public. These meetings have been advertised through email lists, the OPRD website, the venue reader board, and press releases in some cases. Stakeholders and the public have been invited to participate in scoping and vetting the studies, and all results have been shared through the website and other digital means.

The modification options have been narrowed down to: 1) replacement of the existing tide gate with a modern muted tidal regulator that allows improved fish passage and some improvement of estuarine habitat; 2) breaching the dike to allow full fish passage and natural estuary function throughout the marsh; or 3) to construct a modern setback dike closer to Tierra Del Mar that would allow natural estuary function over most of the marsh and unobstructed fish passage to Beltz and Reneke Creeks, while providing enhanced protection of private land to the south of the park. Each of these options has a range of variability in the specific design criteria and related effects.

In fall of 2019, OPRD convened a team of subject-matter experts and stakeholder representatives to look into dike alteration alternatives more closely and assess a range of potential effects in terms of feasibility, water quality, ecology, biology, finance, permitting, community, engineering, recreation, etc. The team was selected to have the collective expertise and representation necessary to be able to explore the

alternatives, understand potential effects, and help OPRD to make a well-informed decision. The team met four times in the fall of 2019 to hear presentations from subject matter experts weighing differential effects across the alternatives. Each team member scored and ranked alternatives and their effects.

Upon completion of the Technical Team's evaluation, OPRD staff processed Technical Team scoring, assessed the pros and cons of the various alternatives, and summarized key criteria for decision making.

OPRD presented a summary of the assessment process and findings to the Tillamook County Commissioners, stakeholders, and the general public on Monday January 27, 2020.

An OPRD decision-making team is scheduled to review the findings and select a preferred alternative in late February. After a preferred alternative is selected, OPRD will begin developing construction specifications and working with partners to secure funding.

Draft Timeline for Continuing Beltz Dike Modification Planning and Implementation

February 2020:

Select a preferred alternative

February 2020 – September 2020:

Develop preliminary Habitat Restoration Project Design and funding strategy for Beltz Marsh,

October 2020 – October 2021

Secure funding and develop construction specifications

Project construction

Prior Action by the Commission: None

Action Requested: None

Prepared by: Noel Bacheller and Trevor Taylor

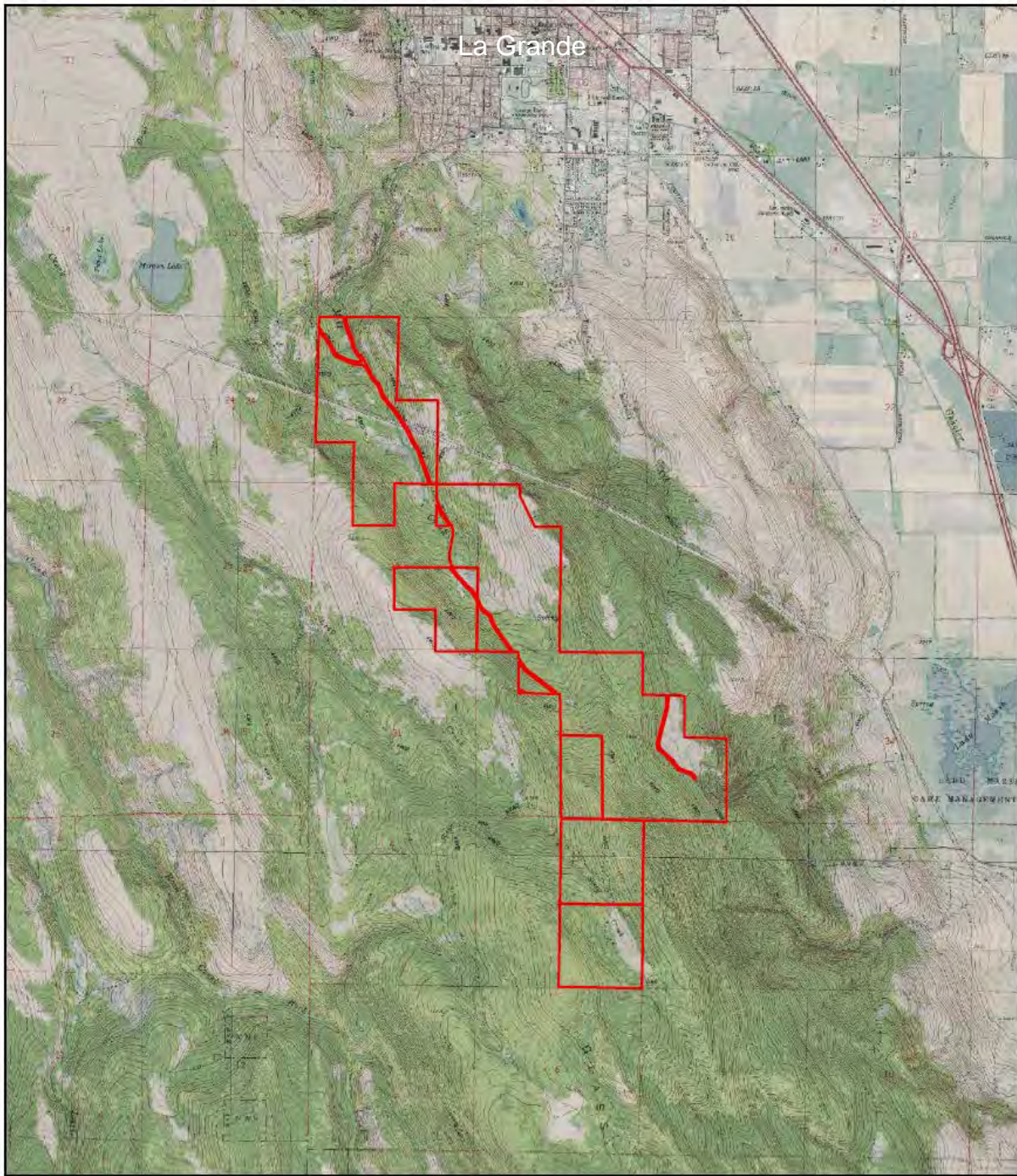
Attachments: Powerpoint presentation provided to Tillamook County Commissioners

OREGON PARKS AND RECREATION DEPARTMENT
OREGON REGISTER OF NATURAL HERITAGE RESOURCES
SUMMARY FORM

1. NATURAL AREA NAME: Glass Hill
2. LOCATION: Union County, Township 3S Range 38 E and 4S 38 E
3. SIZE: 1230 acres
4. OWNERSHIP: Joel Rice (4 parcels, 1230 acres total).
5. CONSENT OF OWNER (PRIVATE), DATE: 4/20/2019
6. REGISTER CATEGORY: Registered State Natural Area
7. PRINCIPAL NATURAL HERITAGE RESOURCES: Blue Mountains Ecoregion: 14. Ponderosa pine/bluebunch wheatgrass, 15. Ponderosa pine/Idaho fescue, 27. Douglas fir/oceanspray, 138. Mountain alder-snowberry riparian, and 40. Western larch – mixed conifer forest.
8. SPECIAL SPECIES: Douglas' clover (*Trifolium douglasii*), Blue mountain penstemon (*Penstemon pennellianus*), white-headed woodpecker (*Picoides albolarvatus*) – List 2 and ODFW conservation status species.
9. EVALUATION OF CRITERIA FOR REGISTRATION
 - A. PRIORITY IN PLAN: The listed ecosystem types present include BM 14, 15 and 40, all high priority, unfilled needs. Also present but in very small amounts are medium priority unrepresented types, BM 27 and 138.
 - B. ADEQUATE REPRESENTATION: The population of Douglas' clover is small (about 100 plants), but typical of the species, and likely adequate. The two Ponderosa pine forest associations are smaller and younger than optimal, although they are not currently represented on public lands. The other types are probably too small for adequate representation.
 - C. DEGREE OF DISTURBANCE: This site has been logged and grazed in the past but the majority has not been disturbed in over 20 years. There are definitely some weed issues, especially on the most recently disturbed parcel. The most troublesome weeds are Sulphur cinquefoil, ox-eye daisy and sweet-briar rose. Despite disturbance, all the components of the native plant associations are present. It is almost unheard of to find a piece of mid-elevation productive land with no livestock grazing in Eastern Oregon.
 - D. VIABILITY: The owner allows hunting, thinning for fire protection, and non-motorized vehicles but no livestock, logging, or development. The land is managed for the protection of natural values, and the native plants and animals present.
 - E. UNIQUE GEOLOGICAL VALUES: No geological values are known from the site.
 - F. PRIORITY FOR SPECIAL SPECIES: Douglas clover is a List 1 species with no protected sites. The white-headed woodpecker is a List 2 and SOC species.
 - G. SPECIAL SPECIES PROTECTION CAPABILITY: A weed management plan and funding is needed to protect Douglas clover from ox-eye daisy encroachment. The white-headed woodpecker population is small, but probably secure.
10. SPECIAL REMARKS OR COMMENTS: The property goes from about 4500 to 5300 ft. elevation and is a mix of woodlands, grasslands, and moist to wet meadows. It includes the headwaters of Mill Creek and Sheep Creek. The property is privately owned, and will stay that way, and there are no clear benefits to the landowner for registration, outside of recognition of current management.

