
Detroit Lake State Park



MASTER PLAN

FINAL



As adopted by Marion County, March 2004

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LIST OF OTHER DETROIT LAKE STATE PARK MASTER PLAN DOCUMENTS

The following documents are incorporated into the Detroit Lake State Park Master Plan:

Maps:

- ☞ Resource Composite Suitability
- ☞ Plant Communities
- ☞ Cultural Resources

Background Reports:

- ☞ Vegetation Inventory of Detroit Lake, Mongold, and Tumble Creek
- ☞ Stand Evaluation
- ☞ Soil Compaction Study
- ☞ Cultural Resource Report

The above documents are available for viewing at the following locations:

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MASTER PLAN SUMMARY

INTRODUCTION

This plan outlines strategies to balance peak recreation demand with resource protection within the Detroit Lake State Park properties. These properties include Detroit Lake State Park campground, Mongold Day Use Area and the Tumble Creek Point Administration Area. As with many of the facilities around Detroit Lake, the state park campground is typically full by the beginning of May and has few vacancies through Labor Day. It is rare to find an open parking space for your truck and boat trailer at Mongold Day Use Area on a summer weekend by mid-day.



Detroit Lake's appeal is not only its scenic qualities and ample recreation opportunities but its close proximity to the state's largest population base. This state park offers opportunities for camping, fishing, boating and swimming without the commitment of a long drive, for many of its visitors.

From the lake, mature Douglas fir forests within the park boundary shield the bustling campground activities from on-lake recreationists. The views to the surrounding slopes and nearby peaks from the blue waters present a magnificent display that is perfect on a hot summer day. Boaters rely on landmarks such as the Mongold boat ramp, to direct them to the more developed facilities. Over time, the often-crowded conditions have caused impacts on the park's facilities and undersized utilities, and some residual effects on understory vegetation.

In the past, the Santiam Corridor was an important trade route for many Native American tribes traveling back and forth between the Willamette Valley and Central Oregon. Today State Highway 22 provides an important highway connection and trade route linking the Willamette Valley to the growing Central Oregon region. Increasing traffic counts and highway congestion contribute to safety concerns at access points to the park facilities.

Detroit, Mill City, Idanha, and Gates, small communities along the Highway 22, once dependent on logging, are now transitioning to a more tourist-based economy. These communities provide nearby services for park employees and park visitors while the state park provides access to the lake and recreation opportunities for both residents and visitors. This reliance on tourism was particularly evident during the Summer of 2001. Winter drought depleted the reservoir and the local economy including the tourism industry in the valley was hard hit.

Though the lake is open year round for fishing, many anglers arrive in late April. After the first of July, water is released gradually from the reservoir. Draw down begins after Sept 1st, and most marinas are closed within three weeks of Labor Day. The campground closes from December through the end of February. However, the Mongold Day Use Area is opened all year providing winter water access via the recently improved winter access boat ramp. The setting changes

dramatically during the winter season. The lake retreats to a river unveiling long logged banks with stumps as reminders of an earlier time.

In drought years, such as the summer of 2001, low water levels impact the recreation experience at the lake. Swimming, boat access and lakeside recreation opportunities were diminished. In 2001 the attendance at the park was approximately 40% of normal levels. Many of the campers did come chose Detroit Lake State for its setting, programming and fishing.

Detroit Lake State Park is located on National Forest land managed by the US Forest Service. Oregon Parks and Recreation Department operates Detroit Lake State Park through a special use permit with the US Forest Service. This permit is soon to expire (December 2002). This master plan was required by the USFS as a prerequisite to renewing the permit. The master plan is intended as a basis for initial agreement with the USFS on improvements to be made to the park over the next 20-25 years, as well as a guide for resource management requirements and responsibilities.

The master plan also explores partnerships with the US Forest Service by looking at the opportunity to consolidate maintenance functions onto the USFS compound. This move, in turn, will open up Tumble Creek Point to recreational use. This small site has great opportunities for future development due to its great lakeside location and flat terrain. Tumble Creek Point's current use as a maintenance shop yard and manager's residence does not take full advantage of the opportunities this scenic site has to offer the public.

SUMMARY OF PROPOSALS

DETROIT LAKE STATE PARK CAMPGROUND

The state park campground is located on a narrow strip of the land between the highway and the lake. The campground is almost 60 acres in size and has over three miles of roads connecting 311 campsites. On peak summer weekends the campground can be compared to a small city with many of the same urban-related issues such as crowding, noise and traffic safety.

Many of the campground visitors are just looking for a place to stow their gear and sleep, with a majority of their time spent on the reservoir in their boats. Most campers at Detroit Lake want at a minimum to have electrical hook-ups. Many of the sites in the western/older half of the campground are considered to have fewer amenities and usually are the last to fill. This master plan looks at ways to increase the amenity level within the sites while reducing density, thus improving the natural setting and creating a more pleasant experience for the campers.

Soon after the completion of Detroit Dam in the early 1950s, a campground was developed in the area of camp loops "A" – "E", the western half of the state park campground. These campsites were designed to accommodate primarily tent campers in passenger cars with small trailers. Today, as 70%-80% of the campers come with boats in tow many in larger groups with extra cars, the sites become cramped for space. Campers try to fit their large RV's, extra vehicles and boat trailers into the same small sites that once accommodated the family station wagon. Over time, crowding within these loops has had a negative impact on the campground's setting. Generally, the small, tightly packed sites have led to campsite "creep", impacting the under-story vegetation and, in turn, diminishing the campers' experience by limiting privacy between the sites.

Loops “F”, “G” and “H” were constructed in the 1960s. These sites are better organized and crowding is not as much as an issue. However, many of the campers still seek any available open area to park their extra vehicles or boat trailers. The sites in these loops remain popular, especially those sites situated along the lakeshore.

The Detroit Lake State Park Master Plan proposes the following improvements to the campground’s layout:

≠# **Focuses on interpretation and family programs**

In the past, Detroit Lake has had a reputation as a so-called “party” park. With stepped up law enforcement and successful attempts by park management to shift the park’s emphasis to family-oriented programming, Detroit Lake’s reputation is changing. Interpretive programs, park naturalist positions, along with developed play equipment and planned activities for children, have made this park attractive to families. These improvements have greatly reduced the incidences of “rowdy” campers. This master plan provides additional interpretive facilities to enhance these opportunities. A new centrally located lakeside camp talk area is proposed as well as indoor meeting space for interpretive programs is proposed in the plan.

≠# **Reduces density and conflicts by defining use areas**

Loops “A”-“E” in the campground are poorly designed. The sites within this area are undersized and crowded. This density has had a negative impact on the vegetation in particular the under-story. The trampling of the under-story has had an impact on the privacy between sites and has contributed to turf wars amongst the campers. This plan develops strategies to alleviate these problems by proposing a complete redesign of these loops that builds on the park’s existing infrastructure and converts poorly designed sites adjacent to the highway into overflow parking reducing the need to park extra vehicles and boat trailers in already small sites.

≠# **Responds to recreation demand**

Detroit Lake campers are predominately from urban areas within the Willamette Valley. Typically these urban campers tend to desire more urban amenities (Detroit Lake Composite Area Management Guide 1992, USDA Forest Service). At Detroit Lake Campground demand for additional RV sites or larger tent sites to help accommodate watercraft parking and/or extra vehicle parking is growing. This plan responds to this demand by creating more pull-through sites, adding length to existing sites, adding more amenities and constructing extra vehicle parking areas. Many of these improvements replace often under-used or under sized tent sites. The plan does this by reducing the overall capacity of the campground by approximately 30%, in turn improving the camping experience at Detroit Lake. This master plan also looks at responding to other recreational demands by providing group camping opportunities, group meeting halls within the campground, additional overnight moorage and more interpretive programming opportunities.

≠# **Group Camping Area is needed**

Demand for group camping is growing across the state. At Detroit Lake today, group campers often try to rent adjacent sites in the campground’s current configuration. This master plan looks at creating an area within the campground designated for group use. A picnic shelter or group meeting hall, a central meeting space, is important to any group camp

design. A group camp area separates the group from the other loops, reducing potential noise and other disturbances that can result from having a group interspersed throughout a campground. Within the proposed group camp some eight camper cabins will be available for rent as well as 5 campsites. This diversified use approach should help extend the camping season and accommodate a variety of campers.

€# **Plans for campers who come with boats**

Clearly the majority of campers at Detroit Lake come for water-related recreation. According to park management, a clear majority of the campers come with boats in tow. Once the boats are in the water there is limited parking for trailers. Campers have been allowed to pull their trailers onto their campsites because they are much lighter than their vehicles. This practice tends to trample vegetation by forcing campers to find additional ground to set up their tents or other camping equipment. Often the undersized sites are crammed with watercraft, cars and campers. Detroit Lake State Park currently provides approximately 80 overnight moorage slips. This plan looks at ways of minimizing these conflicts by providing additional overnight moorage, longer sites and additional on-sites extra vehicle parking areas.

€# **Reduces congestion**

The plan looks at various methods throughout the campground to help improve traffic flow. The master plan suggests the removal of a poorly sited boat ramp in “C” loop and a lake shore trail to encourage walkers and bikers not to use often-busy camp loop roads. The master plan outlines strategies for better signs and lighting near the campground’s entrance and explore strategically placed administration facilities, in a cluster, near the campground’s entrance.

€# **Provides an onsite administration area**

This master plan proposes a new administration area at the campground. Currently the campground has limited employee parking areas, storage buildings and onsite staff offices. This plan looks at locating these uses where they will improve circulation and efficiency throughout the campground and other park facilities.

€# **Diversifies the camping experiences and extends the camping season**

In other parks in the State Park system camping options such as cabins, have become extremely popular. Camper cabins are one room and do not have any facilities beyond beds and electric outlets and heater. OPRD sees cabins as a great way to encourage those who would not normally camp to camp without a big investment in time and gear. Cabins and yurts usually are most popular when they are near population centers and close to a major highway much like Detroit Lake State Park. This master plan proposes eight camper cabins in the new group camp area.

MONGOLD DAY USE AREA

Mongold Day Use area is an important boat access on Detroit Lake and frequently exceeds capacity on peak summer weekends. Much of the use at Mongold is associated with the park's boat launch facilities. Parking takes up much of the land area. There is a popular swimming beach and small day use area with a bathhouse/restroom. Once the parking lots are full, many boaters will park along the highway despite "no parking" restrictions.

The master plan looks at improving the following at the Mongold Day Use Area:

€# Attractions for those without boats

Over the years, boating demand and funding have pushed high quality, non-boating, day use to the fringe of the Mongold Day Use Area. Recreational opportunities for the non-boating public are limited. On the lake there are few areas suitable for day use area development. However, there is great demand for swimming and picnicking at the lake. The master plan recognizes that Mongold is currently one of the most intensively developed areas on the lake. However, as one of the few developable areas on the lake, this site can accommodate additional properly scaled development through sensitive design. The master plan lays out a moderately sized day use area for picnicking, fishing and swimming to better serve the non-boating park visitor. This new development will help separate uses at the park, providing a clearly defined day use area separate from the boat launching facilities.

€# Limits on boat and trailer parking

OPRD recognizes the demand for additional truck and trailer parking at the lake. The Mongold parking area fills early on peak days with trucks and trailers spilling out onto the highway. However, crowding on the surface of the lake needs to be examined before construction of new parking is considered. Parking is one way to regulate the number of boats on the lake. Staff calculated the potential number of boats on the lake based on existing parking, and compared that figure to national recreation standards. This quick study demonstrated that the lake is at/or near capacity especially around the Mongold area. The boat ramp was designed to accommodate 120 vehicles per day additional parking would require additional launch lanes which are not currently available at the park. For this reason OPRD is not proposing any additional truck and trailer parking as part of the master plan except to off set spaces lost to some minor entrance improvements. Our agency also realizes that continued parking enforcement and good supervision is needed to prevent crowding and unsafe conditions along the highway.

Responds to need for improved low water boat access

The 2001 water year, October 1, 2000 to September 30, 2001, was an extremely dry year in Oregon. In Salem, total precipitation was approximately 56% of average. All developed boat ramps on the lake were unusable. A joint team of Marine Board and State Park engineers identified a suitable ramp location in the proximity of the proposed Mongold Day Use Area. This master plan outlines a development concept for a low water ramp.

TUMBLE CREEK POINT

Currently the shop yard and maintenance area includes a manager's residence on a 4- acre, relatively flat point with excellent access to Detroit Lake. This area was identified in the Detroit Area Composite Study as a potential day use area. Day use areas are in demand along the lake. However, the difficult highway access makes this site less than ideal. An overnight camp available by reservations only will limit the auto trips onto the site.

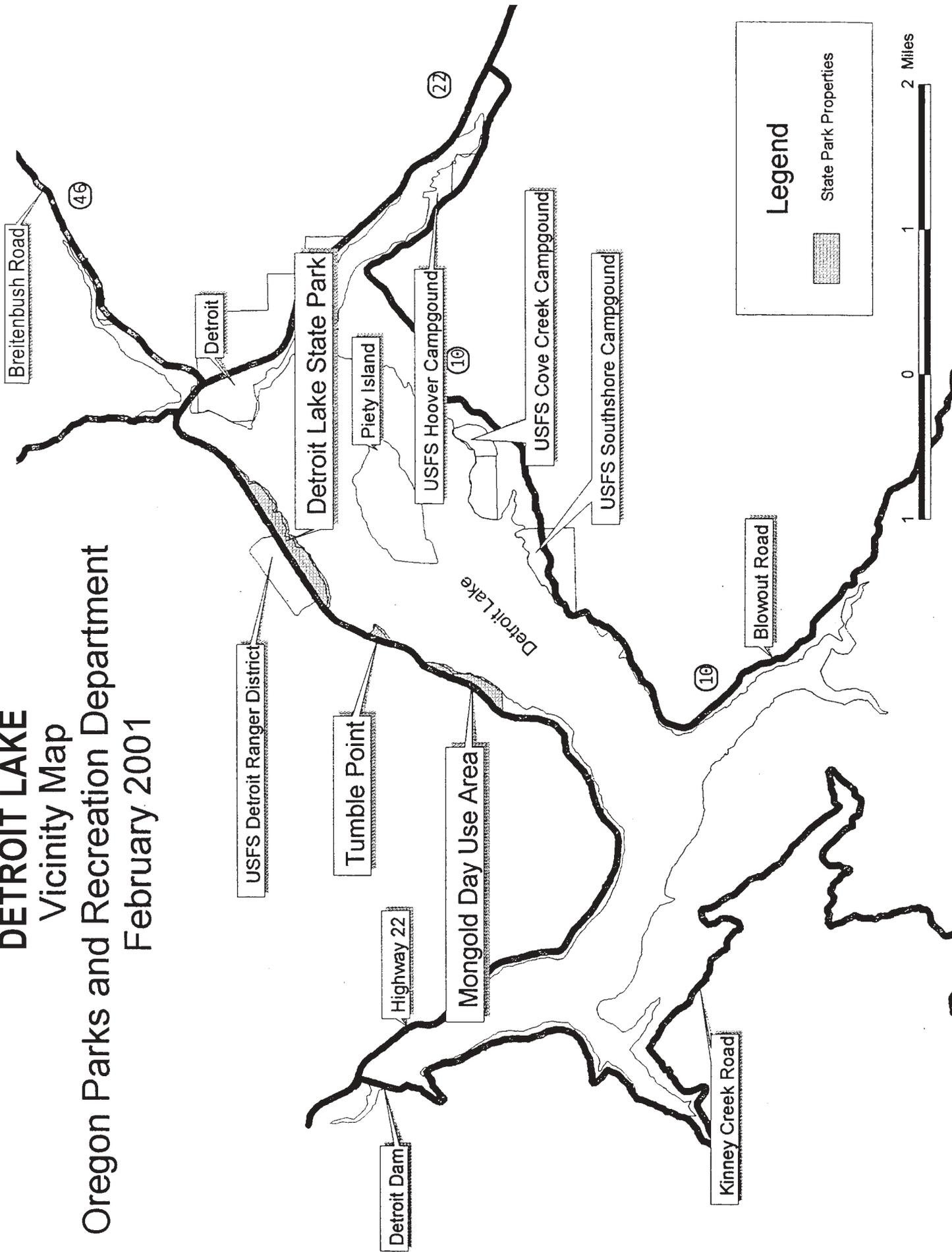
Group Overnight Camp/Cabin Retreat

The master plan lays out a group overnight camp loop around a grassy open area. The plan proposed the following amenities: eight cabins, a small restroom-shower building, a group shelter, overnight moorage and a small boat ramp. A host site could also be included. The cabins could be rented to a group or individually depending on availability. Included in this proposal is the construction of a small , marine administration area. This complex will include a small office/storage building, informal boat ramp and moorage facilities.

STAFF HOUSING AND SHOP CONSOLIDATION

The master plan outlines the future consolidation of the existing shop/administrative uses and manager's residence onto the Forest Service Complex. This plan addresses facility needs but does not specifically site the facilities on Forest Service land. Siting will occur through a separate agreement with the USFS. Space needs and other siting requirements will be developed with the USFS at a later date. The office functions currently located at Tumble Creek will be relocated to the proposed administration building in the campground.

DETROIT LAKE Vicinity Map Oregon Parks and Recreation Department February 2001



Legend

- State Park Properties

I. INTRODUCTION

This document outlines the master planning process and products for the Oregon Parks and Recreation Department (OPRD) park properties included in Detroit Lake State Park. The plan focuses on the following properties.

- ☞ Detroit Lake State Park – Mongold Day Use Area
- ☞ Detroit Lake State Park – Tumble Creek Point Administrative Area and water collection area
- ☞ Detroit Lake State Park Campground

The Oregon Parks and Recreation Department (OPRD) prepares master plans for its properties as mandated by ORS 390.180. The purpose of a state park master plan is to plan for both the protection and public enjoyment of the state park resources. Master plans identify and provide for the most appropriate recreational uses for the parks based on resource opportunities and constraints, development opportunities and constraints, public recreation needs and the department's role as public recreation provider. The master plan may also identify desired lands for department acquisition in relation to the park being master planned or other areas of concern; and identify any related endowment or surplus parcels. It also provides a basis for preparing land use compliance requests for local governments, partnership agreements, budget and management priorities and detail development and management guidelines. In this case, the master plan will outline future uses to be permitted by the Forest Service by renewing the Special Use Permit with OPRD and for completing the required NEPA evaluation of priority proposals.

WHY IS THE DETROIT LAKE MASTER PLAN NEEDED NOW?

Several factors are considered in determining which parks will be master planned each year within the State Park system. OPRD's director sets the master plan completion priorities after a review of staff recommendations. The Detroit Lake State Park Master Plan is considered an OPRD priority for the following reasons.

§ **Recreation needs and conflicts require attention**

Needs and conflicts have increased to a level meriting a master planned approach. The master plan identifies recreation needs and conflicts related to the park and provides solutions. Studies show that demand for this already crowded park will increase. OPRD addresses issues of capacity, and the retention or enhancement of appropriate recreational settings.

§ **No basis for OPRD current special use permit**

The current special use permit for the properties, from the Forest Service, has been extended on a five-year basis. OPRD would like extend this permit for longer time. This would allow the agency to prioritize rehab and new facility projects. A coordinated master plan approach with the USFS will contribute to a comprehensive special use permit application.

§ **NEPA evaluation is needed**

The National Environmental Policy Act of 1969 (NEPA) establishes the legal requirements for management of resources. NEPA review will be required and maybe completed on a

five-six year basis regarding priorities for that period of time and will be based on the proposals to be completed within that period.

š **Facilities require major investments**

The sewer and water systems at the lake are operating at or near capacity. Solutions will require a major financial commitment by our agency. The Cities of Detroit and Idanha are developing a municipal sewer system. The Forest Service is developing a new water collection system. The USFS plans to hook-up to the new sewer system. Prior to such a large investment, OPRD needs to be ensured of a long-term presence at the lake through approval of the master plan and special use permit and related NEPA approvals.

š **A streamlined approval process**

OPRD and Forest Service staff spend much time arriving at agreement on individual development proposals. This master plan should streamline this process by laying out all of the proposed facilities at once and reviewing them for approval, in concept, at one time. This plan also contains detailed design standards and natural and cultural resource management actions that can be approved as a part of this plan and through the special use permit.

USEFUL PRODUCTS FROM A STATE PARK MASTER PLANNING EFFORT

š **Resources and facility mapping**

Mapping is completed to show various natural, cultural and scenic resources within OPRD properties. The maps and associated reports are an invaluable planning tool used frequently by the rangers in the field, policy makers and members of the public, managing agencies or “Friends” groups. Excellent resource maps are the basis for sound resource management and development decisions. In this case the Forest Service staff, using GIS technology, prepared the plant community, stand evaluation and cultural resource mapping and accompanying reports.

š **Development concepts** show how to fit needed facilities into the park. These concepts will provide the “blueprint” for the parks over the next 20 years. The development concepts reflect resource constraints, as well as, recreation demand and address the goals as determined in the planning process. They reflect appropriate type, size, location and access for the proposed facilities as shown in the concept drawings and described in the concept chapter text

š **A public discussion occurs regarding the future of the park**

The master planning process is an excellent opportunity for the public to discuss and provide input on the future of the park. The planning process includes several public meetings and mailings, and invites the public to provide written comment on both issues associated with the plan and proposals/guidelines established by the master plan.

š **Future Partnerships**

A master plan is an opportunity to create a positive partnership with Forest Service and other partners on the lake including Marion County Marine Patrol, the Coast Guard Auxiliary, the City of Detroit and other agencies. The Federal Lakes Recreation Leadership Council is

considering Detroit Lake for the National Lakes Recreation Program. This nomination could lead to other potential partnership opportunities.

PROCESS OF COMPLETING A MASTER PLAN

The chart on the following page illustrates the basic steps for completing an OPRD master plan.

First steps include information gathering regarding natural, cultural and scenic resources, existing facilities, recreation and interpretive needs and the local community. The Forest Service assisted OPRD in providing GIS mapping, plant community identification, a stand evaluation and a cultural resource inventory of the property.

Issues involving the use, development or management of the parks are collected through meetings with department staff, an appointed steering committee and the general public.

A set of goals for the future use and development of the park and management of its resources are completed. Resource management guidelines and development concepts are also done.

All of the information mentioned above is compiled into a draft master plan document that is reviewed by department staff, the steering committee, public meetings and by the Director and the Parks and Recreation Commission. Comments are collected and guidance is sought from the Director and Commission on edits to be made to the draft plan. Commission review of the draft follows steering committee and public meetings on the draft plan.

The approved draft plan will be used in the development of the special use permit and NEPA approval process. After a special use permit is granted, the final master plan can be adopted.

Formal adoption of the plan as a part of state rule, and local adoption or approval follows.

Once the master plan is adopted by rule and granted land use approval, any development in the park must be consistent with the master plan. Minor variations from the adopted master plan may be allowed if such variations are determined by OPRD and Marion County to be consistent with the master plan in accordance with OAR 736-018-0040. Any use that is not consistent with the master plan requires a master plan amendment. Master plan amendments must follow the same process used to adopt the master plan, as described in OAR 660 Division 34 and OAR 736 Division 18, which includes re-adoption as a state rule and land use approval by the County.

Park master plans are amended when changes in circumstances are significant enough to merit changing the plan. The OPRD director considers the recommendations of OPRD staff and outside interests in prioritizing the park master plans to be adopted or amended each biennium. The director's decisions are based on consideration of the following factors:

1. Significant changes in:
 - a. Impacts on or condition of the natural, scenic or cultural resources within or surrounding the park.
 - b. Knowledge of and need for best management practices for natural, cultural or scenic resources within the park.

- c. Recreation demand, needs and crowding within the park, or the vicinity of the park.
 - d. Partnership opportunities for the state park or its management.
 - e. Impacts or potential for impacts from surrounding land uses.
2. Alternatives to master plan amendments that will address changes, such as inter-agency management agreements, non-OPRD managed partnerships, etc.

OPRD MASTER PLANNING PROCESS

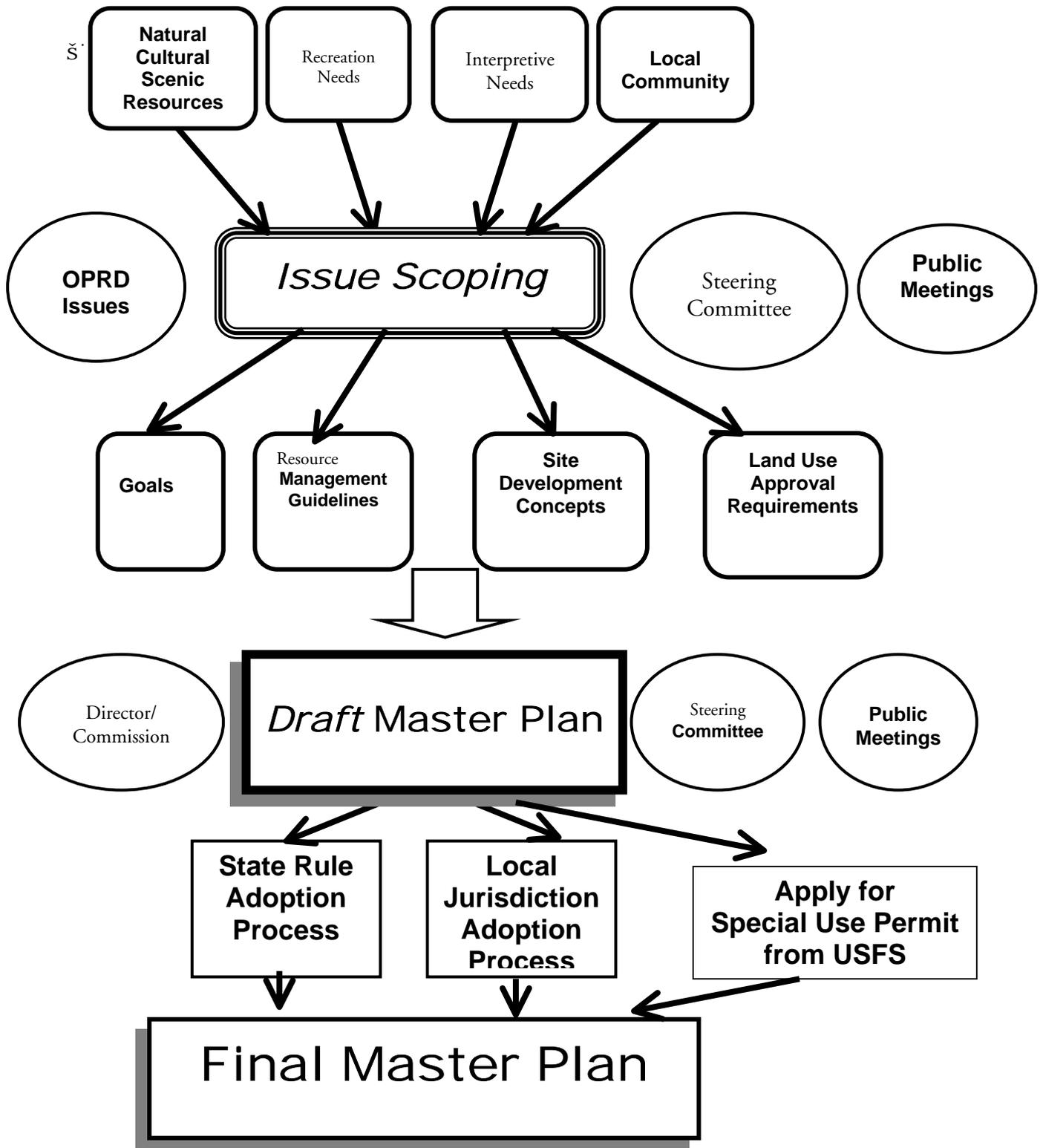


Figure 2: OPRD Master Planning Process

OPRD'S ROLE



OUR MISSION:

“Provide and protect outstanding natural, scenic, cultural, historic and recreational sites for the enjoyment and education of present and future generations.”

