

# South Beach



# Beverly Beach



# Management Units

January 2018  
**DRAFT Master Plan**





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

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# Executive Summary

## South Beach and Beverly Beach Management Units Plan



The Draft South Beach and Beverly Beach Management Units Plan puts forth management and development recommendations for 25 ORPD parks and properties along the central coast between Lincoln City and Yachats. The parks include two of the most heavily visited campgrounds in the state (**South Beach** and **Beverly Beach**), popular viewpoints (**Boiler Bay, Cape Foulweather**), tidepooling areas (**Devil's Punch Bowl, Seal Rock**), the **Whale Watch Center at Depoe Bay**, the historic **Yaquina Bay Lighthouse**, and more than a dozen lesser known though still popular beaches and day use areas (including **Fogarty Creek, Agate Beach, Smelt Sands, and Yachats**).

## Process and Public Involvement

The planning process began in the summer of 2014 with internal ORPD meetings and park resource assessments. Beginning in February 2015, four sets of public and Advisory Committee meetings were held, gathering input from a range of stakeholders including Lincoln County, the Cities of Newport, Waldport, and Yachats, Surfrider, and many others.

Overall public attendance at meetings was modest. A survey was conducted of OPRD campground users and returned over 3,000 responses. Key issues raised by members of the public included:

- desire to maintain access to beaches (from survey)
- desire to increase and diversify camping opportunities (from survey)
- concern about erosion at Gleneden Beach State Recreation Site
- support for / concern about impacts of a proposed new campground at Fogarty Creek State Recreation Area
- support for / concern about a proposed new disc golf course at South Beach State Park

Issues raised by members of the Advisory Committee, included, among others:

- concern about the impacts of visitation on sensitive marine and tidepool areas
- support for reducing parking capacity and pavement area at underutilized parks
- management of the South Jetty (U.S. Army Corps of Engineers)
- coordination with City plans and objectives (for parks in urban areas)
- opportunities to increase coordination between OPRD and partner organizations providing related recreational and educational services

## Management and Development Proposals

The Plan identifies over one hundred management and development projects, ranging widely from interpretive signage to native habitat restoration to new trails and campgrounds.

Major Highlights include:

- Development of a new campground at Fogarty Creek State Recreation Area
- Development of public access (trails, parking) at L. Presley & Vera C. Gill State Natural Area (currently an undeveloped property)
- Parking lot reductions at Gleneden Beach, Fogarty Creek, and Agate Beach
- Changes to the South Beach State Park campground entrance, including relocation of the dump station, group camp, and addition of more yurt sites
- Development of the South Jetty Day Use Area, including a new disc golf course, parking, restrooms, and paved bicycle trails connecting to the City of Newport's bikeway system

- Formal agreement between OPRD and the U.S. Army Corps of Engineers regarding future management of the South Jetty
- A scenic walkway, parking, and trail improvements at Yaquina Bay State Recreation Site
- Targeted ADA improvements in most parks to provide improved access to a wide range of recreation facilities

The total cost of all proposed improvements is estimated to be somewhere between 12 million and 14 million dollars, however, some projects are long-term goals while others are priority projects to be initiated within the next 5-6 years.

#### Priority Projects for the Beverly Beach Management Unit include:

##### Gleneden Beach State Recreation Site

- Relocate fencing

##### Fogarty Creek State Recreation Area

- Redesign day use parking
- Construct new picnic shelter
- New hiker-biker campsites
- Forest thinning south of the day use area

##### Devil's Punch Bowl State Natural Area

- Improve parking, paths, viewpoints, and restroom to meet accessibility standards

##### Beverly Beach State Park

- Upgrade pedestrian circulation within the campground
- Relocate amphitheater
- Construct new interpretive shelter

##### Yaquina Bay State Recreation Site

- Manage vegetation to improve views, visibility, and natural resource value

#### Priority Projects for the South Beach Management Unit include:

##### South Beach State Park

- Relocate dump station
- Relocate hiker/biker camp
- Construct a new disc golf course and restore native dune habitat
- Restroom / parking improvements in the South Jetty Day Use Area
- Control populations of purple loosestrife

#### Lost Creek State Recreation Site

- Relocate beach access trail
- Control populations of yellow flag iris

#### Driftwood Beach State Recreation Site

- Develop interpretive trail loop
- Manage shore pine forest to encourage transition to Sitka spruce
- Maintain and enhance areas of shore pine-kinnikinnick habitat

#### L. Presley and Vera C. Gill State Natural Area

- Maintain and enhance areas of shore pine-kinnikinnick habitat

#### Governor Patterson Memorial State Recreation Site

- Maintain and enhance populations of big-headed sedge

#### Beachside State Recreation Site

- Redesign day use parking lot
- Relocate park entrance gate

#### Smelt Sands State Recreation Site

- Pave entrance road and parking lot
- Improve beach access at north end of 804 Trail
- Control populations of English ivy, montbretia, yellow flag iris, old man's beard, Japanese knotweed, and Himalayan blackberry.

#### Yachats State Recreation Area

- Control populations of English ivy, montbretia, yellow flag iris, old man's beard, Japanese knotweed, and Himalayan blackberry.

#### Yachats Ocean Road State Natural Site

- Eradicate Japanese knotweed

## ADA Assessment Strategy

OPRD staff developed an "ADA Assessment" methodology in order to identify potential accessibility improvements. This methodology will be refined and applied to future master plans statewide to incorporate ADA transition planning into the park master planning process.

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# 1

## Introduction

### A Vision for the Parks

Oregon's State Parks system is nearing its first centennial birthday in 2022. As the Department plans for the next 100 years, it is guided by its mission:

"To provide and protect outstanding natural, scenic, cultural, historic, and recreational sites for the enjoyment and education of present and future generations."

The twenty-five parks (see the following list), centrally located along a forty mile swath of Oregon's Central Coast, include some of the most popular beaches, waysides, viewpoints, and campgrounds in the state. Whether it's whale-watching from Boiler Bay, relaxing on the secluded beach at Fogarty Creek, taking in the 180-degree view from the top of Cape Foulweather, exploring the marine gardens at Seal Rock and Devil's Punch Bowl,

fossil-collecting at Beverly Beach, touring Oregon's oldest lighthouse structure at Yaquina Bay, camping in a yurt at South Beach or setting up an RV practically on the beach at Beachside, hiking the dunes at Driftwood Beach, or strolling along the scenic 804 Trail in Yachats, visitors to state parks can enjoy a multitude of outstanding recreation opportunities in these forty miles.

The success of these parks is reflected in the frequency of a particular response collected during a survey of park users: "Don't change anything!" Although many of the parks are functioning well, the Department is continually looking for ways to improve visitor experience along with natural resource and facilities condition. The same survey of park users identified desired improvements such as updating old facilities, better beach access, and more hiking and camping opportunities. The popularity of these parks also creates a need to evaluate human impacts to sensitive natural resources such as tidepools and native dune habitats.

The South Beach & Beverly Beach Management Units Plan (hereafter referred to as “the Plan”) seeks to identify the right balance between recreation and stewardship by providing the information, analysis, and public process needed to inform future management and development in the parks. The Plan represents an effort to ensure the parks in these two management units will continue to further the Department’s mission for many years to come.

## Parks Addressed in this Plan

### Beverly Beach Management Unit

- Gleneden Beach State Recreation Site
- Fishing Rock State Recreation Site
- Fogarty Creek State Recreation Area
- Boiler Bay State Scenic Viewpoint
- Depoe Bay Whale Watching Center
- Rocky Creek State Scenic Viewpoint
- Otter Crest State Scenic Viewpoint
- Devil’s Punch Bowl State Natural Area
- Beverly Beach State Park
- Agate Beach State Recreation Site
- Yaquina Bay State Recreation Site

### South Beach Management Unit\*

- South Beach State Park
- Lost Creek State Recreation Site
- Seal Rock State Recreation Site
- Collins Creek State Recreation Site
- Driftwood Beach State Recreation Site
- Presley and Vera C. Gill State Natural Area

- Alsea Bay Historic Interpretive Center
- W.B. Nelson State Recreation Site
- Governor Patterson Memorial State Recreation Site
- Beachside State Recreation Site
- San Marine State Recreation Site
- Smelt Sands State Recreation Site
- Yachats State Recreation Area
- Yachats Ocean Road State Natural Site

*\*Note that Brian Booth State Park is not included. A separate master plan was produced for Brian Booth between 2012 and 2014.*

## Purpose of the Plan

- It establishes the values, goals, strategies, and actions to guide park development and management.
- It meets OPRD’s legal obligation to adopt a Plan for all of its parks through the state administrative rulemaking process.
- It provides a forum for the public, partners, and park staff to discuss the future of the parks.
- It establishes a library of park resource assessments to help park managers succeed with their stewardship mission.

The Plan is written for a variety of audiences: the visiting public, park managers and staff, city and county land use planners and officials, local communities, and partner organizations and interest groups. It represents a vision for the parks’ future supported by the public. Park managers use the Plan to guide management and development in the parks. Cities and the

county will review the Plan for compatibility with their Comprehensive Plans and issue approvals for proposed development. Partner organizations and interest groups will work with OPRD to help implement the Plan. Communities and the general public can use the Plan in partnership with OPRD to work to enhance the recreational and natural resource opportunities in the parks.

## Planning Process

Many steps are involved in determining a park's future. Figure 1A illustrates the multi-year planning process leading to the adoption of a Final Draft Plan.

The first steps involve resource assessments to gather baseline information about the parks' natural and cultural resources, existing facilities and recreation uses, histories, nearby communities, and other factors that inform the rest of the planning process.

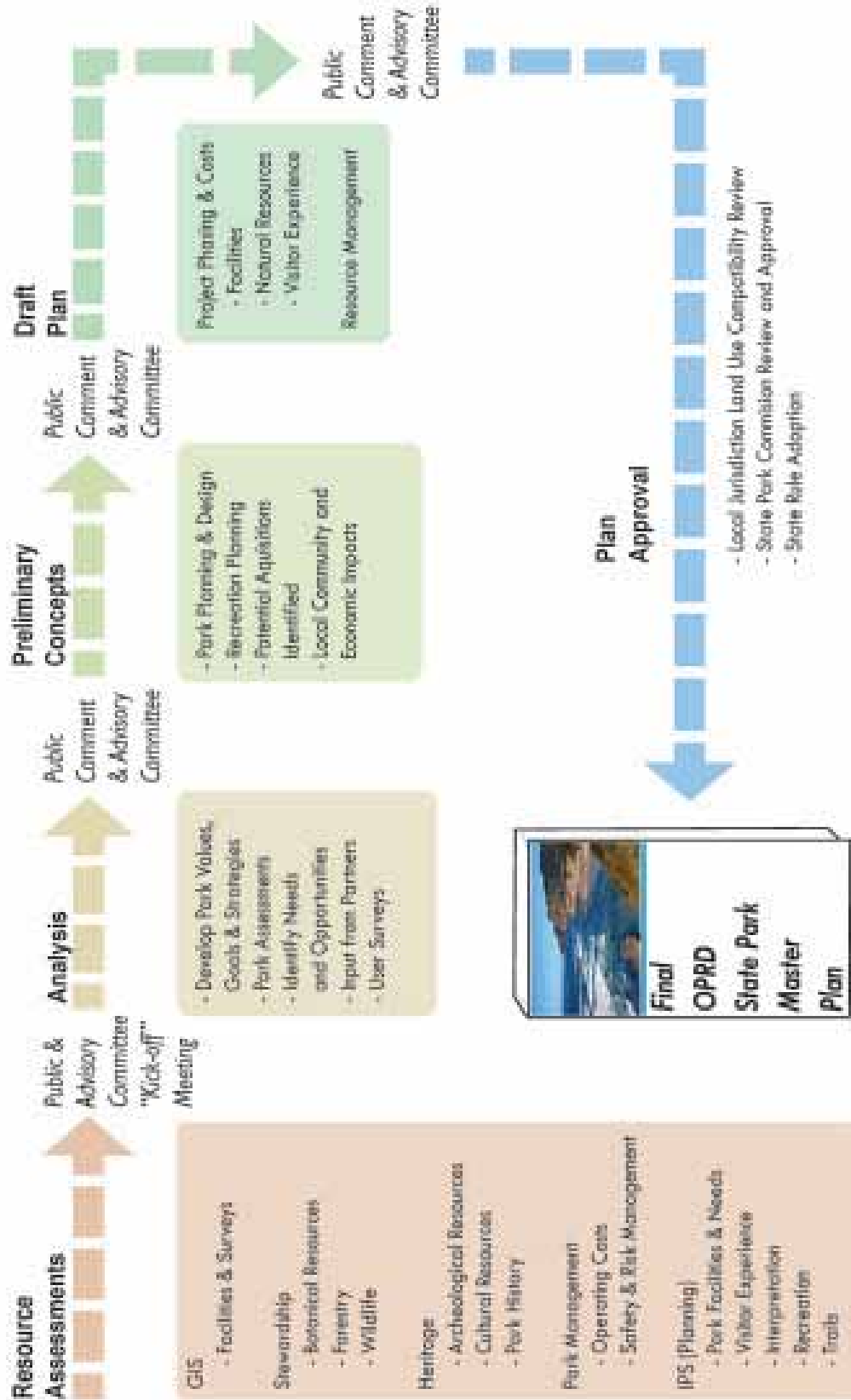
A public process is undertaken, which involves the formation of an advisory committee made up of partner agencies and interest groups. The public process continues throughout the planning process, with periodic public meetings and updates via newsletter and the Plan website.

Needs, opportunities, and constraints are identified for each of the parks based on the initial assessments and are vetted with the public through public meetings. Utilizing public feedback, preliminary concepts for management and development are formulated and presented to the public during a subsequent round of public meetings. Finally, a draft plan is written and presented to the public for review and comment.

Once the Draft Plan is finalized, OPRD requests approval of the Plan from the State Parks Commission. Following this approval, OPRD works with the local jurisdictions where parks are located (either City or County) to ensure that the Plan is compatible with zoning codes and comprehensive plans. Only after local approval of the Plan has been granted can it be officially adopted as a state rule. A formal rulemaking hearing is held, which allows for additional comments from the public. A written comment period follows the hearing and final edits can be made to the Plan based on public comments prior to filing the rule for final adoption.

FIGURE 1A - OPRD Master Planning Process

# OPRD Master Planning Process





# 2

## Regional Context

The South Beach and Beverly Beach Management Units stretch between Lincoln City and Yachats on Oregon's Central Coast. The parks are strewn along a spectacular forty mile section of coastline in Lincoln County, containing towering headlands, wide white-sand beaches, and unique communities set between evergreen forests and the blue expanse of the Pacific Ocean.

### Physiographic Setting

The 40 miles of coastline within the South Beach and Beverly Beach Management Units contain a variety of landforms, including rocky shore, beaches, dunes, marine terraces, headlands, cliffs, coastal bays, estuaries, valleys, and forested mountainous areas. Elevation ranges from sea level to approximately 500 feet above sea level. The landscape is drained by the Siletz, Yaquina, Alsea, and Yachats Rivers, and their tributaries.