11. DATE OF ORBIC STAFF APPROVAL: June 4, 2019.
12. SOURCES OF ADDITIONAL INFORMATION: ODFW Jon Paustian, Access and Habitat Program Co-ordinator 541-786-4694 re: the program. ODF Jamie Knight 541-962-0195 re: thinning for fuels reduction on private lands. Karen Antell 541-962-3610 re: invertebrates, plants, and meadow habitat. Susan Geer 541-519-5815 re: native plants and weeds. Dave Komlosi 541-963-0477 re: recent thinning. Dave Trochlell 541-962-7819 re: birds and moths. Mike McAllister 541-786-1507 re: geology and wildlife.
13. VALUE OF NATURAL AREA IN LAY TERMS: The Glass Hill area south of La Grande has good representations of upland forested and wet meadow plant associations of the northern Blue Mountains. Glass Hill overlooks Grande Ronde Valley and Ladd Marsh. Ponderosa pine stands are intermixed with swaths of bunchgrass on ridgetops and drier areas while north and east facing slopes and upper elevations support many grand fir and Douglas fir associations. Bushnell meadows and headwaters of Mill Creek and Sheep Creek display various moist meadow and wetlands.

Joel Rice Glass Hill Taxlots



 2018 Taxlots

1:50,000
0 0.5 1 1.5 2 Miles

Map by N. Vora, USDA-NRCS, Union County, OR 6/20/2019;
Map for reference purposes only, accuracy of information is not guaranteed.



Dr. Joel Rice
59878 Glass Hill Road
La Grande, OR 97850

June 8, 2019

Lisa Sumption
Director
Oregon Parks and Recreation Department
725 Summer Street NE Ste. C
Salem, OR 97301

Dear Ms. Sumption,

I hereby request and give permission to Oregon Parks and Recreation Commission to register the following private property, owned by myself, Joel Rice, in the State Register of Natural Heritage Resources:

1230 acres located in Union County in the Glass Hill area, portions of Township 3 S Range 38 E and Township 4 S Range 38 E as depicted on the enclosed map.

Sincerely,


Dr. Joel Rice

Oregon Parks and Recreation Commission

February 20, 2020

Agenda Item: 9a

Action

Topic: Request to adopt rulemaking – Fee waiver calendar month (OAR 736-015-0035)

Presented by: Katie Gauthier

Background: OPRD provides Special Access Passes to service-connected disabled veterans and adoptive and foster families. The Special Access Passes provide participants with a free day use and a limited number of free nights of camping. Service-connected disabled veterans receive 10 nights per 30 day period and foster families receive 14 nights in the same period.

In February 2016, a number of Special Access Pass program rules were changed including allowing for online reservations with a pass, adding showers and imposing penalties for cancelations. At that time, stay limits moved to a rolling period based on an assertion from the reservation contractor that the change was necessary to electronically track usage. This change has been difficult to explain and caused confusion for program participants. Based on user feedback and recent changes in the reservation vendors capabilities, rulemaking was opened to move back to a calendar month system for tracking stay limitations.

Public comment was opened from December 1, 2019 through January 6, 2020. Four comments were received- two in favor, one opposed and one question. Attachment C includes the comments received.

Concerns raised in comments are addressed through existing state park rules around stay limits. All park visitors, including those utilizing the special access pass, must leave for a minimum of three nights after staying 14 nights.

Prior Action by Commission: November 2019 commission approved opening rulemaking.

Action Requested:

Staff requests approval to adopt rulemaking to amend OAR 736-015-0035 to change fee waiver limitations from a 30 day rolling window to a calendar month. A copy of the proposed rules is included in Attachment A and B.

Prepared by: Katie Gauthier

Attachments:

Attachment A – proposed rule amendments- marked copy

Attachment B- proposed rule amendments- clean copy

Attachment C- comments from public on proposed rule change

9a Attachment A. Marked Copy Fee waiver calendar month

736-015-0035

Fee Waivers and Refunds

(1) The director, at the direction of the commission, may waive, reduce or exempt fees established in this division under the following conditions:

(a) A person or group provides in-kind services or materials equal to or greater than the value of the applicable rate, as determined by criteria approved by the director;

(b) Marketing or promotional considerations, including but not limited to special events and commercial filming, that promote the use of park areas and Oregon tourism;

(c) Traditional tribal activities in accordance with policy adopted by the Commission;

(d) Reduced service levels at a park, campsite or other facility as determined by the park manager.

(2) Reservation Facility Deposit Fee Waivers for individual primitive, tent, electric, full hook-up or horse camp campsites only:

(a) The facility deposit fee is waived for reservations on State Parks Day (first Saturday of June). All other fees apply.

(b) The facility deposit fee is waived for foster families and adoptive foster families as defined in OAR 736-015-0006. The fee waiver is limited to the first two campsites, and an adult care provider must be present with the foster children. All other fees apply.

(c) The facility deposit fee is waived for U.S. veterans with a service connected disability or active duty U.S. military personnel as provided in ORS 390.124. All other fees apply.

(d) The person making the reservation must pay the \$8 non-refundable transaction fee at the time the reservation is made. This fee is not included in the fee waiver.

(3) Overnight Rental Fee Waivers for individual primitive, tent, electric, full hook-up or horse camp campsites only:

(a) The overnight rental fee, including any extra vehicle fees, is waived for all persons on the night of State Parks Day (first Saturday of June). All other fees apply.

(b) The overnight rental fee is waived for foster families and adoptive foster families as defined in OAR 736-015-0006. The fee waiver is limited to the first two campsites, and an adult care provider with one or more foster children must be present. The overnight rental fee waiver is limited to no more than fourteen nights total in a ~~30-day period~~ calendar month. All other fees and rules apply.

(c) The overnight rental fee is waived for U.S. veterans with a service connected disability or active duty U.S. military personnel on leave as provided in ORS 390.124. The overnight rental fee waiver is limited to no more than ten nights total in a ~~30-day period~~ calendar month. The qualifying veteran or active duty military personnel on leave must be present in the site to qualify for the waiver. All other fees and rules apply.

(d) The director may waive the overnight rental fee for volunteer hosts traveling to or from an

assignment at a park area.

(4) Day Use Parking Permit Fee Waivers:

(a) The day use parking permit fee is waived for all persons on State Parks Day (first Saturday of June).

(b) The day use parking permit fee is waived for U.S. veterans with a service connected disability or active duty U.S. military personnel on leave as provided in ORS 390.124.

(c) The day use parking permit fee is waived for foster families and adoptive foster families as defined in OAR 736-015-0006. The waiver shall be valid until the expiration date of the Certificate of Approval to Provide Foster Care or the adopted foster child turns 18 years of age.

(d) All other fees apply.

(5) At those parks offering showers to non-campers, the shower use fee is waived for individuals with an OPRD Special Access Pass.

(6) Proof of Eligibility for Fee Waivers

(a) The department will issue Veterans and Foster families who have provided the department valid proof of eligibility an OPRD Special Access Pass. Pass holders must use the pass to identify themselves as a qualified recipient of fee waivers at state park campgrounds and day use areas. They must also provide valid government-issued picture identification that matches the name on the pass. Proof of eligibility must be provided through an application process outlined on the OPRD web site at www.oregonstateparks.org or by calling the OPRD Information Center at 1-800-551-6949 for instructions.

(b) The department will accept the following forms of proof to qualify for fee waivers as a U.S. veteran with a service connected disability:

(A) Disabled Veteran's license plate issued by the Oregon DMV;

(B) A current Disabled Veteran Permanent Hunting/Angling License issued by the Oregon Department of Fish and Wildlife;

(C) A Washington State Parks Disabled Veteran's ID card;

(D) A United States Department of Veterans Affairs (VA) photo identification card bearing the words "service connected";

(E) A letter issued by the VA stating eligibility for any of the above programs, or bearing the words "service-connected disability."

(c) The department will accept the following forms of proof to qualify for fee waivers as an adoptive foster family, as defined in OAR 736-015-0006, with an adopted foster child under 18 years of age or a foster family, as defined in OAR 736-015-0006:

(A) Certificate of Approval to Maintain a Foster Home for Children with Developmental Disabilities;

(B) Certificate of Approval to Maintain a Foster Home for Children;

(C) Certificate of Approval to Maintain a Relative Home for Children;

(D) Written certification from Department of Human Services identifying the applicant as an adoptive or guardian foster family.