OPRD’s master plans accomplish our mission by outlining future park goals and concepts that strike a balance between development and resource protection.

OPRD: A STATEWIDE RECREATION PROVIDER

The Oregon State Parks System has provided Oregon’s residents and visitors with reputable park services since its inception in 1929. Originally the department saw its role as a protector of the scenic resources related to highway travel and emphasized land acquisition. From the department’s first land acquisition in 1929 until now, OPRD has acquired over 92,000 acres of diverse, historic and scenically treasured public land. This is largely due to OPRD’s origin within the early State Highway Division. OPRD did not become a separate department from the later Oregon Department of Transportation until 1979. Much of OPRD’s role has been shaped by its connection with Oregon’s highway system and driving enjoyment. The early park system was built upon a framework of roadside rest areas and scenic corridor preserves. The system served the traveler first and foremost. In essence, this continues today as Mongold Day Use Area and the Detroit Lake campground relate to travelers along Highway 22.

Developed overnight camping facilities were not available at state parks until the 1950s. In the ‘50s demand exploded for such facilities with the post-WWII boom. OPRD expanded its role to include recreation development beyond just rest area facilities to include campgrounds and more developed day use and swim areas. Today OPRD has 50 parks with overnight accommodations. Developed in the 50s, Detroit Lake Campground is an early example of this type of development.

As life styles have changed so have approaches to camping and OPRD has tried to diversify the types of camping provided in its parks. The OPRD role for camping includes providing tent sites, full RV hookup sites, hiker-biker sites and close by, walk-in tent camping. Only a very few OPRD properties offer dispersed, or pack-in camping. Generally OPRD camps are considered to be “high amenity” within a scenic setting, including flush toilets, showers and access to water, garbage and electricity somewhere in the camp. The camps are not generally far from a state highway. Typically urban campers, much like those camping at Detroit Lake, desire a higher level of amenities.

In recent years OPRD has been constructing yurts or camper cabins in many of its larger camping parks in an effort to extend the camping season and introduce people to camping without great investment. Group camping and horse camping are also popular and growing in state parks across the state.

The camping experience at Detroit Lake State Park includes a higher amenity level than typical Forest Service facilities. However in recent years, the Forest Service has developed new campgrounds on the south side of the lake with an amenity level higher than typical Forest Service campgrounds. This was done in response to the huge demand for this type of camping in this area. The Forest Service campgrounds are available on a “first come - first serve” basis. In contrast, OPRD’s facilities are available by reservation only. OPRD’s campgrounds offer other amenities, including programs, various family-oriented activities, moorage and boat ramps, a visitor center/store, showers, and an outdoor program area.

PLANNING CONTEXT

History and the Local Economy:

Native American use of the lands around the Detroit Lake area dates back at least 8000 years. Historically, the Molala were reported to have inhabited the western slopes of the Oregon Cascade range. The Molala were comprised of three bands; the Northern Molala, the Southern Molala, and the Santiam band of the Molala. The Detroit reservoir area lies within the former territory of the Santiam Molala. Additional hunter-gatherer groups that used the area include the Warm Springs, Northern Paiute, Tenino, the Klamath, and the Willamette Valley Kalapuya (Cultural Resource Inventory Report, USFS 2001).

The Warm Springs tribe used the area for fishing and berry gathering during the late 1800s and early 1900s. The North Santiam was a traditional trade route between central Oregon and the Willamette Valley.

Logging, trapping and managing the forest were the primary occupations of the area during the 1900s. Logging and forest management continue to this day as the primary occupations within the Santiam Corridor.

Construction of the dam began in 1949. Prior to construction, in 1947, the Old Santiam Highway, that ran parallel to the river, was relocated to the edge of the future lake. Around the same time the town of Detroit was moved from the southeast side of Piety Island to its present site.

Dam construction brought an influx of workers and their families to the area. The towns of Idanha and Detroit were booming. The Corps of Engineers built a small community at the present day Mongold day use area. The community included 12 duplex apartment units, a mess hall that would accommodate up to 500 workers, a fire department building that housed two fire trucks, 48 trailer houses and eight privately owned trailer houses, laundry facilities and public rest rooms in the trailer park and a recreation building. Foundations of the structures that once housed the

dam construction workers can be seen in the vicinity of Mongold during low water periods. The Portland District of the Army Corps of Engineers completed the Detroit Dam on the North Santiam in September 1953, six years from its initial start in June 1947. At full pool from May to mid-September, Detroit Reservoir extends 9-miles and attains a maximum width of over a mile, providing an extensive recreation opportunity.

CLIMATE:

Detroit Lake enjoys a climate typical of the low elevation Cascades Range, including moderate summers and cool winters that can include periodic snow accumulation. High winds affect the recreation patterns on the reservoir, causing people to move to sheltered areas of the lake. The wind picks up early in the afternoon, blowing consistently on the western portion of the reservoir until late afternoon or early evening. People often prefer the less windy parts of the reservoirs and tend to moor and boat in greater numbers within the eastern portion of the lake.

ECOLOGICAL REGION:

Detroit Lake is generally considered to be a part of the “West Cascades Ecoregion” (Source: Oregon’s Living Landscape, Oregon Biodiversity Project). This ecoregion is almost entirely forested. Douglas fir-hemlock forests dominate large areas up to elevations of about 3,300 feet. However, most of the previously harvested forests of the lowlands and lower slopes are classified as mixed conifer deciduous forests with Douglas-fir and western hemlock forests found in a mosaic with hardwood species such as big leaf maple and red alder.

II. EXISTING FACILITIES

LOCATION

Detroit Lake State Park is located two miles west of Detroit on the Detroit Reservoir within the Willamette National Forest adjacent to OR 22. The park is located approximately 50 miles east of Salem.

GENERAL DESCRIPTION

The park is in two units on the reservoir's north shore and is 104 acres in total. The smaller, western area, called Mongold, includes lake access and picnic facilities. To the east of Mongold are the lake shore camping area and the maintenance yard area. See the attached maps for a detail of the study area boundaries. A water collection system is located on Tumble Creek on the north side of the highway.

NEIGHBORHOOD

The park is surrounded by National Forest lands. The Detroit District Ranger Station is located on the north side of the highway from the campground. The Forest Service complex is quite large and includes maintenance shop areas, apartment housing for employees, a helicopter landing pad, offices and a public reception area. Highway 22 runs parallel the park. The City of Detroit is located two miles to the east of the park and provides basic supplies such as groceries, gas, overnight accommodations and dining opportunities.

EXISTING FACILITIES

Detroit Lake State Park- Campground

This campground is the largest on the reservoir. It has over 318 campsites on approximately 60 acres. The campground has significant improvements, including an entry station, restrooms with flush toilets, showers and full RV hookups. There are also some barrier-free sites. All roads and paths in the campground are paved. The campground has two boat launches and slips for about 80 boats.

- ⌘ 107 full hook up campsites
- ⌘ 72 electrical campsites
- ⌘ 139 tent campsites
- ⌘ Camp talk area
- ⌘ Visitor's center
- ⌘ Moorage docks
- ⌘ Fishing dock
- ⌘ Wildlife viewing area
- ⌘ 2 playgrounds

Detroit Lake State Park - Mongold Day Use Area

This area serves a majority of the boaters at Detroit Lake, both day use and overnight. This area is named after one of the engineers who worked on the dam. Mongold is located at the midpoint of the lake, adjacent to Highway 22. The area has about 140 parking spaces (122 truck and trailer) and 35 picnic sites. The site has flush toilets and showers. A large beach area is open to the public. Often during the spring and summer peak days the area is filled to capacity and turns many would-be visitors away.

Detroit Lake State Park - Tumble Creek Administrative Area:

This site has maintenance shops, garages, a manager's house and equipment storage sites. It is located on a four-acre parcel adjacent to Highway 22 on a lakeside parcel.

Water Collection System at Tumble Creek:

A small tract of land is located along Tumble Creek where park personnel can access the water collection system for maintenance and monitoring.

SEASON

The campground is usually full on weekends, by the beginning of May. By April all boat ramps and marinas are usually operating. After the first of July, water is released gradually. Draw down begins after September 1, after which most marinas are closed within 3 weeks. Winter water access is via the Mongold day use area boat ramp. The campground is closed from December to April.

OWNERSHIP

Permission for use and development of the area as a state park was originally obtained in 1955 under special use permit from the U.S. Forest Service with the cooperation of the U.S. Army Corps of Engineers. The permit was revised in 1963. This location had been a developed Forest Service campground prior to the issuance of the permit to OPRD. The park is forested with second growth Douglas fir and was extensively logged, burned and grass seeded in 1915 or 1916 by Hammond Lumber Company to provide grazing opportunities.

The Forest Service manages the lake's edge. A significant amount of private timberland is located on the south side of the lake. This scattered land ownership pattern leads to a patchwork style of timber harvest.

A number of agencies oversee management of the Detroit Lake area. The Forest Service is the primary manager and is responsible for administration of all public land surrounding the lake with the exception of about 600 acres around the dam that is administered by the Corps of Engineers. The fisheries are managed by the Oregon Fish and Wildlife Department (ODFW), which works in conjunction with the Forest Service. The Oregon Department of Transportation (ODOT) is responsible for managing and maintaining Highway 22.

Scale 1" = 440'

Tumble Creek Administrative Area
Maintenance Yard
Manager's Residence

Tumble Point

Highway 22

Designated Swimming Area

Restroom

Winter Boat Ramp

To Salem 47 miles

Mongold

Boat Ramp

Entrance Booth



Detroit Lake
State Park Master Plan
MONGOLD, TUMBLE POINT
Facilities

March 2001

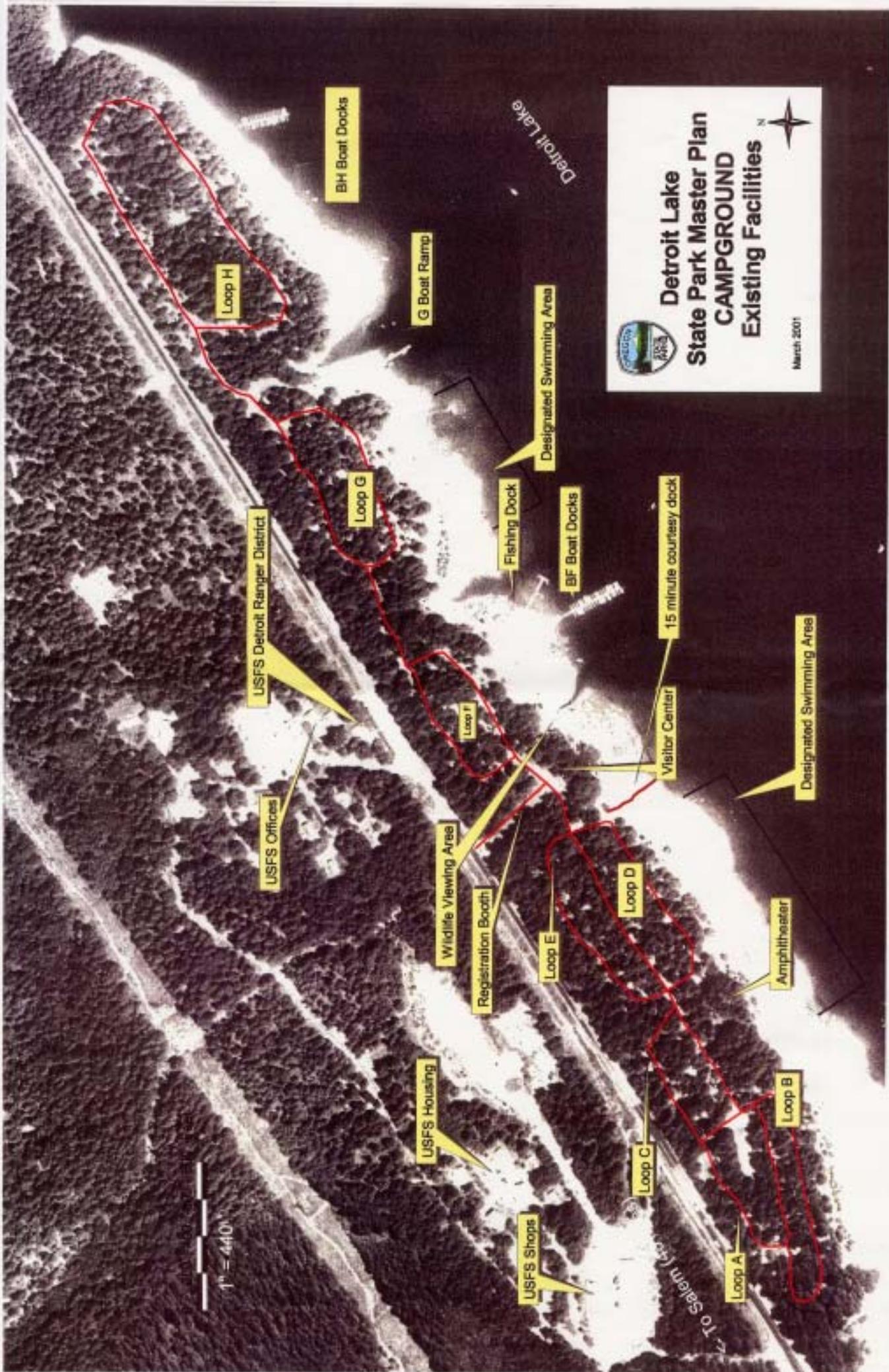


Detroit Lake


Detroit Lake
State Park Master Plan
CAMPGROUND
Existing Facilities



March 2001



1" = 440'

USFS Detroit Ranger District

USFS Offices

USFS Housing

USFS Shops

Wildlife Viewing Area

Registration Booth

Visitor Center

Amphitheater

Designated Swimming Area

Designated Swimming Area

Fishing Dock

15 minute courtesy dock

BH Boat Docks

G Boat Ramp

BF Boat Docks

Loop H

Loop G

Loop F

Loop E

Loop D

Loop C

Loop A

Loop B

Detroit Lake

To Salem (MI) 12.7

III. RESOURCE ASSESSMENTS

This chapter provides a summary of the resource inventories and assessments that were used in completing the master plan. Detailed mapping of these resources contributed to the completion of the Composite Resource Suitability Map, which is addressed in the next chapter. Detailed maps and background information are stored at the OPRD headquarters office in Salem and maybe viewed upon request. Maps can also be viewed at the Detroit Lake Office.

GEOLOGY

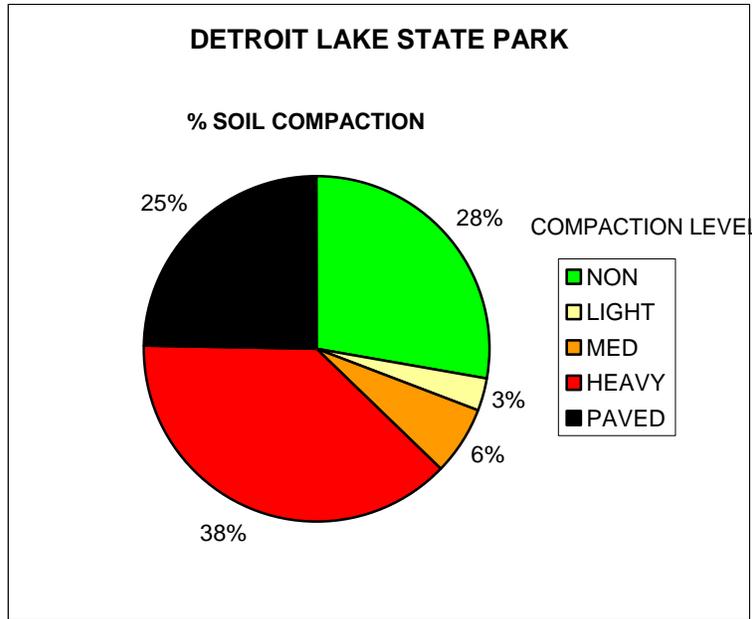
The project area lies within the Detroit Tributaries Watershed part of the North Santiam sub-basin of the Western Cascades physiographic province. Assigned to the Little Butte Sequence, the area is composed of Miocene and Oligocene tuffaceous sedimentary rocks. Basalts flows and tuffs form the foundation for this segment of the North Santiam subbasin (Shank 1997). Prominent features to the north include Elephant Rock, Needle Rock, Dome Rock and Phantom Bridge that are easily accessed from the state park area via the broad Halls ridgeline. These peaks overshadow a moderately uniform landscape of jagged ridgelines that plunge for thousands of feet into numerous highly dissected draws to end on large gently sloping stream terraces including the terraces located at the park (Shank 1997). The project area consists of slopes ranging from 0-25 percent. The prominent aspect is to the southwest (source: USFS).

SOILS

Soil Type 16 is a deep to very deep, nonplastic to slightly plastic soil type derived from colluvium, glacial till, and alluvium. Surface soils are usually thin gravelly loams and sandy loams; surface soils layers are from 27 to 44 inches thick. Subsoils are usually thick, gravelly, cobbly loams that locally may range to sandy loams or silt loams; subsoil layers are from 69 to greater than 76 inches thick. Bedrock materials are variable and consist of stable to moderately stable andesites, basalts, tuffs, and breccias; depth to bedrock varies from 6 to greater than 12 feet. Typically, Soil Type 16 occurs on moderate to steep mid-slopes, toe-slopes, and valley bottoms that are smooth to somewhat dissected. Slopes range from 20% to 70% (source: USFS).

SOIL COMPACTION ANALYSIS

Areas of the campground were surveyed to determine levels of soil compaction. This analysis will be used to establish a base line so that future conditions can be compared against existing conditions. The results of this analysis are listed below:



It is recognized that soil compaction and paved surfaces are a necessary outcome of campground management. Although the Willamette National Forest presently does not have a specific guideline for soil compaction for recreation sites, the fact that 63 percent of the area is in highly compacted soil or is paved, is not a desirable situation from both a soil productivity standpoint or from the view of retaining or establishing understory vegetation. Implications to the Douglas-fir stand have been described in previous input provided under the document Timber Stand Characteristics and Recommendations. This document is available in the master planning files. Management of the tree canopy is also necessary to enhance the light reaching the ground that is also limiting vegetation growth.

VEGETATION

The majority of the park is covered in mature second growth forest, which was logged approximately 80 years ago. The forest over story is composed primarily of Douglas fir, western hemlock, western red cedar, and incense cedar, with an under story of mostly dwarf Oregon grape, salal, vine maple, sword fern, and Pacific rhododendron. There are several significant streams that pass through the park, that are in some places accompanied by riparian vegetation dominated by red alder.

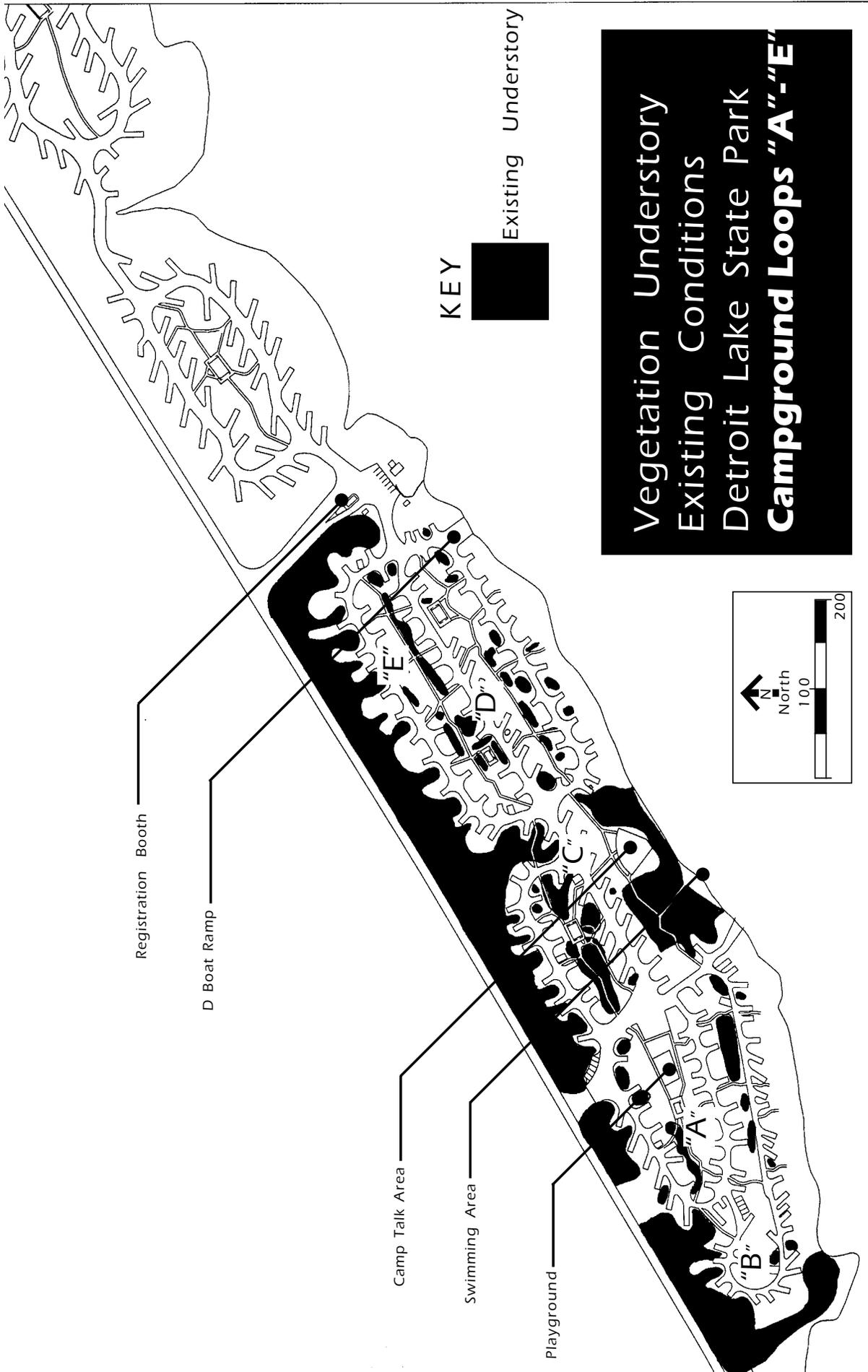
There are three categories of plant communities at Detroit Lake State Park – forested, riparian, and highly-disturbed/landscaped. Within these categories there were 10 plant associations in the park, some of which were only found in small areas. Only the plant associations occurring in areas of at least the 1-acre minimum specified in the guidelines were mapped.