FIGURE 2A - South Beach and Beverly Beach Management Units



FIGURE 2B - Beverly Beach Unit Map

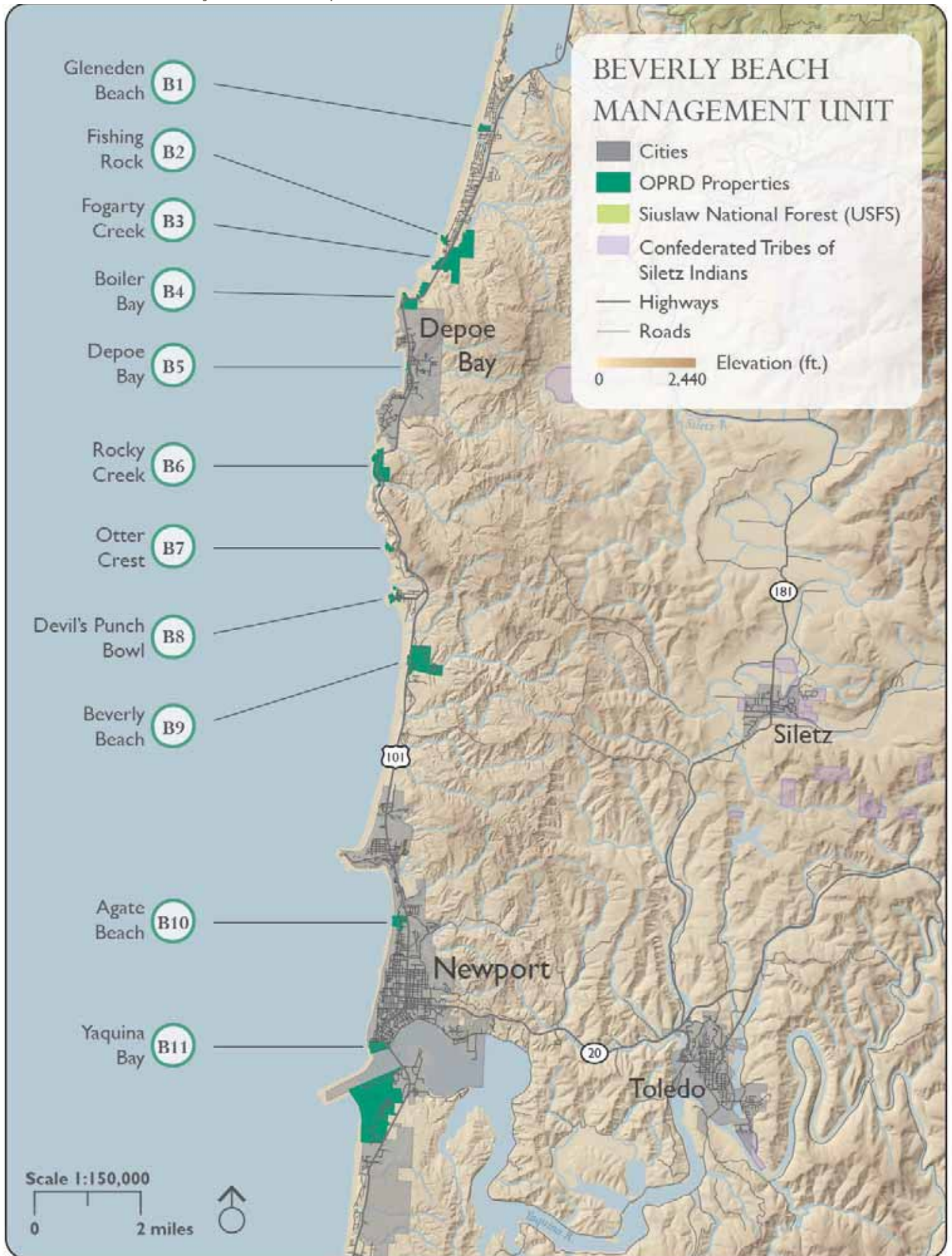
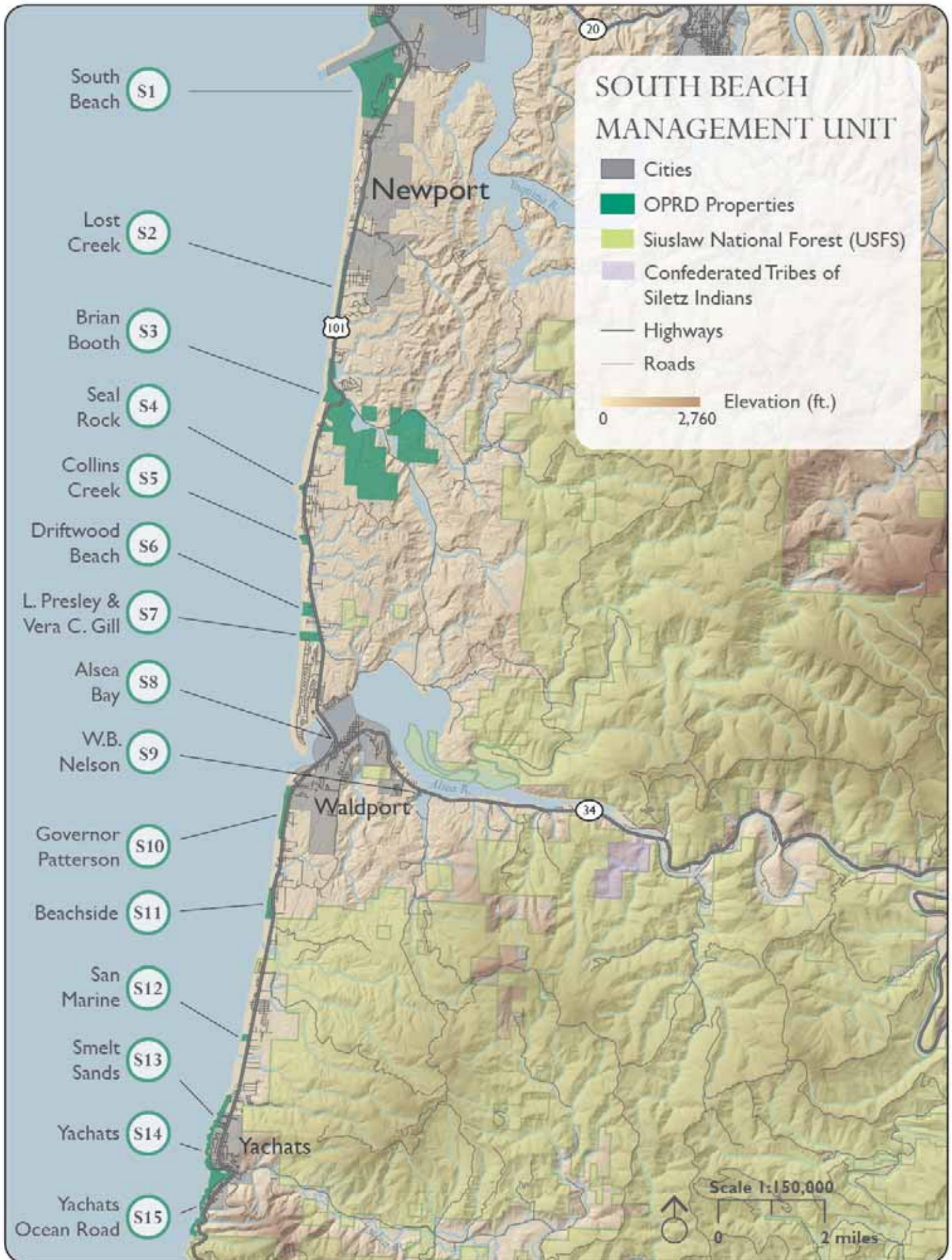


FIGURE 2C - South Beach Unit Map



# Climate

The climate of the central coast is moderated by the influence of the Pacific Ocean. In winter the coast is generally warmer and wetter than more interior portions of Oregon, while in summer it is cooler and wetter. Temperature seldom drops much below freezing in winter and rarely reaches 100 degrees F in the summer. When summer temperatures in the Willamette Valley reach 80-90 degrees F, it is common for the central coast to remain near 60 degrees F. Annual precipitation along the immediate coastline is generally lower than in the Coast Range to

the east, which trap clouds moving in from the ocean. Precipitation over the ocean is between 30 and 50 inches per year, and increases to as many as 200 inches per year in the highest mountains. The majority of annual precipitation falls as rain, and occurs primarily from November to March, although summer rains and drizzle are common in the warmer months as well.

The graphs below show monthly average precipitation and monthly average temperature maximums and minimums for Newport, Oregon over the period of 1981 to 2010.

Figure 2D - Monthly Average Precipitation (inches), Newport, OR, 1981-2010

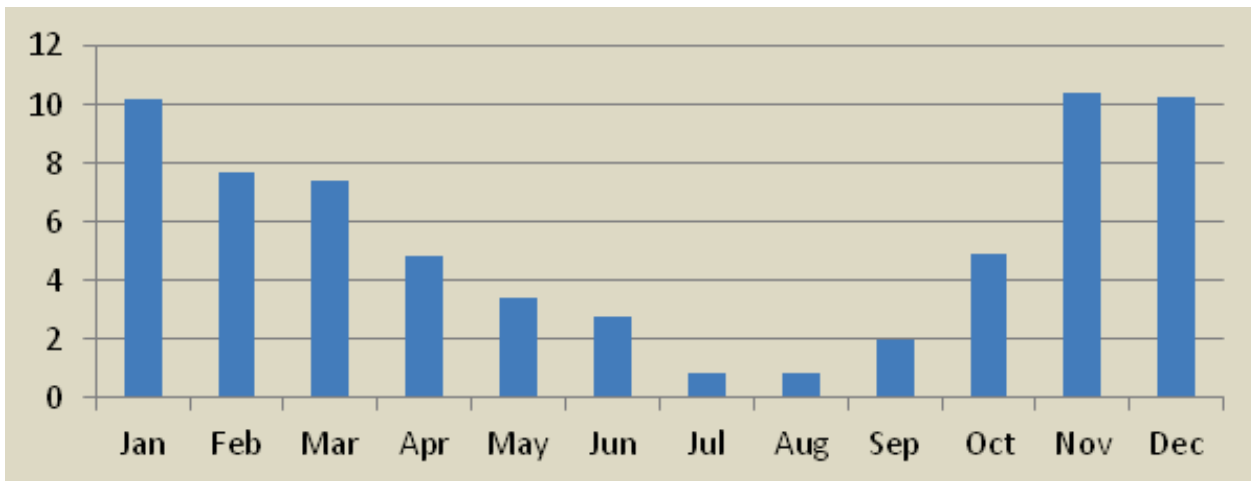
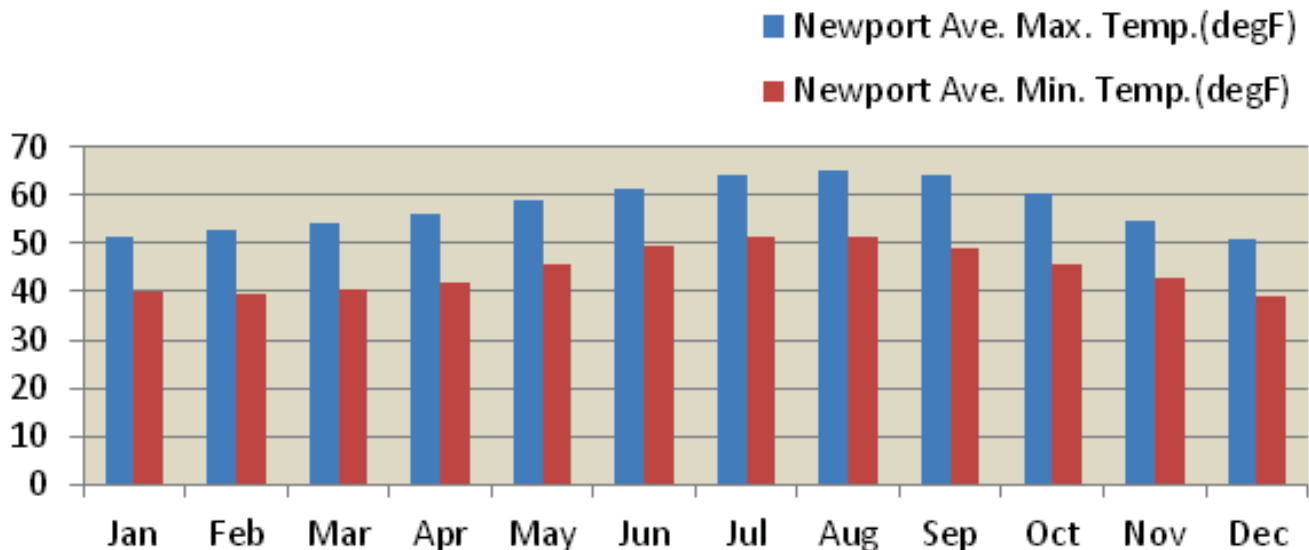


Figure 2E - Monthly Average Temperature, Newport, OR, 1981-2010



Portions of the coast are within the coastal fog belt, where marine fog cover often persists when areas outside the belt are cloud-free. The belt can extend inland from the Pacific Ocean for up to 15 miles depending on topography and wind.

The central Oregon coast lies in the path of extratropical storms crossing the North Pacific. In winter, when storms are most severe, winds can reach hurricane speeds, generating massive waves (up to 45 feet high), which batter the shores and rocky headlands.

## Geology

The topography of the lands within the South Beach and Beverly Beach Management Units ranges from steep hills and valleys in the coastal interior to wide, flat beaches, elevated terraces, jagged rocks, and abrupt cliffs descending into the ocean. Most landforms adjacent to the ocean can be categorized as beach, marine terraces, rocky shore, or dunes in various states of age and stabilization.

Marine terraces are relatively flat areas elevated above the beach and rimmed by cliffs on the seaward edge. Terraces often contain areas of lower ground that contain wetlands and marshes. The exposed edges of marine terraces are characterized by a sand or sandstone/siltstone layer on top of jagged rocky areas that are being actively eroded by waves and wind. Established dune areas often contain a series of swales and depressions separated by low hills and ridges. Marine terraces and dunes in the two management units form relatively narrow bands compared to the expansive dunes and coastal plains found in some other areas of the Oregon coast.

Geologically, the area is characterized by

rocks and soil of volcanic, sedimentary, and alluvial origin. Volcanic substrates come from ancient basalt flows. Ancient marine terraces above current sea level are remnants from much higher sea levels. These terraces were once beach and shallowly submerged lands in the ancient near-shore zone. The coast range mountains rising eastward from the shoreline are the result of tectonic uplift that crumpled the coast range mountains at the leading edge of the upper tectonic plate (the North America Plate). The lower tectonic plate (the Juan de Fuca Plate) that is diving under the leading edge of the upper plate has its high points (including underwater volcanoes) scraped off and pushed landward. The diving plate also pushes the upper plate's edge (and accreted scraped-off material from the lower plate) upward, forming the coast range. The friction and movement of the two plate edges is the cause of the phenomenon known as the "Cascadia Subduction Zone" earthquakes that strike the Oregon coast every 300-900 years and result in dramatic sources of topographic and vegetation change. Some of these subduction zone earthquake effects include tsunamis and dramatic drops in the elevation of certain low lying flats. Tsunamis scour the landscape and deposit huge amounts of debris and sediment, which results in chaotic and unpredictable minor topographies and soils. Elevation subsidence sometimes drops formerly upland areas into positions in which they become flooded by either ocean water or freshwater. Some subsidence zones have resulted in former forests becoming buried in sediment and preserved for millennia, to be exposed later when erosion from the ocean excavates them – a phenomenon known as "ghost forests". Ghost forests are known from several locations within the two management units, including at Seal Rock, Newport, and Yachats.

# Cultural History

## Native Americans in Lincoln County

This portion of the Pacific Coast was home to numerous bands of Native American peoples belonging to the Alsea and other tribes before the arrival of Europeans. Euro-American settlement of the area did not begin in earnest until the 1860s, following the passage of the Oregon Land Donation Act, which promised large tracts of land to U.S. citizens who could stake a claim. Through this act, Native Peoples on the coast

were forcibly displaced from what had been their lands and removed to reservations. The Siletz Indian Reservation along the Central Coast was created in 1855. Initially it was 20 miles wide and stretched between Tillamook County and present-day Lane County. The U.S. Government did not honor its commitment to the Tribes, whittling down and finally abolishing coastal reservation lands, however, the Confederated Tribes of Siletz Indians was able to regain recognition as well as a modest land base northeast of Newport in the 1970s. The Siletz Tribes currently operates these lands and remains a vital presence on the Central Coast.

Elephant Rock, a basalt “sea stack” formation at Seal Rock State Recreation Site



## Euro-American Settlement and Recreation Development

The first white settlements in present-day Lincoln County were concentrated along the Yaquina River, following the “purchase” by the U.S. Government of Siletz Reservation lands in this area. Settlers arrived at the coast via a muddy road through the mountains from Corvallis, which was the closest established city. By the late 1800s, the towns of Toledo, Newport, and Waldport had been established, and smaller communities were developing to the north and south. Even in these early days, the coast was a vacation destination for people in the valley willing to make the two-day trip through the mountains. Accounts from Newport in the 1870s describe “camps of holiday makers, their white tents planted among the bushes and cliffs, with little broken ravines giving access for each camp to the sandy beach below.”

