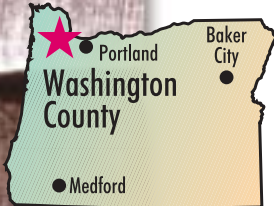




The Progress Report

Issue 6 // Fall 2002

New state park in Washington County progresses



The first state park with a campground in Washington County is becoming a reality. The new park is located just north of the town of Buxton, 30 miles west of Portland. Most of the 1,700-plus acre property is being acquired by the Oregon Parks and Recreation Department (OPRD) in a series of land exchanges involving OPRD, the Oregon Department of Forestry, Washington County and Longview Fibre, a forest products company headquartered in Longview, Washington.

This is the first piece of property designed for a new campground since Cape Blanco on the south coast in 1971.

“Oregon is one of the most heavily used park systems in the nation, and any time we can add a new park is truly a milestone,” OPRD Director Mike Carrier said. “We have the people of Oregon to thank for this, because they are the ones who, through Measure 66, made the **Parks and Natural Resource Fund** (PNRF) possible.” Measure 66, which devotes 7.5% of lottery proceeds to OPRD, was passed overwhelmingly by voters in 1998. A portion of the PNRF is earmarked for land acquisition and for reducing the backlog of infrastructure repairs at Oregon’s 228 park properties.

Washington County Commission Chairman Tom Brian agreed. “This is a wonderful story of the County, the State, our legislators, a private sector timber company and individual landholders working together to make something terrific happen.”

The PNRF, along with anticipated federal Land and Water Conservation Fund (LWCF) dollars, will help launch the first phase of the project, with initial construction work to begin in spring, 2003. A master plan drawn up in 2001 outlined more development of the park, and includes more than 10 miles of trails, a picnic area, large group day-use area, RV sites, yurt or cabin sites, horse camp, and hike-in camp.

Official opening of the park is expected sometime in 2003-04, when some of the day-use facilities are in place.

The new park will expand on the existing Banks-Vernonia State Trail, Oregon’s first “rails-to-trails” park. Besides great views, the trail also features 12 bridges, two 600-foot long, 80-foot high railroad trestles, and a turn-of-the-century telegraph line. The trail was recently repaired and improved with funds from the PNRF.



Inside

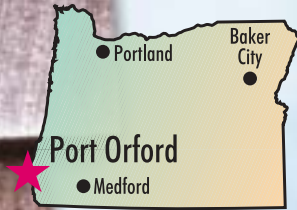
Port Orford	2	Ocean Shore and	
Preserving Oregon	3	Habitat Plans	6
Detroit Lake	4	Roseburg’s Sunshine	
Frenchglen	4	Park	8
Heritage Landing	5	Acquisitions	10

Oregon Parks and Recreation Commission

Elizabeth “Betsy” McCool, <i>Chair</i>	George H. Bell
John L. Blackwell, <i>Vice-Chair</i>	Shelley L. Briggs
Bobbie Connor	Nik Blosser
Robert G. Green	

Port Orford's entrance road

Sitting atop one of the coast's many headlands, at the end of a twisting city street, Port Orford Heads State Park is a silent guardian of the past. A square, cedar-sided building occupies center stage, and even before you walk through the doors, the impression of stately (and elderly) importance is unmistakable. Perhaps that's what the Coast Guard intended when they built this barracks nearly 70 years ago ... something functional, yet impressive.



In 1934, the Port Orford Heads Coast Guard Lifeboat Station was constructed as the southernmost of nine rescue stations on the Oregon coast. The station was closed in 1970. While the barracks and other historic buildings greet you at the entrance of the park, the 100-acre site reveals itself to be much more than an historic site.

A series of trails lead to viewpoints overlooking the ocean, taking you from the location of the boathouse at Nellie's Cove (that housed the rescue craft, but was destroyed by fire in the late 70s), to the very tip of Point Orford where a lookout tower once stood, and finally to the northern face of the Heads with views of Paradise Point and the distant Cape Blanco Lighthouse.

The park is popular locally, and with a new partnership between the Point Orford Heritage Society and OPRD, becoming more so. New signs from U.S. 101 through the heart of town will draw more people to the site. The original road, however, was never designed with tourism in mind.

Weaving between the main barracks and commanding officer's house, the entrance road used to lead to a small, unpaved lot. What little parking space existed was awkward and occasionally unsafe as people walked around the barracks and mixed with arriving vehicles. A housing subdivision adjacent to the park, and only accessible by using the road through the park, was affected by traffic to the site.