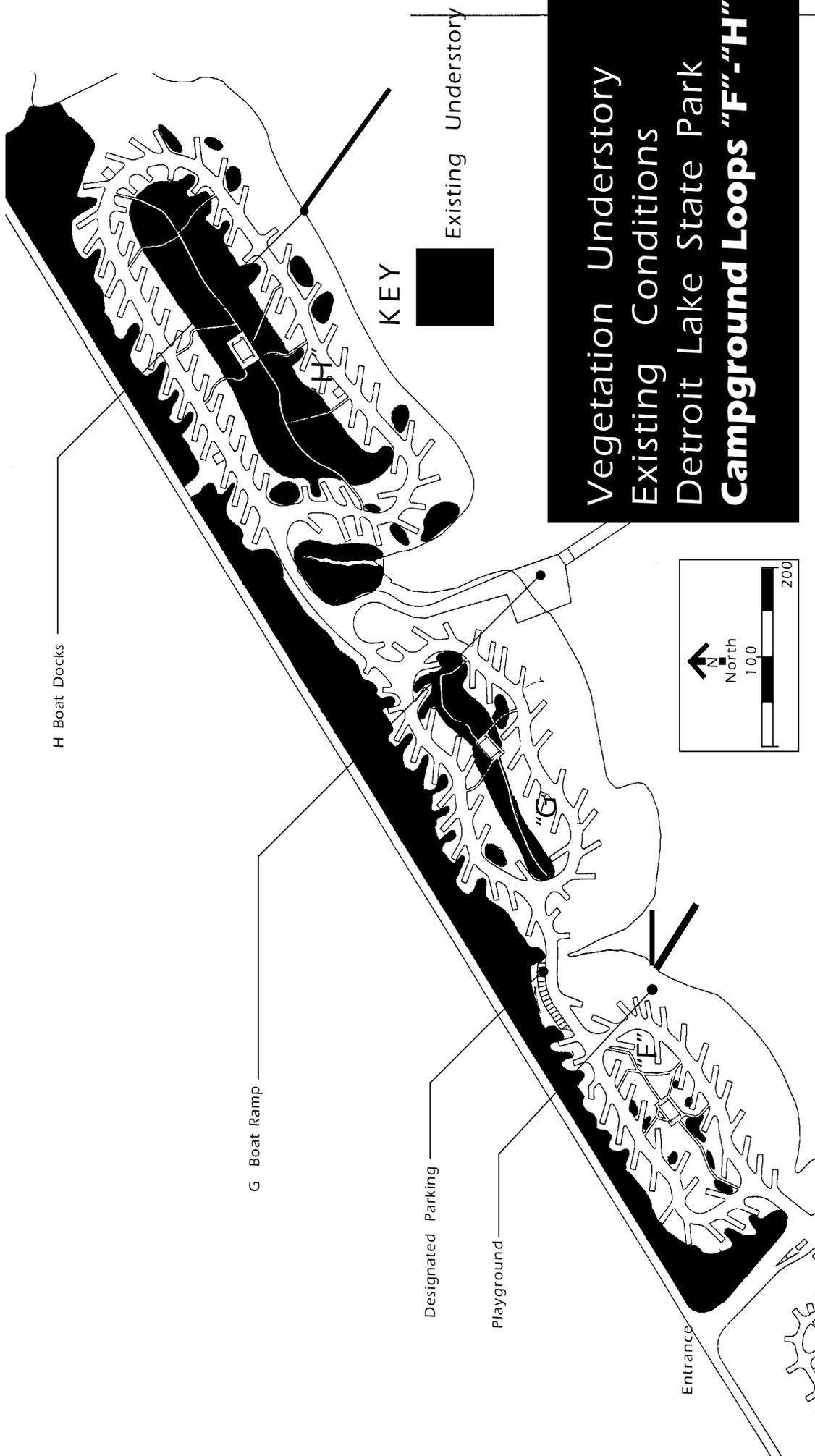
Several weed species were also identified and mapped. Methods for control of these species are addressed in the natural resource management guidelines later in this plan.

Areas of the campground were surveyed to determine the degree of under-story vegetation. The acreage of vegetated areas with little ground disturbance, was calculated. Degree of lack of understory

was based on the percentage of paving, building coverage or denuded areas. 73% of the campground is considered to be lacking under story vegetation.

Vegetated Areas In Campground		
	Acres	Acres
Paved Areas	10.9	18.9%
Buildings	0.2	0.3%
Vegetated with understory	15.4	26.6%
Lawn Areas	1.5	2.6%
Campsites	29.8	51.6%
Total	57.8	100.0%
Total Park Acres	57.8	
Existing Unvegetated Areas within the Campground	42.4	73.4%





**Vegetation Understory
Existing Conditions
Detroit Lake State Park
Campground Loops "F"-"H"**

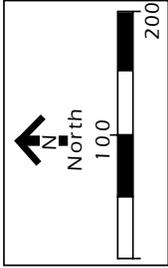
H Boat Docks

G Boat Ramp

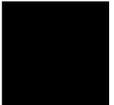
Designated Parking

Playground

Entrance



KEY



Existing Understory

FLOOD PLAIN

No official flood plain exists along the lakeshore as lake levels are controlled by the Army Corps of Engineers operation of the dam for flood management downstream.

HAZARDS

There are some occurrences of bank erosion along camp loops “F”, “G” and “H”. These areas have been mapped and will be addressed in the resource management section of this plan.

WETLANDS AND RIPARIAN AREAS

Riparian plant communities occur in the park at the lakeshore and around major streams. They are dominated by red alder in all cases. Black cottonwood is a sporadic member of these communities. The under story was more variable. Lakeshore communities were dominated by reed canary grass, whereas streamside riparian areas were typically dominated by swordfern. These communities are not listed in either the Willamette National Forest or the ORNHP plant associations. They could be considered as early seral or transitional.

Lakeshore communities: *Alnus rubra* / *Phalaris arundinacea*, red alder / reed canary grass. Other plants commonly occurring in this community include *Rubus ursinus*, *Fragaria virginiana*, *Prunella vulgaris*, *Hypericum perforatum*, *Rubus discolor*, *Daucus carota*, and *Salix* spp. Because this is an artificial lakeshore, the riparian-compatible plants that colonized the newly formed niche were those that could move in most rapidly, and that could tolerate the periodic changes in water level. Many of these plants are invasive species and weeds. This is actually a disturbance / seasonal flooding tolerant community.

WILDLIFE

Detroit Lake State Park is at 1500' above sea level is in the Douglas fir/Western Hemlock zone in the West Cascades. Common species of wildlife in the park include the Canada goose, mallard and winter wren. Osprey and red-tailed hawks can be seen circling over the reservoir. Occasionally deer can be seen coming down to the lake for a drink. Raccoons and flying squirrels can sometimes be seen at night looking for food. The primary game fish in the reservoir are rainbow trout and kokanee. Cut throat trout inhabit Tumble Creek. Pacific giant salamander, western toads and rubber boas can be found near the water's edge.

PROTECTED SPECIES

None

SCENIC VALUES AND RECREATIONAL SETTINGS

Using OPRD's system of scenic designations of the park can be considered as “Urban within Open Space”. The campground is heavily developed and heavily populated especially during the summer. Views into the campground and day use areas from the lake are well screened. Views into the park from Hwy 22 are also limited.

The Willamette National Forest Land and Resource Management Plan designates scenic resources for the land surrounding the reservoir and all the public land within the North Santiam River

corridor. The intent of this designation is to minimize the impacts of the timber harvest and other management activities and to preserve the area's scenic quality and natural setting. Because much of the surrounding area has a patchwork ownership pattern, managing the scenic resource is often difficult. For example, timber harvest that occurs on intermingled private and public lands often follows property lines and not the lines and character of the natural landscape.

According to Forest Service definitions, Highway 22 and Detroit Lake are considered travelways. Travelways represent linear concentrations of public- viewing. They can include freeways, highways, roads, railroads, trails, commercial flight paths, rivers, canal and other waterways. The campground and Mongold Day Use area can be considered a "use area". Views from the travelways, Hwy. 22 and the Lake, into the "use areas" areas are important and should maintain a partial retention value. This pattern creates a "do- nut effect:" where the edges of the sites become particularly important to maintain the scenic integrity of the forest. Primarily views from the highway and the lake into the use areas should retain the partial retention scenic integrity level. Urban areas within the core are less significant.

"Partial Retention" refers to slightly altered landscapes. This level usually refers to landscapes where the valued landscape character "appears slightly altered". Noticeable deviations must remain visually subordinate to the landscape character being viewed. An approach to maintaining this scenic integrity level is to borrow form, line, color, texture, pattern and scale from similar but different valued landscapes outside that being viewed. The picture below is taken from the lake bed looking north towards the campground. This represents a partial retention setting. Presently, it is difficult to discern developed areas with the campground. The development proposed in this plan should maintain the existing "partial retention" scenic integrity setting.



A view of Detroit Lake State Park Campground from the lake bed, August 2001. The shoreline represents a partial retention setting.

IV. ASSESSMENTS AND SUITABILITY

RESOURCE INVENTORIES AND ASSESSMENTS:

OPRD prepares resource inventories and assessments for its master plans. Detailed mapping of the key resources contribute to the creation of a composite “Suitability Map,” which is provided in the master plan document. Detailed resource maps, inventories and background information are not included in the document, but are available for viewing at the OPRD Headquarters office. The following list describes the resource inventories that were completed for the Detroit Lake State Park Master Plan.

PLANT

COMMUNITIES: Based on Oregon Natural Heritage Program community names. Names include reference to dominant tree, shrub and or herbal plant species.

WILDLIFE HABITAT: Based on generalization of the plant communities. Due to lack of significant habitat, this was not completed as part of this master plan.

WETLANDS: Based on Natural Heritage Program community names and National Wetland inventory names. (No wetlands were identified as part of these facilities.)

WATER/HAZARDS: Areas of slump topography, rock fall hazard, flood plains and water features etc. This plan identified streams and areas of bank erosion.

PROTECTED SPECIES: Nothing was identified.

CULTURAL

RESOURCES: Prehistoric or historic: Sites, objects, structures, buildings or landscapes. National Register listed, nomination eligible or likely to be eligible. Surveys identified areas of potentially significant resources.

COMPOSITE SUITABILITY:

Generally shows areas suitable for different levels of development intensity.

Level 1 & 2: Least suitable for development

Levels 3 & 4: Most suitable for development

SCENIC RESOURCES Important viewpoints and view corridors and the OPRD Recreation Opportunity Spectrum designations. The National Forest Service Land Management and Resource plan guidelines were also consulted. Scenic integrity is assessed. This refers to a system of classification describing the importance or value of a particular landscape or portions of the landscape.

SUITABILITY

Existing and future recreation uses should coexist with and complement natural and cultural resources within the state park properties. Areas within the park have been assessed for their suitability for public recreational use and for the need for resource protection. Areas have been mapped where intensive activities or facility development can occur without negatively impacting important resources.

For the Detroit Lake Master Plan, OPRD recognizes four resource suitability levels for several resources. These resources include plant communities, protected species, water features and hazards, wetlands/riparian areas and cultural resources. Each of these resources has been mapped and classified with respect to the four suitability levels that are based on the following criteria: Quality or condition which includes amount of disturbance by historic human activities or invasion by non-native species, having a representative Oregon native species composition, being rare or of a protected or special concern status, being vigorous or highly functional in structure and productivity, or possessing a potential for major hazards to facilities such as the 100 year floods. For cultural resources, the criteria include their significance and integrity and their importance for interpretation.

Once suitability levels were mapped for each resource category, the resource categories were overlaid and composite suitability levels were determined for areas of the park. The most restrictive resource suitability level within that area determines the composite suitability of each area. In addition, a Cultural Resource or flood plain overlay may be applied where appropriate. This overlay means that protection of the cultural resource or flood plain in that area is important but may not preclude appropriate development if resources can be protected. In this case additional testing may change the polygons associated with cultural resource layers. These changes will be prepared prior the printing of the next draft of the plan.

Due the relatively small size of the park compared to the density of park facilities, the composite suitability assessment demonstrates that a majority of the park falls into either levels 3 or 4, most suitable for development. Only small areas of level 2 were identified along stream corridors and lakeside riparian areas.

SUITABILITY MATRIX

Resources	Criteria	Protection/Low Intensity Use Levels 1 & 2		Management/Moderate Development Level 3	Major Development Level 4
Plant Communities and Wildlife	Excellent	X			
	Very Good		X		
	Moderate			X	
	Poor				X
Wetlands	All Known	X			
Rare/Protected Species	All Known	X			
Geologic & Water Features	Outstanding/Severe	X			
Historic/Prehistoric	National/State significant and high integrity	X overlay			
	Local significance & important interpretation		X Overlay		
	Archeological likelihood	X Overlay			

Table: Suitability Matrix

AREAS OF CONCERN

The areas of concern for this master plan include the USFS recreation facilities around the lake and connections to the City of Detroit. All of these sites are needed to provide for recreational demand at the Detroit Lake. OPRD supports the continued management of all these areas for public use.

Scale 1" = 440'

Tumble Point

Mongold

Composite Suitability

Composite Suitability

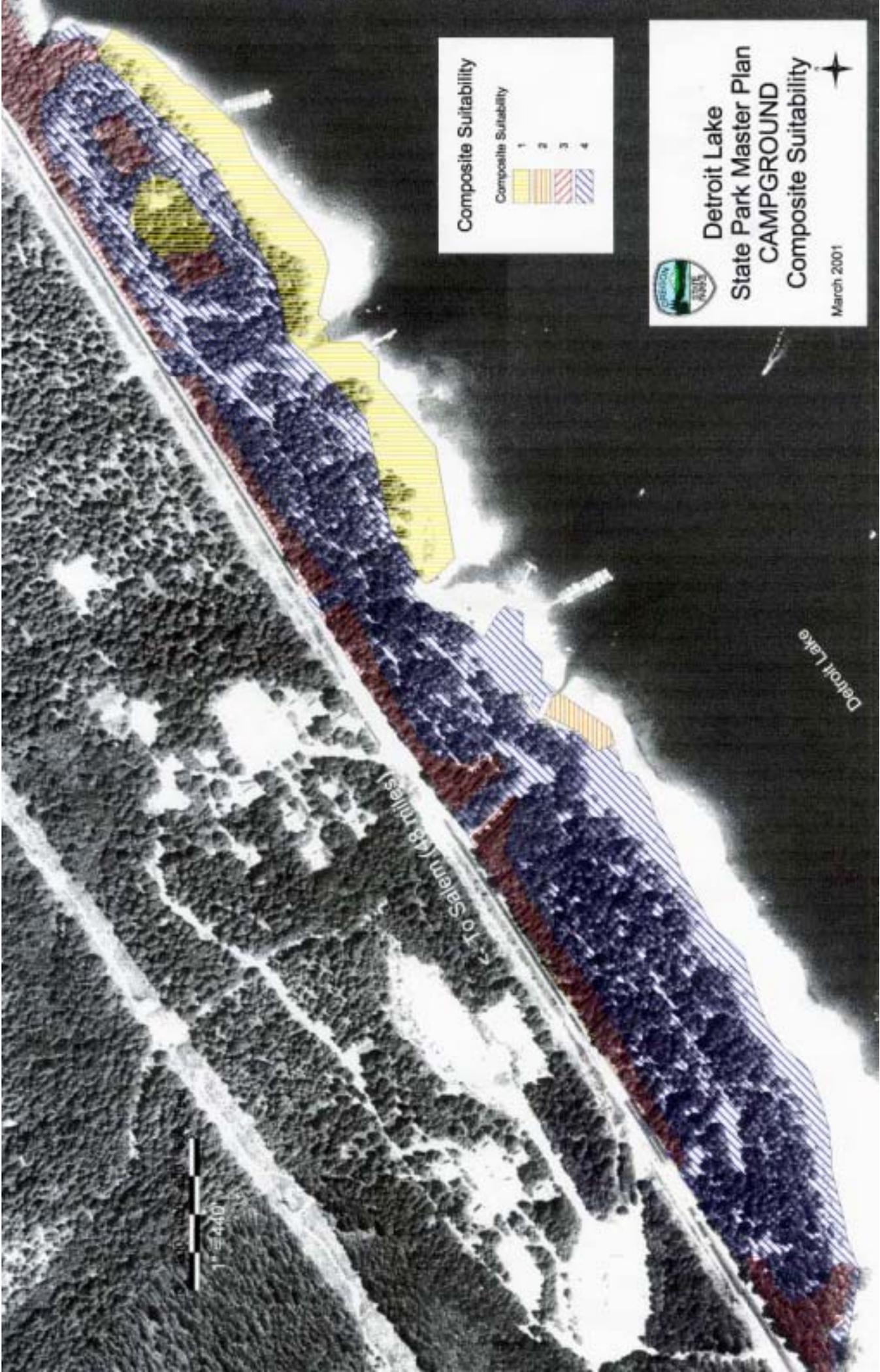


Detroit Lake State Park Master Plan MONGOLD, TUMBLE PT Composite Suitability

March 2001



Detroit Lake



Composite Suitability

Composite Suitability



**Detroit Lake
State Park Master Plan
CAMPGROUND
Composite Suitability**



March 2001

Detroit Lake

~ To Salem (8.8 miles)

1" = 440'

V. RECREATION NEEDS AND OPPORTUNITIES

People flock to Detroit Lake State Park in the summer looking for opportunities to boat, fish, camp, swim and picnic. Water-related activities such as fishing, water skiing, and cruising are the most popular activities. People who visit Detroit Lake are predominately coming from the mid-Willamette and Portland Metro area. Their numbers continue to increase as the population grows and boating trends continue to grow.

During the 2000 season, Detroit achieved the highest prime season camper night totals ever (78,747) for the park. The 1999-2000 Discovery Season the campground showed its highest attendance rates to date. In 1999 the Mongold Day Use area experienced a 15% increase over the 1998 totals. Use at the state park has been on the rise over the past 5 years and this trend will likely continue. The number of days that facilities are full or near full will likely increase over time. Encouraging more non-peak use will likely be the most effective way to meet the demands, as there is only limited potential for expansion.

Demand for use at Detroit Lake is expected to increase in the years to come. This park's popularity is greatly due to its location. Detroit Lake Reservoir is within an easy two-hour drive from two million people. Both the population of the primary markets and the boating activity are growing steadily and this trend is expected to continue well into the future. In recent years, boating trends have slightly slowed. Boating continues to increase but at a rate slightly below the growth in population.

Detroit Lake functions as the backyard recreation destination for urban residents. Most visitors are young families with 30% of the household heads age 35-44 and 60% with children at home. About 80% are repeat visitors, with a majority of overnight visitors staying three to five nights. About 2/3 of visitors use some type of watercraft. (Detroit Lake Composite Area Management Guide, USFS, 1992).

This type of urban camper seems to desire a higher amenity camping experience. Full hook-up sites fill up immediately. As even tent campers want to have the ability to plug in an appliance the electrical sites are also popular. The least desirable location for a majority of the campers is the older west end with small, closely spaced sites.

As Detroit Lake is one of the closest reservoirs to the valley, it is likely that the demand for water related recreation at Detroit Lake would continue to increase. There are few alternatives for boating near the mid-Willamette Valley. The Mongold Day Use area, in particular, provides a great stopping point for people traveling from the Willamette Valley to Central Oregon along Highway 22. The beaches and picnic areas are very popular.

In recent years park staff have concentrated their efforts on providing a quality interpretive program. Demand for program activities continues to increase as does the expectation for high quality. Currently many of the existing facilities do not provide for that demand.

SCORP DEMAND STATISTICS

SCORP (Statewide Comprehensive Outdoor Recreation Plan) is a federally funded, statistical and issue-related recreation analysis that is conducted by OPRD on a statewide, regional and community-based scale. Projections were for 1987-2000. However, no new projections have been completed to date due to a lack of federal funding in recent years. As little growth in the supply of opportunities for these activities has occurred in the area during that time and visitor numbers have increased, there should still be an apparent need for more facilities and sites.

SCORP OVERALL STATEWIDE DEMAND PROJECTIONS

Activity	Yearly Increase
Fishing	4.9%
Water Activities	5.2%
Nature Study	8.5%
Hiking, walking, climbing	8.9%
Camping	5.5%
Sightseeing	6.8%

Table: SCORP Overall Statewide Demand Projections

SCORP PROJECTIONS FOR REGION 8

1987-2000

(BENTON, LANE, LINN, MARION, POLK, YAMHILL COUNTIES)

Activity	Projected Increase
Fresh water boat fishing	53%
Fresh water bank fishing	35%
Swimming/outdoor beach	60%
Water-skiing	53%
Sailing	59%
Windsurfing	6%
Non-motor lake boating	35%
Motorized lake boating	33%
Wildlife/nature observation	78%
Day hiking	122%
RV camping	82%
Car camping with tent	45%
Camping by boat	71%
Group camping	15%
Picnicking	38%
Sightseeing	44%

Table: SCORP Projections for Region 8, 1987-2000
(Benton, Lane, Linn, Marion, Polk, Yamhill Counties)

In 1993 a survey of Oregonians was completed to measure demand for recreational opportunities within and near their communities. Considering Detroit Lake is in close proximity to the state population core, these opportunities may be relevant to this master plan. Widespread support was voiced for the following activities:

- ☞ Historic exhibits
- ☞ Outdoor concerts
- ☞ Wildlife and nature education
- ☞ Walking and jogging trails
- ☞ Picnicking
- ☞ Biking
- ☞ Beach swimming
- ☞ Boat fishing
- ☞ Driving for pleasure and sightseeing
- ☞ Overall, respondents preferred to recreate in natural to primitive settings.

It can be assumed that these activities would be desired at Detroit Lake for local use as well as for visitors. In particular group camping, group day use and group meeting facilities are popular and in demand according state park management at Detroit Lake. Scuba diving is also becoming more and more popular.

1998 OREGON STATE PARK VISITOR SURVEY FOR DETROIT LAKE STATE PARK

Every five years OPRD does a visitor survey to help determine needs within the parks system. The most recent survey completed in 1998 revealed some of the following recreational desires and use patterns relating to Detroit Lake State Park.

- ☞ 89% of visitors surveyed described their park visit as a planned destination.
- ☞ 40.6% of visitors surveyed selected Detroit Lake State Park because of its location, 32.1% because of facilities and 29.5% because of tradition.
- ☞ 77.6% made camping reservations.
- ☞ 80% of the day users surveyed spent 7-12 hours at Mongold Day Use Area
- ☞ 39.1% spent 3-5 nights in the campground
- ☞ Activities that were important to campers swimming (54%), boating (58%), fishing (30%), picnic facilities (28%), and interpretive programs (14%)
- ☞ Facilities that surveyed visitors would like to see expanded:
 - Š 61% campgrounds
 - Š 57.6% - small store for supplies
 - Š 52.6% - swimming areas
 - Š 40% - nature trails.
 - Š 36% - RV hook-ups
 - Š 31% nature/wildlife viewing areas.
 - Š 24% - playground equipment
 - Š 24% - rustic cabins
 - Š 23% - tent only camping areas
 - Š 17% - interpretive programs
 - Š 22% - day use areas.
 - Š 21% - cable tv hook-ups.

CARRYING CAPACITY ON DETROIT LAKE

Carrying capacity is an important consideration that guides the management of recreation sites. Carrying capacity guidelines have come to be accepted in the recreation research and management communities. Based on these guidelines, it is possible to determine whether or not a site is receiving use that is below, at, or above its estimated facility and/or social capacity.

For this study, OPRD considered the physical capacity of the reservoir surface-water area, as a dimension of capacity. It is important to acknowledge that capacity assessments of this type involve many variables.

How many boats can Detroit Lake sustain?

For any given activity or facility, there are usually several different recreation planning standards that may be considered by public and private recreation providers and managers. These standards suggest an appropriate number of boats for various surface areas, assuming different types of activities occurring and different reservoir size. Standards for the number of boats per surface acre of water cover a wide range because of the number of variables.

Elements considered:

⌘ Shape of Detroit Lake

Detroit Lake is nine miles long and between .25 and 1 mile wide. The lake has almost 33 miles of shoreline. Linear configuration establishes a counter clockwise boating circulation plan. The large number of coves provides great opportunities for boats to anchor and transform into informal day use areas.

⌘ Concentrations Around Use Areas And Launch Locations

Much of the boating is concentrated around “put in” areas and day use areas. Other motorized boaters choose to cruise up the arms to escape the crowds and/or the winds. The Oregon State Marine Board typically will use a 5- mile impact radius around put-in areas to determine the use zones associated with boat ramps. 5 miles is the extent most boaters will travel.

⌘ Wind Impacts

The west end of the lake is not used nearly as much as the east end. Distance from the marinas and campgrounds, and prevailing winds, all combine to limit use to the east end.

RECREATIONAL SITE DEMAND INFORMATION AT THE CAMPGROUND

Based on the state park’s management’s experience, the tent sites are underused and undesirable at Detroit Lake State Park Campground. Most people do not want an undersized site lacking amenities such as electricity or water. The existing tent sites are located in loops “A” – “E” and account for over 44% of the total sites within the park. The master plan looks at ways to improve these undersized, lower amenity sites to create a product more in line with what the public desires, to make efficient use of the opportunities available at the campground.

As outlined in the Detroit Lake Composite Area Management Guide in 1992 (p. 83), a majority of the people visiting Detroit Lake come from urban areas to enjoy outdoor recreation, none the less they want more than rustic conditions. Improved restroom and shower facilities are high priorities. RV hook ups were an important improvement. The findings outlined in the guide indicated that facility planning should consider the visitor's desire for more extensively developed campsites and day use areas. Clearly visitors wanted more amenities, however were concerned about the effects of overuse. Issues focused on sanitation, parking and campsite amenity levels and availability.

LOCATION AND TYPE OF SITES

Loop	Full Hook-Up	Tent	Electrical	Total Sites
A	7	25		32
B		31		31
C	13	17		30
D	12	34		46
E		26		26
F	34	3		37
G	41	3	2	46
H			70	70
Total	107 (34%)	139 (44%)	72 (22 %)	318

Table: Location and Type of Sites

VI. ISSUES

On February 20, 2001 the Detroit Lake State Parks Steering Committee met to discuss issues associated with the state park. Following the steering committee meeting a public meeting was held to solicit additional ideas and comments from the public. On February 26, 2001 OPRD held another public meeting in the Portland Area. OPRD field and planning staff have also identified issues pertaining to the master plan for Detroit Lake State Park. The list below represents a summary of the comments gathered during the issue scoping phase of the project.

PARK-WIDE ISSUES

Utility Upgrades Needed

- ⌘ Sewage disposal system need. Many of the drain fields are located close to the edge of the lake.
- ⌘ Water system is a surface system that requires dredging of sediments each year. It probably should be replaced due to impacts to fish in Tumble Creek and public safety concerns in the near future.
- ⌘ Electrical upgrades are needed throughout the campground.
- ⌘ Bury power lines in campground.
- ⌘ Staff housing is needed. –twenty seasonals work at the park normally.

Detroit Lake Capacity Issues

- ⌘ Is the lake at capacity already? Would additional facilities only crowd the lake beyond its carrying capacity?
- ⌘ Designate different use zones to reduce conflicts on the lake. Not all parts of the lake are conducive to certain uses.
- ⌘ It will be a challenge to meet growing demands on the lake.
- ⌘ Capacity issues on the lake correlate with access points, use areas and parking availability.
- ⌘ The lake seems crowded during peak weekends.
- ⌘ People tend to boat in the area around the boat ramps and day use areas.
- ⌘ Wind prevents use of the west end of the lake.
- ⌘ Consider reducing rates during the mid week during the peak season to encourage off peak use.

Highway 22 Issues

- ⌘ Access consolidation should be a goal.
- ⌘ Non-recreation use of Highway 22 is increasing. Central Oregon is growing fast and Highway 22 is considered a National Highway system road, the major route between Central Oregon and the Willamette Valley.
- ⌘ Consider long-term viability of campground in this location. Consider relocating or reducing # campsites to lessen impacts to the highway.
- ⌘ Opportunity to widen highway if power lines were buried.