Transportation difficulties were a major barrier to development along the rugged coastline. The beach was often the easiest way to move people and goods over land between communities. The precedent of using beaches as roads along the coast contributed to the designation, in 1913, of all Oregon beaches below the high tide line as public highways, which effectively made all of Oregon’s beaches public land.

The Good Roads movement prompted interest in road construction throughout the state in the early 1900s, and there were many advocates for a coastal highway in Oregon. The Roosevelt Military Coast Highway was built in 1932, and in 1936 Condie McCullough’s iconic bridges were built over the Yaquina and Alsea rivers, completing the coastal highway in Lincoln County (the Alsea Bay Bridge was replaced with a different

design in 1991). The Oregon Coast Highway, or Highway 101, as it is now known, is a National Scenic Byway and an All American Road, placing it among a handful of the most scenic roads in the country.

With the construction of the Coast Highway and the growing popularity of automobile-based recreation, demand for public parks and campgrounds along the coast increased.

During Sam Boardman’s tenure as the first superintendent of the State Parks Commission (1929-1950), OPRD (then a division of the Highway Department) began a period of land acquisition across the state, including along the Central Coast. The Civilian Conservation Corps made improvements to some of the early parks and waysides in Lincoln County during the 1930s. By the 1970s, most of the existing parks in the South Beach and Beverly Beach Management Units had been developed.

In 1967, Oregon’s Beach Law was enacted in response to efforts by developers to claim the dry sand portion of beaches and bar the public from access. The bill expanded on the public highways law of 1913, giving the public recreation access to Oregon’s beaches from the ocean to the vegetation line, which is still the case today.

## Demographics and Economy

Lincoln County’s population is currently estimated at more than 46,400 people. Between 2010 and 2014, the county’s population grew by approximately 0.8%, compared to 3.6% growth for the state of Oregon as a whole. Oregon’s Office of

Economic Analysis forecasts the population of Lincoln County will grow to approximately 56,000 by 2050. During this same time period, the population of Oregon is expected to grow by more than 1.5 million to a total of 5.5 million. Three quarters of the state's population growth is expected to occur in the Willamette Valley and the Portland Metro region, which together, currently supply 30-40% of total visitors to state parks on the coast.

The county's population is slightly less racially diverse than the state of Oregon as a whole. Most minority groups are underrepresented in the county compared to the state, but a relatively large percentage (3.5%) of the county's population identifies as Native American, due in large part to the presence of the Confederated Tribes of Siletz Indians Reservation near the town of Siletz.

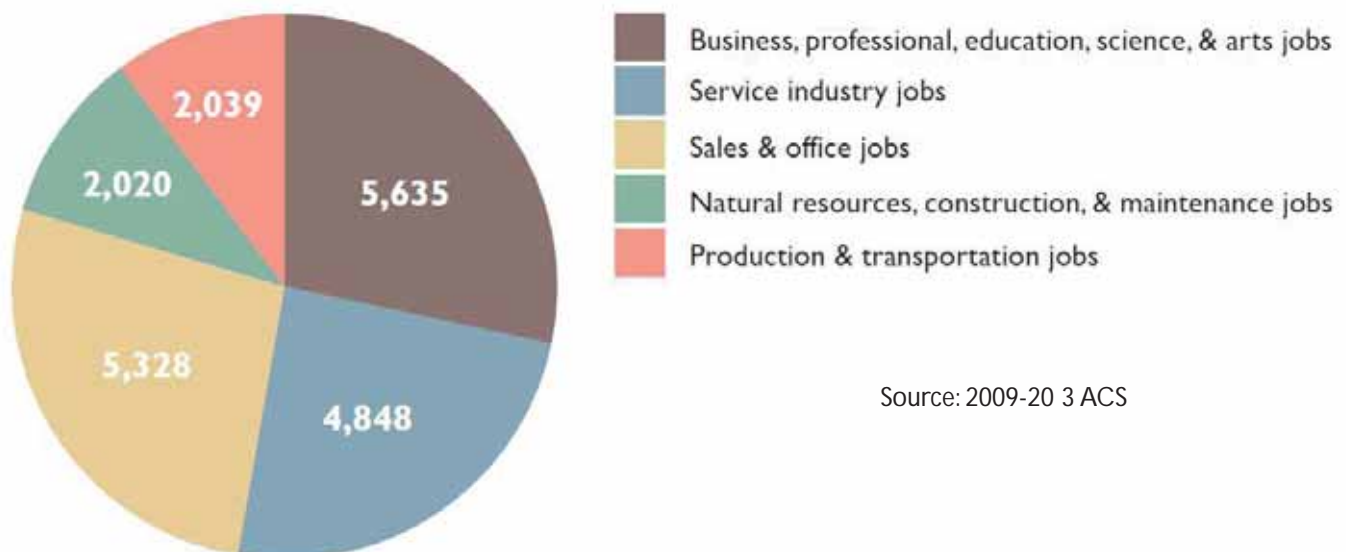
Lincoln County's median income is significantly lower than the statewide median, reflecting the disparity between rural Oregon's economy and urban centers in the Willamette Valley and Bend. The county's primary industries are fishing, tourism, and timber (Figure 2F). In addition, the city of Newport is a nationally important center of oceanography research, with Oregon State University's Marine Science Center, the Oregon Coast Aquarium, and a fleet of ocean-going vessels that include ships from the National Oceanic and Atmospheric Administration's (NOAA) Pacific Operations Center.

The tourism sector, including visitation to public parks, has increased over the last decade and will likely continue to grow as Oregon's population increases. Virtually all of the coastal communities in Lincoln County function as major tourist centers during the summer months, drawing crowds of beachgoers and sightseers from the Willamette Valley and beyond.

FIGURE 2F - Lincoln County Employment by Industry

### Employment by Occupation

Civilian employed population (16 years & over): 19,870



Source: 2009-20 3 ACS



# Communities

There are a number of communities located along Highway 101 within the geographic scope of the South Beach and Beverly Beach Management Units. The following is a brief summary of some of the larger communities that surround the parks.

## Lincoln City

Lincoln City is located at the northern end of the Beverly Beach Management Unit, approximately seven miles north of Gleneden Beach State Park. The city forms a long, narrow band along the coast, stretching more than seven miles from the Salmon River and Cascade Head to the north all the way to the Siletz River and Bay to the south. It was incorporated in 1965 from a number of existing cities and unincorporated communities along the coast. As of the last Census in 2010, the population was 7,930, roughly a 7% increase since the previous Census in 2000. The primary economic drivers in Lincoln City are tourism and retirement. During the summer, the population increases dramatically and can reach 30,000 people, with visitors from all over the world. There are plenty of recreational opportunities offered in Lincoln City. It is known for its excellent kite-flying conditions and hosts a popular summer kite festival each year. Kite-boarding and surfing are popular here as well.

## Gleneden Beach

Gleneden Beach is an unincorporated community located on the Oregon Coast about seven miles south of Lincoln City and about five miles north of Depoe Bay, just off

Highway 101. As of last Census In 2010, the estimated population in Gleneden Beach is 888, which represents an increase of about 40% since the previous Census in 2000. The Gleneden Beach community offers variety of entertainment and recreational opportunities, including Gleneden Beach State Park. The park has a steep tide line that causes big waves, which attracts thrill-seeking surfers.

## Depoe Bay

Depoe Bay is located south of Boiler Bay State Park and north of Rocky Creek State Park. Incorporated in 1973, the site was previously home to Native American bands that hunted seal and fished the coastline. Depoe Bay is known for having the world's smallest navigable harbor, a rocky inlet that has served as a storm refuge for commercial fishing boats for many years and is a home port and stopping point for charter vessels and private launches. The population in 2010 was 1,398, an increase of about 19% since 2000. The city's economy is primarily supported by fishing and tourism; OPRD's Whale Watch Center is located in town and is a popular tourist destination.

## Otter Rock

Otter Rock is a small unincorporated community of about 190 residents located south of Cape Foulweather and surrounding Devil's Punch Bowl State Natural Area. Otter Rock's semi-sheltered beaches, tide pools, and off-shore rocks are part of the Otter Rock Marine Reserve, which serves as a refuge for a variety of marine life. Devil's Punch Bowl State Natural Area provides public access to the "marine gardens," a

popular tidepooling spot within the Reserve. Other activities such as kayaking, surfing, whale and bird watching, draw visitors to the community via Devil's Punch Bowl. There are several shops and a restaurant located adjacent to the park, which primarily serve tourists.

## Newport

Incorporated in 1882, Newport is the County Seat and the largest city in Lincoln County. It is located at the mouth of the Yaquina River. Yaquina Bay is a major port and shipping center that hosts numerous oceangoing fishing and research vessels. The city is a center for marine science, and includes the Oregon State University's Hatfield Marine Science Center, the Oregon Coast Aquarium, and the National Oceanic and Atmospheric Association's (NOAA) fleet of research vessels. Newport is a popular tourist destination with many attractions for visitors, including two historic lighthouses, the aquarium, several historic districts, three state parks, and the BLM-managed Yaquina Head Outstanding Natural Area, all within the city limits. South Beach State Park is located on the southern edge of Newport and is one of the few state park campgrounds within city limits. South Beach, along with Yaquina Bay State Park located on the northern side of the bay are two of the most heavily visited OPRD properties in the state. Beverly Beach State Park, located five miles north of Newport, is also one of the most popular campgrounds in the state. The total population of Newport in 2000 was 9,532 and had increased by 4.7% to 9,989 by 2010.

## Seal Rock

Seal Rock is a small, unincorporated community located between Newport and Waldport. The community of approximately 1,600 residents encompasses a five mile stretch along Highway 101. The historic town has been a resort location since the 1880s. One of the most popular attractions is Seal Rock State Recreation Site, a destination for locals and tourists because of its easy access to tidepools and scenic offshore rocks.

## Waldport

Waldport is located at the mouth of the Alsea River on the Alsea Bay. It was first established in the late 1870s and incorporated in 1911. Logging and forest products were the primary economic activities during most of the twentieth century, along with fishing and farming. The town draws in tourists as well – it is an excellent place to fish, boat, and view wildlife, and nearby beaches are a beachcomber's paradise. Governor Patterson Memorial State Recreation Site is located at the southern edge of town, and Driftwood Beach State Recreation Site is just to the north. Though popular, beaches here are less crowded than beaches in the northern part of Lincoln County. The Alsea Bay Historic Interpretive Center is located at the southern end of the Alsea Bay Bridge. It is operated by OPRD in partnership with the Waldport Chamber of Commerce. The population of Waldport was 2,033 as of 2010.

## Yachats

Yachats is a small city in the southern part of Lincoln County. The population was approximately 690 in 2010, an increase of more than 10% since 2000. Tourism and recreation are the primary economic drivers – the town is well known for its system of trails that connect visitors to the beach as well as to the Cape Perpetua Scenic Area, part of the Siuslaw National Forest. The historic 804 Trail passes through town and is very popular with visitors, especially the mile-long section within Smelt Sands State Recreation Site. Yachats State Recreation Area and Yachats Ocean Road State Natural Site area also within the city limits.

View of the City of Yachats from Yachats Ocean Road State Natural Site



# Outdoor Recreation Context

A wide range of recreation providers is present on Oregon's Central Coast, including public and private, federal, state, county, and local entities.

There are 31 state park properties within Lincoln County, including four campgrounds. 29 of these properties are located along the coast, and 19 provide formal beach access. Most of the federal lands in the county are administered by the U.S. Forest Service (USFS). The USFS provides recreation opportunities on thousands of acres of forestland in the Siuslaw National Forest. Developed Forest Service recreation opportunities are concentrated in the southern half of the county, and include four campgrounds, several trail systems, and additional visitor facilities at the Cape Perpetua Scenic Area (Fig 2H).

The Bureau of Land Management (BLM) owns and administers the Yaquina Head Outstanding Natural Area in Newport. Lincoln County maintains 12 parks, including five day use parks, three campgrounds, and two waysides. Most of the parks are located inland away from the coast and provide boating and other river access.

A number of other public and private facilities in the county provide natural and cultural resource interpretation and education, including the Oregon Coast Aquarium, the Hatfield Marine Science Center, and the new OMSI Coastal Discovery Center adjacent to South Beach State Park.

Land and water areas administered by the

Oregon Department of State Lands and Department of Forestry, as well as lands owned by the Confederated Tribes of Siletz, also provide dispersed and undeveloped recreation opportunities.

In addition, there are many private outdoor recreation providers in Lincoln County. At least 50 private businesses offer RV and/or tent camp sites and there are several private boating facilities. Resorts such as Salishan also offer outdoor recreation opportunities.

## OPRD's Role as a Recreation Provider on the Coast

Since its establishment as a division of the Highway Department in 1921, Oregon Parks and Recreation has been responsible for providing and managing recreation areas across the state. Now an independent department managing more than 250 park properties statewide, OPRD's primary recreation role along the coast can be summed up in two words: beach access. The agency manages more than two thirds of developed coastal access points in Lincoln County and administers the entire coastline below the vegetation line as a State Recreation Area (guided by the 2005 Ocean Shores Management Plan). OPRD is also the primary provider of public campgrounds along the coast.

Nine of the 26 OPRD properties along the coast in the South Beach and Beverly Beach Management Units have previous master plans. The 1988 Beverly Beach District Parks South Master Plan included plans for Boiler Bay, Depoe Bay, Rocky Creek, Otter Crest,

Devil's Punch Bowl, Beverly Beach, and Agate Beach. The current master plan for South Beach State Park was produced in 2003. A draft master plan for Brian Booth State Park (including Ona Beach and Beaver Creek Natural Area) was completed in 2014.

Most of OPRD's properties are located within one mile of the coastline along Highway 101. Because of the number and accessibility of state parks providing beach access along the heavily traveled Highway 101 corridor, OPRD could be considered the primary outdoor recreation provider along much of the Oregon coast, despite the fact that the USFS manages more coastal land. In Lincoln County, a relatively small portion of USFS lands are developed for public recreation and these are primarily at the southern edge of the county near Yachats and Waldport. The majority of federal land is located in the coast range interior and is accessible via unimproved Forest Service roads. OPRD partners with the USFS and the BLM to provide visitors with high quality and diverse recreation experiences on public lands in Lincoln County.