(d) The department will not issue an Active Duty Military on official leave a Special Access Pass. Such customers must pay any applicable fee and may contact the department after their visit to request a refund. The department may request supporting documentation in the form of a letter from the commanding officer on official letterhead stating that the person was on leave for the dates they camped and the camping receipt. Refund requests must be received within 30 days after departure date of the stay. A refund of applicable fees will be sent within three weeks of the receipt of their valid request.

(7) There will be no charge for issuing a Special Access Pass or renewing an expired pass. There will be a processing fee of \$5.00 for replacement of a lost pass that is still valid.

(8) The department may revoke or temporarily suspend an OPRD Special Access Pass issued under section (6) if:

(a) The pass is used to waive fees beyond the allowable limits in a ~~30-day period~~ calendar month;

(b) The pass holder does not occupy a site when fees have been waived under authority of their pass; or

(c) The pass holder transfers their pass to another person to use.

(9) Pass holders must cancel their reservation three days prior to arrival to avoid a penalty. Cancellations made within the three day period will reduce the benefit by one night in the applicable ~~30-day period~~ calendar month.

(10) Pass holders who make a reservation and do not check in at the park or notify park staff that they will be delayed, prior to 1:00 p.m. of the second day of the reservation, will be considered a “no show” and the entire reservation will be cancelled. The pass holder’s benefit will be reduced by one night in the applicable ~~30-day period~~ calendar month.

(11) If a pass holder vacates their site one or more days prior to checkout without notifying park staff, any days remaining on the reservation will be counted against their monthly waiver limit.

(12) A person may request a refund under the following circumstances.

(a) The Oregon State Parks Reservation Center may refund a reservation fee when the department has made a reservation error.

(b) The Oregon State Parks Reservation Center may refund a facility deposit and may waive the cancellation or change rules when requested by the person due to the following emergency situations:

(A) Emergency vehicle repair creates a late arrival or complete reservation cancellation;

(B) A medical emergency or death of a family member creates a late arrival or complete reservation cancellation;

(C) Acts of nature create dangerous travel conditions; or

(D) Deployment of military or emergency service personnel creates a late arrival or complete reservation cancellation.

(c) The director or his/her designee may approve a refund under other special circumstances.

(d) The department will accept refund requests via phone through the Oregon State Parks Reservation Center, email, fax or surface mail. The department may ask for supporting documentation to help determine if a refund is warranted.

(e) The department will issue refunds for specific site or park area closures and no customer request is required.

(f) The park manager may only issue a refund at the park due to the person leaving earlier than expected, and while the person is present and has signed for the refund. Once the person has left the park, refund requests must be sent to the department for processing.

Statutory/Other Authority: ORS 390.124

Statutes/Other Implemented: ORS 390.111, 390.121, 390.124

9a Attachment b Clean Copy Fee waiver calendar month

736-015-0035

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Statutory/Other Authority: ORS 390.124

Statutes/Other Implemented: ORS 390.111, 390.121, 390.124

9a Attachment c Public Comments Received

Comment The proposed "calendar month" verbiage change will make it easier as a veterans service officer to explain to veterans who are entitled to this benefit.

Name Kayla Goodman

Comment I think this a beneficial rule change that will make it much easier for special pass holders to track and manage visits to Oregon State Parks.

Name Brian Zmolek

Email bszmolek@gmail.com

Under the amendment will the veteran be able to camp
More than 14 days a month at one Park and go to another park 14 days in the same 30 days?
Kenneth Peden

I am a disabled veteran and really appreciate the pass but am against changing from rolling 30 day to calendar month. The current state parks are very crowded in the summer. This change would allow a pass holder to keep a spot for 28 days in a row, end of one month and beginning of the next. It just takes making two reservations. If feel this is an abuse of the pass especially as it allows the pass holder to reserve an accessible camping spot.

Having an RV and camping in State Parks I refrain from using accessible spots unless nothing else is available.

James Gindlesperger USAF Ret
541-389-7603

Sent from my iPad

Oregon Parks and Recreation Commission

February 20, 2020

Agenda Item: 9b

Action

Topic: Request to adopt rulemaking – Heritage Grant programs (OAR 736-057-0000 to 736-057-0160)

Presented by: Katie Gauthier and Chrissy Curran

Background: Two longstanding grant programs within OPRD's Heritage Division have operated without guidance in administrative rule. Proposed rules would establish procedures and criteria for application processes, eligibility determination and grant awards for the Certified Local Government grants and Preserving Oregon Grant programs.

The Certified Local Government (CLG) program offers matching grants to cities and counties that have been "certified" as historic preservation partners with both the state and the federal governments. These grants can be used for a wide-range of preservation projects, including National Register nominations, historic resource surveys, preservation education, preservation code development, building restoration, and preservation planning. Between roughly \$65,000 - \$200,000 is available per year, depending on federal allocation and state priorities. Funding for this program comes from federal National Park Service.

The State Historic Preservation Office (SHPO) offers matching grants for rehabilitation work that supports the preservation of historic resources listed in the National Register of Historic Places or for significant work contributing toward identifying, preserving and/or interpreting archaeological sites. Currently, \$250,000 per biennium is available, and grant funds may be awarded for amounts up to \$20,000. This program is funded with lottery proceeds.

Public comment on the proposed rule change was opened on October 1 and closes October 31, 2019. Comments are accepted via mail, email, or a website. Staff will present a summary of any comments received at the Commission meeting.

Prior Action by Commission: In September 2019, the Commission approved opening rulemaking.

Action Requested:

Staff requests approval to add OAR 736-057-0000 to 736-057-0160 to add guidelines around grant eligibility, application and evaluation for Certified Local Government and Preserving Oregon Grant programs. The proposed rule has been reviewed by Assistant Attorney General Steve Shipsey. A copy of the proposed rules is included in Attachment A.

Prepared by: Katie Gauthier

Attachments:

Attachment A – proposed rule amendments- clean copy
Attachment B- proposed rule amendment- marked copy

Heritage Grants Clean Copy

736-057-0000

Purpose

This division establishes the State Parks and Recreation Department procedures and criteria for distributing federal Historic Preservation Fund monies to Certified Local Governments and awarding the Preserving Oregon Grant Program Funds to qualified applicants.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0010

Federal Requirements

The National Historic Preservation Act of 1966 (NHPA) established the Historic Preservation Fund (HPF) to help fund the programs intended to preserve historical and archaeological sites in the United States of America. All HPF-assisted activities must meet standards set by the Secretary of the Interior, including those provided in the HPF Manual (June 2007 Release).

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

[Publications: Publications referenced are available from the agency.]

736-057-0020

Definitions

As used in this division, unless the context requires otherwise, the following definitions apply:

- (1) "Department" means the Oregon Parks and Recreation Department.
- (2) "Grant" means an award from the Preserving Oregon Grant or Certified Local Government Grant Program.
- (3) "Grantee" means an eligible applicant legally capable of executing and which has executed a grant agreement for a project awarded a grant.
- (4) "Grant Review Committee" means the committee that reviews Preserving Oregon Grant Program applications and makes funding recommendations to the State Advisory Committee on Historic Preservation.
- (5) "Project completion" means a department determination, after review, inspection, or both, that all requirements of a grant agreement are satisfied.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0030

Certified Local Government Qualifications

(1) The National Parks Service certifies a city or county to carry out the purposes of the NHPA. At a minimum, in accordance with federal standards, a certified local government must:

(a) Have a historic preservation commission of interested and qualified members. To the extent they are available, at least some of the commission members should meet "professional" qualifications in the disciplines of history, architecture, architectural history, archaeology, or related fields.

(b) Have a preservation ordinance that provides how the local government will address historic preservation issues.

(c) Participate in updating and expanding the state's historic building inventory program.

(d) Review and comment on and allow for public comment on any National Register of Historic Places nominations of properties within the local government boundaries.

(e) Fulfill its obligation to enforce state preservation laws.

(f) Maintain the certification at audits under section (2).

(2) Every four years, the State Historic Preservation Office will audit an Oregon Certified Local Government to determine whether the city or county has maintained National Parks Service certification as provided in section (1). The State Historic Preservation Office audit will deem an Oregon Certified Local Government as either:

(a) Approved, or

(b) Approved with conditions.

(3) The State Historic Preservation Office will provide a written plan to meet Certified Local Government certification to any city or county approved with conditions.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0040

Eligible Certified Local Government Grants Projects

The State Historic Preservation Office will consider Certified Local Government Grant applications for any project eligible for funding through the Historic Preservation Fund for the purpose of the preservation of historic properties. To be eligible, all work must meet the Secretary of the Interior's Standards for Treatment of Historic Properties and other Historic Preservation Fund Grants Manual requirements. Types of eligible projects include, but are not limited to:

(1) An historic property survey, including archaeology.