- ⚡ Design of entrance could greatly reduce access issues for the park.
- ⚡ Work with the Forest Service to ensure coordinated access points.
- ⚡ How will the master plan address congestion within and outside the park?
- ⚡ Work with local communities in the Santiam Canyon.

Natural and Cultural Resource Issues

- ⚡ Address vegetation management so that a healthy, natural appearing, native forest will be maintained.
- ⚡ Address protection of cultural sites, soil, water and other resources within and adjacent to the park.
- ⚡ Address shoreline protection and erosion on steeper banks. Identify areas of undercut.
- ⚡ Delineate park boundaries to help manage use in and outside of the state park boundaries.

Mongold Day Use Area Issues

Boat ramp improvements needed

- ⚡ Needs “traffic cop” during peak periods to help alleviate congestion.
- ⚡ Off-season boat ramp does not work well for larger boats.
- ⚡ Host site for Coast Guard Auxiliary
- ⚡ ADA restroom and drinking fountain needed.

Management Issues Associated With West End of Park.

- ⚡ Illegitimate dispersed use at west end of Mongold is difficult for staff to manage. People camp illegally causing sanitary and enforcement problems. Access is difficult into this site and the parking area is open all night long.
- ⚡ Consider gating the entrance at night.
- ⚡ Staff cannot close park at night because Mongold is used as overflow parking for campground and for boat-in campers using Piety Island, therefore it is difficult to regulate use here.

Highway Access And Safety Concerns

- ⚡ Consider reducing speeds along Highway 22 to slow traffic down.
- ⚡ Consider installing a congestion sign to help warn motorists of oncoming park congestion.

Day Use Area Expansion Needed

- ⚡ Crowded and congested during peak times.
- ⚡ East end of the park is underused because of its distance from parking. East end used primarily by boaters.
- ⚡ Group picnic shelters would be popular.
- ⚡ Look at the west end of the park for additional development

- ⚡ Swimming area needs to be bigger.
- ⚡ Diving use is picking up at Mongold. Some diving conflicts with boaters are now occurring.

Additional Visitor Facilities Are Desired

- ⚡ Restrooms need major rehab. Consider consolidating the two restrooms into one structure.
- ⚡ ADA accessible fishing dock is needed.
- ⚡ ADA approved restroom at boat ramp.
- ⚡ Consider cabins at Mongold.
- ⚡ Vending showers would be popular. This would help alleviate illegitimate use of the campground facilities.
- ⚡ Access from Mongold onto the highway can be dangerous. Consider redesign of entrance to improve sight distance and appearance of the entrance from highway.

Truck and Boat Trailer Parking is at Capacity

- ⚡ Parking lot is full during the peak season. Boat trailer spaces reach capacity before the day use parking fills.
- ⚡ Current boat ramp is at capacity during the peak season.
- ⚡ New parking would require expanded or new boat ramp to accommodate the additional boats.
- ⚡ Entrance road needs to be widened to allow trucks with boat trailers to turn around more safely. Currently some of the parking spaces require boaters to turn around the registration booth creating conflicts with vehicles entering the park.

Campground Issues

Many of the campsites are too small to accommodate park users

- ⚡ A majority of the users come to Detroit Lake State Park in recreational vehicles. Many of the existing camping spurs do not accommodate large RVs. Many of the sites are designed for tents. Approximately 130 sites of the 311 total sites are under used because they cannot accommodate the larger RV rigs with the amenity level campers are seeking.
- ⚡ Approximately 70% - 80% of the campers come with boats. Many of the campers store trailer/boats in their campsites.
- ⚡ Need for overflow vehicle parking. Many of the campers come in large groups often with several vehicles.
- ⚡ Vegetation and privacy concerns. Camp loops “A” through “E” are in need of attention to improve the appearance and provide a buffer between campsites. Tree canopies conflict with some of the larger RVs.
- ⚡ Consider reducing density of campground especially in camp loops “A” - “E” to improve quality of the camping experience.
- ⚡ There is a high demand for full hook-up sites and electrical upgrades.

Accommodating Campers With Boats

- ⌘ 70% -80% of campers come with their boats. Additional boating facilities are desired.
- ⌘ Jet skis are very popular. Consider constructing Jet Ski moorage.
- ⌘ Campsites are typically far from the overnight boat moorage sites.
- ⌘ People like to be within sight of their boats and prefer moorage rather than taking their boats out of the water. However, trailers do not necessarily have to be within sight.
- ⌘ The more overnight moorage there is, the less impacts there are on the boat ramps and to the campsites.
- ⌘ “B” and “G” camp loops needs transient boat docks.
- ⌘ More boat moorage is needed (40+).
- ⌘ Need host sites near moorage facilities.
- ⌘ Replace “H” and “F” docks anchors and pilings. Wind and wave protection needed.
- ⌘ Marine Board involvement is important.
- ⌘ “G” boat ramp improvements needed.
- ⌘ Canoe dock needed.

Campground Facility Needs

- ⌘ Some sites are located uncomfortably close to the highway. Consider removing sites along the highway and replacing them with either overflow vehicle or trailer parking.
- ⌘ No dump-station nearby.
- ⌘ Camp loop “A” does not have showers.
- ⌘ Covered shelters are needed.
- ⌘ Swim areas need improvement.
 - ⌘ Construct ADA accessible swim areas
 - ⌘ “G” Loop swimming area need better access
 - ⌘ “G” loop swimming area is too small.
 - ⌘ Swimming platforms would be popular.
 - ⌘ Improved beach areas. Large rocks need to be removed and grassy areas are desired.
- ⌘ No onsite park office
- ⌘ Storage area needed in the campground
- ⌘ Improve entrance sign into park.
- ⌘ Campers at this park tend to want higher amenities.
- ⌘ Insulate restrooms

Look to Extend the Camping Season

- ⌘ Consider camper cabins to help extend the camping season. Consider opening campground year round.
- ⌘ Consider mobile cabins that could be moved seasonally. Winter cabins could be lakeside and relocated to less desirable sites during the summer.

Pedestrian And Bicycle Safety Concerns

- ⚡ Consider connecting state park with forest service complex via an underpass. Work with Forest Service to provide access to trails on the north side of the highway into forest service lands providing opportunities for hiking and mountain biking connections.
- ⚡ Concern for the safety of children on bikes and scooters using travel lanes. Bikes are currently not allowed on trails.
- ⚡ A trail along the lakefront is desired.
- ⚡ Pedestrian and bike connections into the City of Detroit are desired.

Traffic Pattern Issues

- ⚡ Entrance road is too short. At peak times traffic can back onto the highway.
- ⚡ Traffic congestion occurs around the “C” Loop boat ramp.
- ⚡ Better circulation is needed throughout the campground.
- ⚡ Emergency vehicle access needs to be addressed.

Interpretive Program Needs

- ⚡ Continue family-oriented programs.
- ⚡ Programs are very popular. Consider breaking down programs according to age groups.
- ⚡ Camp talk area is in need of major rehab. Consider ADA improvements, widening aisles, providing shelter for equipment, consider a campground shuttle to assist folks getting to the area from outlying parts of the campground. Education display area is needed.
- ⚡ Kiosk needs new design.
- ⚡ Program area is full during the peak season. Need covered multi-purpose building for interpretive programs needed.
- ⚡ Program area should be centrally located.
- ⚡ Kids need a place to park their bikes and scooters.
- ⚡ Consider opportunities to partner with other agencies such as the Army Corps of Engineers.
- ⚡ Interpret energy conservation and sustainability measures.

Tumble Creek Point Administrative Area Issues

General Issues

- ⚡ Great lakeside location.
- ⚡ Vehicle access is difficult due to sight distance limitations caused by the bridge.
- ⚡ New residence is needed.
- ⚡ Not the best location for shop yard and manager’s residence.
- ⚡ Consider other uses such as cabins and group retreat area, bunkhouse concept.
- ⚡ There is room for a residence by the water source.
- ⚡ Staff housing needed for 20 seasonal employees.

Administrative Marine Area Needed

- ☞ County sheriff, Coast Guard, State Parks, Coast Guard, Marine Board all need location to moor their boats. Currently occupying dock space at the campground.
- ☞ Sheriff needs a place to conduct Breathalyzer tests and other police functions. Area should be out of the public eye.
- ☞ Emergency boat ramp needed.
- ☞ Host sites for volunteers associated with marine patrol are desired.
- ☞ Office/boat house would be ideal.

Office Area Needs

- ☞ Employee parking needed.
- ☞ Concern for losing park identity if the office is consolidated with the Forest Service.
- ☞ Staff meeting space needed.
- ☞ Additional office space needed. Most rangers now have computers.
- ☞ Fuel storage and dispensing area needed in the future.

Shop Area Requirements

- ☞ Shelter for equipment.
- ☞ More storage area needed.
- ☞ Lockers for seasonal employees are needed.
- ☞ Space for the wood program.
- ☞ Separate entrance to monitor comings and going.
- ☞ Security issues.
- ☞ Seasonal housing needed.
- ☞ HAZMAT building needed.

FOREST SERVICE INTERESTS

Prior to commencing the master plan the Forest Service provided the OPRD a listing of issues that they requested the master plan cover.

1. How does the Master Plan address vegetation management so that a healthy, natural appearing, native forest will be maintained to achieve “Partial Retention” in the foreground?
 - š Views from the highway and surface of lake
2. How does the Master Plan address the utilization of the special use permit area for recreation purposes?
 - š What is the highest and best use for lakeside development?
3. How does the Master Plan address the impacts of pedestrian and vehicle congestion on the highway and other areas – both within and outside of the permitted area?

4. How does the Master Plan address protection of cultural sites, soil, water, and other resources within and adjacent to the permit area?
5. How does the Master Plan through site layout and development facilitate emergency vehicle access and emergency evacuation?
6. How does the Master Plan address the long-term water and sewer needs for the state park?
7. How does the Master Plan address the Detroit Lake Area Composite Management Guide and the North Santiam Canyon Economic Development Plan?
8. How does the Master Plan address the protection of shoreline from erosion along the steeper banks?

VII. GOALS

OPRD established a series of master planning goals for guiding the appropriate management and use of Detroit Lake State Park, for the next 10-20 years. The goals are based on the suitability assessments and recreation needs assessments. The comments from issue scoping are considered in deciding what the goals will be.

GOAL 1: IMPROVE PARK MAINTENANCE, MANAGEMENT AND REHABILITATION

The highest priority for Detroit Lake State Park is stepping up the maintenance and rehabilitation of its facilities and infrastructure. The work list for these tasks is generally not included in a master plan document, but is identified by the park management and agency engineering division on a six year and biennial basis. In general, needed rehab for the park includes replacing or upgrading docks and boat ramps, pavement, lengthening camp spurs, upgrading utilities and replacing older buildings, especially roofs.

In addition, a priority for this park is increasing the staffing level during the peak summer season to provide better supervision of crowded areas; and adding some year round staff to attend to routine park operation and maintenance. Park management will also use volunteer groups and individuals, and any "prison" type crews available in the area that are affordable and able to provide the kind of work needed. Special work groups such as youth work groups, displaced migrant work groups and others will be used when available. Also, improving the level and quality of emergency services coordination and communication is a high priority for park managers.

Funding priorities and budgeting for maintenance, rehab, staffing and for using "special work groups" is determined on a biennial basis as a part of the overall department budget. This master plan sets out to achieve improved maintenance, management and rehabilitation through the following actions:

€# Provide needed on site storage and staff facilities

This master plan develops on site storage facilities within the campground. Currently there is limited space to hold everyday items associated with maintenance and day-to-day activities. The plan shows a vehicle storage area for lawn mowers and park vehicles. In addition, the plan shows a small addition to the existing visitor center (multi-purpose room). A proposed administrative center would include manager's office, ranger work stations, lockers, employee restrooms and break room.

€# Electrical upgrades needed throughout the campground

Staff have recently updated the electrical service in many of the sites. Additional work needs to be done. In the future, upgrades should consider under-grounding utilities wherever possible.

⚡ **Major facility improvements are needed**

Many of the proposals outlined in this master plan are dependant on a new water and sewage collection system. OPRD is committed to developing or participating with the USFS in the development of a water system and sewage treatment system for Detroit Lake State Park (including the Mongold and the Tumble Creek sites) that will meet all Oregon State Water Resources Department and Department of Environmental Quality requirements and comply with USFS policies regarding the location of such facilities on National Forest lands. OPRD is currently preparing a facility plan to determine sizing and flow requirements and water source feasibility.

⚡ **Eliminate hard to manage areas**

The park proposals in the Development Concept chapter have been located so that hard to manage areas are eliminated through the siting of new facilities. Currently the west end of Mongold is difficult to manage due to unregulated, dispersed use at the west end. The master plan shows a developed day use area in this location that will help mitigate this problem.

At the Mongold Day Use Area OPRD should investigate the feasibility of establishing an overnight parking permit and associated use fee. Vehicles using the site for campground overflow should be accommodated within the campground.

⚡ **Provide stable housing options for staff**

Relocation of the managers residence and identification of housing options for seasonal employees is necessary to ensure the seasonal work force needed to operate the park facilities during the peak season. With the exception of the park manager's residence, the staff lodging should be apartment or dormitory style lodging that would serve the needs of temporary and seasonal staff who generally cannot afford conventional multiple family housing. Our agency will continue to work with the Forest Service to identify a location for a park managers residence and housing for up to eight seasonal employees on the Forest Service complex.

GOAL 2: PROTECT AND ENHANCE THE OUTSTANDING NATURAL, CULTURAL AND SCENIC RESOURCES OF DETROIT LAKE STATE PARK

Protecting important wetlands, riparian areas, wildlife habitats, plant communities and forests, views, vantage points, settings and cultural, historic and prehistoric resources is one of the highest priorities for the management of an Oregon State Park. Enhancement of selected portions of these resources is also an important goal for state parks.

Any proposed development or public use will be located and designed to avoid significant impacts on important natural or cultural resources. Scenic settings are considered in planning new development.

Master plan development proposals are illustrated and described in the "Development Concepts" chapter. This includes references to resource constraints to be incorporated into the final designs and construction.

General objectives or guidelines for recommended natural, cultural and scenic resource management are described in the "Natural and Scenic Resource Management Guidelines" and "Cultural Resources Management Guidelines" chapters of this document.

The master plan for Detroit Lake's top priority for resource management is given to the following issues:

- ⌘ Protect views from the highway and lake into the use areas.
- ⌘ Implement the forest management plan.
- ⌘ Implement the forest, cultural and scenic management guidelines presented in this master plan.
- ⌘ Plan facilities to conserve water and that are energy efficient.
- ⌘ Provide significant resources protection through education and design and by limiting access to sensitive areas (especially vehicle access onto the lake bed during times when the lake is at or near low pool).

GOAL 3: PROVIDE FOR CURRENT RECREATIONAL NEEDS

During peak seasons the facilities within the state park are used beyond capacity. As demand and populations grow there will be more use pressure on these recreation sites. OPRD cannot provide for much of an increase in recreational capacity at these sites due to limits on developable area. Certain facility expansion and improvements are outlined in the master plan. However, this master plan takes steps to reduce the capacity of the campground with the intent of improving the recreational experience and protect the natural resources. OPRD can also diversify and improve the use of facilities such as day use and camping areas.

⌘ Provides more day use on the lake

The Detroit Lake Composite Area Management Guide (DLCAMG), completed in 1992, outlined a need for additional day use areas at Detroit Lake. This guide recommended that these sites would meet demand if they were located close to Highway 22. This guide identifies a new development area at Mongold.

⌘ Respond to demand for better camping amenity levels

This master plan responds to an overwhelming need for additional "higher amenity" sites (access to showers, longer parking spurs, electrical and water hook-ups) in the campground. This need is indicated by park staff often have to turn away large RVs who desire additional amenities that are not currently available at many of the sites.

The Detroit Lake Composite Area Management Guide surveys indicated similar trends in camper desires. Users interviewed for the market study indicated that they want more facilities such as showers, rest rooms and campgrounds. Visitors are often urban dwellers

It is within OPRD's role as a recreation provider at Detroit Lake to provide campsites with amenities such as showers, electric and water. This is a higher amenity level than the USFS provides in their campgrounds. The master plan outlines strategies in the existing campground to lengthen sites, create pull-through sites where possible and complete all necessary utility upgrades.

≠# **Provide group use overnight and day use opportunities**

There is a statewide demand for additional group use, both overnight and day use. Currently campers who wish to camp in a group have to orchestrate their reservations for individual sites far in advance. Group use usually works best when separated from the other campers. Groups prefer a central gathering location as well. The plan shows both group day and overnight experiences at all three of the sites.

≠# **Provide more overnight moorage and extra vehicle parking at the campground**

Over two thirds of the campers who come to Detroit Lake come with their boats in tow. The plan outlines various facilities to support this use such as additional overnight moorage and truck and trailer parking on-site.

≠# **Provide for desired amenities**

Upgrade and expand electrical and water utilities, expand the system of camp trails, provide group meeting halls and picnic shelters, improve beaches and camp talk area, play areas and expand visitor center as needed. Improve registration areas to lessen conflicts off the highway.

GOAL 4: IMPROVE PARK ACCESS, ORIENTATION AND WORK TO IMPROVE HIGHWAY SAFETY

Congestion within the park and on the highway was an important issue identified during the planning process. Highway 22 is an important highway connecting Central Oregon to the Willamette Valley. Traffic along this route will only increase over time. Access on and off the highway needs to be addressed in the master plan. Once inside the park, internal access needs to be addressed. Crowding and congestion makes circulation difficult at times. The master plan looks at various ways of addressing this goal. These strategies are outlined below.

≠# **Enhance the safety of access points by improving site visibility and signage**

The proposals outlined in this master plan address highway access safety. The plan locates highway access points at the safest locations. The plan also touches on signage and provides recommendations for placement of park

entrance signs. OPRD will coordinate with ODOT and USFS to ensure safe access on and off the highway.

≠# **Coordinate with the USFS regarding access points for vehicles and pedestrians**

The Forest Service is currently planning for a future office which will include a visitor outreach area. As part of their plans they are considering constructing a pedestrian highway underpass. This concept would provide an excellent connection between each of the two sites and will help in the long-term development of an off-road trail connection into the City of Detroit. An underpass would provide a safe connection to a vast area of recreational opportunities that may include a network of hiking and mountain biking trail

≠# **Work with partners to construct a bike path from Detroit Lake State Park Campground into the City of Detroit.**

A safe, off-road connection between the campground and the city of Detroit is needed. OPRD should continue to coordinate and support partners in the towards the development of such a trail opportunity.

≠# **OPRD would support the development of a Tumble Creek Trailhead along the north side of Highway 22.**

Demand for a trailhead parking would provide an additional recreation opportunity near the park. The ideal location is located outside the OPRD Special Use Permit Area. OPRD staff should coordinate with the Forest Service in the construction of the trailhead.

≠# **Provide for emergency evacuation in the campground**

In the event of an emergency, access through and out of the campground would be difficult. OPRD will work with ODOT to identify two emergency only highway access points. The development concepts as presented indicate a potential location for such accesses, however, additional reviews and approval by ODOT are recommended.

GOAL 5: ENCOURAGE IMPLEMENTATION AND INVESTMENT PARTNERSHIPS

OPRD needs to seek management and development partners to assist in implementing the goals and concepts outlined in the master plan. This can include working with volunteers, prisoners, youth and work groups. The master plan goals, constraints, concepts and guidelines should be used as a basis for directing implementation partnerships.

≠# **Commit to consolidation and relocation of staff housing, shop and maintenance yard onto the Forest Service Complex**

Work with the USFS to define office, shop and maintenance yard spaces, and staff housing options that could be consolidated on the Ranger Station

Complex. OPRD staff will develop a detailed list of space needs. This list will outline square footage, types of uses, storage areas and address issues such access and parking. A preliminary listing of space needs is outlined in the appendix.

⚡ **Coordinate with other lake authorities to increase the level of boating safety and year round access on the reservoir**

Work with other law enforcement partners to help enforce lake safety. Provide needed space for boat moorage and access at boat ramps. Consider the alternative as presented for Tumble Creek that shows an administrative use area. Provide parking for marine administrative vehicles at Mongold and within the campground. Work with partners to improve lake-wide communication and a implementation plan for a low water ramp proposal at Mongold Day Use Area.

⚡ **Work with partners to designate a scuba dive access area**

Consider an area at the proposed Mongold Day Use Area that would protect divers from boat traffic.

GOAL 6: IMPROVE DISABLED ACCESS

Any new facilities would be constructed to provide access for the disabled as is required by the setting and opportunities. A good model to follow is the latest USFS publication for determining the appropriate levels of access by setting.

In addition, any new development should take into account the growing percentage of the recreating public which suffer temporary or "unofficial" disabilities or hindrances such as legs in casts, parents with strollers, and elderly visitors who have limited endurance for walking and standing, and those with poorer eyesight, hearing loss and mental challenges.

The master plan addresses this by proposing upgrades to the following facilities:

- ⚡ Trails, swimming access, and restrooms
- ⚡ Fishing docks
- ⚡ Picnic facilities
- ⚡ New ADA campsites
- ⚡ Swimming Areas

GOAL 7: IMPROVE INTERPRETIVE AND EDUCATION OPPORTUNITIES

Provide appropriate programming, infrastructure and facilities to maintain an excellent interpretive program at Detroit Lake State Park. A quality interpretive program is an important feature at this state park. Many of the park's visitors choose Detroit Lake for its quality programs and activities. OPRD should expand this service in the future.

Complete a park wide interpretive plan that builds upon statewide priorities. This plan should coordinate with the USFS, the City of Detroit and the Army Corps of Engineers interpretation strategies.

- ⌘ Ensure consistency in technique, delivery, content and professionalism through training and employee development.
- ⌘ Provide programs that reach culturally diverse audiences, special populations, and other non-traditional users.
- ⌘ Expand excellent interpretive program with staff support and adequate funding.
- ⌘ Provide shelter and covered spaces so that activities are not weather dependant.
- ⌘ Address themes such as safety and natural resource protection.
- ⌘ Continue to offer family-oriented activities.
- ⌘ Look to interpretation as a method of extending the campers stays.
- ⌘ Interpretive programming needs to be consistent with National Forest objectives.

GOAL 8: OUTSIDE THE PARK

- ⌘ OPRD is committed to developing or participating with the USFS in the development of a water system and sewage treatment system for Detroit Lake State Park (including the Mongold and the Tumble Creek sites) that will meet all Oregon State Water Resources Department and Department of Environmental Quality requirements and comply with USFS policies regarding the location of such facilities on National Forest lands.
- ⌘ Incorporate a water source feasibility study into sewer system facility plan This plan will explore options such as a shared well, obtaining water rights to Tumble Creek or hooking into the municipal system.
- ⌘ Coordinate with the USFS Proposed “Gateway” redevelopment to ensure proper access points for both cars and pedestrians and potentially shared use of the facilities.
- ⌘ Encourage the City of Detroit to develop a dump station to offset the development costs of the municipal sewer system.

- €# Coordinate programming with Forest Service and the Army Corps of Engineers. Do not duplicate services.
- €# Achieve a good working relationship with ODOT on highway access management and design.
- €# Work with law enforcement agencies to help enforce parking restrictions along the state highway near Mongold.
- €# Work with partners to construct a bike path from Detroit Lake State Park Campground into the City of Detroit.

PRIORITY PROJECTS SUMMARY

The development proposals are identified by a prioritization code in the last column of the matrix. This code refers to the project priorities determined during the master planning process by the Forest Service and Oregon Parks and Recreation Department.

Priority 1 Health and Safety

Construction or development of these projects will directly contribute to the health and safety of the park visitors. Examples of these projects include:

Emergency access points into the campground

In an event of an emergency it would be difficult during peak period access to or exit from certain points of the campground using the existing centralized entrance and circulation roads. Crowding on the roads within the campground loops may contribute to a longer response time as well with emergency access points response vehicles can safely access the facilities.

Improve entry and turnaround at Mongold

The existing trailer-turnaround area conflicts with entrance booth. An improved turnaround and entrance booth is needed to limit conflicts with incoming traffic off of Highway 22.

Improved Highway Access Points/Tumble Creek

An improved access into Tumble Creek is needed. Currently the main access is difficult due to inadequate site distance and queuing space.

Marine Administrative Area at Tumble Creek

This development proposal will contribute to safety and crime control. This facility is important to the marine patrol officers.

Proposed Administration Area

Currently the park office and is off site requiring several trips throughout the day. By moving the office onsite would reduce the number of trips and travel time required by the employees and provide a centralize administration area.

Lake Front Trail

By developing a trail that runs along the lake front much of the pedestrian and bike traffic will be diverted from the camp loop roads reducing conflicts and improving safety.

Priority 2 Natural Resource Values

Construction or development of these project would have a benefit to the natural resource values associated with Detroit Lake State Park.

Retaining wall at Mongold

This development proposal would restrict access onto to the lake bed thus protecting this sensitive environment from motorized vehicles.

Extra vehicle parking in the campground

By providing additional extra vehicle parking in the campground in underused campsites adjacent to the highway, the growth under story vegetation in the existing campsites will be promoted. The areas adjacent to the highway are significant to maintain the scenic setting. The parking areas are smaller than the campsites thus providing another opportunity to re-vegetate these campsites.

Enhancing Campsites

The master plan calls for improvements to existing campsites primarily in Loops “A” – “E”. These improvements will direct use of the sites, preventing further erosion of the under story vegetation or intrusions into restoration areas as called for in this plan.

Priority 3 Visitor Need

Many of the proposed projects respond to visitor need and will be developed as funding is available. Examples of projects proposed in response to visitor need include:

- Proposed day use area at Mongold
- Proposed group camp with cabins and campsites at Tumble Creek
- Proposed group camp in the campground
- Proposed group meetings halls
- Additional overnight moorage
- Relocate camp talk area to more centralized location

VIII. DEVELOPMENT CONCEPTS

Conceptual designs are prepared for OPRD master plans to show the appropriate location, layout, size and type of the proposed facilities. This chapter describes and illustrates those facility development concepts. Each concept area has a site plan at 1" = 100'- 1"-200' scale, and each of the development projects within the concept area are labeled with a letter/number code. The codes on the map correspond to codes on the chapter matrix where each project is described in terms of facility type and size. The matrix also shows, for each project, design standards for implementation, as well as county and other review processes needed prior to construction of the project.