FIGURE 2G - Beverly Beach Recreation Map

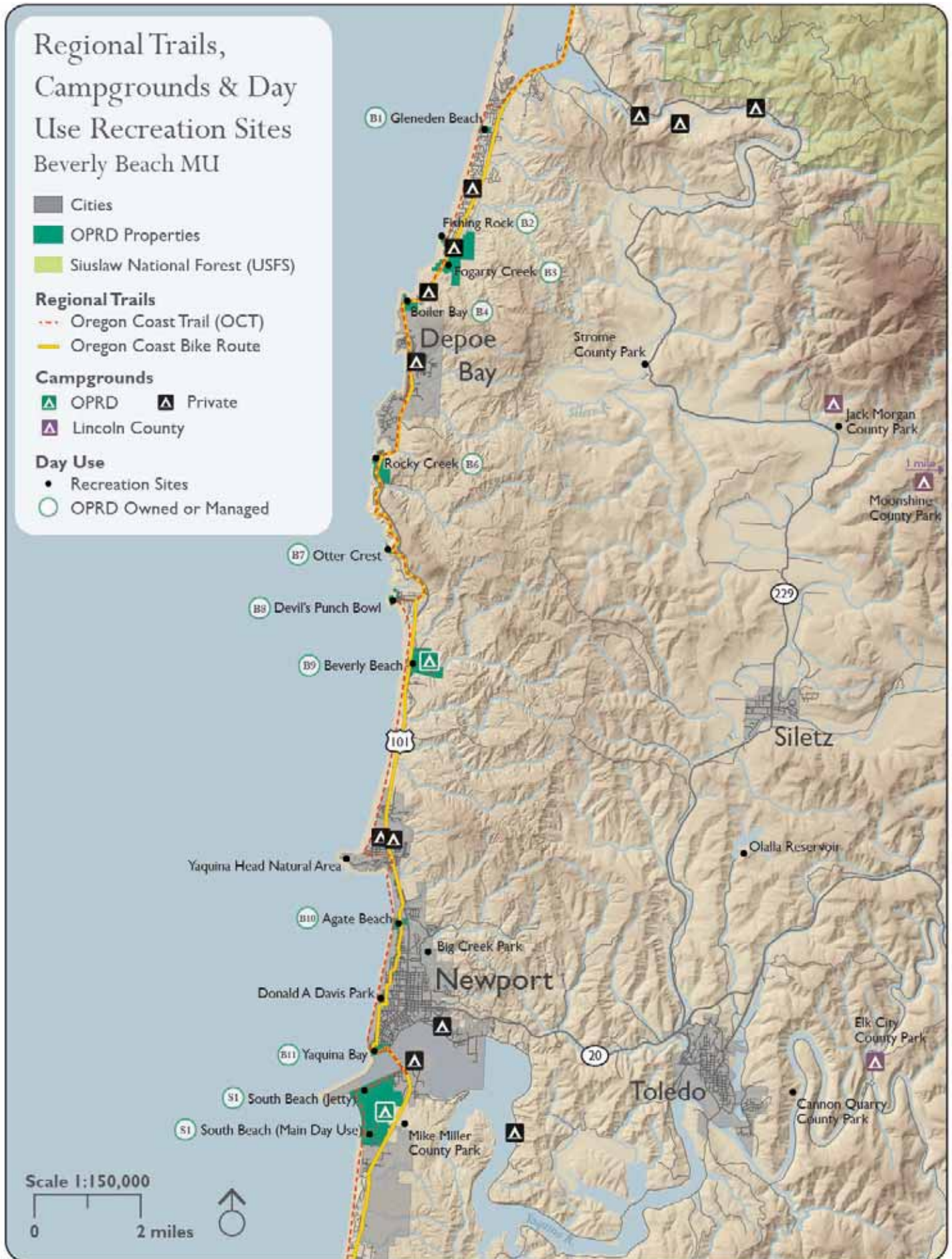


FIGURE 2H - South Beach Recreation Map



FIGURE 21 - Beverly Beach Coast Access Map

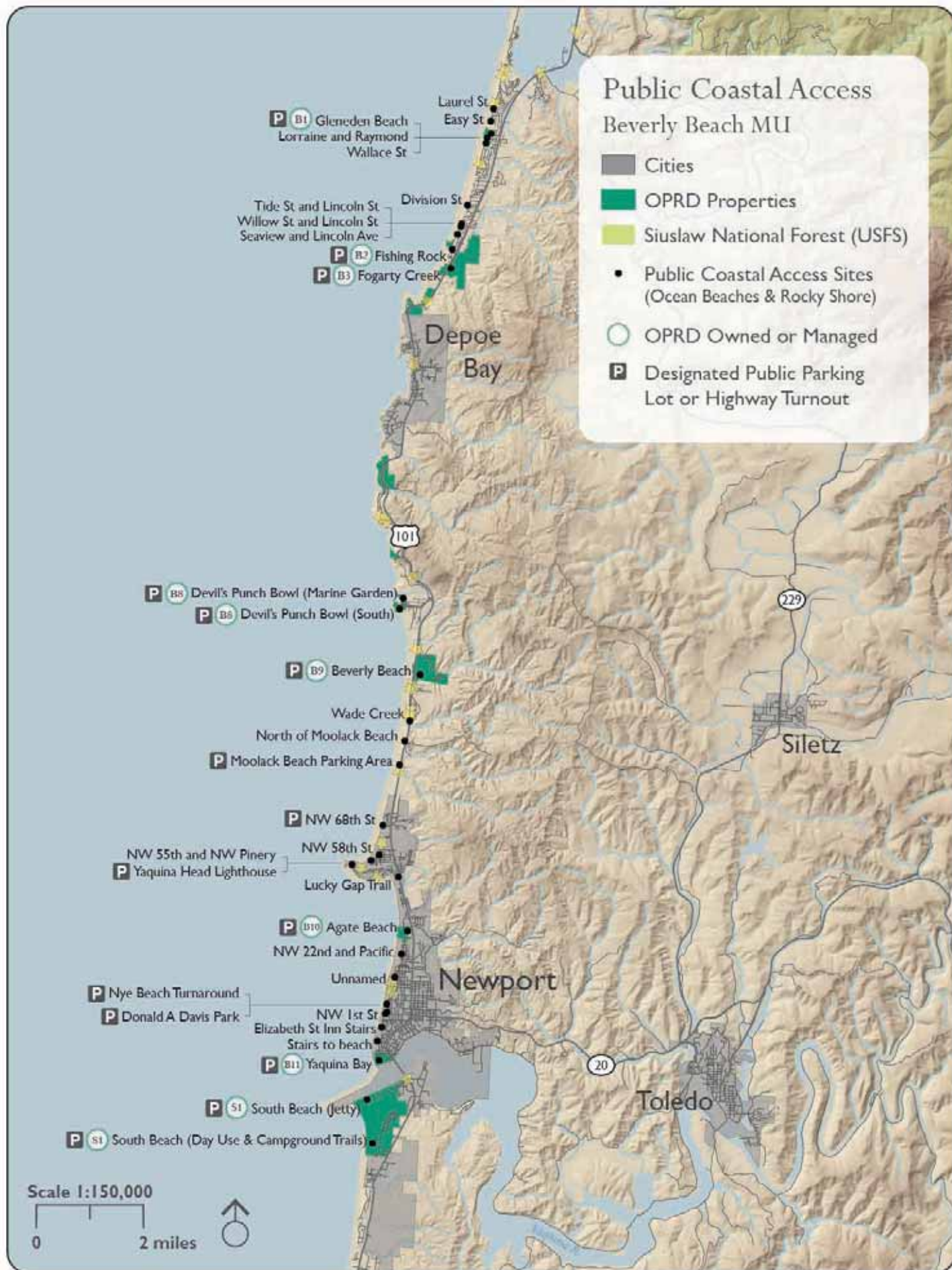
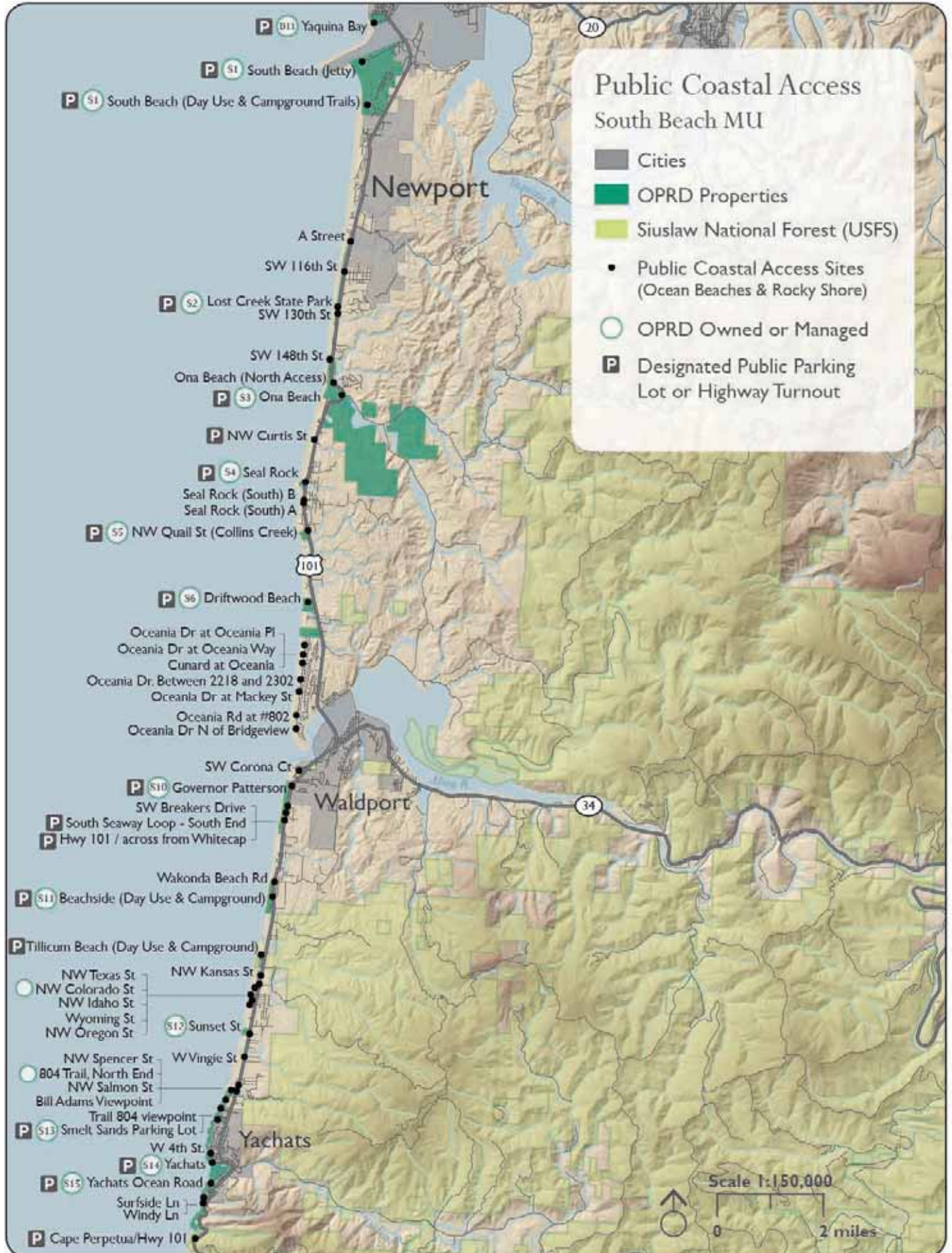




FIGURE 2J - South Beach Coast Access Map





# 3

## Park Assessments

### Natural and Cultural Resources

Natural and cultural resource assessments were conducted for the South Beach and Beverly Beach Management Units in order to inform the Plan. OPRD staff produced four separate reports: 'Vegetation Inventory and Botanical Resource Assessment,' 'Forest Management Technical Report,' 'Wildlife Report,' and 'Cultural Resources Summary Table,' outlining historical, archaeological, vegetation, forestry, and wildlife conditions in each of the parks.

These reports are summarized in the following sections. The full reports can be viewed on-line or at OPRD Headquarters (note: resource assessments for Brian Booth State Park were conducted separately as part of the 2014 Brian Booth Master Plan and are not included in this Plan).

### Vegetation

Broad categories of vegetation cover within the two management units include forested areas, emergent wetlands, woodlands, scrub-shrub wetlands, marshes and herbaceous wetlands, shrublands, native and non-native grasslands, sparsely vegetated rock and sand, and submerged and aquatic plant communities.

Forest habitat types are varied in both age and species composition. Major forest types include second growth conifer forest, alder-dominated second growth hardwood forest, later seral conifer forest, and shore pine-Sitka spruce littoral forest.

Wetland habitats are diverse and include hooker willow swamps, brackish riparian and emergent marsh, freshwater sedge marshes, and open, deep-water habitats.

Marshlands are commonly degraded and infested with reed canarygrass and/or

colonial bentgrass.

Upland grasslands are almost completely non-native in species composition except in dynamic bluffs and dunes maintained by wind and salt-spray.

The Oregon Conservation Strategy, a blueprint for conservation of the state's native fish and wildlife, and their habitats, lists broad habitat categories ("Strategy Habitats") across the state that should be prioritized for conservation. Strategy Habitats present along the coast in the South Beach and Beverly Beach Management Units include Coastal Dunes, Estuaries, Freshwater Aquatic Habitats, Grasslands, Late Successional Mixed Conifer Forests, Riparian Habitats, and Wetlands. When combined, these habitat types encompass a large portion of state park lands in the two management units. This highlights both the unique value of coastal habitats and the important role that state parks play in conserving them.

## Rare Plants

According to data from the Oregon Biodiversity Information Center, a number of rare or at-risk plants may be present or are known to be present within the two management units. Although the vegetation assessment did not include an exhaustive survey for sensitive species, several at-risk plant species were discovered on OPRD's properties, including water clubrush, big-headed sedge, russet cottongrass, dotted watermeal, and yellow sandverbena. Figure 3B illustrates the distribution of known rare plant species across the two management units.

## Wetlands

Wetland areas are common within parks in the two management units, usually associated with interdunal swales, canyons, draws, beaches, rocky intertidal habitat, seeps, streams, lakes, and benches. Some of these wetlands are rich and important habitats, while others are degraded by past land use. Wetlands were mapped generally for each park based on above ground indicators observed in the field; no formal delineations were conducted. These maps are contained in the 'Vegetation' report.

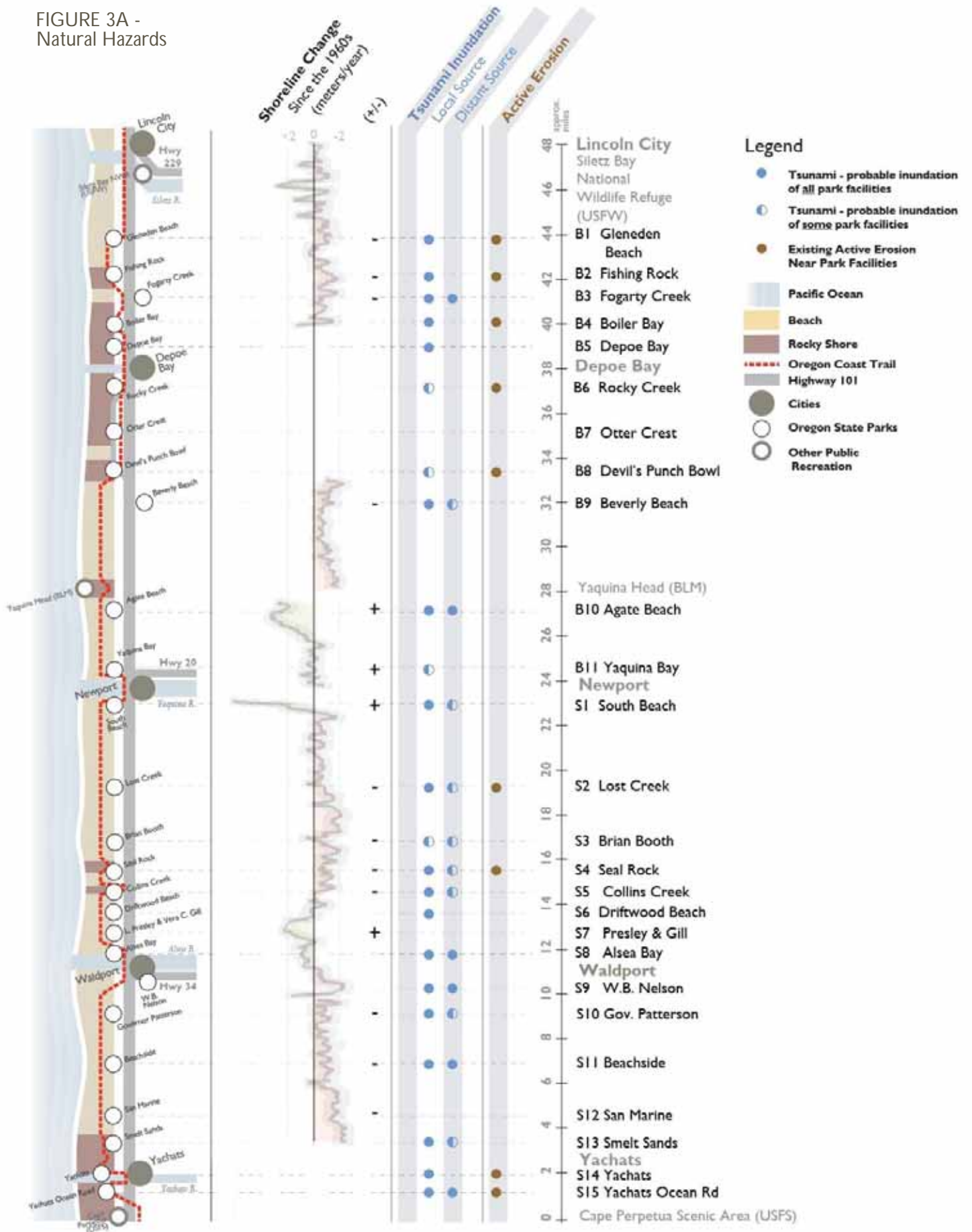
## Non-native Plant Species

Exotic plants are widespread and abundant throughout heavily impacted portions of the two management units. However, there are a few park areas that are nearly pristine and contain virtually no weeds. High priority weed infestations are depicted in Figure 3C, along with additional invasive species present in each park. The 'Vegetation' report contains invasive species mapped by park and detailed plant community descriptions including the principal exotic plant components of each community.