Built in 1934, the Lifeboat Station now houses a museum staffed by the Point Orford Heritage Society.



With funding from the **Parks and Natural Resource Fund**, \$69,000 was allocated to realign the entrance road. Coupled with an expanded, relocated parking area out of sight of the barracks, the park's vehicle capacity has increased substantially.

Park Manager Frank Eckley is pleased. "The traffic flow is much better," Eckley says. "We've already had events that have filled the lot, and we couldn't have handled them before."

As the trail system has improved, the park has become more of a community exercise area. It's not uncommon to find local and regional artists and their easels clustered around the overlook at Nellie's Cove, immersed in efforts to capture the display of rock, surf and sun on canvas. Along with parking and driving improvements, the lottery-backed fund is being used to add interpretive signs and create a trail brochure for the park. In 2003-05, the barracks will receive a new roof, and a protective shelter will be built over the historic rescue craft on display.

For its first 36 years, the station and her crew saved lives. For the past 30 years, its second incarnation as a park has been less dramatic, but is still affecting people in a profound way. With continued investments and improvements made possible by the **Parks and Natural Resource Fund**, more than 140,000 people visited in 2001 and stood in awe of Nellie's Cove, stared at the hypnotic Pacific Ocean, and toured the barracks museum. ●



A new entrance road and parking area has increased capacity and separated visitors from traffic.

Preserving Oregon

It takes time. Grants issued by the Oregon State Historic Preservation Office fund a small portion of the state's needs, so every dollar spent is carefully applied to provide the greatest long-term benefits.

These grants were funded with \$118,000 of lottery money appropriated for the first time by the state legislature in 1999, and for a second time for the same amount in 2001. Expert staff within State Historic Preservation Office (SHPO) carefully review and score each incoming proposal not just on its individual merit, but on how it fits in with the long-term rehabilitation of a site. One recent case illustrates the point:

The Jacob Conser House in Jefferson

The City of Jefferson, home to the 1854 Jacob Conser House, received a \$10,000 Preserving Oregon grant to repair and replace doors, windows, porch, roof and other exterior and interior details. Alterations to the structure since 1939 introduced significant changes to the rare 1854 Greek Revival building. For example, a door added in the 1950's was removed, and the original window restored in its place. Improvements to the roof drainage system will protect the structure from future damage.

The grant is a continuation of a series of public investments. The site also received a grant from SHPO in 2000, and the monies have been used to gradually stabilize and restore the house. When evaluating grant requests, SHPO staff use something akin to a triage system—determining which significant sites around the state are in the most dire need of immediate help.

Rarely is enough money available to completely address all of a site's needs.

The 1854 Jacob Conser House in Jefferson has received multiple grants as part of a long rehabilitation process. ▼



The most critical parts of a project are funded first. Subsequent grants are then used to improve the overall health of a site incrementally, and a site owner's track record in fulfilling past agreements comes into play when new grant requests are considered.

The Conser House is used by the city as a public library and meeting space. The latest restorations made it possible to move a children's area from the area just inside the entrance to a room of its own.

"The impact of the Preserving Oregon program has been substantial, particularly since our federal appropriations have diminished," says James Hamrick, OPRD's Assistant Director for Heritage Conservation. "Until this program was created, we had few dollars to dedicate to this worthwhile activity. Many of the state's most important historic properties are endangered or have substantial preservation needs and challenges."

Preserving Oregon grants can be a huge help to a non-profit with few resources, Hamrick adds. In the last two biennia, the program has received 91 requests for funding; 22 were granted. Hamrick has submitted a request to the state legislative assembly for an increase from \$118,000 to \$250,000 per biennium for Preserving Oregon grants. ●



◀ The bottom left window was restored, replacing an exterior door added in the 50s. A screen door was returned to the front library entrance. ▼



Detroit's fishing dock and restrooms

Restrooms may be one of the least exciting state park projects on any list, but they *are* important. Many were built decades ago, and when they fall apart, everyone notices.



The restroom/shower buildings at Detroit Lake State Park on the highway between Salem and Bend are prime examples. More than 30 years old, fixtures were showing their age. Decrepit water heaters had pilot lights that required constant relighting (one unit actually spat flames every now and then). Compared with current equipment, the buildings consumed far more water, power and propane than they needed to.

With approximately \$15,000 from the lottery-backed *Parks and Natural Resource Fund*, all four buildings in the campground will eventually receive light fixtures with motion sensors, and water-saving faucets, toilets and shower heads. New water heaters will deliver two main benefits: first, efficiency (using half the power, two-thirds of the propane, and less than half the water), and second, no flames.