(2) Preparing nominations for local landmark designation and the National Register of Historic Places.

(3) Development projects on properties listed in the National Register of Historic Places.

(4) Creating or funding an incentive programs for historic preservation.

(5) Preparing preservation plan, structural plans, feasibility studies and design plans for historic properties.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0050

Certified Local Government Grants Application Procedure and Process

- (1) The State Historic Preservation Office shall announce to Certified Local Governments the availability of, procedures for, deadlines, and other information for applying for Certified Local Government Grants.
- (2) To apply for Certified Local Government Grants, applicants must submit their applications in a format prescribed by the department by the specified deadline.
- (3) Applications for historic property projects of the Certified Local Government Grant must meet the requirements of the Historic Preservation Fund and the Certified Local Government program.
- (4) Certified Local Governments are eligible for funding once in a two-year period and are not awarded two consecutive years.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0060

Evaluation of Certified Local Government Grants Applications

The State Historic Preservation Office shall:

- (1) Provide review criteria in grant guidelines or manual and application for each new grant cycle.
- (2) Evaluate all applications that it receives by the announced deadlines.
- (3) Review applications for:
 - (a) Adherence to the Historic Preservation Funds Grant Manual, Certified Local Government Program requirements, State Historic Preservation Office Guidelines, and state and federal law.
 - (b) Ability to complete the project during the grant period specified in the grant guidelines or application, including reasonable budget estimates.
- (4) Award grants to all eligible projects as provided in OAR 736-057-0070.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0070

Award of Certified Local Government Grants

- (1) The State Historic Preservation Office shall award the grants.
- (2) The State Historic Preservation Office will establish maximum and minimum grant award limitations and publish award limitations in grant guidelines or manual and application for each new grant cycle.
- (3) All grant awards will be subject to binding grant agreements between the department and grantee.
- (4) Grant agreements shall specify the terms and conditions of the grant award, generally including:

- (a) The total project costs, the match or share grantee is to provide, and the amount of the grant;
- (b) A statement of work grantee is to accomplish;
- (c) The products grantee is to deliver;
- (d) A timeline that details when the grant-assisted project may begin, a schedule for accomplishing work, and deadlines for delivering products and completing the project;
- (e) The process and schedule for grantee to submit reimbursement requests for grant funds distribution;
- (f) The measures of project impact at project completion; and
- (g) The requirement that grantee comply with applicable local, state, and federal law and obtain all necessary permits.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0080

Disbursement of Certified Local Government Grants Grant Funds

- (1) The State Historic Preservation Office will distribute grant funds to grantees on a reimbursable basis after grantee submits billings on approved schedules specified in grant agreements.
- (2) When requested by the State Historic Preservation Office, grantees shall supply additional information to substantiate billings.
- (3) The State Historic Preservation Office, at its sole discretion, may disburse grant funds in advance if grantees can demonstrate a compelling need.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0090

Suspension or Termination of Agreement and Recovery of Certified Local Government Grants Grant Funds

- (1) The State Historic Preservation Office shall send a notice of suspension or termination of grant agreement by registered letter to grantee at address listed in the agreement. The notice shall include recourse (if any) for grantee to remedy project deficiencies.
- (2) The State Historic Preservation Office shall require a grantee that has received funds in advance but is unable to complete approved projects to the State Historic Preservation Office's satisfaction or within the timeframe specified in the grant agreement to return all unexpended grant funds.
- (3) A grantee shall maintain records adequate for audit purposes for a period of not less than five years after project completion.
- (4) A grantee shall reimburse the State Historic Preservation Office for any costs disqualified through audit findings after submission of billings on approved schedules specified in grant agreements.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0100

Preserving Oregon Grant Types

Two subcategories exist in the Preserving Oregon Grant Program.

- (1) A grantee may use a Preserving Oregon Grants for:
 - (a) Rehabilitation work on properties listed in the National Register of Historic Places, or
 - (b) Significant work contributing to identifying, preserving, or interpreting archaeological sites, or any combination thereof.
- (2) A grantee may use a Diamonds in the Rough Grants for restoration or reconstruction of the facades of buildings that have lost historic character.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0110

Eligible Preserving Oregon Grant Program Projects

- (1) In order to be eligible for a Preserving Oregon Grant, projects must:
 - (a) Be listed on the National Register of Historic Places; or
 - (b) Be field-based research projects concerning the documentation, study, designation, or preservation of archaeological sites, structures, and artifacts are eligible; and
 - (c) All work must meet the Secretary of the Interior's Standards for Treatment of Historic Properties.
 - (d) Remodeling, new additions and solely cosmetic efforts are not eligible.
- (2) In order to be eligible for a Diamonds in the Rough Grant, projects must:
 - (a) Be a structure 50 years of age or older; and
 - (b) Have lost historic character or no longer conveys historic associations; and
 - (c) All work must meet the Secretary of the Interior's Standards for Treatment of Historic Properties.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0120

Preserving Oregon Grant Program Application Procedure and Process

- (1) The department shall announce through a variety of media the availability of, procedures for, deadlines, and other information for applying for a grant from the Preserving Oregon Grants Program.
- (2) To apply for a grant under OAR 736-057-0100, an applicant must submit their application in a format prescribed by the department by the specified deadline.
- (3) Applications for historic property projects of the Preserving Oregon Grant must demonstrate the following:
 - (a) The proposed project is significant to the structure's integrity,

- (b) The proposed project preserves character defining features,
- (c) The proposed project will meet the Secretary of the Interior's Standards for Rehabilitation of Historic Properties,
- (d) The applicant is capable of carrying out the proposed project, and
- (e) The proposed property is historically significant.
- (4) Applications for archaeology projects of the Preserving Oregon Grant must demonstrate the following:
 - (a) The proposed project is significant to the field of archaeology,
 - (b) The proposed project demonstrates technically sound methodology,
 - (c) The proposed project includes a principle investigator who is a professional archaeologist,
 - (d) The proposed project disseminates results effectively,
 - (e) The site of the proposed projects is historically significant, and
 - (f) The applicant is capable of carrying out the proposed project.
- (5) Applications for Diamonds in the Rough grants of the Preserving Oregon Grant programs must demonstrate the following:
 - (a) The level of preservation of character-defining features,
 - (b) That the applicant has a well-developed work plan, a description of the work, and the corresponding cost estimates,
 - (c) That the project is ready and the applicant has the matching dollar share in-hand commitment, and
 - (d) That there is a community need for and benefit from the project.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0130

Evaluation of Preserving Oregon Grant Program Applications

- (1) The department shall provide review criteria in grant guidelines or manual and application for each new grant cycle.
- (2) The department shall evaluate applications that it receives by the announced deadlines.
- (3) The department will establish a Grant Review Committee to review grant applications and provide recommendations for funding to the State Advisory Committee on Historic Preservation. The committee may include representatives of the State Advisory Committee on Historic Preservation, historic preservation specialists or other appropriate experts.
- (4) The Grant Review Committee shall score the applications based on the evaluation criteria and then rank applications in order of priority based on a formula considering:
 - (a) For properties listed in the National Register of Historic Places projects of the Preserving Oregon Grant:
 - (A) Giving higher priority to publicly owned resources and private nonprofit resources, and properties that offer the greatest public benefit through visual access and interpretive or educational value;
 - (B) Properties that are not publicly owned or nonprofit-owned must have exceptional significance or extraordinary public benefit to compete;
 - (C) Geographic distribution; and

(D) Additional evaluation will be based on demonstrated project readiness and the matching dollar share in-hand commitment.

(b) For archaeology projects of the Preserving Oregon Grant:

(A) Projects that discover or study previously untold perspectives and histories of people frequently excluded from historic interpretation;

(B) Projects with a well-prioritized, clearly explained work plan with an appropriate level of detail and realistic cost estimates;

(C) Geographic diversity;

(D) Project readiness, including matching dollar share in-hand; and

(E) Shows that it is part of a larger project or has far reaching results and uses beyond the submission of the product to the State Historic Preservation Office .

(c) For the Diamonds in the Rough Grant of the Preserving Oregon Grant Program:

(A) Prioritize commercial or public buildings in Certified Local Government communities, designated Main Street areas, or local or National Register historic districts;

(B) Projects with a well-prioritized, clearly explained work plan with an appropriate level of detail and realistic cost estimates;

(C) Projects that will generate dramatic "before-and-after" results, a high level of transformation;

(D) Geographic diversity; and

(E) Project readiness, including matching dollar share in-hand.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0140

Award of Preserving Oregon Grant Program Grants

(1) The State Advisory Committee on Historic Preservation shall award the grants.

(2) The department will establish maximum and minimum grant award limitations. The department will publish award limitations in grant guidelines or manual and application for each new grant cycle.

(3) All grant awards will be subject to binding grant agreements between the department and grantee.