## Botanical Resource Value

Botanical Resource Value (BRV) for potential development is assessed by combining six environmental characteristics of each plant community. These ecological parameters are conservation ranking, condition, restoration priority, restoration feasibility, wetland status, and age class (for forested communities). The BRV analysis captures information about plant communities, their ecological

FIGURE 3A -  
Natural Hazards



condition, and relative value for preservation. Generally speaking, higher BRV numbers correspond to more developable sites from the perspective of plant conservation. BRV classes are mapped for each park in the 'Vegetation' report. Botanical Resource Value is just one factor in determining suitability for development. The aggregated Composite Natural Resource Values (see below) take into account additional factors, including rare species, wetlands and waterways, historical, cultural, wildlife, and other types of restrictions.

## Forest Conditions

Parks in the two management units contain a variety of forest stand types in various conditions. Generally speaking, parks in the Beverly Beach Management Unit are dominated by mature spruce- hemlock stands, while younger shore pine forest is more common in parks in the South Beach Management Unit. Although most of the parks have been logged in the past, there are several stands of "old growth" timber present in some parks. These stands are generally located in steep or wet areas without public access.

Forest stands in each of the parks were inventoried and assigned resource values based on current conditions, site productivity, and suitability for developing desired older forest structures. These resource values were factored into the final **Composite Suitability Values** for each park.

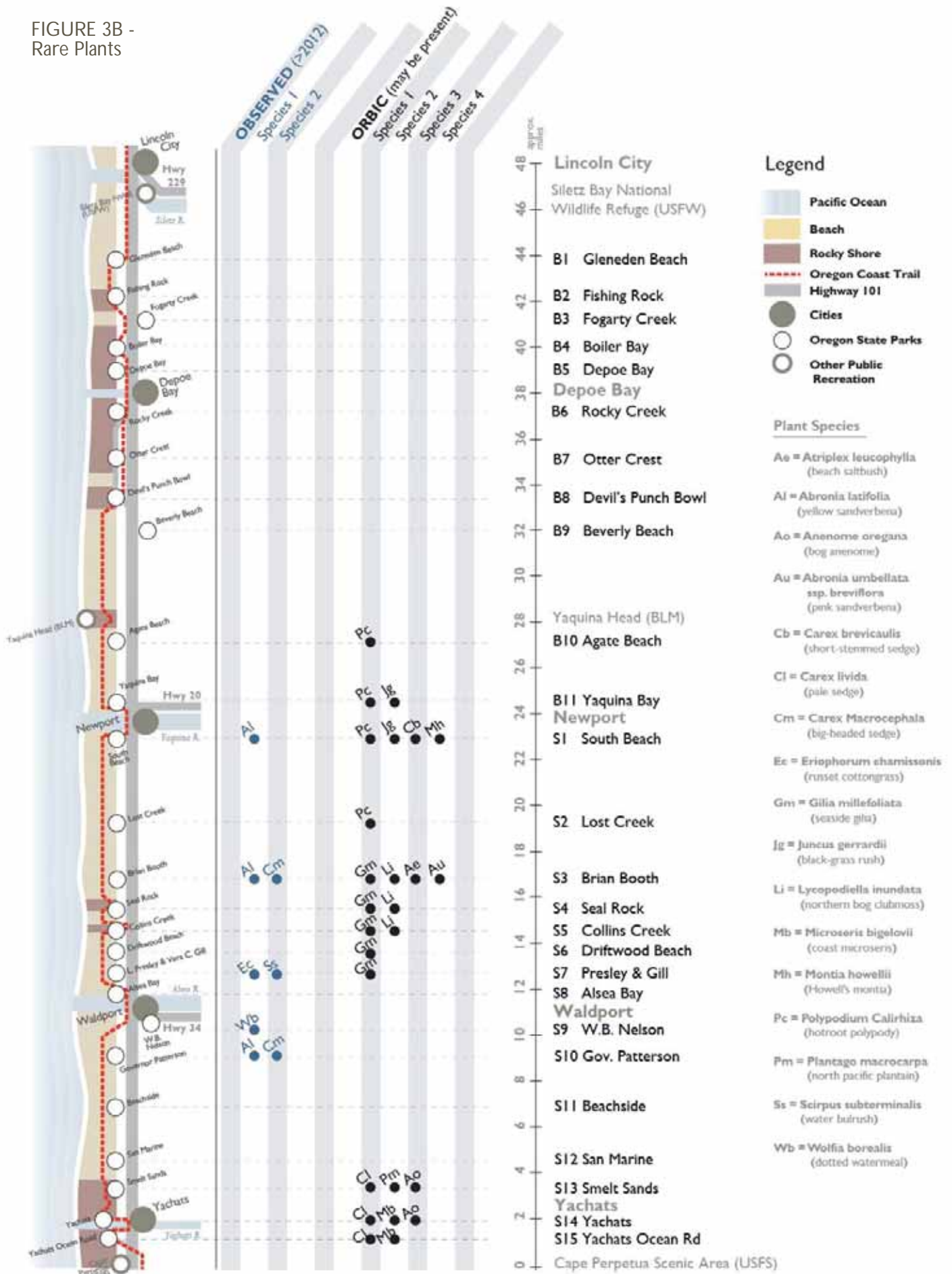
## Wildlife

A draft internal report was prepared for parks in the two management units identifying wildlife issues and concerns, including:

- Existing and potential sensitive wildlife species and habitats in parks
- Existing and potential impacts to wildlife from park management and recreation
- Recommendations for park management and development

The most common wildlife issues in the parks are centered around marine intertidal areas, with additional concerns around open dune areas, wetlands, and mature forests.

FIGURE 3B -  
Rare Plants



## Composite Natural Resource Value

Composite Natural Resource Value (CNRV) is generated by merging botanical resource values with information from the wildlife and forest assessments. The result is a rating for each area of each park in the two management units that represents the total natural resource value on a scale of 1-4. Composite values 1 and 2 (green and blue on maps) represent the most valuable natural resource areas, while values 3 and 4 (yellow and red) represent the least valuable natural resource areas in the parks under current conditions. Chapter 7 includes CNRV maps for each park. These maps are critical for informing where proposed development may be sited. Generally, park facilities are only permitted in areas with low resource values (3 and 4), while low-impact recreation uses such as trails may be permitted in CNRV 2 areas. CNRV 1 represents designated protected areas such as marine reserves.

A patchwork of natural resource values is present in this aerial image of South Beach State Park



## Cultural Resources

Cultural resources present in the parks include archaeological remains, historic transportation routes, early recreation facilities, maritime history including lighthouses and shipwrecks, past government infrastructure programs, designated historic structures, Native American tribal allotments, and others. Some parks have little in the way of known history, while others are very well documented. The Cultural Resources Summary produced for the Plan documents known archaeological sites and existing historic/cultural resources for each of the parks. Archaeological sites are sensitive resources and location information is not publicized; other park specific resources are listed by park in Chapter 7.

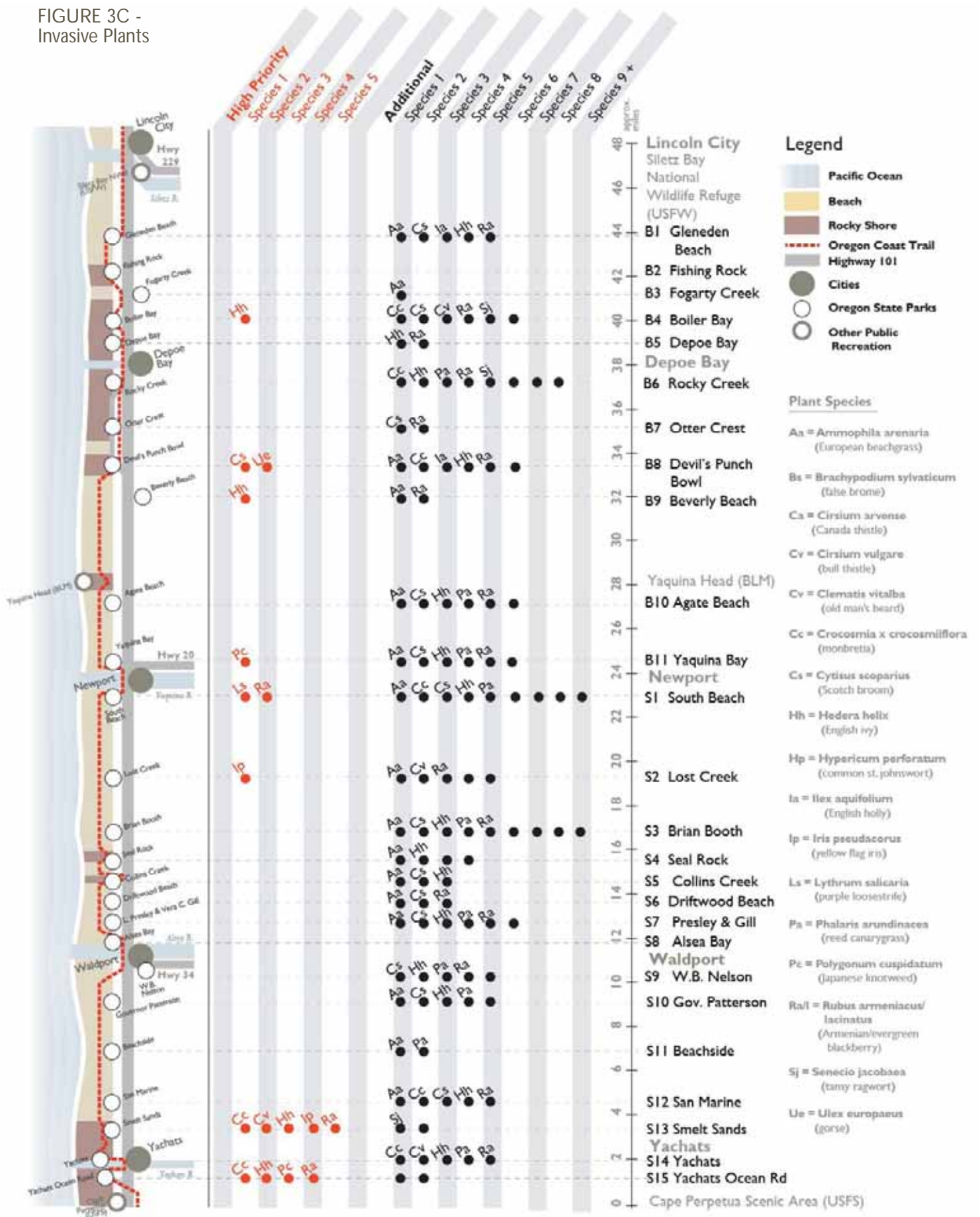
## Natural Hazards

Many of the parks in the South Beach and Beverly Beach Management Units are at risk from ocean flooding caused by local or distant source earthquakes. Tsunamis generated by earthquakes across the Pacific Ocean could cause waves up to 30 feet high to submerge low-lying areas of coastal parks, while a large earthquake along the Cascadia Subduction Zone could result in waves up to 80 feet high. All three of the campgrounds in the two units would be severely impacted by such a tsunami. OPRD has modeled evacuation times and the predicted extent of ocean flooding in order to determine the best routes to safety.

Winter storms and ocean waves cause a significant amount of erosion in parks along the coast. Sandstone bluffs in some parks have receded by as much as 30 feet over the last half century. Eroding cliffs threaten