OPRD is dedicated to proposing facilities that are needed to support outdoor recreation, and are appropriate to the Department's role as a recreation provider in Oregon. Park development proposal locations are chosen so that important resources would not be significantly harmed by the development or related recreational use. They are also selected to fit well into the neighborhood of surrounding uses. Each of the concepts are intended to fit within the goals and suitability assessments in the master plan, and with the land use goals of Oregon, but are to be flexible within those limits. Final designs may change somewhat as plans are implemented. However, OPRD will review preliminary and final plans with all applicable jurisdictions, as required, to ensure compliance with NEPA review and other requirements.

DESIGN PARAMETERS

Here is a listing of what the OPRD planners have considered in designing the proposed concepts for Detroit Lake Master Plan.

- ⚡# Make efficient use of existing facilities and infrastructure. This includes existing roadways where practical and existing full hook up sites;
- ⚡# Reduce traffic conflicts on Highway 22 – Designate access points with the best opportunity for site clearance;
- ⚡# Minimize the number of campsites adjacent to the highway – to protect views into the campground from the highway and to maintain a better experience for the campers;
- ⚡# Provide good access and circulation for vehicles and non-motorized travel within the park;
- ⚡# Provide trails and pathways connecting campground attractions separate from the camp loop roads;
- ⚡# Place facilities, roads and trails in a manner that is understandable by the public in navigating through the park;
- ⚡# Avoid significant impacts on important natural or cultural resources in or adjacent to the park;
- ⚡# Present an appearance that is harmonious with the setting of the park and the region of the state;
- ⚡# Provide choices for park visitors who may have varying desires for park amenities and settings;
- ⚡# Take advantage of scenic views;

- ⌘ Provide opportunities for access by visitors with disabilities or different economic or cultural backgrounds; and
- ⌘ Consider views from the lake to the park facilities; attempt to minimize impacts through placement and design.

REDUCING CAMPSITE DENSITY

The master plan proposals reduce the overall density of the campground by 33%. The primary reason for doing this was to improve the visitors' overall experience at Detroit Lake State Park in the future. The current crowding at the campground, caused by the densely laid out sites, has had negative impacts on the camping experience by reducing privacy between sites and the destruction of the under story vegetation by trampling. Extra vehicles, including trailers and boats, contribute to crowding within the campground. The proposals outlined in the master plan provide better design but fewer campsites and one extra vehicle parking space for every campsite. The proposed extra vehicle parking spaces are clustered in existing undesirable sites adjacent to the highway. The following chart summarizes the density reduction measure impacts covered in this master plan:

	Existing Sites	Proposed Sites	Overflow Parking Spaces Proposed
Loops A- E	165	103	95
Loop F	37	27	48
Loop G	46	32	49
Loop H	70	58	28
	318	220	220
% of existing sites remaining	69%		
Parking Ratio (Sites/parking Spaces)	1 to 1 (excluding employee and boat ramp parking)		

DEVELOPMENT PROPOSALS MATRIX DETROIT LAKE STATE PARK

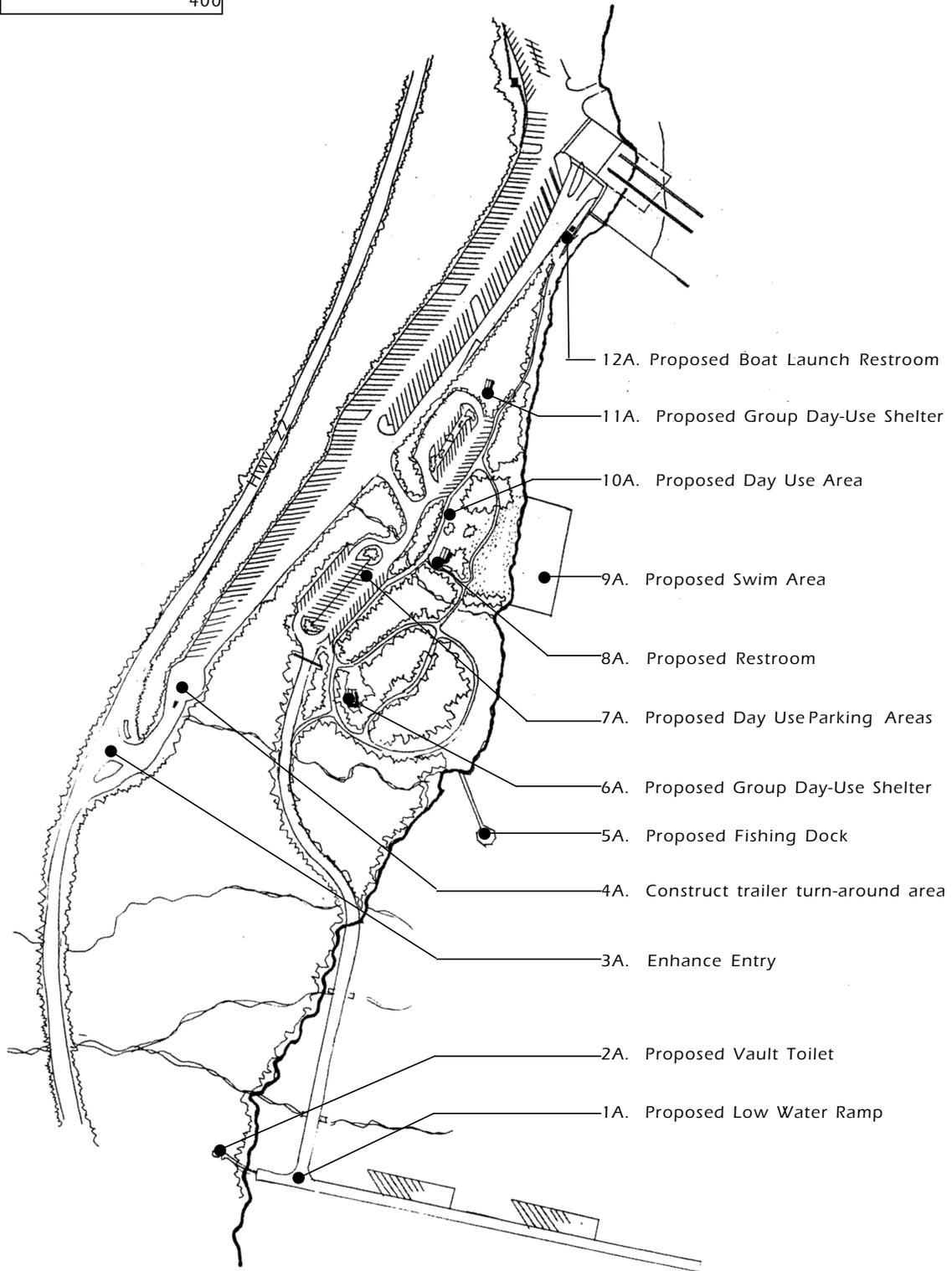
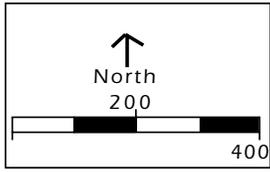
Table: MAP A: MONGOLD DAY USE AREA PROPOSALS

ID #	DEVELOPMENT DESCRIPTION	DESIGN and OPERATIONAL STANDARDS	REVIEW/APPROVALS NEEDED PRIOR TO CONSTRUCTION	PRIORITIZATION CODE AND PHASING
1A.	<p>Proposed Low Water Ramp-</p> <ul style="list-style-type: none"> ## Approximately 2000 ft. from existing ramp ## Very little cut and fill would be required ## Several major drainages would need to be crossed ## Access through proposed day use area 	<ul style="list-style-type: none"> ## Complete sediment and erosion control plan prior construction ## Design for use by persons with disabilities. Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions. ## Design shall be visually subordinate to minimize visual impacts from the lake. Consider muted colors or stains and siting locations. ## Must comply with Marine Board standards ## Property and topo survey needed 	<p>Site specific surveys relating to Cultural resources and Threatened and Endangered Species is required prior to the NEPA decision.</p>	<p>Priority 1- Health and Safety PHASE 1</p>
2A.	<p>Proposed Vault Toilet</p> <ul style="list-style-type: none"> ## Locate to serve off season boaters using low water ramp 	<ul style="list-style-type: none"> ## Complete sediment and erosion control plan prior construction ## Design for use by persons with disabilities. Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions. ## Design shall be visually subordinate to minimize visual impacts from the lake. Consider muted colors or stains and siting locations. 		<p>Priority 3- Health and Safety PHASE 1</p>
3A.	<p>Enhance Entry –</p> <ul style="list-style-type: none"> ## Improve entrance signs ## Remove several trailer sites at the entrance and move booth further east to allow for additional queuing space. 	<ul style="list-style-type: none"> ## Must comply with ODOT standards ## Signs must comply with OPRD Sign Manual 		<p>Priority 1 - Health and Safety Circulation improvements PHASE 2</p>
4A	<p>Construct trailer turnaround area</p> <ul style="list-style-type: none"> ## Extend parking lot to the north and south to allow ample room for trucks and trailers to maneuver prior the entrance booth location. ## Remove 6 truck trailer parking spaces. ## Widen throat of parking lot so that trucks and trailers can safely turn around (minimum 35ft. radius) ## Will require some cut and fill. 	<ul style="list-style-type: none"> ## Complete sediment and erosion control plan prior construction 		<p>Priority 1 - Health and Safety Circulation improvements PHASE 2</p>
5A.	<p>Proposed Fishing Dock</p> <ul style="list-style-type: none"> ## ADA accessible fishing pier 	<ul style="list-style-type: none"> ## Design for use by persons with disabilities. Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions. 		<p>Priority 3- Visitor Need PHASE 4</p>

ID #	DEVELOPMENT DESCRIPTION	DESIGN and OPERATIONAL STANDARDS	REVIEW/APPROVALS NEEDED PRIOR TO CONSTRUCTION	PRIORITIZATION CODE AND PHASING
		<p># Design shall be visually subordinate to minimize visual impacts from the lake. Consider muted colors or stains and siting locations.</p> <p># Must comply with Marine Board standards</p> <p># Locate in an area where fish are present</p>		
6A.	<p>Proposed Group Use Shelter</p> <p># One story, 1200 sf max.</p> <p># Maybe partially enclosed</p> <p># Has sink and electrical</p> <p># May include fireplace</p>	<p># Design shall be visually subordinate to minimize visual impacts from the lake. Design shall emphasize low and predominately horizontal lines. Strong vertical, spherical or unusual forms shall be avoided.</p> <p># Select materials rustic in appearance that harmonize with the natural setting.</p> <p># Appropriate materials include wood or stone reflecting elements of the Cascadian style.</p> <p># Discourage the use of bright colors. Stains are preferable to paints for outside wood surfaces. In general earth colors usually found in forest soil, litter, bark, rock, and vegetation are the most suitable for achieving the desired harmony.</p> <p># Shield the use of artificial lighting where necessary to prevent the disruption of the night sky.</p> <p># Design for use by persons with disabilities. Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions.</p>		<p>Priority 3- Visitor Need</p> <p>PHASE 4</p>
7A.	<p>Proposed Day Use Parking Area</p> <p># Provide parking proposed day use area in two parking lots. The eastern parking area (36 standard +4 long spaces) could be reserved for group use</p> <p># The two parking lot design could allow closure on one parking area when not in use</p> <p># Maximum total 76 car spaces (4 long spaces)</p> <p># Minimum 200 ft set back from reservoir</p> <p># Provide parking for disabled visitors</p> <p>Proposed Restroom –</p> <p># Centrally locate to serve both day use areas</p> <p># Capacity based on parking provided</p> <p># Flush toilets and sinks</p>	<p># Complete sediment and erosion control plan</p> <p># Design for use by persons with disabilities. Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions.</p> <p># Design shall be visually subordinate to minimize visual impacts from the lake. Vegetation screening and parking lot location shall be considered.</p> <p># Minimize cut and fill</p> <p># Avoid significant trees as is possible</p>		<p>Priority 3- Visitor Need</p> <p>PHASE 4 (1 depending on funding)</p>
8A.		<p># Size according to NRPA standards, adjusted to allow low flow fixtures.</p> <p># Design shall be visually subordinate to minimize visual impacts from the lake. Design shall emphasize low and predominately horizontal lines. Strong vertical, spherical or unusual forms shall be avoided.</p> <p># Select materials rustic in appearance that harmonize with the natural setting.</p>	<p># DEQ approval required</p>	<p>Priority 3- Visitor Need</p> <p>PHASE 4</p>

ID #	DEVELOPMENT DESCRIPTION	DESIGN and OPERATIONAL STANDARDS	REVIEW/APPROVALS NEEDED PRIOR TO CONSTRUCTION	PRIORITIZATION CODE AND PHASING
		<p>Appropriate materials include wood or stone reflecting elements of the Cascadian style. Discourage the use of bright colors. Stains are preferable to paints for outside wood surfaces. In general earth colors usually found in forest soil, litter, bark, rock, and vegetation are the most suitable for achieving the desired harmony.</p> <p>Shield the use of artificial lighting where necessary to prevent the disruption of the night sky.</p> <p>Design for use by persons with disabilities. Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions.</p>		
9A.	<p>Proposed Swim Area</p> <ul style="list-style-type: none"> ## Construct new swim area ## Dive platforms ## Provide for grassy beach area along shoreline 	<p>Design for use by persons with disabilities. Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions.</p> <ul style="list-style-type: none"> ## Appropriately post sites with safety messages. ## Install depth markers. ## Clearly delineate the site with floats. ## Install waterway regulatory buoys to designate no-boating zones. 		Priority 3- Visitor Need PHASE 4
10A.	<p>Proposed Day Use Area</p> <ul style="list-style-type: none"> ## Provide picnic areas and terraced trails with views to the lake. 	<p>Design for use by persons with disabilities. Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions.</p> <ul style="list-style-type: none"> ## Preserve natural forest conditions to the fullest extent consistent with necessary fireproofing and space requirements. ## Locate toilet conveniently ; the maximum distance a user should have to walk to a toilet is 500 feet. 		Priority 3- Visitor Need PHASE 4
11A.	<p>Proposed Group Use Shelter</p> <ul style="list-style-type: none"> ## One story, 1200 sf max. ## Maybe partially enclosed ## Has sink and electrical ## May include fireplace 	<p>Design shall be visually subordinate to minimize visual impacts from the lake. Design shall emphasize low and predominately horizontal lines. Strong vertical, spherical or unusual forms shall be avoided.</p> <ul style="list-style-type: none"> ## Select materials rustic in appearance that harmonize with the natural setting. ## Appropriate materials include wood or stone reflecting elements of the Cascadian style. ## Discourage the use of bright colors. Stains are preferable to paints for outside wood surfaces. In general earth colors usually found in forest soil, litter, bark, rock, and vegetation are the most suitable for achieving the desired harmony. 		Priority 3- Visitor Need PHASE 4

ID #	DEVELOPMENT DESCRIPTION	DESIGN and OPERATIONAL STANDARDS	REVIEW/APPROVALS NEEDED PRIOR TO CONSTRUCTION	PRIORITIZATION CODE AND PHASING
12A.	<p>Proposed Boat Ramp/ Day Use Restroom</p> <p>€# Construct small restroom building to serve boat ramp users and day use visitors.</p>	<p>€# Shield the use of artificial lighting where necessary to prevent the disruption of the night sky.</p> <p>€# Design for use by persons with disabilities. Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions.</p> <p>€# Size according to NRPA standards, adjusted to allow low flow fixtures.</p> <p>€# Design shall be visually subordinate to minimize visual impacts from the lake. Design shall emphasize low and predominately horizontal lines. Strong vertical, spherical or unusual forms shall be avoided.</p> <p>€# Select materials that rustic in appearance that harmonize with the natural setting.</p> <p>€# Appropriate materials include wood or stone reflecting elements of the Cascadian style.</p> <p>€# Discourage the use of bright colors. Stains are preferable to paints for outside wood surfaces. In general earth colors usually found in forest soil, litter, bark, rock, and vegetation are the most suitable for achieving the desired harmony.</p> <p>€# Shield the use of artificial lighting where necessary to prevent the disruption of the night sky</p> <p>€# Design for use by persons with disabilities. Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions.</p>		<p>Priority 3- Visitor Need PHASE 2</p>

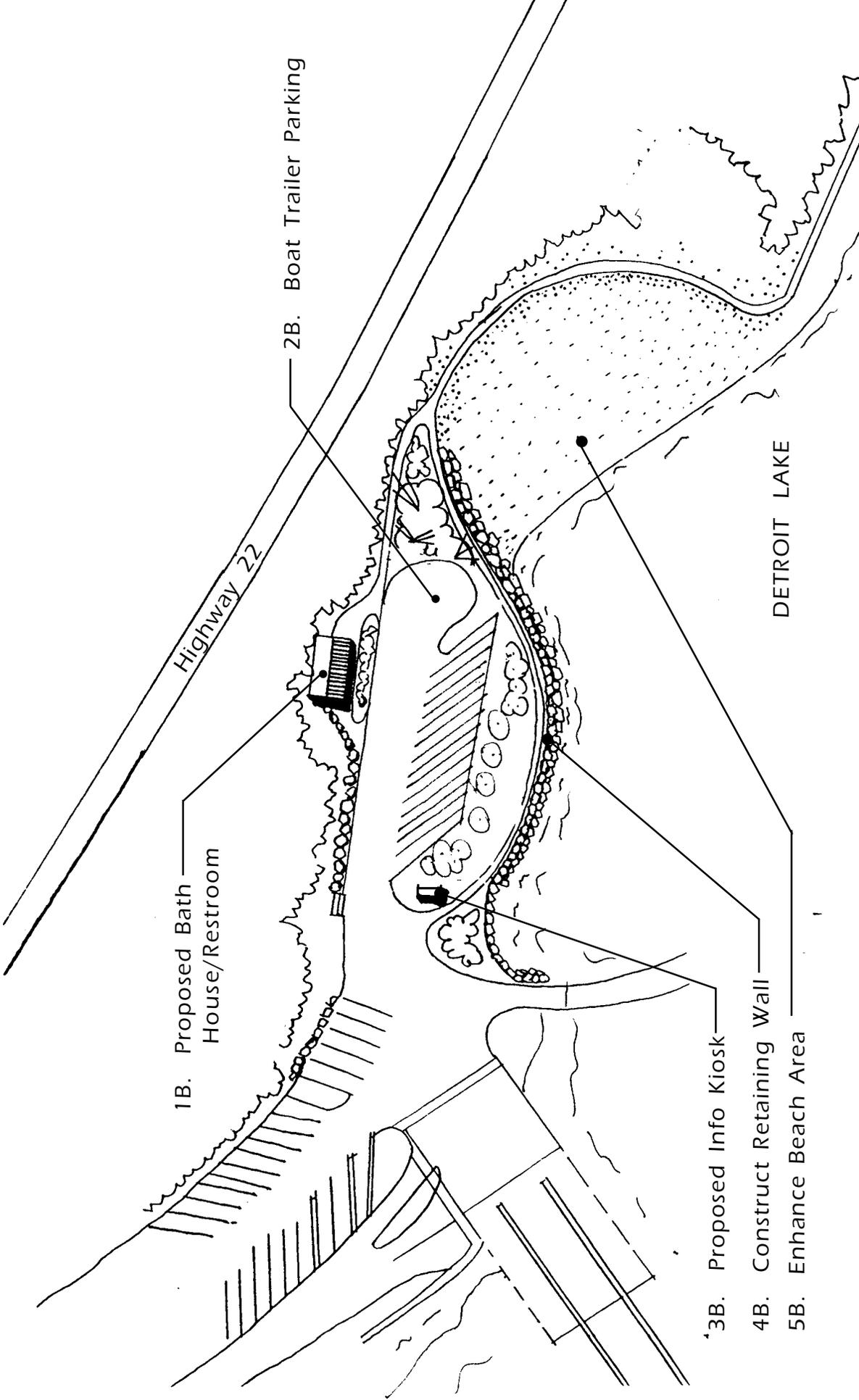


MAP A
Detroit Lake State Park
Mongold Day Use Area

Table: MAP B: MONGOLD DAY USE AREA – TRUCK AND TRAILER PARKING EXPANSION AREA

ID #	DEVELOPMENT DESCRIPTION	DESIGN and OPERATIONAL STANDARDS	REVIEW/APPROVALS NEEDED PRIOR TO CONSTRUCTION	PRIORITIZATION CODE AND PHASING
1B.	<p>Proposed Restroom</p> <ul style="list-style-type: none"> ## Consolidate existing two restrooms into one building. Remove existing restrooms. ## To serve primarily the boat ramp and boating related day use ## Provide pay showers 	<ul style="list-style-type: none"> ## Size according to NRPA standards, adjusted to allow low flow fixtures. ## Design shall be visually subordinate to minimize visual impacts from the lake. Design shall emphasize low and predominately horizontal lines. Strong vertical, spherical or unusual forms shall be avoided. ## Select materials that rustic in appearance that harmonize with the natural setting. Appropriate materials include wood or stone reflecting elements of the Cascadian style. ## Discourage the use of bright colors. Stains are preferable to paints for outside wood surfaces. In general earth colors usually found in forest soil, litter, bark, rock, and vegetation are the most suitable for achieving the desired harmony. ## Shield the use of artificial lighting where necessary to prevent the disruption of the night sky. ## Design for use by persons with disabilities. Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions. 	<p>## DEQ approval required</p>	<p>Priority 3- Visitor Need PHASE 4</p>
2B.	<p>Boat Trailer Parking</p> <ul style="list-style-type: none"> ## Replace existing day use parking with Boat Trailer parking (15 spaces maximum) ## Parking to replace spaces lost to entrance enhancements and turn around area ## Move day use parking completely to new area at west end reduce conflicts ## If parking area is constructed prior to new day use maintain double loaded car parking, convert to trailer parking after construction of new day use area. 	<ul style="list-style-type: none"> ## Must comply with Marine Board Standards ## Complete sediment and erosion plan. Design shall be visually subordinate to minimize visual impacts from the lake. Vegetation screening and location shall be considered. ## Design for use by persons with disabilities. Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions. 		<p>Priority 3- Visitor Need PHASE 4</p>
3B.	<p>Proposed Informational Kiosk</p> <ul style="list-style-type: none"> ## Construct kiosk to provide general boating information. 	<ul style="list-style-type: none"> ## Design shall be visually subordinate to minimize visual impacts from the lake. Design shall emphasize low and predominately horizontal lines. Strong vertical, spherical or unusual forms shall be avoided. ## Shield the use of artificial lighting where necessary to prevent the disruption of the night sky 		<p>Priority 3- Visitor Need PHASE 2</p>

ID #	DEVELOPMENT DESCRIPTION	DESIGN and OPERATIONAL STANDARDS	REVIEW/APPROVALS NEEDED PRIOR TO CONSTRUCTION	PRIORITIZATION CODE AND PHASING
4B.	<p>Construct Retaining Wall</p> <ul style="list-style-type: none"> €# Use retaining wall to level out parking area €# Landscape parking from views to the lake. €# Provide a trail connection to swimming area 	<ul style="list-style-type: none"> €# Must comply with Marine Board Standards €# Complete sediment and erosion plan 		Priority 2- Resource Values PHASE 2
5B.	<p>Enhance Beach Area</p> <ul style="list-style-type: none"> €# To be used primarily by boating public using the boat ramps. Discourage day use, promote day use in new day use area. This area is to be reserved for boaters. €# Remove asphalt €# Maintain grass and existing beach area 	<ul style="list-style-type: none"> €# Design for use by persons with disabilities. Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions. 		Priority 3- Visitor Need PHASE 2



1B. Proposed Bath House/Restroom

2B. Boat Trailer Parking

DETROIT LAKE

Highway 22

3B. Proposed Info Kiosk

4B. Construct Retaining Wall

5B. Enhance Beach Area

MAP B

Detroit Lake State Park

Mongold Boat Access

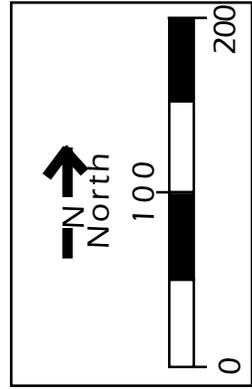


Table: MAP C: TUMBLE CREEK ADMINISTRATION AREA –Cabin Retreat

ID #	DEVELOPMENT DESCRIPTION	DESIGN and OPERATIONAL STANDARDS	REVIEW/APPROVALS NEEDED PRIOR TO CONSTRUCTION	PRIORITIZATION CODE AND PHASING
1C.	<p>Proposed Group Cabin Loop</p> <ul style="list-style-type: none"> ## May be available individually or rented as a group for retreat purpose ## Construct up to 8 1-story cabins ## 500 SF Maximum each ## 22 parking spaces ## Central restroom shower building 	<p>## Structure design shall be visually subordinate to minimize visual impacts from the lake. Design shall emphasize low and predominately horizontal lines. Strong vertical, spherical or unusual forms shall be avoided.</p> <p>## Select materials for cabins that are rustic in appearance that harmonize with the natural setting. Appropriate materials include wood or stone reflecting elements of the Cascadian style.</p> <p>## Discourage the use of bright colors. Stains are preferable to paints for outside wood surfaces. In general earth colors usually found in forest soil, litter, bark, rock, and vegetation are the most suitable for achieving the desired harmony.</p> <p>## Shield the use of artificial lighting where necessary to prevent the disruption of the night sky.</p> <p>## Design for use by persons with disabilities. Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions.</p>		<p>Priority 3- Visitor Need</p> <p>PHASE 3</p>
2C.	<p>Proposed Group Meeting Hall</p> <ul style="list-style-type: none"> ## One story, 1200 sf max. ## Maybe enclosed or partially enclosed ## Has sink and electrical ## May include fireplace 	<p>## Structure design shall be visually subordinate to minimize visual impacts from the lake. Design shall emphasize low and predominately horizontal lines. Strong vertical, spherical or unusual forms shall be avoided.</p> <p>## Select materials for meeting hall that are rustic in appearance that harmonize with the natural setting. Appropriate materials include wood or stone reflecting elements of the Cascadian style.</p> <p>## Discourage the use of bright colors. Stains are preferable to paints for outside wood surfaces. In general earth colors usually found in forest soil, litter, bark, rock, and vegetation are the most suitable for achieving the desired harmony.</p> <p>## Shield the use of artificial lighting where necessary to prevent the disruption of the night sky.</p> <p>## Design for use by persons with disabilities. Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions.</p>		<p>Priority 3- Visitor Need</p> <p>PHASE 3</p>
3C.	<p>New Access on Highway</p> <ul style="list-style-type: none"> ## Close existing access into shop yard ## Improve existing residential access ## Improve sight distance- remove section of guard rail and trim brush 		<p>## ODOT access permit may be necessary.</p>	<p>Priority 1- Health and Safety</p> <p>## PHASE 3</p>
4C.	<p>Proposed Host Site</p> <ul style="list-style-type: none"> ## Provide 1 host site with full hook up. 			
5C.	<p>Proposed Boat Moorage and Ramp</p> <ul style="list-style-type: none"> ## 8 slips 	<p>## Design for use by persons with disabilities. Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions.</p>		<p>Priority 3- Visitor Need</p> <p>PHASE 3</p>