(4) Grant agreements shall specify the terms and conditions of the grant award, generally including:

(a) The total project costs, the match or share grantee is to provide, and the amount of the grant;

(b) A statement of work grantee is to accomplish;

(c) The products grantee is to deliver;

(d) A timeline that details when the grant-assisted project may begin, a schedule for accomplishing work, and deadlines for delivering products and completing the project;

(e) The process and schedule for grantee to submit reimbursement requests for grant funds distribution;

(f) The measures of project impact at project completion; and

(g) The requirement that grantee comply with applicable local, state, and federal law and obtain all necessary permits.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0150

Disbursement of Preserving Oregon Grant Program Grant Funds

(1) The department will distribute grant funds to grantees on a reimbursable basis after grantee submits billings on approved schedules specified in grant agreements.

(2) When requested by the department, grantees shall supply additional information to substantiate billings.

(3) The department may disburse grant funds in advance if grantees can demonstrate a compelling need.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0160

Suspension or Termination of Agreement and Recovery of Preserving Oregon Grant Program Grant Funds

(1) The department shall send a notice of suspension or termination of grant agreement by registered letter to grantee at address listed in the agreement. The notice shall include recourse (if any) for grantee to remedy project deficiencies.

(2) The department shall require a grantees that has received funds in advance but is unable to complete approved projects to the department's satisfaction or within the three-year timeframe, to return all unexpended grant funds.

(3) A grantee shall maintain records adequate for audit purposes for a period of not less than five years after project completion.

(4) A grantee shall reimburse the department for any costs disqualified through audit findings.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

Heritage Grants Marked Copy

736-057-0000

Purpose

~~The purpose of T~~his division ~~is to establish~~es the State Parks and Recreation Department the procedures and criteria ~~that the State Parks and Recreation Department will use when for~~ distributing federal Historic Preservation Fund monies to Certified Local Governments and awarding the Preserving Oregon Grant Program Funds to qualified applicants.

Statutory/Other Authority: ORS 358.617, 390.124, 358.475, 358.605, 358.612(2) and (12)

Statutes/Other Implemented: 390.124 ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0010

Federal Requirements

The National Historic Preservation Act of 1966 (NHPA) established the Historic Preservation Fund (HPF) Act of 1966, as amended, was established is to help fund the programs ~~engendered by the National Historic Preservation Act (NHPA). The National Historic Preservation Act (NHPA; Public Law 89-665; 16 U.S.C. 470 et seq.) is legislation~~ intended to preserve historical and archaeological sites in the United States of America. All HPF-assisted activities must meet standards set by the Secretary of the Interior, including those provided in the HPF Manual (June 2007 Release).

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

[Publications: Publications referenced are available from the agency.]

736-057-0020

Definitions

As used in this division, unless the context requires otherwise, the following definitions apply:

- (1) "Department" means the Oregon Parks and Recreation Department ~~(OPRD).~~
- (2) "Grant" means an award from the Preserving Oregon Grant or Certified Local Government Grant Program.
- (3) "Grantee" means an eligible applicant legally capable of executing and which has executed a grant agreement for a project awarded a grant. Preserving Oregon Grant or Certified Local Government Grant Program.
- (4) "Grant Review Committee" means the committee that reviews Preserving Oregon Grant Program grant applications and makes funding recommendations to the State Advisory Committee on Historic Preservation.
- (5) "Project completion" means a department determination, after review, inspection, or both, that satisfaction of all requirements of a grant agreement are satisfied as determined after review or inspection by the department.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0030

Certified Local Government ~~Qualifications to be a Certified Local Government~~

(1) The National Parks Service certifies a city or county to carry out the purposes of the NHPA. At a minimum, in accordance with federal standards, a certified local government must:

Certification requirements include, but are not limited to:

~~(1a)~~ Have a historic preservation commission of interested and qualified members.

~~(2)~~ To the extent they are available, at least some of the commission members should meet "professional" qualifications in the disciplines of history, architecture, architectural history, archaeology, or related fields.

~~(3b)~~ Have a preservation ordinance that ~~outlines~~ provides how the local government will address historic preservation issues.

~~(4c)~~ Participation in updating and expanding the state's historic building inventory program.

~~(5d)~~ Review and comment on and allow for public comment on any National Register of Historic Places nominations of properties within the local government boundaries.

~~(6e)~~ Fulfill its obligation to enforce ~~existing~~ state preservation laws.

~~(7f)~~ Maintain the certification ~~as reviewed~~ at audits ~~every four years~~ under section (2).

(2) Every four years, the State Historic Preservation Office will audit an Oregon Certified Local Government to determine whether the city or county has maintained National Parks Service certification as provided in section (1). The State Historic Preservation Office audit will deem an Oregon Certified Local Government as either:

(a) Approved, or

(b) Approved with conditions.

(3) The State Historic Preservation Office will provide a written plan to meet Certified Local Government certification to any city or county approved with conditions.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0040

Eligible Certified Local Government Grants Projects

The State Historic Preservation Office will consider Certified Local Government Grant applications for aAny project eligible for funding through the Historic Preservation Fund for the purpose of the preservation of historic properties. To be eligible, all work must meet the Secretary of the Interior's Standards for Treatment of Historic Properties and other Historic Preservation Fund Grants Manual requirements. Types of eligible projects include,ing but are not limited to:

(1) An hHistoric property survey, including archaeology.

- (2) Preparing nNominations for local landmark designation and the National Register of Historic Places.
- (3) Development projects on properties listed in the National Register of Historic Places.
- (4) Creating or funding an incentive programs for historic preservation.
- (5) Preparing preservation plan, structural plans, feasibility studies and design plans for historic properties.
- ~~(6) All work must meet the Secretary of the Interior's Standards for Treatment of Historic Properties.~~

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0050

Certified Local Government Grants Application Procedure and Process

- (1) The ~~department~~ State Historic Preservation Office shall announce to Certified Local Governments the availability of, procedures for, deadlines, and other information for applying for Certified Local Government Grants.
- (2) To apply for Certified Local Government Grants, applicants must submit their applications in a format prescribed by the department by the specified deadline.
- (3) Applications for historic property projects of the Certified Local Government Preserving Oregon Grant must meet the requirements of the Historic Preservation Fund and the Certified Local Government program.
- (4) Certified Local Governments are eligible for funding once in a two--year period and are not awarded two consecutive years.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0060

Evaluation of Certified Local Government Grants Applications

The State Historic Preservation Office shall:

- ~~(1) Provide review criteria in grant guidelines or manual and application for each new grant cycle. Eligible applications received by the announced deadlines shall be evaluated by the department.~~
- ~~(2) Evaluate all applications that it receives by the announced deadlines. The department shall include review criteria in grant guidelines, manual, or application for each new grant cycle.~~
- Review Applications ~~will be reviewed~~ for:
 - (a) Adherence to the Historic Preservation Funds Grant Manual, Certified Local Government Program requirements, State Historic Preservation Office Guidelines, and state and federal law.
 - (b) Ability to complete the project during the grant period specified in the grant guidelines or application, including reasonable budget estimates.

(4) ~~Award g~~Grants ~~are award~~ to all eligible ~~applications~~projects as provided in OAR 736-057-0070.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0070

Award of Certified Local Government Grants~~Grants~~

(1) The State Historic Preservation Office shall award the grants.

(2) The ~~department~~State Historic Preservation Office will establish maximum and minimum grant award limitations and, ~~These will be~~ publish award limitation~~ed~~ in grant guidelines; or manual and, ~~or~~ application for each new grant cycle.

(3) All grant awards will be subject to binding grant agreements between the department and grantee.

(4) Grant agreements shall specify the terms and conditions of the grant award, generally including:

(a) The total project costs, the match or share grantee is to be~~provided~~, and the amount of the grant;

(b) A statement of work grantee is to be~~accomplished~~;

(c) The products grantee is to be~~delivered~~;

(d) A timeline that details when the grant-assisted project may begin, a schedule for accomplishing work, and deadlines for delivering products and completing the project;

(e) The process and schedule for grantee to submit to complete~~reimbursement requests~~ for grant funds distribution;

(f) The measures of project impact at project completion; and~~and~~

(g) The requirement that grantee comply with applicable local, state, and federal law and obtain all necessary permits;.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0080

Disbursement of Certified Local Government Grants Grant Funds

(1) The State Historic Preservation Office ~~department~~ will distribute grant funds to grantees on a reimbursable basis after grantee ~~submit~~ssion of billings on approved schedules specified in grant agreements.

(2) When requested by the State Historic Preservation Office~~department~~, grantees shall supply additional information to substantiate billings.