FIGURE 3C -  
Invasive Plants

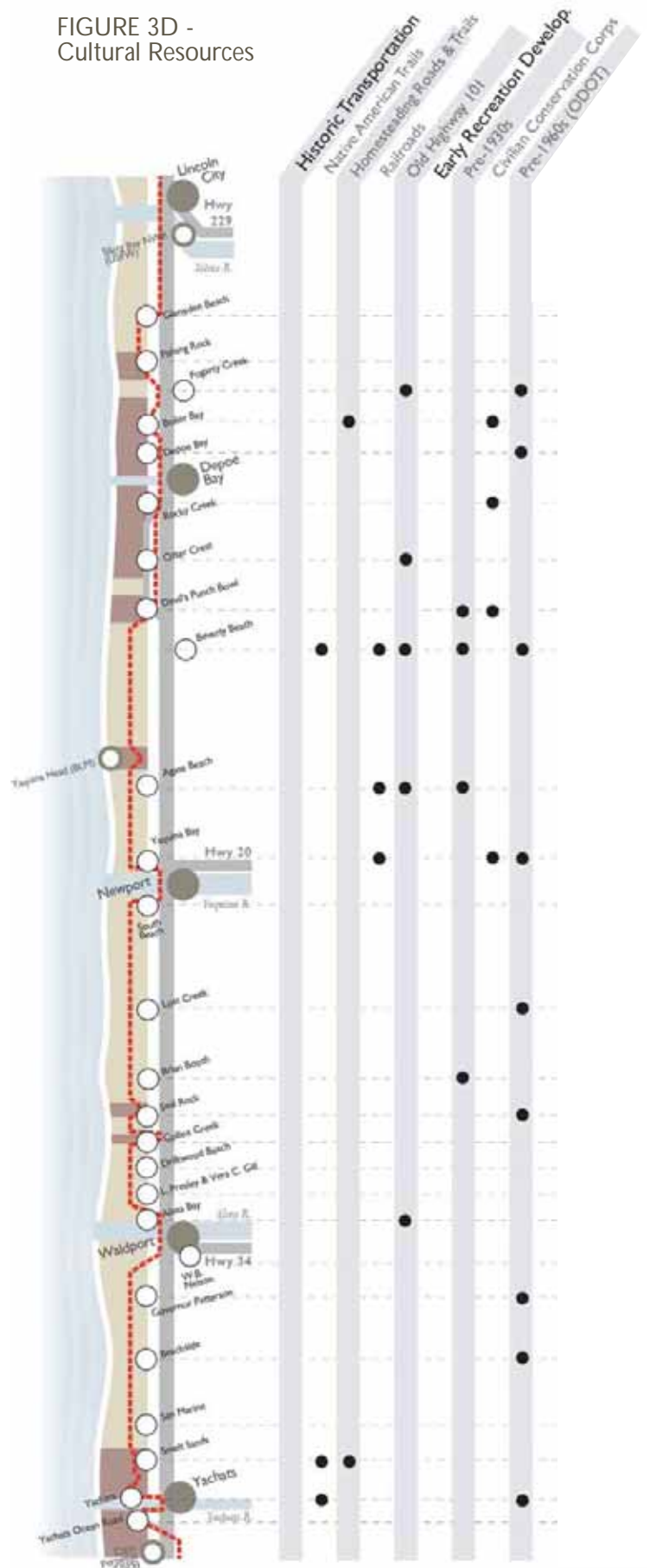


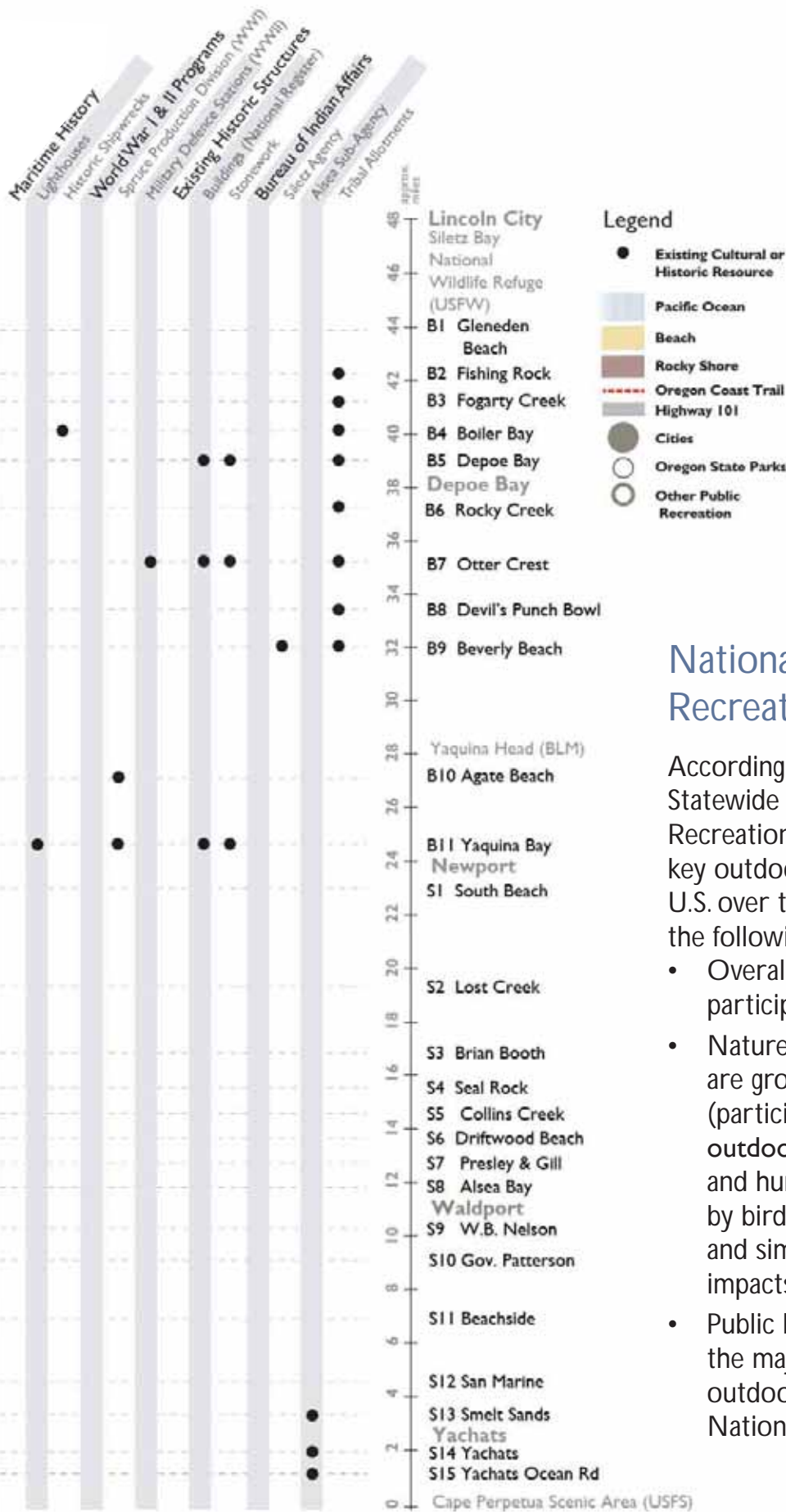
infrastructure such as trails, pathways, and fences in many parks. Studies suggest that the rate of erosion is increasing along the Oregon coast, possibly as a result of climate change effects like sea-level rise and increasing storm severity.

## Facilities and Visitor Experience

In addition to natural and cultural resources, facilities and visitor experience assessments were conducted for the South Beach and Beverly Beach Management Units in order to inform recreation development proposals in the Plan. Visitor experience assessments included analysis of recreation trends and recent visitor surveys conducted at numerous coastal state parks, as well as an inventory of existing recreation opportunities and landscape settings present in each park. An inventory of existing park facilities was conducted prior to the beginning of the planning process and is maintained in a GIS database. Facility improvement needs were also catalogued and are summarized in this chapter.

FIGURE 3D - Cultural Resources





## National and Statewide Recreation Trends

According to Oregon's most recent Statewide Comprehensive Outdoor Recreation Plan (2013-2017 SCORP), key outdoor recreation trends in the U.S. over the last few decades include the following:

- Overall outdoor recreation participation is increasing annually.
- Nature based activities are growing in popularity (participation in "traditional" outdoor activities such as fishing and hunting is being replaced by bird watching, photography, and similar activities with lower impacts on natural resources).
- Public lands continue to support the majority (60-70%) of total outdoor recreation - visits to National Parks, National Wildlife

Refuges, BLM lands, and state parks have been stable or increasing, while visits to National Forests have declined.

Outdoor recreation trends in Oregon are similar to national trends. Other statewide trends that are particularly relevant to future recreation in the South Beach and Beverly Beach Management Units include:

- Oregon's population is increasing rapidly – the majority of this population increase is taking place in the Willamette Valley and Portland Metro region, areas within close proximity to the Central Coast.
- Oregon's minority population is increasing as a percentage of the state's total population, with Hispanics the fastest growing minority group (by 2020, Hispanics, Asians, and African-Americans are expected to make up 22% of the state's total population), Currently, communities of color are less likely as a whole to participate in outdoor recreation activities than whites, although efforts are being made across the state to reduce barriers to involvement.
- Oregon's population is aging rapidly and baby boomers are transitioning into retirement.
- The state's population is urbanizing, and fewer youth are learning outdoor skills.
- Visitation at Oregon State Parks has increased slightly over the past two decades, but has fluctuated, with decreasing visitation linked to the recent economic recession.
- Recreational vehicle permit sales have declined steadily over the past decade.
- Motor boat registrations in Oregon have declined slightly over the past two decades.
- Fishing and hunting licenses have declined steadily over the past two decades.

## Responses to OPRD's 2011 Coast Region Summer Surveys

OPRD conducted surveys of day use and overnight visitors to state parks throughout the coastal region in the summer of 2011. The following are some of the key results from those surveys.

- Visitor origin varied between day use and overnight users, with overnight users coming from farther away on average.
- About half of visitors to campgrounds were Oregon residents, with a significant percentage also coming from Washington (19%), California (10%), and British Columbia (9%).
- Two-thirds of day use visitors were Oregon residents, while Washington and California residents each made up about 9% of day use visitors.

Most popular activities in state parks in the coastal region:

- Camping
- Visiting Lighthouses
- Hiking or walking
- Sightseeing
- Beachcombing
- Exploring Tidepools

Demographics of surveyed visitors to state parks in the coastal region:

- Slightly more female (56%) than male (44%).
- Average age was 47 years old, with 65% of visitors between 30-59 years old.
- Average annual household income was \$64,400, higher than the Oregon median household income in 2010 (\$51,994).
- Most respondents were white (91%) with few Hispanic / Latinos (4%), Asians (2%), American Indian / Alaska Natives (1%),

blacks / African Americans (<1%), and Native Hawaiian / Pacific Islanders (<1%).

- There was a small but noticeable difference between the ethnicity of day use and overnight users, with a greater proportion of whites at overnight areas (93%) than day use areas (90%), and more Hispanics / Latinos at day use areas (4%) compared to overnight areas (2%).
- 97% of visitors reported English as the primary language spoken at home.

Visitor feedback about what should be improved in the parks:

- More opportunities for viewing wildlife
- Better availability of waste disposal facilities (trash, recycling cans)
- More opportunities for hiking
- More interpretive opportunities and education about nature and history
- More opportunities to escape crowds
- **95% of visitors were satisfied with their overall experience at state parks on the coast, while 89% of visitors were satisfied with the facilities and services offered at parks.**

These results include data from surveys conducted at South Beach, Beverly Beach, and Devil's Punch Bowl within the two management units and are generally consistent with the results for each park. Detailed survey results for each park are available on-line and at the OPRD headquarters in Salem.

## Recreation Activities in the Parks

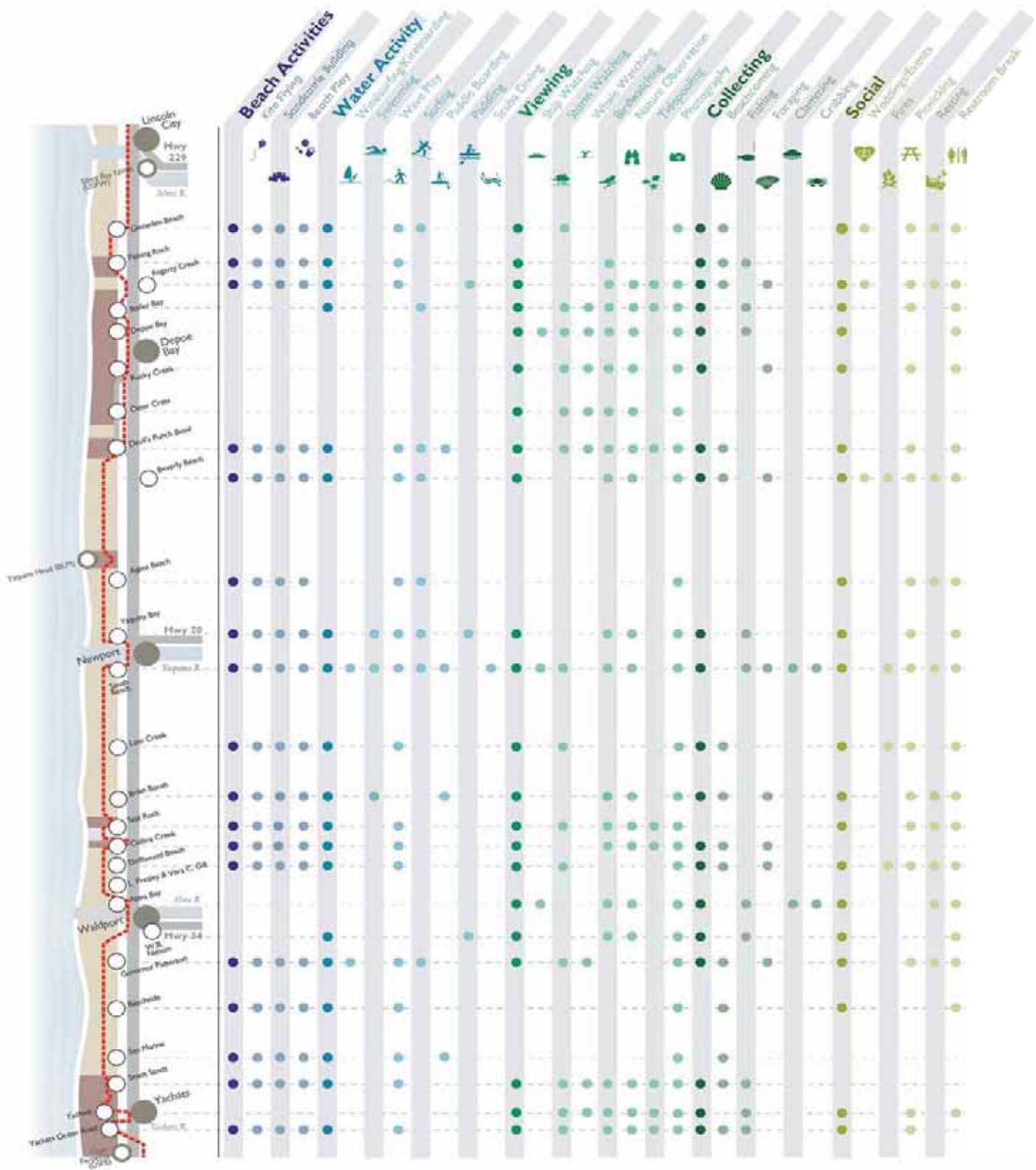
Parks in the South Beach and Beverly Beach Management Units currently support a wide range of recreation activities. The coastal setting provides opportunities for surfing, tidepooling, whale watching, beachcombing, and other pursuits beyond standard state park activities such as camping, picnicking, and hiking. Figure 3E summarizes the most common activities that occur in state parks within the two management units.

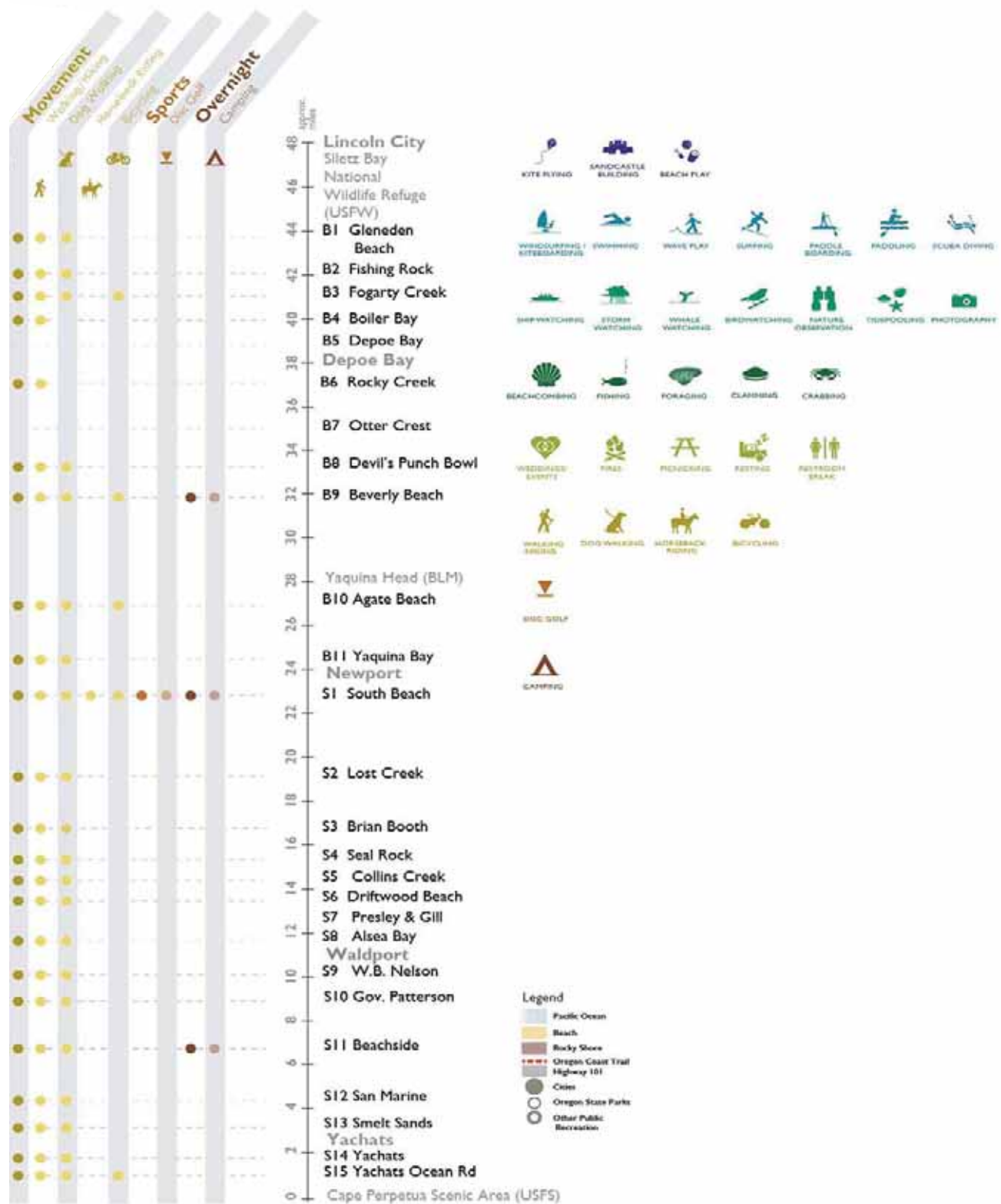
## Programs and Organized Activities

OPRD provides a number of programs for visitors and community members to enhance recreation opportunities in state parks. These include interpretive programs and displays, outdoor skills programs, environmental education, citizen science projects, events, and volunteer opportunities. The following is an attendance summary for organized activities for the South Beach and Beverly Beach Management Units during the year 2014. Figure 3F illustrates where programs are offered within the two management units.