Work on the restrooms should finish in spring 2003.

People don't come to Detroit to use the restrooms, though. From the campground, visitors have easy access to the lake itself. Boating, fishing, and waterskiing are really what this park is about.

Anglers can use a dock stretching out from the campground, but, like the restrooms, it's showing its age in more ways than one. Wear and tear are obvious on the planks and supporting posts. When it was designed, the needs of people with mobility-related disabilities were not taken into account. Gaps between the boards, slick surfaces, and the absence of handrails and guides all created barriers.

With another \$24,000 from the *Parks and Natural Resource Fund*, plus \$41,000 in other park money, a new fishing dock has been designed and is ready for installation. The dock, assembled through an agreement with the Oregon Department of Corrections, meets standards set by the Americans with Disabilities Act, and will be moved into position on the lake in the same location as the current dock. Construction is complete, and the dock will be installed next spring. ●



The current fishing dock (far top), is unstable and has gaps that prevent wheelchair access (top left). The new dock has rails and lips that permit better access, and other improvements for anglers with disabilities.



Frenchglen update



As noted previously in the Progress Report, the historic Frenchglen Hotel, 60 miles south of Burns, has received a new fire suppression system. Now completed, the \$98,000 project, funded by the Parks and Natural Resource Fund, protects the circa 1920-36 structure. Before the system was installed, the building had no way to combat a fire, and was up to an hour from the nearest assistance. The new system blends in with and is as compatible as possible with the historic fabric of the rural vernacular architecture of a guest ranch house. The new fire system includes heat and smoke sensors, 10,000 gallon water storage tank, circulation pumps and sprinklers. Bend Fire Protection, Inc. was the general contractor for the project. ●



Much of the fire control system is in the basement. Sensors and sprinkler heads blend in as much as possible.



Heritage Landing's Cleaning System

The Deschutes River rushes through Oregon, winding south to north on a 250 mile journey through central Oregon before emptying into the Columbia.



The river is popular with anglers and rafters, and boaters who camp overnight on the lower 100 miles of the Deschutes River are required to carry and set up a portable toilet if there's no facility nearby. To encourage use of portable toilets, campers need a convenient, easy way to empty and clean their equipment.

At Heritage Landing, part of the Deschutes River State Recreation Area at the confluence of the Deschutes and Columbia Rivers, a complete disposal and washdown system has been installed: the SCAT machine (Sanitizing Containers with Alternative Technology).

The SCAT machine at Heritage Landing supports nonmotorized boaters coming down river and taking out, and motorized boaters who launch at Heritage and boat upstream to camp and then return downstream to take out. The SCAT machine may also be used by motorized boaters launching at Heritage and going out to the Columbia River for day use or overnight trips.

To use the system, the portable toilet is strapped into the machine (although not all portable units will fit, many do). It then empties and cleans the container using high-pressure water jets. This past season, the machine was used around 200 times. The federal Bureau of Land Management is installing another SCAT machine upstream at Maupin. Users pay \$1 for each cycle of the machine, which is unavailable in the winter.

As overnight travel along the Deschutes becomes more popular, protecting the water and land resource will depend on innovations like the SCAT machine. ●



▲ To encourage Deschutes River users to carry out their waste, a new coin-operated cleaning station is available at Heritage Landing, near the confluence of the Deschutes and Columbia Rivers.

▲ Users insert a portable toilet, close the door, and the washdown system does the rest: empties and cleans.

Acronym Soup: A better future for Oregon's coast through the OSMP and HCP

The Oregon Parks and Recreation Department (OPRD) is gearing up to complete a large-scale planning effort for Oregon's coastal beaches over the next year.

The department is responsible for the management of human activities and resources on Oregon's sandy ocean beaches. The Oregon Parks and Recreation Commission has asked the department to complete a broad plan with the research and recommendations they will need for making future beach-related decisions. This project will produce the Ocean Shore Management Plan (OSMP). The department will also develop a Habitat Conservation Plan (HCP) to obtain assurances about future use and management of Oregon's beaches in regard to the federally and state protected snowy plover.

The plans aim to:

- Look at the big picture of OPRD's beach jurisdiction, including over 200 miles of sandy beach in seven counties.
- Strike a balance between resource protection and human use.
- Open a forum for discussions with our beach neighbors, visitors and government partners about beach management.
- Help address challenging issues facing Oregon's coastal beaches before they become crises.
- Lay the groundwork for partnerships to care for Oregon's beaches.
- Create a solid, well-reasoned underpinning to support future OPRD decision-making about beach management.