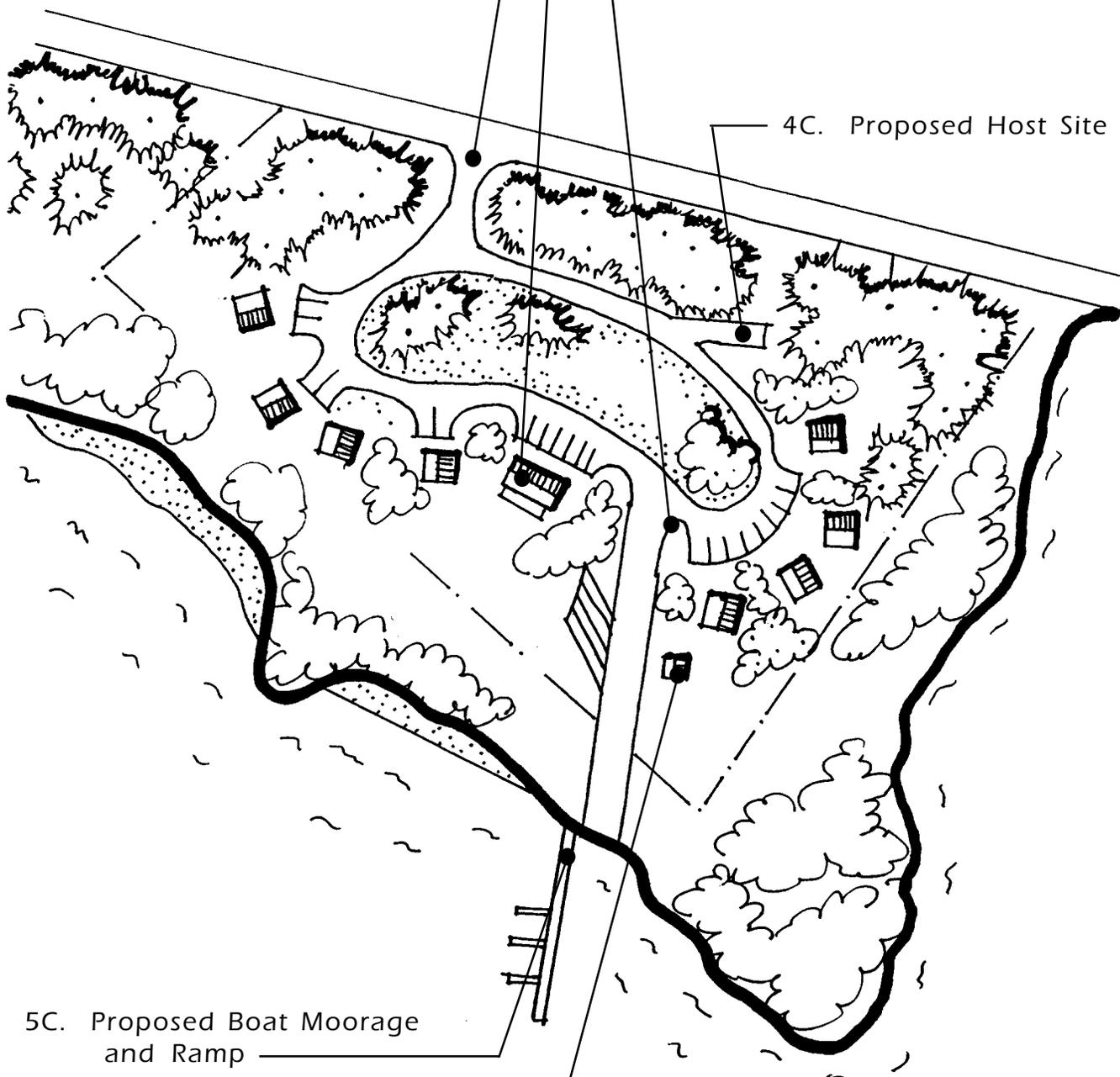
ID #	DEVELOPMENT DESCRIPTION	DESIGN and OPERATIONAL STANDARDS	REVIEW/APPROVALS NEEDED PRIOR TO CONSTRUCTION	PRIORITIZATION CODE AND PHASING
6C.	<p>Marine Administration Area</p> <p>## Provide boat trailer parking and employee parking area</p>	<p>## Design for use by persons with disabilities. Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions.</p> <p>## Shield the use of artificial lighting where necessary to prevent the disruption of the night sky</p> <p>## Structure design shall be visually subordinate to minimize visual impacts from the lake. Design shall emphasize low and predominately horizontal lines. Strong vertical, spherical or unusual forms shall be avoided.</p>		<p>Priority 1 - Health and Safety</p> <p>PHASE 3</p>

1C. Proposed Group Cabin Loop

2C. Proposed Group Meeting Hall

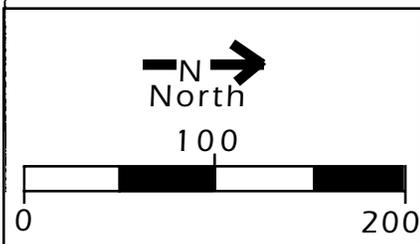
3C. New Highway Access

4C. Proposed Host Site



5C. Proposed Boat Moorage
and Ramp

6C. Marine Administration Area



MAP C

Detroit Lake State Park

Tumble Creek Retreat

Table: MAP D: CAMP LOOPS "A" – "E" Alternatives

ID #	DEVELOPMENT DESCRIPTION	DESIGN and OPERATIONAL STANDARDS	REVIEW/APPROVALS NEEDED PRIOR TO CONSTRUCTION	PRIORITIZATION CODE AND PHASING
1D.	<p>Group Camp</p> <ul style="list-style-type: none"> ## 8 Camper Cabins – 5 person occupancy each ## Central restroom and shower building ## 5 campsites ## Group Meeting Hall (1200 sf max., 1- story, maybe partially enclosed, has sink and electrical service, may have fireplace) ## Central Parking areas – 10 car spaces ## Maximum Occupancy-50 campers 	<ul style="list-style-type: none"> ## Structure design shall be visually subordinate to minimize visual impacts from the lake. Design shall emphasize low and predominately horizontal lines. Strong vertical, spherical or unusual forms shall be avoided. ## Select materials for cabins that are rustic in appearance that harmonize with the natural setting. Appropriate materials include wood or stone reflecting elements of the Cascadian style. ## Discourage the use of bright colors. Stains are preferable to paints for outside wood surfaces. In general earth colors usually found in forest soil, litter, bark, rock, and vegetation are the most suitable for achieving the desired harmony. ## Shield the use of artificial lighting where necessary to prevent the disruption of the night sky. ## Design for use by persons with disabilities. Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions. 	<p>DEQ approval required.</p>	<p>Priority 3- Visitor Need PHASE 2</p>
2D.	<p>Proposed Emergency Access</p> <ul style="list-style-type: none"> ## Construct emergency vehicle access at each end of the campground to service emergency vehicles. Install gate and break away landscaping. <p>Proposed New Restroom Buildings</p> <ul style="list-style-type: none"> ## Replace existing structures with new buildings 	<ul style="list-style-type: none"> ## Access shall be visually subordinate to minimize visual impacts from the highway. 	<p>## Approval from ODOT necessary</p>	<p>Priority 1- Health and safety PHASE 2</p>
3D.	<ul style="list-style-type: none"> ## Structure design shall be visually subordinate to minimize visual impacts from the lake. Design shall emphasize low and predominately horizontal lines. Strong vertical, spherical or unusual forms shall be avoided. ## Materials for cabins shall be rustic in appearance and harmonize with the natural setting. Appropriate materials include wood or stone, reflecting elements of the Cascadian style. ## Discourage the use of bright colors. Stains are preferable to paints for outside wood surfaces. In general earth colors usually found in forest soil, litter, bark, rock, and vegetation are the most suitable for achieving the desired harmony. ## Shield the use of artificial lighting where necessary to prevent the disruption of the night sky. 	<ul style="list-style-type: none"> ## Structure design shall be visually subordinate to minimize visual impacts from the lake. Design shall emphasize low and predominately horizontal lines. Strong vertical, spherical or unusual forms shall be avoided. ## Materials for cabins shall be rustic in appearance and harmonize with the natural setting. Appropriate materials include wood or stone, reflecting elements of the Cascadian style. ## Discourage the use of bright colors. Stains are preferable to paints for outside wood surfaces. In general earth colors usually found in forest soil, litter, bark, rock, and vegetation are the most suitable for achieving the desired harmony. ## Shield the use of artificial lighting where necessary to prevent the disruption of the night sky. 	<p>## DEQ approval required.</p>	<p>Priority 1- Health and Safety PHASE 2</p>

ID #	DEVELOPMENT DESCRIPTION	DESIGN and OPERATIONAL STANDARDS	REVIEW/APPROVALS NEEDED PRIOR TO CONSTRUCTION	PRIORITIZATION CODE AND PHASING
		<p>## Design for use by persons with disabilities. Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions.</p> <p>## Site parking areas in under used campsites along highway</p> <p>## Avoid significant trees as is possible</p> <p>## Parking should not be visible from highway.</p> <p>## Enhance vegetation adjacent to parking spaces.</p> <p>## Enhance under story vegetation around the parking area to shield views in from the highway.</p> <p>## Avoid rock formations</p> <p>## Revegetate abandoned campsite areas.</p> <p>## Decompact soils if necessary.</p>		Priority 2- Resource Values Phases 1-4
4D.	<p>Extra Vehicle Parking Areas</p> <p>## Provide extra vehicle parking areas to accommodate extra vehicles and or boat trailers.</p> <p>## Disallow extra vehicle parking in campsites</p> <p>## Maximum number of spaces for Loop "A" – "E" 103.</p> <p>## Consider gravel or other permeable surface to reduce impacts from runoff.</p>	<p>## Avoid significant trees as is possible</p> <p>## Enhance under story vegetation</p> <p>## Define sites as per master planning standards (See Natural Resource management guidelines).</p>		Priority 2 and 3- Resource Values Visitor Need PHASE 2
5D.	<p>Enhance campsites throughout Loops "B", "E"</p> <p>## Lengthen undersized sites</p>	<p>## Signs must comply with OPRD Sign Manual</p> <p>## Select materials that are rustic in appearance that harmonize with the natural setting.</p> <p>## Shield the use of artificial lighting where necessary to prevent the disruption of the night sky.</p> <p>## Design for use by persons with disabilities.</p> <p>## Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions.</p>	## Must comply with ODOT access standards	Priority 1- Health and Safety PHASE 3
6D.	<p>Enhance Park Entrance</p> <p>## Redesign outside of booth with siding to make structure compliment other structures within the campground.</p> <p>## Redesign interior to better accommodate computer terminals.</p> <p>## Place designed park entrance sign at the northeast corner of the entrance</p> <p>## Provide turning separator at highway access</p>	<p>## Structure design shall be visually subordinate to minimize visual impacts from the lake.</p> <p>## Design shall emphasize low and predominately horizontal lines. Strong vertical, spherical or unusual forms shall be avoided.</p> <p>## Select materials that are rustic in appearance that harmonize with the natural setting.</p> <p>## Appropriate materials include wood or stone reflecting elements of the Cascadian style.</p> <p>## Discourage the use of bright colors. Stains are preferable to paints for outside wood surfaces.</p> <p>## In general earth colors usually found in forest soil, litter, bark, rock, and vegetation are the most suitable for achieving the desired harmony.</p> <p>## Shield the use of artificial lighting where necessary to prevent the disruption of the night sky.</p> <p>## Design for use by persons with disabilities.</p> <p>## Prevent or eliminate architectural barriers that</p>	## DEQ approval required.	Priority 3- Visitor Need PHASE 2
7D.	<p>Proposed Administration Area</p> <p>## Crew Building to include locker space and computer terminals for rangers (300sf), Restrooms (100 sf), Showers (100 sf), Offices for two employees (300 sf), Reception area (100 sf) Breakroom (400 sf) , Manager's office (300 sf), storage (200 sf). TOTAL Square Feet not to exceed 1800 sf</p> <p>## Storage Building to include storage for three golf carts (300 sf), storage for lawn mowers etc. (300 sf), general storage area (400 sf), storage for visitor center (400 sf), canoe storage (100 sf). Total Square Feet not to exceed 1500 SF.</p>			

ID #	DEVELOPMENT DESCRIPTION	DESIGN and OPERATIONAL STANDARDS	REVIEW/APPROVALS NEEDED PRIOR TO CONSTRUCTION	PRIORITIZATION CODE AND PHASING
8D.	<p>New Restroom Building</p> <ul style="list-style-type: none"> ## Replaces two existing restrooms (C & D) with one new restroom/shower building 	<p>limit use or enjoyment of recreation attractions.</p> <ul style="list-style-type: none"> ## Structure design shall be visually subordinate to minimize visual impacts from the lake. Design shall emphasize low and predominately horizontal lines. Strong vertical, spherical or unusual forms shall be avoided. ## Select materials that are rustic in appearance that harmonize with the natural setting. Appropriate materials include wood or stone reflecting elements of the Cascadian style. ## Discourage the use of bright colors. Stains are preferable to paints for outside wood surfaces. In general earth colors usually found in forest soil, litter, bark, rock, and vegetation are the most suitable for achieving the desired harmony. ## Shield the use of artificial lighting where necessary to prevent the disruption of the night sky. ## Design for use by persons with disabilities. Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions. ## Design for use by persons with disabilities. Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions. 		<p>Priority 3- Visitor Need PHASE 2</p>
9D.	<p>Expand existing swim area</p> <ul style="list-style-type: none"> ## Include floats or piers as swimming dock platforms ## ADA access into water 			<p>Priority 3- Visitor Need PHASES 1-2</p>
10D.	<p>Group Meeting Hall</p> <ul style="list-style-type: none"> ## One story, 1200 sf max. ## Maybe partially enclosed ## Has sink and electrical ## May include fireplace ## Parking for 8 cars 	<p>Structure design shall be visually subordinate to minimize visual impacts from the lake. Design shall emphasize low and predominately horizontal lines. Strong vertical, spherical or unusual forms shall be avoided.</p> <ul style="list-style-type: none"> ## Select materials that are rustic in appearance that harmonize with the natural setting. Appropriate materials include wood or stone reflecting elements of the Cascadian style. ## Discourage the use of bright colors. Stains are preferable to paints for outside wood surfaces. In general earth colors usually found in forest soil, litter, bark, rock, and vegetation are the most suitable for achieving the desired harmony. ## Shield the use of artificial lighting where necessary to prevent the disruption of the night sky. Design for use by persons with disabilities. Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions. ## Design for use by persons with disabilities. 		<p>Priority 3- Visitor Need PHASE 3</p>

ID #	DEVELOPMENT DESCRIPTION	DESIGN and OPERATIONAL STANDARDS	REVIEW/APPROVALS NEEDED PRIOR TO CONSTRUCTION	PRIORITIZATION CODE AND PHASING
11D.	<p>Transient Boat Dock</p> <ul style="list-style-type: none"> ## To serve as loading or unloading – 2 hour maximum ## Serves as edge of swim area ## Construct viewing platform at end – Great views to Mount Jefferson 	<p>Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions.</p> <p>## Design for use by persons with disabilities.</p> <p>Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions.</p>		Priority 3- Visitor Need PHASE 3
12D.	<p>Proposed Lakefront Trail</p> <ul style="list-style-type: none"> ## 6 ft wide maximum ## Asphalt or other surface 	<p>## Design shall be visually subordinate to minimize visual impacts from the lake.</p> <p>Vegetation screening and location shall be considered.</p> <p>## Design for use by persons with disabilities.</p> <p>Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions</p> <p>## Refer to Marine Board Standards</p> <p>## Visually subordinate to minimize visual impacts from the lake</p>		Priority 1- Health and Safety PHASE 2
13D.	<p>Proposed Overnight Moorage</p> <ul style="list-style-type: none"> ## Moorage for up to 40 boats ## Pylons and should have wave booms around the dock 	<p>## Design must meet standards of garbage and recycling company.</p>		Priority 3- Visitor Need PHASES 2- 3
14D.	<p>Proposed Recycling Center and Wood Sales Station</p> <ul style="list-style-type: none"> ## Provide a recycling and garbage collection station to serve this half of the campground. ## Must be accessible to large garbage trucks. 			Priority 3- Visitor Need PHASES 3
15D.	<p>Proposed Administrative Use Only Dock</p> <ul style="list-style-type: none"> ## For employee and partner use only (Marion County Marine Patrol, Coast Guard Auxiliary, Park Hosts, Park Boat and other government agencies) ## Launching area for tours ## ADA accessible 	<p>## Visually subordinate to minimize visual impacts from the lake</p> <p>## Comply with Marine Board standards</p>		Priority 1- Health and safety PHASE 3
16D.	<p>Visitor Center Expansion and Remodel</p> <ul style="list-style-type: none"> ## Add multipurpose room, restrooms and storage, not to exceed 1200 square feet. 	<p>## Structure design shall be visually subordinate to minimize visual impacts from the lake.</p> <p>Design shall emphasize low and predominately horizontal lines. Strong vertical, spherical or unusual forms shall be avoided.</p> <p>## Select materials that are rustic in appearance that harmonize with the natural setting.</p> <p>Appropriate materials include wood or stone reflecting elements of the Cascadian style.</p> <p>## Discourage the use of bright colors. Stains are preferable to paints for outside wood surfaces.</p> <p>In general earth colors usually found in forest soil, litter, bark, rock, and vegetation are the most suitable for achieving the desired harmony.</p> <p>## Shield the use of artificial lighting where necessary to prevent the disruption of the night</p>	DEQ approval required.	Priority 3- Visitor Need PHASE 3

ID #	DEVELOPMENT DESCRIPTION	DESIGN and OPERATIONAL STANDARDS	REVIEW/APPROVALS NEEDED PRIOR TO CONSTRUCTION	PRIORITIZATION CODE AND PHASING
		sky. Design for use by persons with disabilities. Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions. Themes should not conflict with the proposed Forest Service Program at Gateway Center		

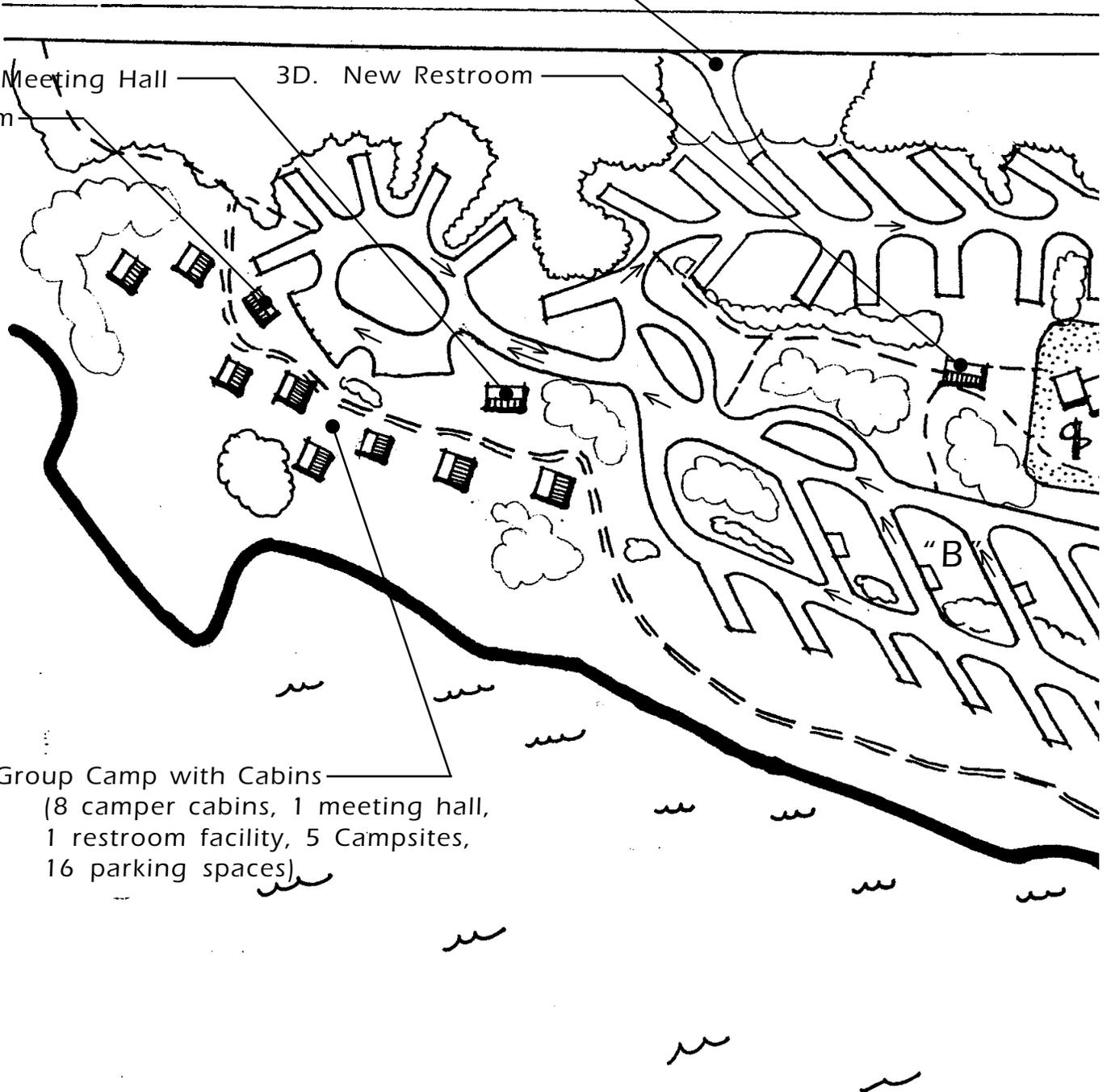
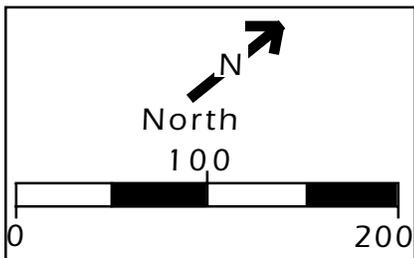
2D. Emergency Access

Group Meeting Hall

3D. New Restroom

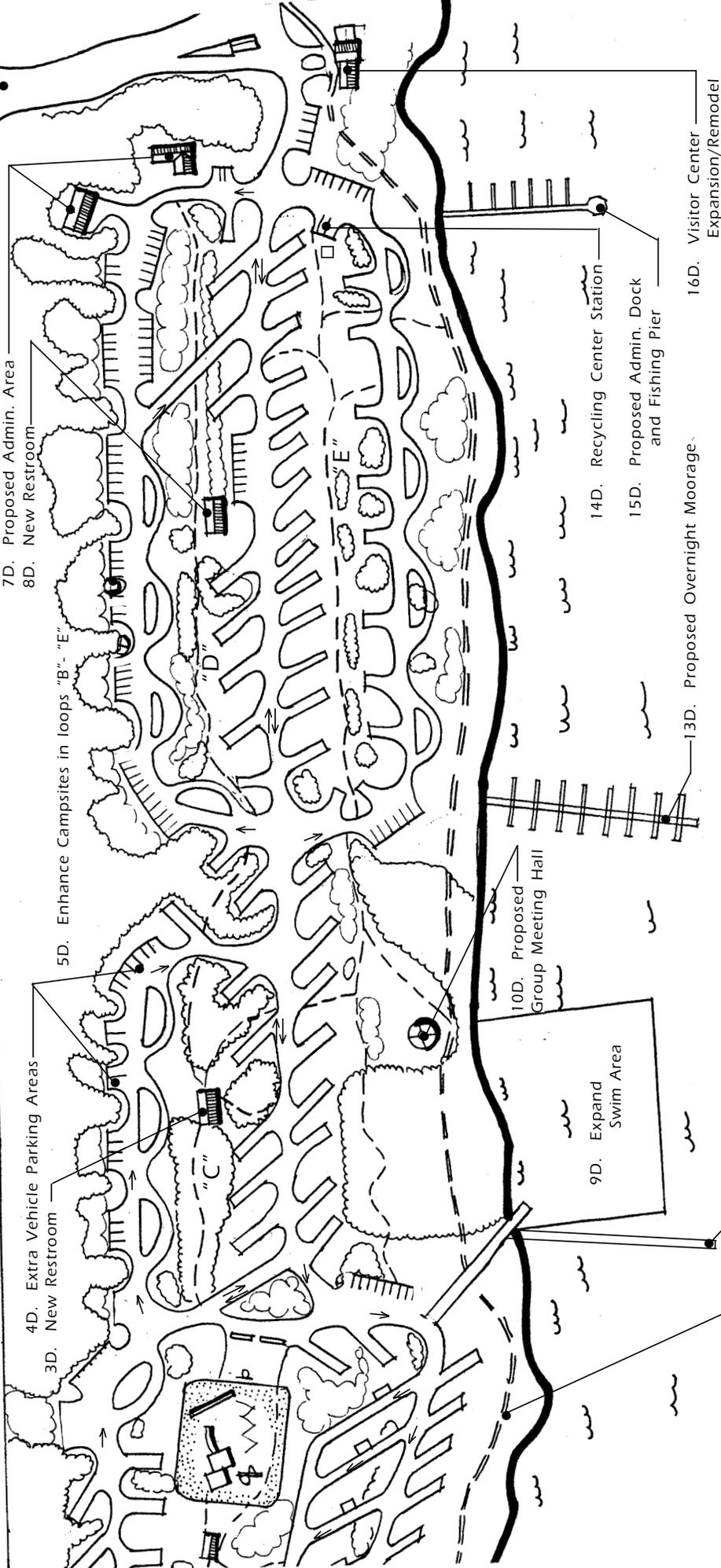
Restroom

1D. Group Camp with Cabins
(8 camper cabins, 1 meeting hall,
1 restroom facility, 5 Campsites,
16 parking spaces)