- Approximately 3% of visitors to state parks in the two management units participated in organized activities (total attendance was 226,705)
- The majority of participants went to visitor centers, such as the centers at Depoe Bay or Beaver Creek Natural Area
- Several thousand people attended amphitheater programs at one of the three campgrounds
- Over a thousand people interacted with roving interpretive staff

FIGURE 3E - Activities





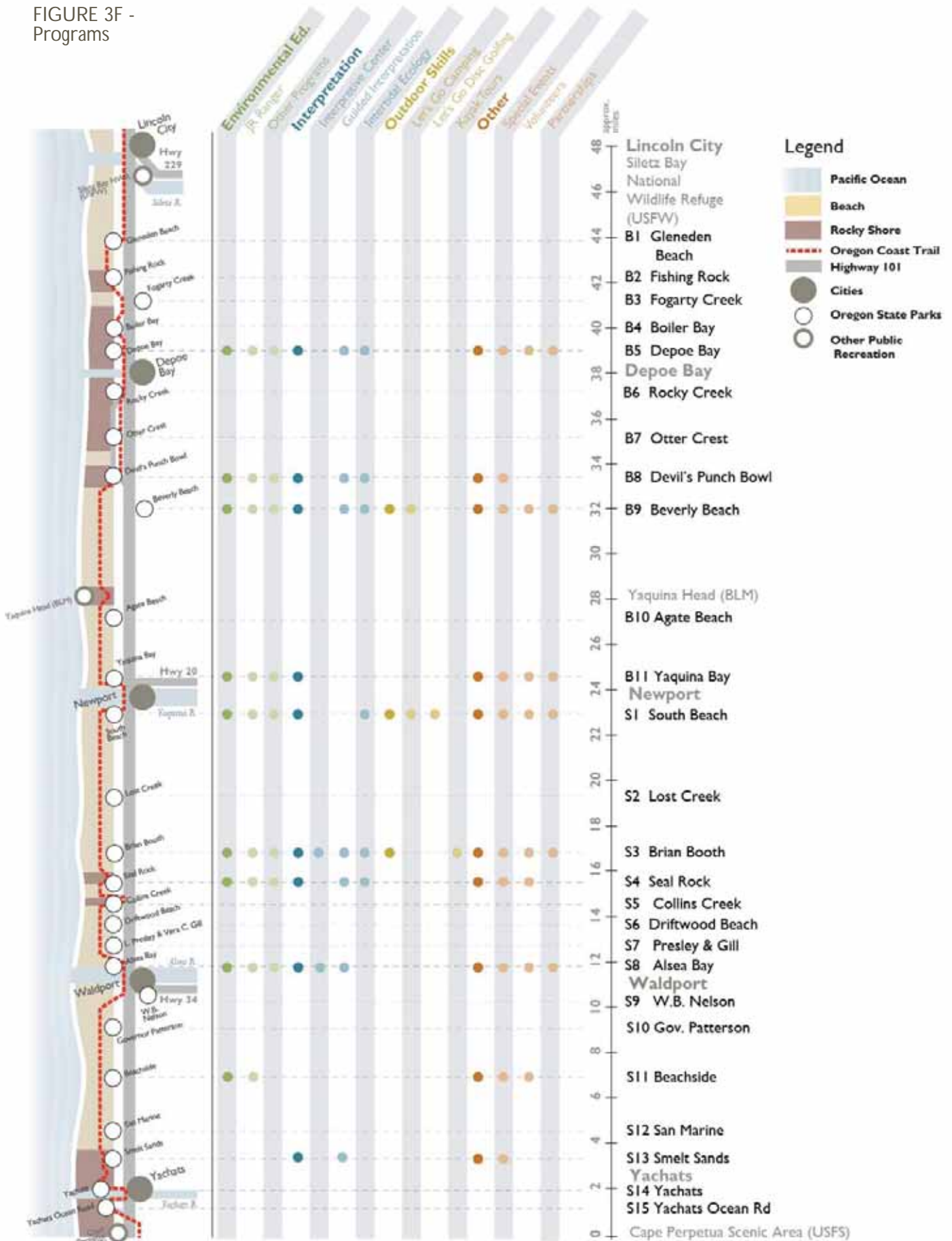
- More than 500 people attended tours, such as the kayak tours offered at Beaver Creek Natural Area, or guided hikes
- Several hundred people participated in citizen science projects
- More than a thousand people participated in OPRD's popular 'Let's Go' outdoor skills programs, including programs for crabbing, kayaking, disc golfing, leave no trace, birding, and camping
- More than 4,000 children participated in the Junior Ranger environmental education program; an additional 1,500 children participated in field trips, outdoor school, and other environmental education activities
- Over a thousand people participated in 12 different events throughout the year, including State Parks Day, SOLVE Beach Clean-up, Clam-A-Rama, and Whale Watching Spoken Here.

## Landscape Settings

Landscape settings are a tool for summarizing the experiential differences between places. Landscapes encompass both the physical and cultural qualities of outdoor spaces, and these qualities influence visitors' experience in any given park. Standing on the wind and wave battered headland at Boiler Bay feels very different from relaxing on the sheltered beach at Fogarty Creek, or walking next to a quiet stream surrounded by old growth forest at Beverly Beach. Although Landscape Setting designations cannot capture the nuances of each of these situations, they give a sense of the different experiences and opportunities available within a park. Landscape settings for each park are summarized in Figure 3G and are mapped for each park in Chapter 7.



FIGURE 3F - Programs



## Facilities

Parks in the two management units contain a variety of recreation facilities including parking, restrooms, trails, picnic shelters, camping facilities, and others. Recreation facilities are designed to support recreation activities. Along with natural resource management and interpretive or educational programming, new or improved facilities are the primary means by which OPRD can enhance visitor experience.

During the planning process existing facilities in each park were inventoried in order to inform opportunities for new, improved, or in some cases reduced facilities.

## Accessibility

One important factor to consider when looking at facility improvements is whether and how they can be made accessible to people with disabilities. Two sets of federal accessibility standards developed under the Americans with Disabilities Act (ADA) and the Architectural Barriers Act (ABA) provide guidance for development of accessible recreation facilities. An assessment of park

facilities was conducted to determine the existing level of compatibility with applicable standards.

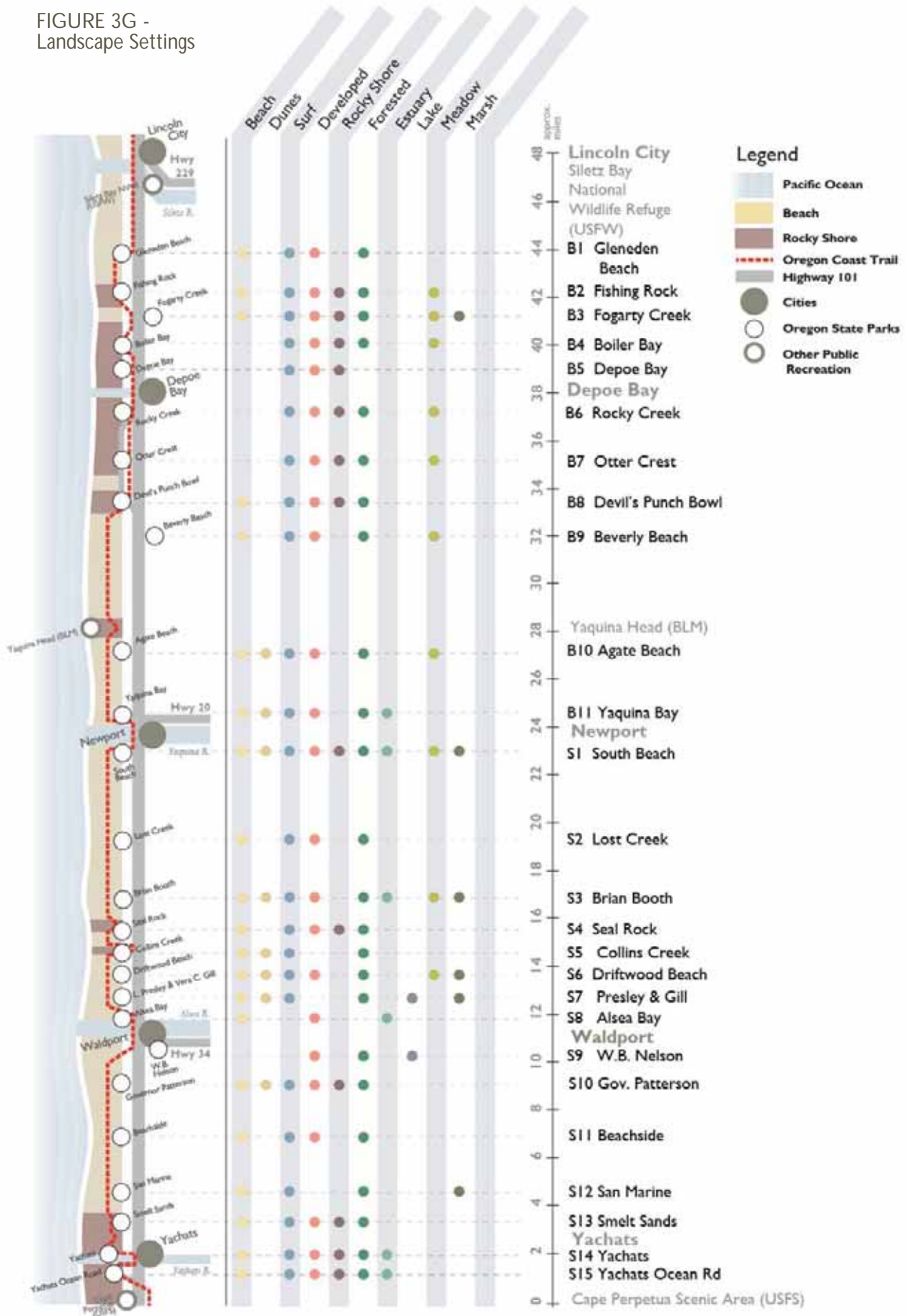
Many park facilities were found to be somewhat or partially accessible, meaning that although they do not meet all applicable ADA/ABA standards, they serve to increase access by meeting some standards or coming close to meeting standards. In some cases, facilities were constructed in accordance with standards in place at the time, but the standards have since changed. In other cases, the condition of once accessible structures has deteriorated and they are no longer fully accessible but portions may be.

A list of potential accessibility improvements was compiled for many of the parks based on the assessment results. Potential improvements are listed by park in Chapter 7. Although providing fully accessible facilities at every park may not be feasible due to engineering and budgetary constraints, OPRD's objective is to make targeted improvements throughout the two management units in order to enable broader access to recreation experiences.

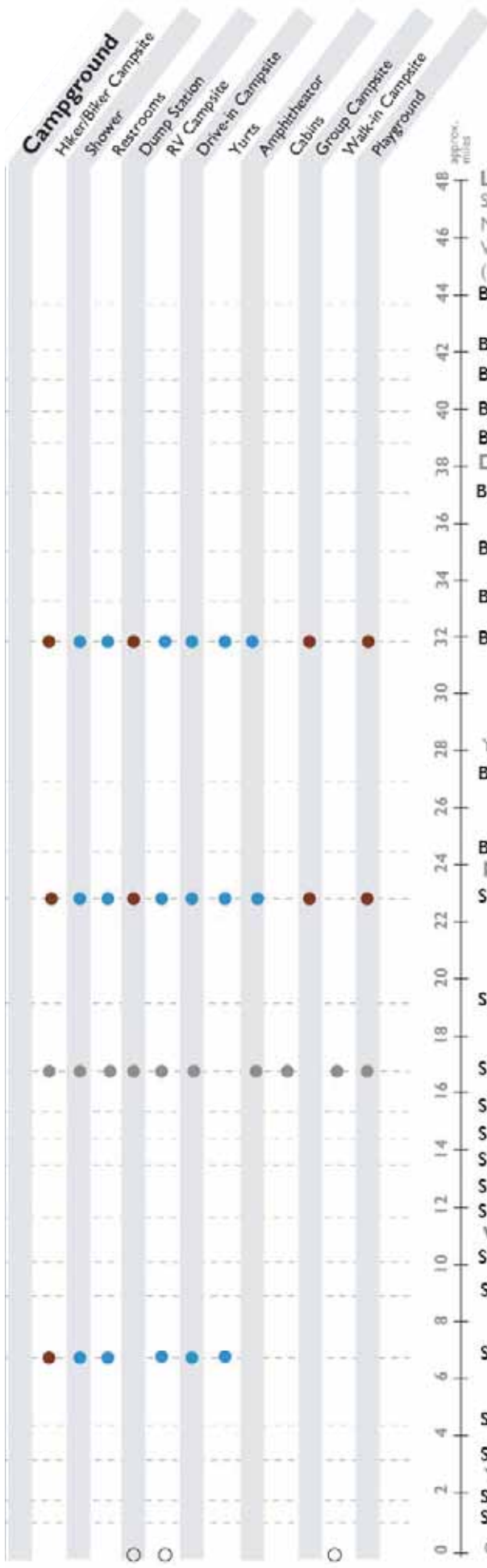
An accessible interpretive boardwalk was constructed in 2006 at South Beach State Park



FIGURE 3G -  
Landscape Settings







**Legend**

- Pacific Ocean
- Beach
- Rocky Shore
- Oregon Coast Trail
- Highway 101
- Cities
- Oregon State Parks
- Other Public Recreation

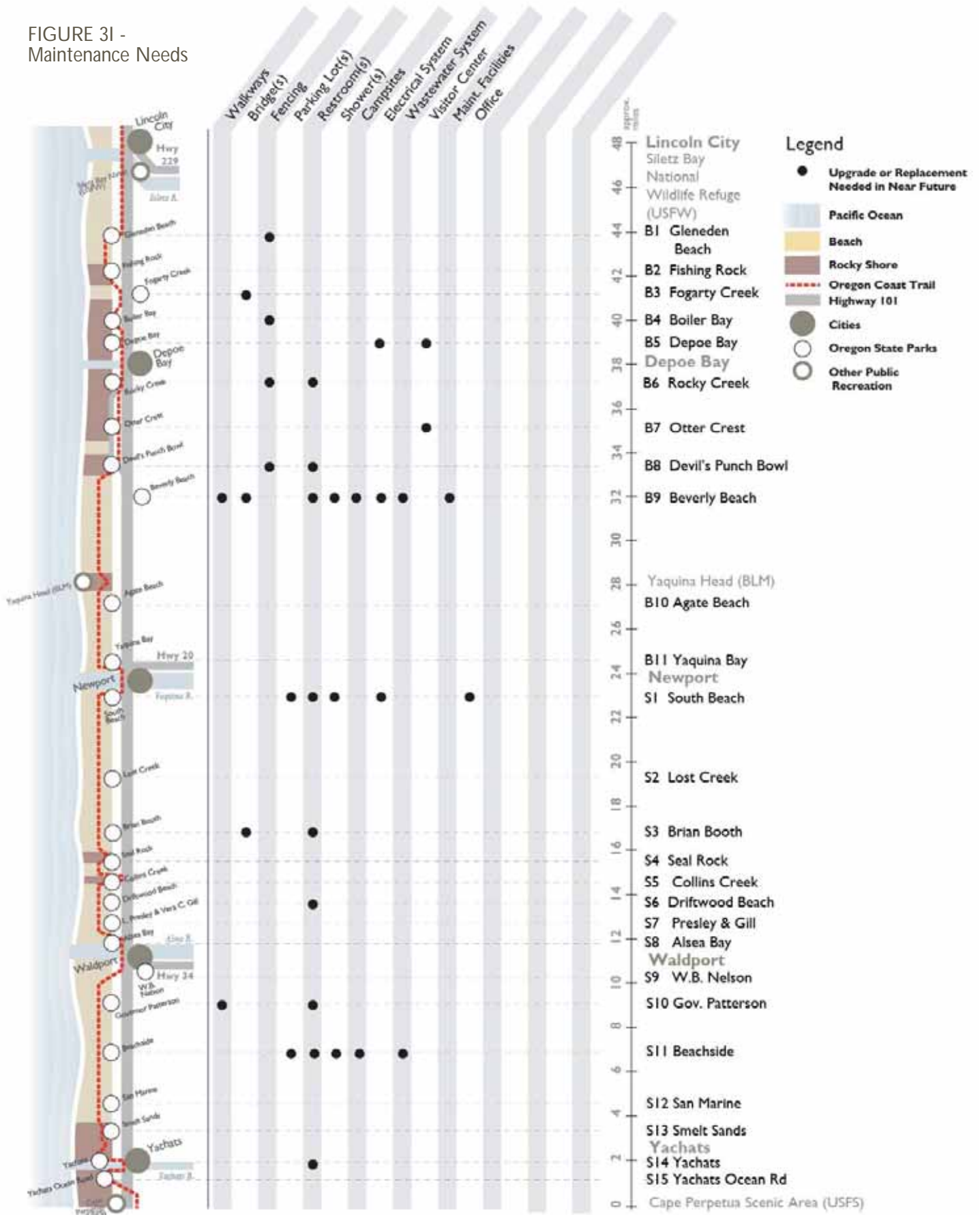
**Facilities**

- Fully Accessible**  
(meets all ADA/ABA standards, including number of accessible facilities)
- Somewhat or Partially Accessible**  
(some facilities of a given type meet ADA/ABA standards but not the required number, or only portions of a facility meet standards)
- Not Accessible**
- Non-OPRD**
- Planned (2014 Brian Booth Master Plan)**

## Maintenance Needs

Major facilities maintenance needs are identified through OPRD internal review on a biennial basis and have been summarized in Figure 3I. In addition to the needs identified, there are many minor maintenance needs throughout the parks. With the exception of ADA-related improvements, a detailed assessment of maintenance needs was not conducted as part of the planning process and the Plan does not address maintenance on a project-by-project basis. General maintenance needs were considered during development of concepts.

