

## Oregon Parks and Recreation Commission

September 23, 2015

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Agenda Item:	8a	Information
Topic:	Heritage Division Report	
Presented by:	Chrissy Curran, Heritage Division Manager, DSHPO	

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### **Staffing Update**

Christine Curran has been appointed Deputy State Historic Preservation Officer and manager of the Heritage Division after seven months in the interim role and an open competitive recruitment. Recruitment is now under way for the Associate Deputy, manager in charge of Heritage Programs, Chrissy's former position.

### **Pacific NW Preservation Field School**

For 21 years, Oregon Parks and Recreation Department has been participating in the Pacific Northwest Preservation Field School, a partnership among the University of Oregon; the National Park Service (Pacific West Region); the State Historic Preservation Offices in Oregon, Washington, and Idaho; and the state parks departments of Oregon, Washington, and Idaho. The location of the field school changes each year, rotating among the state and national parks (and occasionally a local partner) in the three participating states. Oregon hosted the field school this year. Students split their time between two locations: the 1853 A.J. Masters House, owned by the city of Hillsboro, and the Arnold-Park log houses at Tryon Creek State Park in Portland. Traditionally, the last week of the multi-week school is geared toward state park employees, many of whom attended this year on cooperative scholarships offered by the Oregon SHPO.

### **Heads Up! History Ahead**

The Commission will be meeting in September in the Officer's Mess Hall at the Port of Tillamook Bay (POTB). While you are there, look around and take in the remarkable remnants of Oregon's past. The POTB is located on the site of the former U.S. Naval Air Station (NAS) at Tillamook, established after World War II began. Much of the former NAS site has been determined eligible for listing in the National Register of Historic Places as a historic district. One feature is actually listed and has been since 1989 – the U.S. NAS Dirigible Hangar B. Originally one of a pair, Hangar B was completed in 1943. Hangar A burned to the ground in 1992. Both were among 18 wood-frame hangars built across the country, after Pearl Harbor was bombed, to hold 6-8, K-series, non-rigid dirigibles inside. The hangars were spread among ten naval air stations in all, also called "LTA" stations (Lighter-Than-Air). The Tillamook blimps patrolled the Pacific Coast looking for enemy submarines and providing cover for merchant convoys.

Today, only seven of the hangars survive: four in California, two in New Jersey, and one in Oregon. Tillamook's Hangar B is listed as nationally significant. Already in need of extensive rehabilitation, it was recently included on Restore Oregon's "Most Endangered Places" list when the Tillamook Air Museum's primary collector removed his planes to Madras in 2014. Still used as an air museum for aircraft on loan from the National Naval Aviation Museum and from private individuals, Hangar B's interior is a colossal space that cannot be conveyed in photographs. Truly an irreplaceable time capsule from Oregon's wartime past - there is no substitute for being there. Make sure you go in and experience this rare architectural treat.

**Prior Action by Commission:** none

**Attachments:** none

**Action Requested:** none

**Prepared by:** Chrissy Curran

## Oregon Parks and Recreation Commission

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Agenda Item:	8b	Information
Topic:	Pilot Butte Canal National Register Nomination	
Presented by:	Chrissy Curran, Heritage Division Manager, DSHPO	

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### Central Issues

The Central Oregon Irrigation District (COID) is planning to pipe an urban segment of the Pilot Butte Canal (PBC), located partially in Bend and partially in Deschutes County. The project is being funded by the Bureau of Reclamation (BOR). Its purpose is to extend an existing pipeline that was installed a few years ago as part of the Juniper Ridge Hydroelectric Project (opened in 2010), and add a small, secondary hydroelectric facility.

A group of property owners along the affected segment of the PBC nominated the segment to the National Register of Historic Places in 2014 in the hopes that designation would stop the piping project and preserve the canal.

Involvement in both these issues was triggered for the Heritage Division's State Historic Preservation Office (SHPO) under two distinct and administratively separate federal programs: Section 106 compliance, and the National Register of Historic Places. Neither program has the ability to stop the project or ensure preservation of the PBC.

The issues of concern lie with the National Register nomination. In Oregon, National-Register listing is connected to local land use laws. If the PBC segment is listed in the National Register, it will be subject to local codes that govern protection of historic resources at both the county and city level (the PBC segment spans both jurisdictions). Whether COID may proceed with demolition of a National-Register-listed resource depends on what the local ordinance says. At present, the City of Bend and Deschutes County may prohibit demolition, but each considers a variety of factors in making such decisions, including economic impacts. This local process will take over once the NPS makes its final decision. It is the local process that will ultimately determine whether or not COID can pipe the canal segment and move the Juniper Ridge Phase II project forward.

### Governor's Office Involvement

Several state agencies have committed to investing over \$20 million in the COID project. Collectively they asked the Governor's office for a unified state position against the nomination, and a letter objecting to the listing was issued by the Governor's natural resources policy advisor. The SHPO advised the Governor's office that, while SHPO is a state agency, it administers a federal program under federal regulations, and it is highly irregular for a Governor's office to object to a nomination at all, much less to object after it was recommended for listing by a state advisory board and a state official.

In the meantime, following a recommendation by the State Advisory Committee on Historic Preservation, the SHPO forwarded the nomination to the NPS, per federal regulations. The NPS reviewed it, but returned the nomination for revisions because of concerns that the applicants did not make a compelling enough case that the segment rose above other segments in historic significance. They also asked us to sort out the issue of ownership (Is COID the fee-simple owner, and is it a public entity?). This is important because under federal law, only private, fee-simple owners can object to having their property listed - public owners cannot stop a listing. The SHPO identified COID as a public owner with no fee-simple attachment to the land. COID disagreed.

### **Ongoing Efforts**

At the end of July, COID, the Governor's office, SHPO, and Department of Justice met to clarify roles and authorities in the nomination process. As a result of the meeting, it became obvious to COID that any relief from the regulation of the canal would have to be sought at the local level, rather than with the state-administered, federal designation process.

Currently, the nomination has been returned to the applicants to make the necessary revisions. OPRD has received a public records request from the proponent group for all correspondence related to the case and we have complied. The SHPO has launched a webpage specifically for this nomination, where the public can find all the public documents related to the case.

**Prior Action by Commission:** none

**Action Requested:** none

**Attachments:** none

**Prepared by:** Chrissy Curran