(3) The State Historic Preservation Office, at its sole discretion, ~~department~~ may disburse grant funds in advance if grantees can demonstrate a compelling need.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0090

Suspension or Termination of Agreement and Recovery of Certified Local Government Grants Grant Funds

- (1) ~~The State Historic Preservation Office shall send a N~~notice of suspension or termination of grant agreement ~~shall be sent~~ by registered letter to grantee at address listed in the agreement. The notice shall include recourse (if any) for grantee to remedy project deficiencies.
- (2) ~~If The State Historic Preservation Office shall require a~~ grantees ~~that have~~ received funds in advance but ~~are is~~ unable to complete approved projects to the State Historic Preservation Office department's satisfaction or within the ~~three-year~~ timeframe specified in the grant agreement; ~~the department shall require the grantees~~ to return all unexpended grant funds.
- (3) ~~A g~~Grantees shall maintain records adequate for audit purposes for a period of not less than five years after project completion.
- (4) ~~A grantee and~~ shall reimburse the State Historic Preservation Office department for any costs disqualified through audit findings after submission of billings on approved schedules specified in grant agreements. ~~When requested by the department, grantees shall supply additional information to substantiate billings. The department may disburse grant funds in advance if grantees can demonstrate a compelling need.~~

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0100

Preserving Oregon Grant Types

~~(4)~~ Two subcategories exist in the Preserving Oregon Grant Program.

~~(1) A grantee may use a~~ Preserving Oregon Grants ~~are to be used~~ for:

- (a) ~~R~~rehabilitation work on properties listed in the National Register of Historic Places, or
- (b) ~~S~~ignificant work contributing to identifying, preserving, or -and/or- interpreting archaeological sites, or any combination thereof.

(2) ~~A grantee may use a~~ Diamonds in the Rough Grants ~~are to be used~~ for restoration or reconstruction of the facades of buildings that have lost historic character.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0110

Eligible Preserving Oregon Grant Program Projects

(1) In order to be eligible for a Preserving Oregon Grant, projects must:

- (a) Be listed on the National Register of Historic Places; or
- (b) Be field-based research projects concerning the documentation, study, designation, or preservation of archaeological sites, structures, and artifacts are eligible; and

- (c) All work must meet the Secretary of the Interior's Standards for Treatment of Historic Properties.
- (d) Remodeling, new additions and solely cosmetic efforts are not eligible.
- (2) In order to be eligible for a Diamonds in the Rough Grant, projects must:
 - (a) Be a structure historic 50 years of age or older; and
 - (b) Have lost historic character or no longer conveys historic associations; and
- (c) All work must meet the Secretary of the Interior's Standards for Treatment of Historic Properties.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0120

Preserving Oregon Grant Program Application Procedure and Process

- (1) The department shall announce through a variety of media the availability of, procedures for, deadlines, and other information for applying for a grant from the Preserving Oregon Grants Program.
- (2) To apply for a grant under OAR 736-057-0100 Preserving Oregon Grants, an applicants must submit their applications in a format prescribed by the department by the specified deadline.
- (3) Applications for historic property projects of the Preserving Oregon Grant must demonstrate the following:
 - (a) The proposed project is significant to the structure's integrity.
 - (b) The proposed project preserves character defining features.
 - (c) The proposed project will meet the Secretary of the Interior's Standards for Rehabilitation of Historic Properties.
 - (d) The applicant is capable of carrying out the proposed project, and.
 - (e) The proposed property is historically significant.
- (4) Applications for archaeology projects of the Preserving Oregon Grant must demonstrate the following:
 - (a) The proposed project is significant to the field of archaeology.
 - (b) The proposed project demonstrates technically sound methodology.
 - (c) The proposed project includes a principle investigator who is a professional archaeologist.
 - (d) The proposed project disseminates results effectively.
 - (e) The site of the proposed projects is historically significant, and
 - (f) The applicant is capable of carrying out the proposed project.
- (5) Applications for Diamonds in the Rough grants of the Preserving Oregon Grant programs must demonstrate the following:
 - (a) The level of preservation of character-defining features.
 - (b) That the applicant has a well-developed work plan, is well developed and description of the work, and the corresponding cost estimates.
 - (c) ~~Demonstrated~~ That the project is readiness and the applicant has the matching dollar share in-hand commitment, and.
 - (d) ~~Demonstrated~~ That there is a community need for and benefit from the project.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0130

Evaluation of Preserving Oregon Grant Program Applications

(1) The department shall provide review criteria in grant guidelines or manual and application for each new grant cycle. Eligible applications received by the announced deadlines shall be evaluated by the department.

(2) The department shall include review criteria in grant guidelines, manual, or application for each new grant cycle. The department shall evaluate applications that it receives by the announced deadlines.

(3) The department will establish a Grant Review Committee to review grant applications and provide recommendations for funding to the State Advisory Committee on Historic Preservation. The committee may include representatives of the State Advisory Committee on Historic Preservation, historic preservation specialists or other appropriate experts.

(4) The Grant Review Committee shall score the applications based on the evaluation criteria and then rank applications in order of priority based on a formula considering:

(~~5~~a) For properties listed in the National Register of Historic Places projects of the Preserving Oregon Grant:

(~~a~~A) Giving hHigher priority ~~will be given~~ to publicly owned resources and private nonprofit resources, and properties that offer the greatest public benefit through visual access and interpretive or educational value;:-

(~~b~~B) Properties that are not publicly owned or nonprofit-owned must have exceptional significance or extraordinary public benefit to compete;:-

(~~e~~C) Geographic distribution; ~~and~~:-

(~~d~~D) Additional evaluation will be based on demonstrated project readiness and the matching dollar share in-hand commitment.

(~~6~~b) For archaeology projects of the Preserving Oregon Grant:

(~~a~~A) Projects that discover or study previously untold perspectives and histories of people frequently excluded from historic interpretation;:-

(~~b~~B) Projects with a well-prioritized, clearly explained work plan with an appropriate level of detail and realistic cost estimates;:-

(~~e~~C) Geographic diversity;:-

(~~d~~D) Project readiness, including matching dollar share in-hand; ~~-and~~

(~~e~~E) Shows that it is part of a larger project; or has far reaching results and uses beyond the submission of the product to the State Historic Preservation Office SHPO.

(~~7~~c) For the Diamonds in the Rough Grant of the Preserving Oregon Grant Program:

(~~a~~A) Prioritize cCommercial or public buildings in Certified Local Government communities, designated Main Street areas, or local or National Register historic districts;:-

(~~b~~B) Projects with a well-prioritized, clearly explained work plan with an appropriate level of detail and realistic cost estimates;:-

(~~e~~C) Projects that will generate dramatic "before-and-after" results, a high level of transformation;:-

(~~d~~D) Geographic diversity; ~~and~~:-

(~~e~~E) Project readiness, including matching dollar share in-hand.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0140

Award of Preserving Oregon Grant Program Grants

- (1) The State Advisory Committee on Historic Preservation shall award the grants.
- (2) The department will establish maximum and minimum grant award limitations. The ~~department se~~ will ~~be published~~ award limitations in grant guidelines ~~or~~, manual, ~~or~~ and application for each new grant cycle.
- (3) All grant awards will be subject to binding grant agreements between the department and grantee.
- (4) Grant agreements shall specify the terms and conditions of the grant award, generally including:
 - (a) The total project costs, the match or share ~~grantee is to be provided~~, and the amount of the grant;
 - (b) A statement of work ~~grantee is to be accomplished~~;
 - (c) The products ~~grantee is to be delivered~~;
 - (d) A timeline that details when the grant-assisted project may begin, a schedule for accomplishing work, and deadlines for delivering products and completing the project;
 - (e) The process ~~and to schedule for grantee to submits reimbursement requests for grant funds distribution~~ complete reimbursement requests;
 - (f) The measures of project impact at project completion; ~~and~~ and
 - (g) The requirement that grantee comply with applicable local, state, and federal law and obtain all necessary permits.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0150

Disbursement of Preserving Oregon Grant Program Grant Funds

- (1) The department will distribute grant funds to grantees on a reimbursable basis after grantee ~~submittion of~~ billings on approved schedules specified in grant agreements.
- (2) When requested by the department, grantees shall supply additional information to substantiate billings.
- (3) The department may disburse grant funds in advance if grantees can demonstrate a compelling need.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

736-057-0160

Suspension or Termination of Agreement and Recovery of Preserving Oregon Grant Program Grant Funds

- (1) ~~The department shall send a Notice-notice~~ of suspension or termination of grant agreement ~~shall be sent~~ by registered letter to grantee at address listed in the agreement. The notice shall include recourse (if any) for grantee to remedy project deficiencies.
- (2) ~~The department shall require~~ ~~If a~~ grantees ~~that have has~~ received funds in advance but ~~are is~~ unable to complete approved projects to the department's satisfaction or within the three-year timeframe, ~~the department shall require the grantees~~ to return all unexpended grant funds.
- (3) ~~A G~~grantees shall maintain records adequate for audit purposes for a period of not less than five years after project completion.
- (4) ~~A grantee and~~ shall reimburse the department for any costs disqualified through audit findings.