Specifically, the plans will address:

- Recreational beach activities, needs and conflicts.
- Beach access needs.
- Recreational conflicts with upland uses.
- How to best manage the beaches for the snowy plover.
- General beach resource constraints.
- Beach alterations and removal of natural products.
- Permits for special beach activities.
- Possible economic impacts from beach management.

More on the Habitat Conservation Plan

This plan will identify how OPRD will balance public use of the beaches with the protection and recovery of the western snowy plover. A final draft version of the HCP will be submitted to the U.S. Fish and Wildlife Service for review and approval at about the same time the draft Ocean Shores Management Plan is completed.

Partners in Planning

A large steering committee, representing local jurisdictions, state and federal agencies, and resource and recreation advocacy groups will review the data and help identify key issues and recommendations for the future management of OPRD's beach jurisdiction. In addition, OPRD will hold public meetings at eight locations on the coast and inland at each key point in the planning process. The meetings will identify issues, and review data and recommendations. OPRD will also present periodic updates on the plan to the Oregon Parks and Recreation Commission. The final plans will be approved by the Commission and OPRD Director Michael Carrier.

Making the Information Available

OPRD has created an Ocean Shore Management Plan/Habitat Conservation Plan section on the agency's website: http://www.prd.state.or.us/osmp_hcp.php. The site will offer relevant information about the plan, and will list planned meeting dates and locations, the status of the planning process, and the kinds of decisions pending.

The Schedule

The draft Ocean Shore Management Plan and Habitat Conservation Plan is scheduled to be done in July, 2003. However, public involvement and agency reviews may push that date back. Final federal approval of the Habitat Conservation Plan could take a year or more to obtain following submission of the draft plan.



On the beach: Oregonians at play

OPRD contracted with Oregon State University's School of Forestry in 2002 to study recreation on Oregon's beaches. Dr. Bo Shelby, a nationally recognized recreation researcher, designed the study and assembled a team of research technicians. The team traveled 212 miles of ocean beaches over the summer to conduct surveys and record observations of recreation behavior. Shelby also used a mail survey to gather more detailed information. The report, *The Oregon Shore Recreational Use Study*, is available on the OPRD website at

http://www.prd.state.or.us/osmp_newsletters.php.

The information will be used to guide the Ocean Shore Management Plan and Habitat Conservation Plan.

A few of the findings:

- Coast-wide and regionally, most visitors to Oregon's beaches are relaxing, walking or jogging on the beach, and enjoying scenery.
- Looking at the state as a whole, activities like windsurfing, horseback riding, all-terrain vehicle use and others have relatively few participants. Even so, these activities are not spread evenly on the coast; there are some regions where participants congregate, making an otherwise "minor" activity much more important.
- Beach use is growing rapidly, especially for certain activities.
- Camping on the beach is hard to find, but desired by many.
- Vehicular and non-vehicular users generally stick to their own areas of the beach, but many people still view vehicles on the beach in a negative light.
- Most people support some kind of prohibitions on vehicle use.
- The beach is a popular place for visitors to take their dogs, and visitors tend to remember their few bad experiences with dogs on the beach.



- Few Oregon beaches are viewed as being significantly crowded.
- Most people reach the beach via public access sites with parking lots.
- While most people have never been affected by snowy plover management decisions (such as temporary limitations on beach use), there is widespread support for plover management.

To read the full report and keep up to date on the plans' progress, visit us online at

http://www.prd.state.or.us/osmp_hcp.php. 

Roseburg's Sunshine Park

When soccer and baseball players collide, no one walks away very happy. In the City of Roseburg, it was happening, and the problem was increasing. A short supply of athletic fields met head-on with increasing demand.



For the last few years, faced with a space crunch, soccer and baseball players were tripping over each other to schedule time on the few available athletic fields at Fir Grove Park in this southern Oregon city. At the same time, privately operated softball fields closed, and teams were scrambling for space. There was simply not enough room on the soccer fields, and no dedicated facility for softball teams anywhere in the county.

City staff and the people of Roseburg recognized the problems posed by a scarcity of park land. In 1997, the city added development of athletic fields into their Parks Master Plan, and in 1998 passed a bond levy dedicating \$2.5 million to park improvements—the first levy of its kind in Roseburg to pass in 54 years. The stage was set.