6D. Enhance Park Entrance

Highway 22



MAP D Detroit Lake State Park Campground Loops "A"- "E"

11D. Transient Boat Tie-up
12D. Proposed Lake Front Trail

Table: MAP E - CAMP LOOPS "F" - "G"

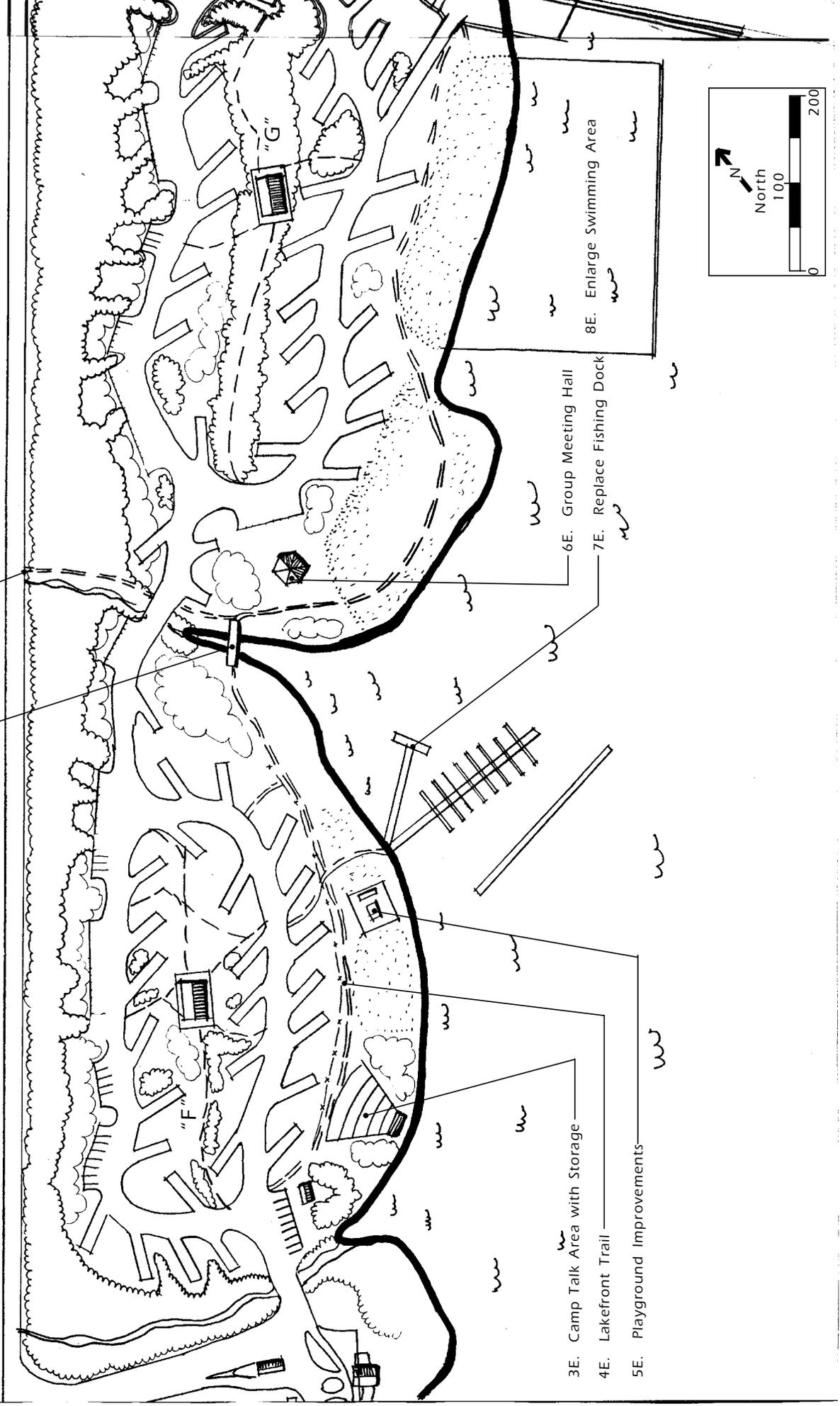
ID #	DEVELOPMENT DESCRIPTION	DESIGN and OPERATIONAL STANDARDS	REVIEW/APPROVALS NEEDED PRIOR TO CONSTRUCTION	PRIORITIZATION CODE AND PHASING
1E.	<p>Pedestrian Underpass Location</p> <ul style="list-style-type: none"> ## Use culvert or similar structure to connect campground to Forest Service Complex. ## Underpass should link into trail system connecting to the City of Detroit 	<ul style="list-style-type: none"> ## Coordinate with Forest Service Plans for new gateway facility 		Priority 3- Visitor Need PHASE 3
2E.	<p>Pedestrian Bridge</p> <ul style="list-style-type: none"> ## Construct pedestrian bridge 	<ul style="list-style-type: none"> ## Select materials that are rustic in appearance that harmonize with the natural setting. 		PHASE 2
3E.	<p>Camp Talk Area with small storage building</p> <ul style="list-style-type: none"> ## Relocation is needed to better site facility in a centrally located area. ## Storage building will provide an area to store audio visual equipment and other accessories for camp talks(Max. 100 sq. ft) ## Includes up to 10 parking spaces. 	<ul style="list-style-type: none"> ## Structure design shall be visually subordinate to minimize visual impacts from the lake. ## Design shall emphasize low and predominately horizontal lines. Strong vertical, spherical or unusual forms shall be avoided. ## Select materials that are rustic in appearance that harmonize with the natural setting. ## Appropriate materials include wood or stone reflecting elements of the Cascadian style. ## Landscape and or using berms to shield the camp talk area from the lake. ## Discourage the use of bright colors. Stains are preferable to paints for outside wood surfaces. ## In general earth colors usually found in forest soil, litter, bark, rock, and vegetation are the most suitable for achieving the desired harmony. ## Shield the use of artificial lighting where necessary to prevent the disruption of the night sky. ## Design for use by persons with disabilities. ## Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions. 		Priority 3- Visitor Need PHASE 3
4E.	<p>Proposed Lake Front Trail</p> <ul style="list-style-type: none"> ## 6 feet wide maximum ## Asphalt or other material 	<ul style="list-style-type: none"> ## Design shall be visually subordinate to minimize visual impacts from the lake. ## Vegetation screening and location shall be considered. 		Priority 3- Visitor Need PHASES 1-2
5E.	<p>Playground Improvements</p> <ul style="list-style-type: none"> ## Rehab of existing playground to better accommodate intended age group. ## Does not increase the size of the area. 	<ul style="list-style-type: none"> ## Design needs to comply with OPRD standards. 		Priority 3- Visitor Need PHASES 1-2
6E.	<p>Group Meeting Hall</p> <ul style="list-style-type: none"> ## One story, 1200 sf max. ## Maybe enclosed or partially enclosed ## Has sink and electrical ## May include fireplace ## Parking for 8 cars max. 	<ul style="list-style-type: none"> ## Structure design shall be visually subordinate to minimize visual impacts from the lake. ## Design shall emphasize low and predominately horizontal lines. Strong vertical, spherical or unusual forms shall be avoided. ## Select materials that are rustic in appearance that harmonize with the natural setting. ## Appropriate materials include wood or stone reflecting elements of the Cascadian style. 		Priority 3- Visitor Need PHASE 2

ID #	DEVELOPMENT DESCRIPTION	DESIGN and OPERATIONAL STANDARDS	REVIEW/APPROVALS NEEDED PRIOR TO CONSTRUCTION	PRIORITIZATION CODE AND PHASING
		<p>Discourage the use of bright colors. Stains are preferable to paints for outside wood surfaces. In general earth colors usually found in forest soil, litter, bark, rock, and vegetation are the most suitable for achieving the desired harmony.</p> <p>Shield the use of artificial lighting where necessary to prevent the disruption of the night sky.</p> <p>Design for use by persons with disabilities. Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions.</p> <p>Do not use Styrofoam that is un-encased and sealed for floatation.</p>		
7E.	<p>Replace Fishing Dock</p> <ul style="list-style-type: none"> ## ADA accessible ## Increase load capacity ## Make end part of the dock bigger to accommodate larger numbers 			Priority 1- Health and safety PHASES 1-2
8E.	<p>Enlarge swimming area</p>			Priority 3- Visitor Need PHASES 1-2
9E.	<p>Improve Launch Lanes and Extend Ramp</p> <ul style="list-style-type: none"> ## Lengthen the ramp to extend seasonally use of ramp ## Disallow parking adjacent to ramp/stripe for maneuvering space only. 	<p>Design for use by persons with disabilities. Prevent or eliminate architectural barriers that limit use or enjoyment of recreation attractions</p> <p>Must comply with Marine Board Standards</p>		Priority 3- Visitor Need PHASE 3
10E..	<p>Moorage Improvements</p> <ul style="list-style-type: none"> ## Wave booms ## ADA Access ## Replace Transient Tie- up dock ## Disallow parking in maneuver area ## Consider relocating to the west to benefit from the boat ramps wave booms. 	<p>Must comply with Marine Board Standards</p> <p>Visually subordinate to minimize visual impacts from the lake</p>		Priority 3- Visitor Need PHASE 3
11E.	<p>Proposed Recycling Center/Wood Sales Station</p> <ul style="list-style-type: none"> ## Provide a recycling and garbage collection station to serve this half of the campground. ## Must be accessible to large garbage trucks. 			Priority 3- Visitor Need PHASES 1-2
12E.	<p>Railing and Guard Rail</p> <ul style="list-style-type: none"> ## To protect motorists or pedestrians from steep grade. 			PHASES 1-2
13E.	<p>Proposed Emergency Access</p> <ul style="list-style-type: none"> ## Construct emergency vehicle access at each end of the campground to service emergency vehicles. Install gate and break away landscaping. 	<p>Access shall be visually subordinate to minimize visual impacts from the highway.</p>	## Approval from ODOT necessary	Priority 1- Health and safety PHASE 2
14E.	<p>Extra Vehicle Parking Areas</p> <ul style="list-style-type: none"> ## Provide extra vehicle parking areas to accommodate extra vehicles and or boat trailers. ## Disallow extra vehicle parking in campsites 	<p>Site parking areas in campsites along highway</p> <p>Avoid significant trees as is possible</p> <p>Parking should not be visible from highway.</p> <p>Enhance vegetation adjacent to parking</p>		Priority 2 Resource Values

ID #	DEVELOPMENT DESCRIPTION	DESIGN and OPERATIONAL STANDARDS	REVIEW/APPROVALS NEEDED PRIOR TO CONSTRUCTION	PRIORITIZATION CODE AND PHASING
	<p>## Maximum number of parking spaces for Loops "F" – "H" –125</p> <p>## Consider gravel or other permeable surface to reduce impacts from runoff.</p>	<p>spaces.</p> <p>## Enhance under story vegetation around the parking area to shield views in from the highway.</p> <p>## Avoid rock formations</p> <p>## Revegetate abandoned campsite areas.</p> <p>## Decompact soils if necessary.</p>		PHASES 1-4

1E. Pedestrian Underpass Location

2E. Pedestrian Bridge



3E. Camp Talk Area with Storage

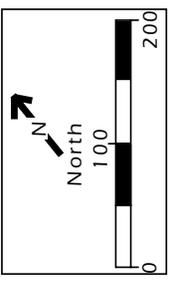
4E. Lakefront Trail

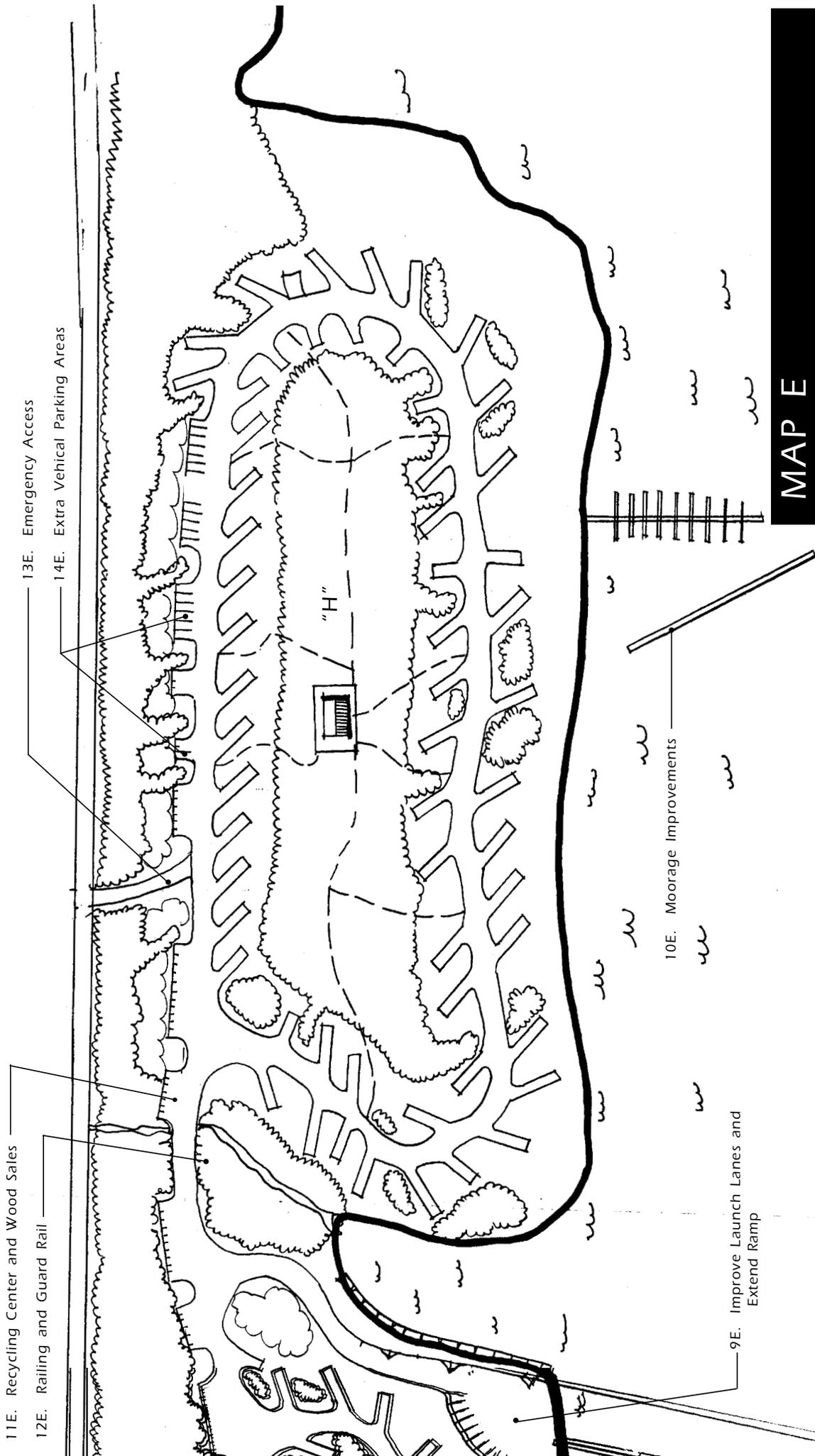
5E. Playground Improvements

6E. Group Meeting Hall

7E. Replace Fishing Dock

8E. Enlarge Swimming Area





MAP E
Detroit Lake State Park
Campground Loops "F" - "H"

IX. RESOURCE MANAGEMENT GUIDELINES

OPRD prepares guidelines/objectives to direct park managers and staff regarding resource management decisions.

NATURAL RESOURCE MANAGEMENT

OPRD NATURAL RESOURCE POLICY

As stewards of the natural resources entrusted to the Commission, it shall be the policy of Oregon Parks and Recreation Department to:

1. Proactively manage the natural resource base for its contribution to the regional landscape, as well as, its function within a site specific planned landscape.
2. Actively cooperate and communicate with our public and private neighbors to promote compatible programs and practices.
3. Inform, involve and educate the public in significant planned management actions, including the scientific and practical aspects of current management techniques and strategies.
4. Consider the significant ecological, recreational and aesthetic qualities of our resources to be the highest priority.
5. Develop and follow management programs and action plans which exemplify excellence in resource stewardship, fulfill the agency mission, are guided by the management intent of our property classification system and meet or exceed federal, state and local laws and regulations.

OPRD NATURAL RESOURCE MANAGEMENT OBJECTIVES

The natural resource management guidelines are based on the following system-wide objectives and on a summary of the detailed mapping of the park's vegetation, protected species and wildlife habitat completed for the master plan, and on park-wide ecosystem patterns. A summary of the natural resources in the park can be found in the Heritage Assessment Summary. Detailed resource mapping for the park is available for viewing at the OPRD Salem headquarters office, or the state park office.

The following objectives have been established by OPRD to guide natural resource management decisions for the Department's properties statewide. These general objectives were considered in combination with the particular resource situations at Detroit Lake State Park to determine specific objectives for the park, which follow this section.

1. **Protect all existing high quality, healthy, native Oregon ecosystems found within OPRD properties. (Based on Oregon Natural Heritage ecosystem types and OPRD definition of high quality.)**
 - a. Generally, allow successional processes to proceed without intervention.
 - b. Identify and monitor existing high quality ecosystems for the presence of threats to a desired type or condition. Determine whether there are changes desired in ecosystem type or condition, based on consultation with Oregon Department of Fish and Wildlife, the Oregon Natural Heritage Program, the Oregon Department of Agriculture Protected Plants section, county resource groups and any federal resource management agencies that may apply.
 - c. Manage the resource to eliminate any unacceptable threats or to attain desired ecosystem conditions and types.
 - d. Following a natural or human-caused catastrophic event, such as major fire, wind throw, landslide or flooding, etc., determine what management actions are needed, if any, to attain a desired ecosystem condition or type.
2. **Generally, restore/enhance existing low quality OPRD resources, to a higher quality, desired ecosystem type and condition, based on consultation with natural resource agencies as to what a desired ecosystem should be for the park, and for the region of the park. Retain some low quality areas for future recreational use and development, as identified in the park master plan.**
3. **Manage all OPRD properties to protect existing occurrences of state or federally listed or candidate species to the approval of jurisdictional agencies:**
 - a. Broaden species management plans into ecosystem management plans that include the monitoring and management of indicator species.
 - b. For selected lands, in consultation with natural resource regulatory agencies, determine how best to manage for protected species recovery and related desired ecosystem type and condition.
4. **Manage all OPRD lands and uses to keep erosion, sedimentation, and other impacts on important resources at an acceptable level.**
5. **Identify and acquire additional lands, or enter into management partnerships with landowners, to provide long term viability for important natural resources found within OPRD properties, as needed.**
6. **In areas of high quality ecosystems or habitats, endeavor to provide opportunities for the public to experience the following:**
 - a. Sights, sounds, smells and feeling of ecosystems representative of Oregon and the region;
 - b. Understanding of the ecosystem structure, composition and function; and
 - c. Larger views of the landscape of which the ecosystem is a part.
7. **In selected areas of low quality natural resources, manage for:**
 - a. Popular or attractive native plants or animals, appropriate to the local ecosystem;
 - b. Desired views or settings; and
 - c. Desired cultural landscape restorations for interpretation.

8. Place, design and construct facilities for public access to high quality ecosystems or habitats to avoid significant impacts on the ecosystems.
9. For those OPRD properties or sites which are historically significant and which have been identified by the Department as priority sites for emphasizing cultural resource protection, management and interpretation, manage the natural resources in the cultural resource areas to support cultural resource interpretation, unless this would result in unacceptable conflicts with protected species or areas of special natural resource concern.
10. Manage OPRD natural resources to protect visitors, staff, facilities and neighboring properties from harm.
11. Manage OPRD natural resources to protect them from threats from adjacent or nearby properties or their use.
12. Limit the use of non-native plants to developed facility areas or intensive use areas, and as is needed to withstand intensive use and to provide desired amenities such as shade, wind breaks etc.. Wherever possible, use native species in landscaping developed sites.

FOREST MANAGEMENT PLAN

EXISTING CONDITIONS

Detroit Lake State Park was logged approximately 80 years ago and is now covered by mature second growth. The forest overstory is composed primarily of Douglas fir, western hemlock, western red cedar and incense cedar, with an under story composed mostly of dwarf Oregon grape, salal, vine maple, sword fern and Pacific rhododendron.

A detailed stand evaluation within the campground, conducted by the USFS in 2001, found that the stand is currently in good condition. According to this stand evaluation, growth rates have been fairly constant over the last couple of decades with no recent, marked slow down. Stand crowns are in excellent condition, fairly full and with good color. No evidence of root disease was observed. There was no evidence of insect problems. Stem distribution is fairly even with no concentrations of dying trees. The very few trees with heart rot are normal for this age stand with such a disturbance history. In general, at present, this stand is in excellent condition, is very root firm, and presents no overhead hazards to site users given continued removal of snags as they appear.

As the forest ages the stand density will increase. Scattered die-off will be a natural consequence of stand density as well as from use impacts (organic material removal and soil compaction). Another condition resulting from the current dense nature of this stand is the poor development of ground vegetation and a virtual lack of tree regeneration. This is primarily due to shading and human impacts

VISION FOR THE UNDERSTORY AT DETROIT LAKE STATE PARK

A Healthy and Vigorous Forest

- ⌘ A healthy forest is free of disease and infestations.
- ⌘ Healthy stand density
- ⌘ Areas of soil compaction and loss of organic materials is limited to those areas with human activity.

Healthy Structure

- ⌘ Healthy understory as well as healthy stand crowns. Currently approximately 73% of the campground lacks a healthy understory. As a goal OPRD will seek to reduce this percentage to 50%.

Diversity of ages and species

- ⌘ The forest shall be composed of diverse species at a variety of ages.

Safe Environment

- ⌘ Limit hazards to protect park visitors from harm.
- ⌘ Assess the park trees yearly and remove hazards and snags as needed.

Screening

- ⌘ Forest provides screening from the highway into the developed facilities.
- ⌘ Forest provides adequate screening from the lake into the developed facilities.
- ⌘ Understory vegetation provides screening between campsites.

RECOMMENDED MANAGEMENT PRACTICES

Selective Thinning

- ⌘ Maintain a diverse forest by selective removal of trees to allow light to penetrate and promote species diversification. This may mean that removal is not limited to young small trees but will include a few selected larger older, trees. The primary native, local tree and shrub species that would benefit from more open stand conditions would be Douglas-fir, incense cedar, golden chinquapin, big leaf maple, Pacific dogwood, vine maple, Pacific rhododendron, red huckleberry, California hazel, Oregon grape, and salal.

Reducing Campground Density

- ⌘ Reduce campsite density within the park to limit the impacts caused by crowding. This reduction in campsites will allow for the development of overflow vehicle parking areas thus reducing the number of cars and boat trailer parking in unpaved, undesignated areas.

Restrict Access

- ⌘ Human activity areas such as campsites and access ways should be defined using fencing or other markings to clearly delineate use areas to prevent trampling of vegetation and limit soil compaction.

Plant Native Under Story

- ⌘ Much of the existing campground lacks a healthy, understory. Both planting and natural seeding of vegetation will be necessary.

Hazard Removal

⌘ Hazard trees should be assessed and removed after each season. USFS to conduct yearly hazard tree assessment. Followed by OPRD conducting hazard tree removal. Revenue generated by the tree removal will be used to cover Forest Service, OPRD and any contract costs. Additional funds will be reinvested for on-site revegetation and restoration projects.

Organic Materials

⌘ Organic materials such as pine needles, leaves etc shall not be removed from regeneration areas. Areas designated for human activities can be periodically cleared of organic material.