Statutory/Other Authority: ORS 358.617, 390.124

Statutes/Other Implemented: ORS 358.475, 358.605, 358.612(2) and (12)

Oregon Parks and Recreation Commission
February 19, 2020

Agenda Item: 10a (i)

Information

Topic: Procurement Report

Presented by: Daniel Killam, Deputy Director of Administrations

The attached report includes:

- 5 New agreement for a total of \$85,800
- 14 New contracts for total of \$2,208,210
- 27 Amendments for a total of \$354,307

Action Requested: None.

Attachments: Procurement Report

Prepared by: Sarah Santos

OREGON PARKS AND RECREATION DEPARTMENT

Procurement Report
October, November and December 2019

Executed	Contractor	Location	Project	FIP	Original Contract \$	Current Amend-ment	Amend-ments To Date	Current Contract Value	Comments
GOODS AND/OR SERVICES CONTRACTS									
10/05/19	Friends of Historic Butteville	Champoeg State Heritage Area in Marion County	Historic Butteville Store concession services		\$0	\$0	\$0	\$0	Amendment 3 makes changes to permitted alcohol sales and service
10/10/19	211 Info	Clatsop, Tillamook, Lincoln, Lane, Douglas, Coos and Curry Counties	Beach debris reporting hotline		\$90,816	\$0	\$0	\$90,816	Amendment 2 extends the contract term.
10/11/19	Maksimum Inc.	Joseph H. Stewart State Recreation Area and Tou Velle State Recreation Site in Jackson County	Law enforcement		\$36,872	\$38,000	\$55,137	\$92,009	Amendment 3 increases funding to allow continuation of services.
10/29/19	Cascade Interpretive Consulting LLC	Vista House and Crown Point in Multnomah County	Interpretive Plan for Vista House		\$9,600			\$9,600	New Contract
11/08/19	John Deere and Company	Willamette Mission MU in Marion County			\$40,296			\$40,295	New Contract
12/31/19	Luckiamute Watershed Council	Luckiamute State Natural Area in Polk County	Floodplain connection and vegetation restoration		\$88,989	\$0	\$0	\$88,989	Amendment 1 increases Council's cash contribution to project - estimated value now \$1,214,228. Term extended and statement of work revised.
PERSONAL SERVICES CONTRACTS									
10/25/19	Mia O'Meara LLC	Headquarters	Design, illustration, typography and related services		\$75,000			\$75,000	New contract
10/31/19	Anthro-Tech, Inc.	Headquarters	User experience consultant for reservation system project and other initiatives		\$189,780	\$2,775	\$2,775	\$192,555	Amendment 1 adds the reserveamerica.com website to the peer landscape review task and report
11/01/19	Andrews Research International	Statewide	2019 Managers meeting workshop		\$14,550			\$14,550	New contract
PUBLIC IMPROVEMENTS CONTRACTS									
10/01/19	Oregon Woods, Inc.	Samuel H. Boardman State Scenic Corridor in Curry County	Natural Bridges Viewing Platform and Trail Rehabilitation		\$89,380			\$89,380	New Contract
10/03/19	Bateson Enterprises LLC	TouVelle State Recreation Site in Jackson County	Sewer Lift Station Replacement	X	\$266,759	\$54,870	\$158,075	\$424,834	Change Order 5 extends the final completion date, adds slide rail, dewatering, chain link fencing and tree removal and bonding increase, credit for work not needed.
10/04/19	Colton Homes, Inc.	Tryon Creek State Natural Area in Multnomah County	Nature Center Remodel	X	\$157,000	\$2,671	\$140,620	\$297,620	Change Order 5 extends the final completion date and adds interior push activation button for door closure, replaces flooring damaged by heat and provides additional flooring for future replacement.
10/07/19	2KG Contractors, Inc.	Tumalo State Park in Deschutes County	Drain field Replacement	X	\$937,780			\$937,780	New Contract
10/07/19	Farline Bridge, Inc.	Ecola State Park in Clatsop County	Canyon Creek Bridge Construction	X	\$771,901			\$771,901	New Contract
10/14/19	Ptarmingan Ptrails LLC	Ecola State Park in Clatsop County	Indian Beach Trail Reroute		\$61,150			\$61,150	New Contract
10/15/19	2KG Contractors Inc.	Tumalo State Park in Deschutes County	Tumalo Management Unit Office & Shop Yard	X	\$1,573,718	\$63,655	\$63,655	\$1,637,373	Change Order 1 removes bid items not needed due to revised septic system, adds revised septic system work, fire barrier, site clearing, grubbing and erosion control measures.

OREGON PARKS AND RECREATION DEPARTMENT

**Procurement Report
October, November and December 2019**

Executed	Contractor	Location	Project	FIP	Original Contract \$	Current Amend-ment	Amend-ments To Date	Current Contract Value	Comments
PUBLIC IMPROVEMENTS CONTRACTS (Continued)									
10/24/19	Meraki Construction LLC	Silver Falls State Park in Marion County	Historic Stone Shelter Roof Replacement	X	\$37,900			\$37,900	New Contract
11/04/19	Professional Underground Services LLC	Yaquina Bay State Recreation Site in Lincoln County	Water Line Replacement	X	\$82,603			\$82,603	New Contract
11/05/19	Bateson Enterprises, LLC	Whale Watching Center in Lincoln County	Sewer System Replacement	X	\$340,000	\$9,879	\$9,879	\$349,879	Change Order 2 adds gravel backfill removal from the septic tank.
11/05/19	2KG Contractors Inc.	Tumalo State Park in Deschutes County	Tumalo Management Unit Office & Shop Yard	X	\$1,573,718	\$10,870	\$74,525	\$1,648,243	Change Order 2 adjusts bid item quantities and adds a septic pump control kiosk.
11/12/19	Oregon Woods, Inc.	Samuel H. Boardman State Scenic Corridor in Curry County	Natural Bridges Viewing Platform and Trail Rehabilitation		\$89,380	\$3,996	\$3,996	\$93,376	Change Order 1 adds work to ensure code met and bolster approach ramp rail construction, cap piers to mitigate pest and water intrusion and bolster strength of stairs. Additional time added to contract to complete this work.
ARCHITECTURAL AND ENGINEERING SERVICES CONTRACTS									
10/02/19	Environmental Science Associates (ESA)	Portland Women's Forum State Scenic Viewpoint in Multnomah County	Develop a concept design	X	\$37,930			\$37,930	New contract
10/7/2019	Landis Corporation	Beverly Beach State Park in Lincoln County	Design services, including construction documents, to improve electrical distribution system	X	\$22,005	\$43,860	\$43,860	\$65,865	Amendment 1 redesigns electrical system to place system in kiosk, replaces overhead feed with underground feed.
10/14/2019	Cascade Earth Sciences, Ltd.	Crown Point State Scenic Corridor - Vista House in Multnomah County	Services to upgrade on-site sewage treatment system.	X	\$23,000	\$0	\$0	\$23,000	Amendment 2 extends contract term.
10/24/19	Cascadia Geological Geotechnical and Geoenvironmental Services	Samuel H. Boardman State Scenic Corridor in Curry County	Onsite Geotechnical consulting		\$1,200			\$1,200	New contract
10/30/19	OTAK	Ecola State Park in Clatsop County	Design and construction support for the replacement of an existing, damaged, culvert on Indian Beach Road.	X	\$93,652	\$0	\$0	\$93,652	Amendment 4 Extends the contract term
10/31/19	Landis Corporation dba Landis Consulting Engineering Services	Milo McIver State Park in	Well and chlorinator engineering	x	\$18,915		\$11,400	\$30,315	Amendment 3 reinstates contract and extends term.
11/04/19	Miller Consulting Engineers, Inc.	Smith Rock State Park in Deschutes County	Design replacement pedestrian bridge	X	\$39,000			\$39,000	New contract
11/07/19	Landis Consulting	Prineville Res State Park in Crook County	Potable Water Well Design Services	X	\$20,260	\$0	\$0	\$20,260	Amendment 4 extends the contract term
11/13/19	Architectural Resources Group Inc	Viento State Park in Hood River County	Restroom and maintenance building design		\$61,000	\$5,500	\$5,500	\$66,500	Amendment 1 increases funding and additional task
11/26/19	Environmental Science Associates (ESA)	Sitka Sedge State Natural Site in Tillamook County	Concept designs and cost estimate for dike and fish passage		\$9,920			\$9,920	New contract
11/26/19	Ascent Architecture and Interiors	Rob Sawyer Building in Tumalo State Park in Deschutes County	Inspection and conceptual drawings for the Robert Sawyer office remodel	X	\$28,835	\$71,100	\$71,100	\$99,935	Amendment 2 increases funding and additional tasks
11/27/19	Terry Hsu, LLC	Banks-Vernonia State Trail in Washington County	Design fish passage	X	\$23,067	\$17,137	\$17,137	\$40,204	Amendment 2 adds work needed to complete project.
12/12/19	Miller Consulting Engineers, Inc.	Yachats Ocean Road State Natural Site in Lane County	Pedestrian bridge replacement design	X	\$25,600	\$4,400	\$4,400	\$30,000	Amendment 1 reinstates contract and extends term for additional work.
ARCHITECTURAL AND ENGINEERING SERVICES CONTRACTS (Continued)									
12/12/19	KPFF, Inc.	Bullards Beach State Park in Coos County	Sewer Rehabilitation Design	X	\$99,875			\$99,875	Amendment 1 extends the contract term only; no additional work/funding allowed for this direct negotiate contract.