Slightly less than \$1 million of the bond money was used to purchase 90 acres straddling the city's urban growth boundary east of town. With the remaining bond money, plus donations of labor, equipment and cash, and a \$600,000 grant from the Ford Family Foundation, the city was left with a gap of more than \$200,000.

Enter the lottery-backed Local Government Grant Program, administered by the Oregon Parks and Recreation Department.

The program provides matching grants (up to 50%) to eligible government entities for acquisition, development and rehabilitation of recreation facilities. No problem there ... Roseburg qualified, as did this project. Each incoming project is analyzed by park staff using a wide range of criteria, covering the stability of other funding, ability of the grant applicant to maintain the project after work is finished, the presence of a park master plan, regional needs, public support and a host of other factors.

Local Government grants are divided into two groups: large, for projects with a total price tag of more than \$50,000, with grant requests of up to \$250,000; and small, where the total project cost is less than \$50,000 and the grant request is less than \$25,000. In 2000, when Roseburg applied, the top 25 scoring large grant requests were awarded funding.

Roseburg's project, unfortunately, was number 26. Amount awarded: \$0.

But this isn't a story with an unhappy ending. Roseburg's preparation and patience paid off when one of the top 25 grant recipients withdrew. The Roseburg project was bumped up in rank, and the money started to flow.

The last funding hole plugged, the \$242,141 grant covered a picnic shelter, trails, playground equipment, and "hidden work" involving park infrastructure and landscaping.

Dubbed Sunshine Park, the new fields had an immediate impact. During the scarce times, the women's league was able to scrounge up a few places to play. The larger men's league would have simply not played last year, save for Sunshine Park.. Over the last season, the leagues, who lease the site from the city, were busy. Between adult and youth softball, youth baseball, Roseburg Junior Varsity, Babe Ruth and other teams, the fields were used virtually every day but Sunday from February to August.

Untold numbers use the park at other times for the short trails, and a longer viewpoint trail is being added on an adjacent hill. A committee working on recreation trails is investigating a possible bikeway to connect Sunshine with parks located closer to the heart of the city.

As for the soccer youth, Fir Grove Park must seem like a new park to them, too. The 1,600 kids who play there are no longer on a collision course with their baseball-playing peers. ●

Roseburg, in dire need of park space, passed a bond measure to acquire and develop land. With help from the lottery-funded local government grant program, the city was able to add more than just ballfields.

Picnic shelters ... ▶



... and a playground ... ▼



▼ ... and trails.



◀ The park is located near the edge of Roseburg's Urban Growth Boundary, and was used virtually nonstop during spring and summer 2002.

In service to the future: acquiring recreation land

A portion of the lottery-backed *Parks and Natural Resource Fund* is set aside to fund strategic acquisitions—those that help improve the quality of the system. The \$4 million set aside each biennium is a unique and welcome way to set aside more green space for a growing population.

New properties can benefit the system in different ways, and are evaluated according to the categories they fall into:

Natural: Potential State Natural Area or Site, or State Greenway

Contributes toward protecting and enhancing ecologically viable areas identified as “under-represented” habitats. May include but not be limited to:

- Important water-related habitats (open water, wetland and riparian, and beaches and dunes).
- Important forest habitats, coniferous, deciduous and savanna.
- Important meadow or grassland habitats.
- Important areas of botanical focus.
- Habitats associated with protected species (plant & animal).
- Habitat linkages.
- Watchable wildlife opportunities.

Cultural/Historic: Potential State Heritage Area or Site

Contributes toward public access to and understanding of certain themes representing Oregon’s past:

- Mining industry
- Regional agriculture and agriculture processing
- Ranching
- Prehistoric habitation
- Native American life
- Transportation: Train, road, ship, non-vehicular
- Early exploration and settlement
- Military events and facilities
- Fishing industry
- Forest industry

Scenic: Potential State Park, Scenic Corridor or Viewpoint

Contributes toward public access to Oregon’s important views and settings:

- Protects and enhances important views as seen from a waterway or state highway.
- Provides access to key vantage points for views of important scenic features or settings.
- Protects and enhances important scenic features such as waterfalls, geological formations and ocean shores.
- Protects and enhances important scenic settings.

Recreational: Potential State Park, or Recreation Area or Site

Contributes toward the following recreational activity emphases:

- Potential high amenity facility support and access to adjacent outdoor recreational opportunities.
- Trails and/or access to waterways and beaches.
- Special recreational features for specialized activities.