Seasonal Resting

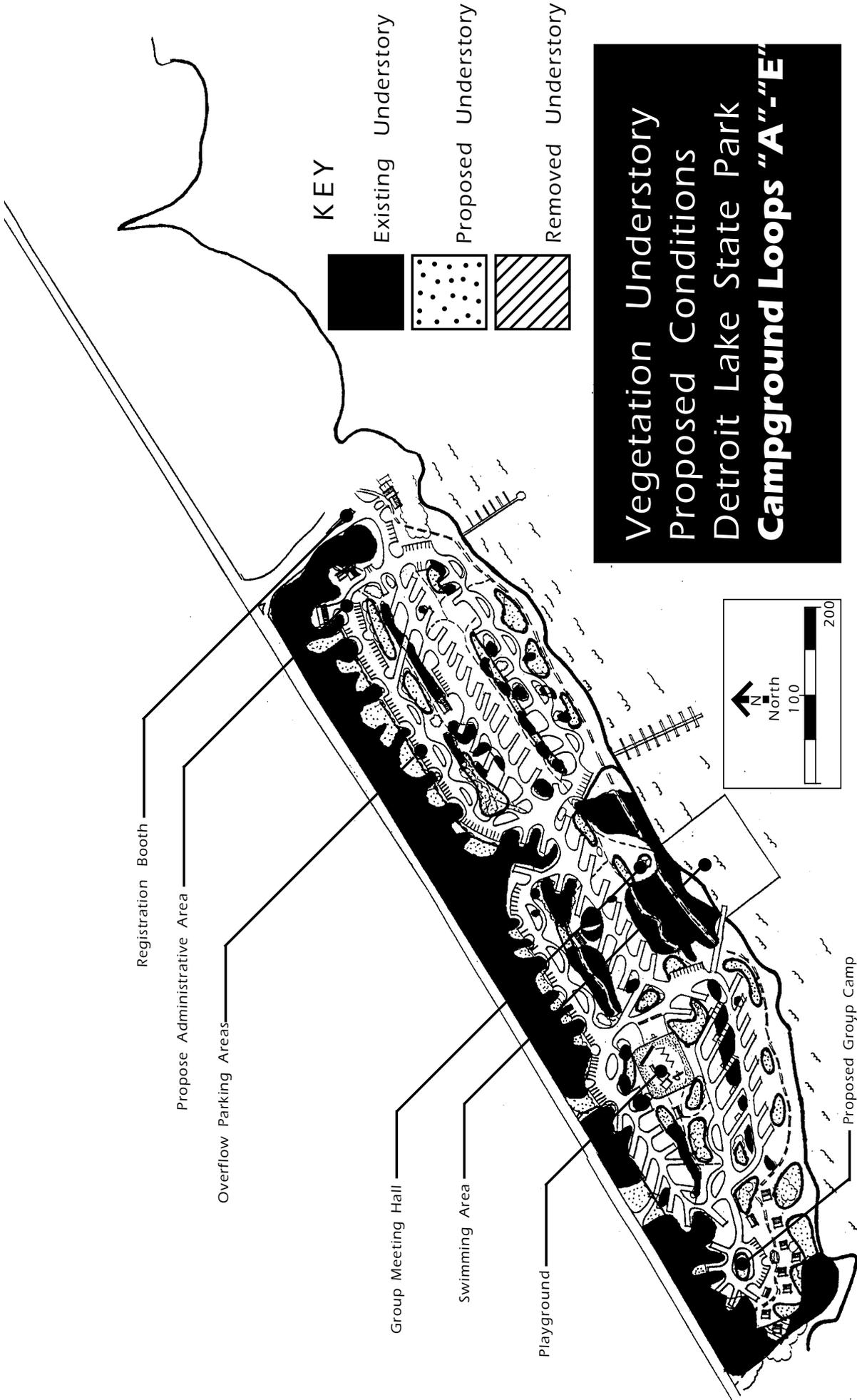
⌘ Since Detroit Lake use is keyed to boating, wintertime use is low and will continue to allow for a resting period for the vegetation.

NATURAL RESOURCE MANAGEMENT GUIDELINES FOR DETROIT LAKE STATE PARK

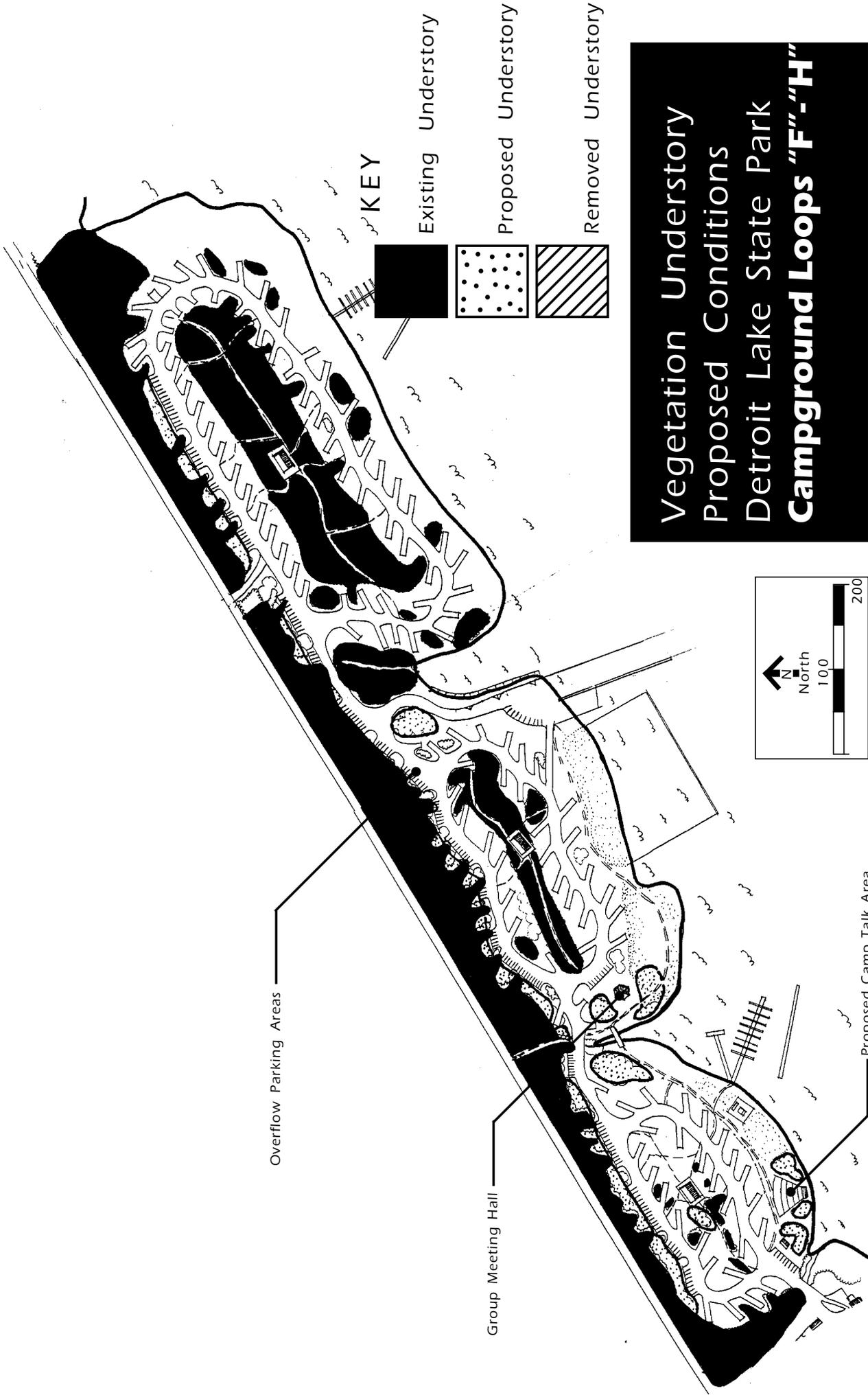
IMPROVE UNDER STORY VEGETATION BY:

- ⌘ Reducing campground density throughout the campground.
- ⌘ Define campsites to prevent soil compaction and promote growth of the under story.
- ⌘ Use split rail fences to define use areas and restrict access through vegetation restoration areas.
- ⌘ Campsites will include anchored picnic tables and fire pits placed so that they cannot be relocated by campsite occupants.
- ⌘ Construct tent pads to promote concentrated use within the site. Size accordingly, average size 15'x15'.
- ⌘ Develop extra vehicle parking areas. – Parking is only allowed on paved areas. This includes motor vehicles, trailers or boat trailers. Campground rules against parking off paved areas will be enforced. Parking spurs will be better defined with structures such as posts or rocks that discourage off pavement conflicts.
- ⌘ Replant areas with native vegetation.
- ⌘ Thin trees according to an agreed upon forest management plan.
- ⌘ If use areas are determined compacted, consider rotor-tilling areas to loosen soils.
- ⌘ Construct paved pathways to confine use or encourage use.

Vegetation Understory Proposed Conditions Detroit Lake State Park Campground Loops "A"- "E"



Vegetation Understory Proposed Conditions Detroit Lake State Park Campground Loops "F"- "H"



NOXIOUS WEED MANAGEMENT

- ⚡ Review the current noxious weed situation at the park based upon vegetation mapping and field research. Complete and implement an Integrated Pest Management Plan (IMP) for the property. Work with USFS on how to implement the plan.
- ⚡ Each OPRD management unit completes an Integrated Pest Management Plan for the control of weeds and pests.

EROSION AND SEDIMENTATION CONTROL PLAN

- ⚡ Work cooperatively with the Forest Service and Army Corps of Engineers to develop a detailed erosion plan for banks of the reservoir. OPRD is not responsible for water level and associated erosion impacts. Solutions may include a combination of log boom structure to lessen the impacts the waves have on the shore, and a combination of rip rap or vegetation to hold the bank in place.

SCENIC RESOURCE MANAGEMENT

There is no formal department policy on scenic resource management except for general guidance provided by OPRD's mission statement, and OPRD's setting definitions developed for the Statewide Outdoor Recreation Plan. These OPRD settings definitions are applied in the master plan assessments. However, the department has a long history of placing emphasis on acquiring and managing properties for scenic enjoyment, and continues that tradition in its management actions.

Views from the lake to the campground and facilities should be maintained. Views from the highway to developed facilities should be minimized. Improve the visual quality of the recreation experience by ensuring that cars, campers and RVs do not dominate the lake edge or the roadside. The master plan locates vehicles in defined parking that are screened from the lake or the highway.

Using OPRD's system of scenic designations of the park can be considered as "Urban within Open Space". The campground is heavily developed and heavily populated especially during the summer. Views into the campground and day use areas from the lake are well screened. Views into the park from Hwy 22 are also limited.

The Willamette National Forest Land and Resource Management Plan designates scenic resources for the land surrounding the reservoir and all the public land within the North Santiam River corridor. The intent of this designation is to minimize the impacts of the timber harvest and other management activities and to preserve the area's scenic quality and natural setting. Because much of the surrounding area has a patchwork ownership pattern, managing the scenic resource is often difficult. For example, timber harvest that occurs on intermingled private and public lands often follows property lines and not the lines and character of the natural landscape.

According to Forest Service definitions, Highway 22 and Detroit Lake are considered travelways. Travelways represent linear concentrations of public-viewing. They can include freeways, highways, roads, railroads, trails, commercial flight paths, rivers, canal and other waterways. The campground and Mongold Day Use area can be considered a "use area". Views from the travelways into the "use areas" areas are important and should maintain a partial retention value. This pattern creates a "dough nut effect:" where the edges of the sites along the travelways become particularly important

to maintain the scenic integrity of the forest. Primarily views from the highway and the lake into the use areas should retain the partial retention scenic integrity level.

“Partial Retention” refers to slightly altered landscapes. This level usually refers to landscapes where the valued landscape character “appears slightly altered”. Noticeable deviations must remain visually subordinate to the landscape character being viewed. An approach to maintaining this scenic integrity level is to borrow form, line, color, texture, pattern and scale from similar but different valued landscapes outside that being viewed. The picture below is taken from the lake bed looking north towards the campground. This represents a partial retention setting. Presently, it is difficult to discern developed areas with the campground. The development proposed in this plan should maintain the existing “partial retention” scenic integrity setting.

The following represents design standards that are to be imposed on any lakeshore development to protect or enhance the scenic values:

- ⌘ Structure design shall be visually subordinate to minimize visual impacts from the lake. Vegetation screening and location shall be considered.
- ⌘ Design shall emphasize low and predominately horizontal lines. Strong vertical, spherical or unusual forms shall be avoided.
- ⌘ Select materials that are rustic in appearance that harmonize with the natural setting. Appropriate materials include wood or stone reflecting elements of the Cascadian style.
- ⌘ Discourage the use of bright colors. Stains are preferable to paints for outside wood surfaces. In general earth colors usually found in forest soil, litter, bark, rock, and vegetation are the most suitable for achieving the desired harmony.
- ⌘ Shield the use of artificial lighting where necessary to prevent the disruption of the night sky.

CULTURAL RESOURCE MANAGEMENT

Identify whether any cultural resources are found within the park can be classified as significant and note their location and extent. Coordinate with USFS on documentation or other measures to allow for recreational use in existing facility areas. Work with USFS to discourage access onto significant resource areas where no current facilities exist. Consider design of facilities to limit access onto the lake bed during periods of low water.

INTERPRETIVE GUIDELINES

The primary goal of a park interpretive plan is to enhance a visitor’s experience by communicating any significant information about the resources and events associated with the park to the visitor. The key to providing an interpretive program is to both enhance a visitor’s recreational experience and provide information to visitors to assist the agency in management of the resources in the park.

The overall OPRD Interpretive Services Program Goal is to heighten and increase public understanding, appreciation and enjoyment of the natural and cultural resources of the OPRD system. However, subordinate goals listed below must also be implemented to aid in future park management and public understanding of the agency and how they can participate in supporting the agency:

1. Promote public understanding of our agency’s mission and mandates.

2. Provide visitors with enjoyable and inspirational park experiences.
3. Accomplish management goals by encouraging thoughtful use of resources.
4. Enhance the agency image as competent cultural and natural resource managers.
5. Help generate broad-based agency support.

Although attendance levels dropped during the summer of 2001 due to low water levels, the percentage of campers attending interpretive programs dramatically increased due to the lack of water based activities. Due to the lack of typical recreation activities associated with high water years, the camper attended and appreciated the programs the park offered. In 2001, the percent of program attendance per campsites was 106%, almost three times that in the year 1999.

Several themes are particularly appropriate for interpretation at Detroit.

⚡ **Safety**

- Š Bike and boat safety
- Š General camper safety
- Š Bike rodeo

⚡ **Bringing families together**

- Š Events such as fishing days and scavenger hunts
- Š Junior Ranger programs

⚡ **Nature and history interpretation**

⚡ **Extending the stay**

Coordinate with other recreation providers in the area letting campers understand opportunities for hiking, boating, community services in the vicinity.

⚡ **Develop centralized program areas –**

Help direct use and provide shelter for various activities.

⚡ **Interpretive plan is needed.**

Complete a park-wide interpretive plan for the park that builds on the statewide priorities study.

X. DEVELOPMENT APPROVAL REQUIREMENTS

USFS SPECIAL USE PERMIT AND NEPA PROCESS

Detroit Lake State Park is located on National Forest land managed by the US Forest Service. Oregon Parks and Recreation Department operates the Detroit Lake State Park through a Special Use permit with the US Forest Service. This permit is soon to expire. This master plan was required by the USFS as a prerequisite to renewing this permit. The master plan is intended as a basis for initial agreement on improvements to the park over the next 20-25 years, as well as on particular resource management requirements and responsibilities.

After a draft master plan is developed and the OPRD Commission has approved recommended edits. The USFS will complete the NEPA process as part of the special use permit application for projects to be implemented in the upcoming 5-6 year timeframe.

PROJECT PHASING

The following list represents a logical phasing of master planned projects. The list considers the construction schedules and necessary coordination with partnership projects such as City of Detroit and Idanha's sewer improvement project. The identified Forest Service priority rankings are also taken into account. This phasing list will be updated on a biannual basis by OPRD. At that time, the list will be reevaluated against other agency priorities and assessed for permitting feasibility prior to further funding allocation.

PHASE I

- ⚡ Sewer and Water Feasibility Study (Priority 1, health and safety)
- ⚡ General rehab throughout the park including campsites removal for additional overflow parking areas (M & O funds) (Concepts 4D & 14E)
- ⚡ Low water ramp (Priority 1- Health and Safety) (Concept 1A)

PHASE II

- ⚡ Design and construct sewer and water system (Priority 1 – health and safety)
- ⚡ A-E loop overhaul including vegetation enhancement projects, cabins and group camp, new restroom facilities (Priority 2 – resource values)Concepts 1D-9D, 12D-16D)
- ⚡ Identify funding and purchase of manager's residence.
- ⚡ Lake Front Trail (Priority 1- Health and Safety) (Concept 12D & 4E)
- ⚡ Mongold entrance improvements - booth and turnaround (Priority 1 – health and safety)
- ⚡ Mongold Day Use (existing) Area design and construct retaining wall in parking area (Priority 3 – visitor need) (Concepts 3A & 4A)
- ⚡ Proposed campground admin area (Priority 3 – visitor need) (Concept 7D)
- ⚡ Highway improvements (Priority 1 – health and safety)

PHASE III

- ☒ Visitor Center expansion /remodel (Priority 3 – visitor need) (Concept 16D)
- ☒ Entrance booth improvements ((Priority 3 – visitor need) (6D)
- ☒ Shop relocation - Tumble Creek Projects (Priority 1 – health and safety) (Concepts 1C-6C)
- ☒ Overnight moorage improvements (Priority 3 – visitor need) (Concept 13D)
- ☒ G - boat ramp improvements (Priority 3 – visitor need) (Concept 9E)
- ☒ Underpass construction in cooperation with the Forest Service Gateway Development (Concept 1E)
- ☒ Campground - Group Meeting Hall in G loop (Priority 3 – visitor need) (Concept 6E)

PHASE IV

- ☒ Design and construct new Mongold Day Use Area (Priority 3 – visitor need)(Concept 3A-12A)

PROPOSED ACTION FOR NEPA REVIEW 2002-2007

Implementation is dependant upon priority as well as funding availability and construction phasing opportunities.

PRIORITY 1 -HEALTH AND SAFETY PRIORITIES

- ☒ Sewer Facility Plan and Water Feasibility Study
- ☒ Design and construct sewer and water system
- ☒ Mongold entrance improvements - booth and turnaround (Concept 3A)
- ☒ Highway improvements (Concepts 3C & 6D)
- ☒ Campground Lake Front Trail (Concept 12D & 4E)
- ☒ Low water ramp (Concept 1A)

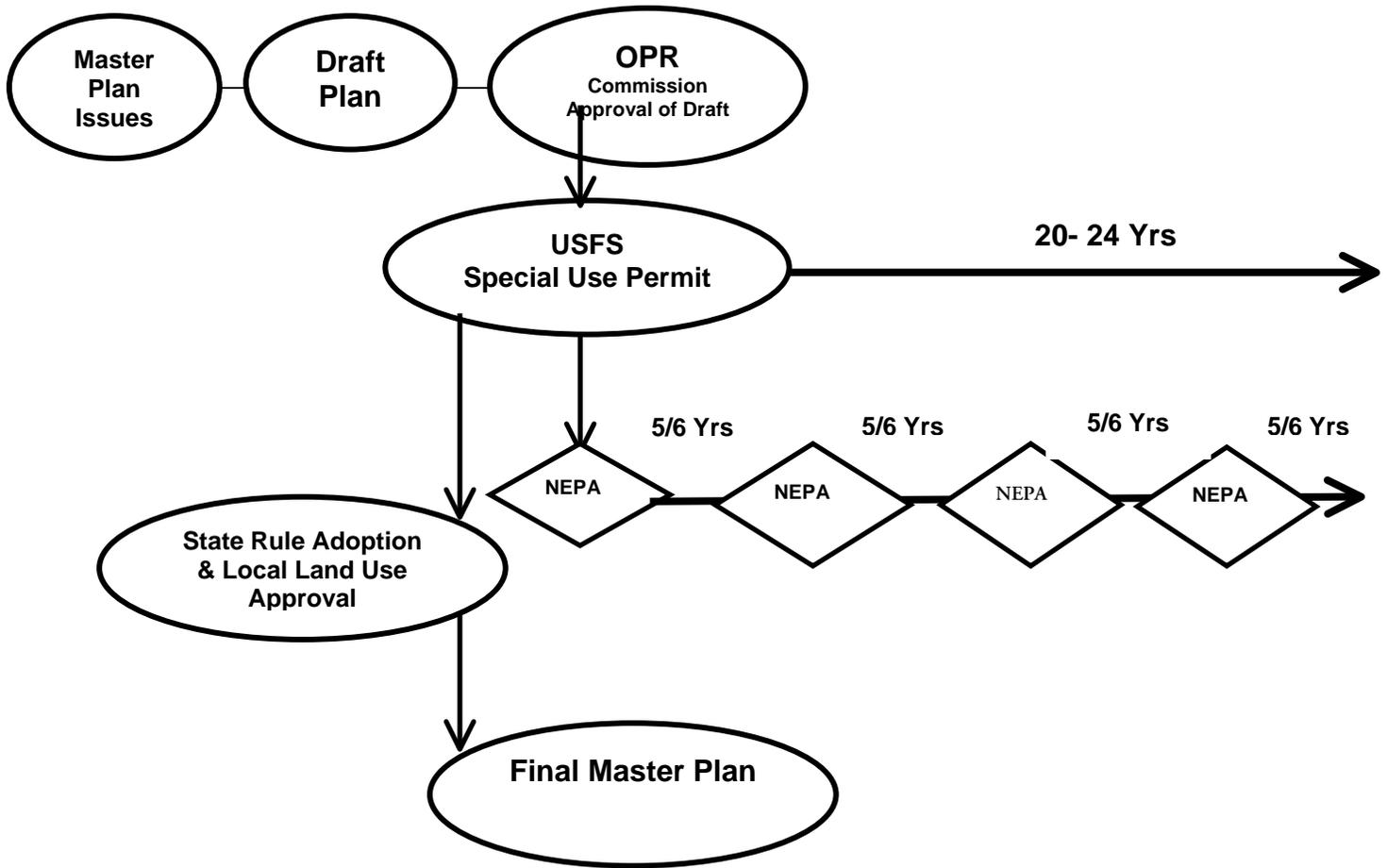
PRIORITY 2 - RESOURCE VALUES

- ☒ Camploops A-E loop overhaul including vegetation enhancement projects, cabins and group camp, new and rehabbed restroom facilities (Concepts 1D-9D, 12D-16D)
- ☒ General rehab throughout the park including campsites removal for additional overflow parking areas (M & O funds) (Concepts 4D & 14E)
- ☒ Identify funding and purchase of manager's residence
- ☒ Shop relocation - Tumble Creek Projects (Concepts 1C-6C)
- ☒ Proposed campground admin area (Concept 7D)
- ☒ Mongold Day Use (existing) Area design and construct retaining wall in parking area (Concepts 3A & 4A)

PRIORITY 3 – VISITOR NEED

- ☒ Design and construct new Mongold Day Use Area (Concept 3A-12A)

Special Use Permit Approval Process Detroit Lake State Park Master Plan



LAND USE AUTHORITIES

Development of park uses and facilities by OPRD at Detroit Lake State Park is governed by Marion County under the provisions of the County's comprehensive plan. The County's comprehensive plan is acknowledged by the Land Conservation and Development Department Commission (LCDC) pursuant to the statewide land use goals, statutes and related administrative rules.

This master plan for Detroit Lake State Park has been formulated through the master planning process described under OAR 736 Division 18 and OAR 660 Division 34. The master planning process includes procedures for coordinating with affected local governments to obtain local approval of the master plan. A separate document of the master plan, titled "Land Use Findings for Detroit Lake State Park", contains the land use findings required for the County's approval of the master plan. The findings in that document address the compliance of the master plan with the applicable statewide land use goals and local land use policies. The appendix of this master plan contains the documentation formalizing the approval of the master plan by the County.

COUNTY PERMITS FOR PROJECT DEVELOPMENT

Except where specifically noted in the master plan, all of the projects described in the master plan are granted conceptual land use approval by Marion County upon the County's approval of the master plan, as provided in OAR 660-034-0030(2). However, development permits are still required for most of the projects. Prior to beginning construction, the project manager is responsible for consulting with the County and obtaining the necessary permits. 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 development permitting process may also vary substantially, therefore, the project manager should consult with the County early enough to assure that the permitting process is completed prior to the target date for beginning construction.

Prior to issuance of development permits for a project, Marion County will conduct the necessary review of the project plans and specifications to assure that the project proposed for construction is consistent with the conceptual design and description of the project in the adopted master plan and with any development standards outlined in the master plan for that project. The County may also review the project for consistency with any applicable standards in the County's ordinances, however, any such standards must be clear and objective, as required by OAR 660-034-0030(2)(c). Because the master planned projects are conceptually approved with the approval of the master plan, the development review process for a project cannot result in denial of the project, provided that the project is consistent with the master plan and any applicable development standards.

VARIATIONS FROM THE MASTER PLAN

Under the provisions of OAR 736-018-0040, OPRD may pursue construction of a park use that varies from an adopted master plan without first amending the master plan provided that the variation is minor, unless the master plan language specifically precludes such variation. Any specific project design elements that cannot be changed by applying the "Minor Variation" rule are indicated with the project descriptions in the master plan.

The OPRD Director must determine that a proposed variation from a master plan is "minor" using the criteria in OAR 736-018-0040. A minor variation for a master plan, which is approved by the

Director, is considered to be consistent with the master plan, contingent upon the concurrence of Marion County.

REHABILITATION OF EXISTING PARK FACILITIES

State law allows 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 law allows the repair and renovation of facilities, the replacement of facilities including minor location changes, and the minor expansion of uses and facilities. Such projects are allowed whether or not they are described in an adopted state park master plan. Any development permits normally required for such projects are still required.

Prior to applying for development permits for a project involving a minor location change of an existing facility or a 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. The Director’s determination is subject to the concurrence of the affected local government.

OPRD can limit or disallow the “location changes” or “minor expansions” otherwise allowed by OAR 736-018-0043 by stating such in the master plan. Any existing facilities that cannot be expanded or relocated through rehabilitation under the provisions of 736-018-0043 are indicated with the project descriptions in the master plan.

APPENDIX

DETROIT LAKE STATE PARK MASTER PLAN

SPACE NEEDS SUMMARY

Price per square foot will greatly determine the space needs. The higher the cost per square foot the less space OPRD will be able to afford to lease.

The square foot needs are only estimates based on current conditions and needs.

Secured access into the facilities is necessary. The area shall be designed so that it can be easily secured with gates and/or locks.

Maintenance Yard and Shop Space Needs

Shop Buildings

Shop Space	1000 sf
Storage	1000 sf
Open Vehicle Storage	500 sf
Employee Area	400 sf
Fire Wood Storage	600 sf
Paint room	100 sf
<u>Gas room</u>	<u>100 sf</u>
Total	3700 sf

Miscellaneous Uses

Gas Pump Area	1000 sf
<u>Bone Yard</u>	<u>2000 sf</u>
Total	3000 sf

Parking

Fleet Parking	9 vehicles (Covered parking preferred)
<u>Employee Parking</u>	<u>10 vehicles</u>
Total	19 parking spaces

Employee Housing

Manager's Residence	1800 sf (with one car garage and enclosed yard)
Seasonal Housing	8 units (4 female/4 male)