OREGON PARKS AND RECREATION DEPARTMENT

Procurement Report
October, November and December 2019

Executed	Contractor	Location	Project	FIP	Original Contract \$	Current Amend-ment	Amend-ments To Date	Current Contract Value	Comments
12/19/19	Cascadia Geological Geotechnical and Geoenvironmental Services	Samuel H. Boardman State Scenic Corridor in Curry County	Onsite Geotechnical consulting		\$1,200	\$274	\$274	\$1,474	Amendment 1 increases the funding due to extra hours spent on site
12/18/19	Landis Consulting	Jessie M. Honeyman Memorial State Park in Lane County	Electrical engineer design consultant	X	\$24,490	\$4,120	\$4,120	\$28,610	Amendment 1 increases funding and additional tasks
INTERGOVERNMENTAL AGREEMENTS									
10/01/19	Oregon Department of Forestry	Statewide	Fire protection services		\$725,000			\$725,000	Amendment 1 adds Appendix B that lists all out of protection district OPRD properties that have no co-op agreement with a local rural fire department associated to them.
11/04/19	Oregon Corrections Enterprises	Statewide	Customer Survey Data Entry		\$7,000			\$7,000	New Agreement
11/07/19	Oregon State University	Darlingtonia State Natural Site in Lane County	Plant monitoring		\$9,198	\$10,000	\$32,437	\$41,635	Amendment 3 increases funding and extend term date to allow continuation of services.
11/08/19	Curry Soil and Water Conservation District	Cape Blanco State Park and Harris Beach State Park in Curry County	Facilitate control of invasive plant species		\$9,000	\$11,200	\$11,200	\$20,200	Amendment 1 extends the term date, adds compensation and add new scope of work to allow continuation of services.
11/14/19	Portland State University	Statewide	Technical support for management of the State Natural Areas program and the Section 6 Invertebrate grant program		\$22,000			\$22,000	New agreement
11/21/19	Oregon Youth Authority	Emigrant Springs State Park in Umatilla County	Youth Crews for grounds, building, facility maintenance and snow removal		\$18,000			\$18,000	New Agreement
12/09/19	Linn County Road Department	Willamette Valley Scenic Bikeway in Linn County	Sign installation and maintenance		\$13,800			\$13,800	New Agreement
12/12/19	City of Lake Oswego	Tryon Creek State Natural Area in Clackamas County	Reconstructions and stabilization of Rockinghorse Drainage and South Creek Trail.		\$21,000	\$0	\$0	\$21,000	Amendment 1 reinstates and extends the contract term, updated contract administrator
12/18/19	Oregon Department of Forestry	Statewide	Trail Bridge Plans		\$25,000			\$25,000	New Agreement

Oregon Parks and Recreation Commission
February 19-20, 2020

Agenda Item: 10a(ii)

Informational

Topic: Report of Scenic Waterway Program Notification Actions, Ocean Shore Permits Issued, and Timber Harvest Revenue from October 17, 2019 through January 9, 2020.

Presented by: Trevor Taylor, Stewardship Manager

Pursuant to a duly adopted delegation order, and acting in accordance therewith, the Director, or her designee, has approved the following actions on behalf of the Oregon Parks & Recreation Commission:

SCENIC WATERWAYS NOTIFICATION

September 6, 2019 a Notification of Intent 16-94-19 was approved to Weyerhaeuser to harvest 45 acres of timber within the Nestucca Scenic Waterway. Harvest activities proposed by Weyehaeuser met all of the conditions of the Nestucca Scenic Waterway.

November 15, 2019 a Notification of Intent 2B-1048-19 was approved to Alyse Higashioka on the Upper Deschutes Scenic Waterway for the construction of a residential home. The proposal exceeded Scenic Waterway regulations as it was finished in muted tones and native vegetation will be maintained and screens the new structures.

November 19, 2019 a Notification of Intent 2B-1049-19 was approved to Christopher Thelan for the construction of a new residential home within the Upper Deschutes Scenic Waterway. Proposal was approved because the structure will meet the set back and height requirements and it is screened from the river by existing mature ponderosa pine forest.

November 25, 2019 a Notification of Intent 2B-1050-19 was approved to the Doug and Kasey Justus. Approval was given because the proposed exterior materials blend in with the natural surroundings, the structure exceeds the setback requirements and existing natural vegetation on site screens any construction from the river.

November 25, 2019 a Notification of Intent 2B-1051-19 was approved to Joseph Patnode. Approval was given because development complies with scenic waterway criteria including maintain native vegetation screening and meeting the setback and height restrictions.

November 27, 2019 approved Notification of Intent 9-403-19 for a forest thinning project by Metro at Barton Park Natural Area along the Clackamas River Scenic Waterway.

December 10, 2019 a Notification of Intent 2B-1054-19 was approved to Yaniv Bensadon. Proposal was approved because development complies with the rimrock setback, native vegetation will be maintained for screening and the exterior colors blend with the surrounding landscape.

December 11, 2019 a Notification of Intent 2B-1052-19 was approved to Rob and Susan Kinney for the construction of a residential home. The proposal was approved because it will be finished in muted tones, and it complies with the setback and height restrictions. Mature natural screening exists on site between the proposed home and the river.

December 11, 2019 a Notification of Intent 2A-247-19 was approved to Scott and Carol Ann Smallwood for the construction of a entry road and municipal infrastructural development including water storate and utilities. The work proposed is barely inside the scenic waterway corridor, none of the development is visible from the river, and as such it was approved.

December 13, 2019 a Notification of Intent 2A-246-19 was approved to Jim and Jennifer Delia for the remodel of their existing residential home on the Middle Deschutes Scenic Waterway. Since the work was done within the existing footprint and the materials blend in with the surrounding environment it was approved.

December 18, 2019 a Notification of Intent 2A-248-19 was approved to Steven and Michelle Steele on the Middle Deschutes Scenic Waterway for the construction of a single family home. The proposal was approved because it meets rimrock setback and heigh restrictions while utilizing materials that allow the home to blend in with the surrounding environment.

December 23, 2019 a Notification of Intent 2B-1055-19 was approved retroactively to Ray Judah for the construction of a new single family residence. The proposal was approved because the exterior materials blend in with the surrounding environment, the home is set back from the river by more than 150' and all the vegetation between the construction and the river is maintained to screen the home from the river's view.

December 23, 2019 a Notification of Intent 2A-249-19 was approved to Larry Dolezal for the replacement of a single family home. The structure was set back from the river 100', all the existing vegetation between the back of the house and the river will be maintained.

December 24, 2019 a Notification of Intent 2A-250-19 was approved to Michael McKennie for the remodel of their home on the Middle Deschutes River. Approval was granted because its within the footprint of the existing home and will continue to utilize exterior colors the blend in with the surrounding environment. Vegetation screening will remain the same between the home and the river.

OCEAN SHORES ALTERATION DECISIONS

There were no ocean shore alteration permit decisions made during the reporting period.

TIMBER HARVEST REVENUE

29.5 MBF of timber harvested for a pond value of \$7,376.5 to report for this period. Timber value was in exchanged of project work.

Prior Action by the Commission: None

Action Requested: None

Attachments: None

Prepared by: Stewardship Section Staff

2020

Oregon Parks and Recreation Commission DRAFT - Planning Dates

January

S	M	T	W	T	F	S
			1	2	3	4
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2020 Commission Meeting

February - Tualatin/Hillsboro
 April - Astoria
 June - Pendleton Area
 September - Madras/Bend
 November - TBD

Contact: Denise Warburton 503-986-0719
 Revision Date: 01/27/2020

Huddle Meetings

Packet Materials DUE!
Agenda & Packet Posted to OPRD Site
Mail Out Packets
State Holidays
Presentation Material Due/Business Meeting
All Managers Meeting
Leadership Group Meeting
Legislative Days
Legislative Session Feb. 3rd - March 8th, 2020