A 258-acre parcel on Cape Sebastian, purchased in 2001, made the pre-existing state park there whole.



2001-02 Acquisitions

Date	Site	Acreage	Cost	Previous owner
1/23/01	Port Orford Heads	5.17	Gift	U.S. Department of Interior
3/9/01	H. Columbia R. Hwy.	4.34	\$190,000	Russell
4/30/01	Sumpter Dredge	0.49	\$140,000	Fletcher
3/15/01	South Beach	0.08	-0-	Oregon Department of Transportation (ODOT)
3/28/01	Sand Lake ATV Site	61.61	-0-	ODOT
7/24/01	Cape Sebastian	258.00	\$2,650,000	Boses
7/5/01	Nehalem Bay	2.39	\$12,000	ODOT
7/5/01	Farewell Bend	2.87	\$20,000	ODOT
7/5/01	Sunset Hwy. FWS	34.66	\$128,500	ODOT
9/14/01	Luckiamute	235.32	\$75,000	River Network
10/10/01	Clyde Holliday	19.51	Gift	HAP Taylor
9/26/01	Boiler Bay SSV	.26	Gift	David Wu
10/26/01	Ona Beach	.56	Gift	McHolick
5/9/02	Sisters Rock	75.69	\$925,000	Sause Bros.
6/24/02	Fishing Rock	.11	\$70,000	Joanne Thomas
8/26/02	Wilson River Hwy	24.12	\$135,000	ODOT
9/2/02	Luckiamute	75.7	\$44,000	Western Rivers Conservancy/Plant Technologies, Inc.
9/20/02	OC&E Woods Line Trail	.715	Gift	Burlington Northern, Santa Fe Railroad Co.
9/23/02	Washington County Park	113.36	Exchange	James Smejkal

Oregon Parks and Recreation Dept.
1115 Commercial St NE
Salem OR 97301-1002



The Oregon Parks and Recreation Progress Report is published two times per year by the Oregon Parks and Recreation Department. For more information, or to add or remove an address from the subscription list, contact:

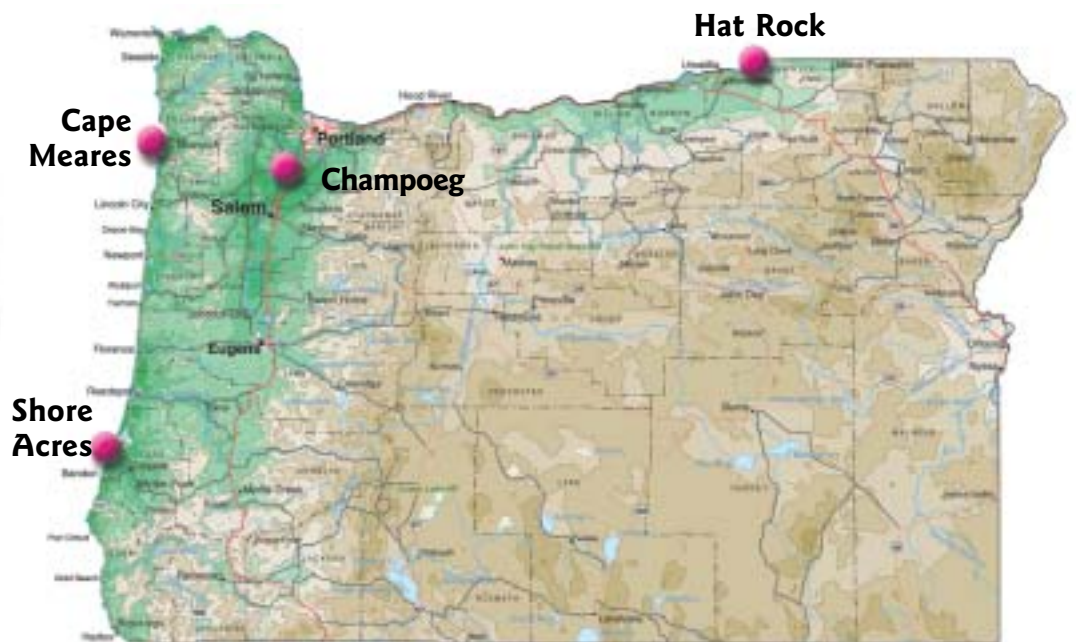
OPRD
Public Services 1115
Commercial St NE
Salem OR 97301-1002

503.378.6305

email:
park.info@state.or.us

web:
www.prd.state.or.us

In our next issue ...



*... plus more highlights
from our grant recipients*