FIGURE 31 -  
Maintenance Needs









## Public Process

The planning process adhered to requirements for the formulation of state park master plans, which are set forth in OAR Chapter 736 Division 18 and OAR Chapter 660 Division 34. These procedures require that OPRD provide opportunities for citizens to be involved in each phase of master plan development. Providing opportunities for public involvement is not simply a formality; public input is critical to the success of the Plan. Whether it is partner agencies, interest groups, neighbors, park users, or others, members of the public provide valuable insights and opinions that shape the Plan and help to ensure that the final document serves a broad range of interests.

Public participation is further encouraged through the formation of an advisory committee with representatives from local agencies, governments, organizations, and

interest groups. The advisory committee for the Plan consisted of the over twenty members listed at the front of this document, and met four times throughout the process (in conjunction with public meetings) to provide feedback and guide development of the Plan.

OPRD held four rounds of public and advisory committee meetings between February 2015 and December 2016. Meetings were held primarily in Lincoln County as well as Salem and Wilsonville to encourage broad participation. The meetings were advertised via press releases, a mailing list of property owners within 250 feet of the parks, an informational video available in visitor centers and online, notices on campground receipts, and local newspaper and radio notifications. The public was also provided the opportunity to view and comment on planning assessments and proposals via the plan website throughout the process.



In addition, a survey was conducted of park users at the beginning of the planning process to solicit feedback about values, opportunities and needs in the parks.

## Survey Results

OPRD sent out a short electronic survey in early 2015 to all park visitors who spent the night at a campground on the Central Coast within 2 years of the survey date. The same survey was also distributed at public meetings and a link was available on the Plan website. In total, there were more than 3,000 responses, most of them from visitors who had previously camped on the coast. Survey results were used to inform guiding values for the Plan as well as proposals for natural resource management, programs, and development.

A copy of the survey can be found in Appendix A. Among other questions, respondents were asked what they would like the plan for parks in the South Beach and Beverly Beach Management Units to change, add, or keep. A qualitative analysis of the more than 3,000 responses revealed a number of themes and common responses to these questions, which are summarized in the following table (Table 4a).

TABLE 4A – Most Frequent Responses to the Questions “What would you like the Plan to Change / Add / Keep...”

Change	Add	Keep
No Change	Yurts	Existing Parks
Campsite Privacy	Cabins	Campgrounds
Separate Types of Camping	RV Sites	Beach Access
Update Aging Facilities	Trails	Ranger Programs
Easier Beach Access	Interpretive Programs	Great Staff and Volunteers
	Playgrounds	Natural Beauty
	Pet Friendly Yurts	Simplicity
		Cleanliness
		Affordability
		Status Quo

Respondents were also asked what they value most about state parks on the Central Oregon Coast. Beach access and clean facilities were the most highly valued, followed by things like affordability, friendly staff, camping, and safety (Figure 4A).

Among respondents who had not camped in parks (primarily local residents), qualities such as natural beauty and solitude were highly valued.

## Public Meetings

### Round I – February 2015

State parks in the South Beach and Beverly Beach Management Units were introduced at the first set of meetings and OPRD staff explained how the planning process will guide the vision and management of those parks for the next 15 years and beyond.

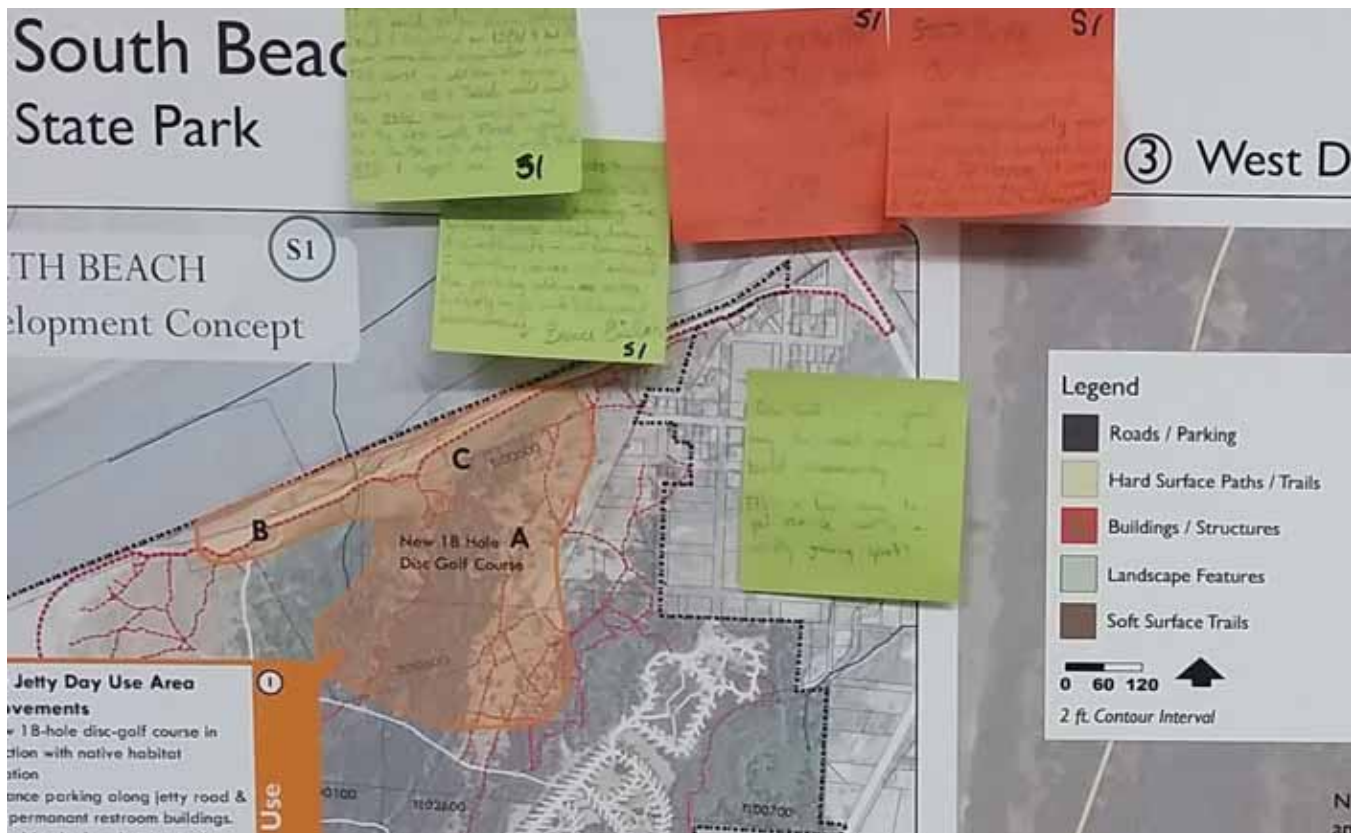
Meeting attendees were also asked to respond to the survey questions to identify values, needs, and opportunities in the parks.

### Round II – August 2015

At the second set of public meetings summaries of resource assessments were presented along with the preliminary needs, opportunities, and constraints identified for each park and for the management units as a whole. Draft values to guide the Plan based on feedback from the survey and the first set of meetings were presented at this meeting for comments and revision.

### Round III – July 2016

Proposed planning and development concepts for selected parks were presented at the third set of meetings. The meetings were conducted in an open house format with conceptual plans presented for ten of the twenty-five parks. The public was given an opportunity to make detailed comments about proposals by writing feedback on post-it notes and attaching them to the concept plans.



## Round IV – December 2016

At the final set of meetings staff presented the draft Plan for review and feedback. The public was given 30 days following the meeting to submit comments on the draft Plan, and these comments were incorporated into the final draft version of the Plan.

## Summary of Public Comments

Comments at the four sets of public and advisory committee meetings were extensive and varied. Below are some of the key issues, ideas, and concerns that were raised during the public involvement process:

- Concern was expressed about the impacts of visitation on sensitive tidepool areas, particularly at Seal Rock State Recreation Site, where the popularity of

tidepooling has grown in recent years. Members of the public expressed a desire to have additional OPRD staff present at the park during periods of high visitation in order to educate visitors and reduce trampling and other harmful behavior. Managers at the BLM's Yaquina Head Outstanding Natural Area in Newport noted that they often direct “overflow” visitors to Seal Rock when the tidepools at Yaquina Head are over capacity. There are very few sites in the area where visitors can access tidepool areas relatively easily.

- There was significant support expressed by the local disc golf community in Newport for a new disc golf course at South Beach State Park, which would expand opportunities for the sport in the area.

- Partner organizations and members of the public generally supported proposals to reduce parking lot sizes in parks determined to have surplus parking capacity during the planning process.
- Neighbors of Gleneden Beach State Recreation Site expressed concerns about the impacts to the park and the adjacent county road from erosion, citing aesthetic problems like damaged fencing and pipes sticking out of the hillside, safety issues due to the cliff edge eroding, problems with people carving into the base of the cliff, water runoff issues exacerbated by the park's large parking lot, and potential erosion on neighboring properties. Most of the neighbors that commented would like OPRD to take steps to prevent erosion by riprapping the cliff edge. Other groups expressed support for OPRD's stated policy of moving facilities away from erosion where feasible rather than attempting to riprap the bank.
- There was some concern about the impacts to natural resources and existing recreation use from the proposal to locate a new campground in Fogarty Creek State Park. One member of the public worried that the park is already very busy on summer weekends and may become too crowded if a campground is added. There were also several comments in support of adding overnight camping opportunities at Fogarty Creek, and in particular the unique visitor experience that would be gained from proposed cabins and walk-in sites.
- There was a consistent desire expressed for additional community amenities such as playgrounds and picnic shelters, as well as more trails and trail connections to parks.
- There is a need to explore and strengthen OPRD's partnerships in order to provide improved interpretive, educational, and visitor experience opportunities in parks. Partnerships with other public recreation providers on the coast such as the BLM and USFS are key to this effort. There is also an opportunity to work with schools to expand environmental education in parks and support 'outdoor classrooms' by constructing educational shelters and other amenities to serve school groups.

Detailed summaries of the meeting minutes for each round of public and advisory committee meetings are included in Appendix B. The feedback at these meetings has been incorporated into subsequent chapters and was critical to informing the development of issues and ideas (Chapter 5), values, goals, and strategies (Chapter 6), and park specific needs, opportunities, and constraints (Chapter 7).





# Issues & Ideas

In addition to park specific opportunities, the planning process highlighted a number of themes and ideas that apply generally across both management units. These are discussed below.

## Accessibility

ORPD conducted assessments of park infrastructure and documented where facilities complied with standards for

universal access set out by the Americans with Disabilities Act (ADA) and the Architectural Barriers Act (ABA) (Chapter 3, Figure 3H). OPRD strives to provide universal access to park facilities where feasible, however, there are significant challenges, including that much of the existing older infrastructure is non-accessible, as well as engineering difficulties caused by the steep, shifting nature of the coastal terrain.

Rather than provide fully accessible facilities in every park, which would be cost prohibitive, OPRD's goal within these two

FIGURE 5A - Sample Portion of ADA Assessment Worksheet

Developed Area	Description	Quantity	Unit	Accessible Quantity	Required Accessible	Comments
<b>Parking</b>						
ADA mandated by State Rule 64.1213						
Primary Parking Lot	Asphalt parking in two way loop off of Highway 101. Drive aisle is 27' wide.	19	EA	2		Diagonal Stalls 9'x37' Average size. Two ADA stalls share a single striped aisle to a curb opening. Stalls are nearest to primary ocean viewing area.
		9	EA	0		Parallel Stalls 10'x25' Average size
		7	EA	1		Perpendicular Stalls 10'x20' Average size. ADA route from access around auto or curb in drive aisle to ADA path to restroom does not meet state standards
	<b>Parking Total</b>	<b>35</b>	<b>EA</b>	<b>3</b>	<b>2</b>	Space requirements met.
Garbage Can	Bear proof cans	2	EA	2		Both same in same location. Accessible by travel through vehicle travel lane.
<b>Restrooms</b>						
ADA - route and building						
Men's/Women's flushable restroom	50s Era CMU Block Restroom. Stainless fixtures, tile floors and walls.	2, 2 and 2	EA	1	1	Men's side - 2 stalls, 2 urinals and 2 sinks with mirrors.
		4 and 2	EA	1	1	Women's side - 4 stalls and 2 sinks with mirrors.

management units is to provide a full range of accessible facilities across the parks as a whole. Thus, a visitor driving down the coast could potentially stop at an accessible viewpoint at Otter Crest, enjoy picnicking at accessible sites at Devil's Punch Bowl, and hike accessible trails at South Beach. Providing access to the beach itself poses additional challenges, discussed under the 'Beach Access' section below.

## Aging Facilities

Much of the infrastructure (roads, parking lots, bathrooms, campgrounds, etc.) in the parks in the two management units was built prior to the 1980s, with some structures dating back to the 1930s, and, in the case of the Yaquina Bay Lighthouse, all the way back to the 1800s. As a result, there are significant repair and replacement needs in most parks within the two management units. In 1998, the passage of Ballot Measure 66 established a dedicated portion of Lottery funds for state park improvements, significantly enhancing the budget for maintenance, however, there is still a large gap between available funding and money for needed maintenance of park facilities in the two management units. In a survey of OPRD campground users conducted in March 2015, respondents identified updating aging facilities as a primary need for parks on the mid-coast.

## Beach Access

Providing access to Oregon's public beaches and shoreline is one of the key functions of state parks along the coast. However, beach access paths are difficult to maintain because of shifting sand, waves, foot traffic, and other erosive forces. In parks situated on bluffs, trails down to the beach are often steep and

washed away at the beach interface, making access difficult for elderly people and people with physical disabilities. Even paths in low-lying parks like South Beach and Beverly Beach require frequent maintenance in order to remain useable for the majority of users, with repairs being made annually after each winter storm season. Public comments during the planning process and in park-specific surveys conducted in 2011 highlight the public's desire for improved access paths, especially at popular campgrounds where many of the park users are elderly. The ongoing challenge for park managers and planners is to identify cost-effective, durable, and environmentally sensitive methods of stabilizing beach access trails in the face of powerful natural forces on the coast.

Questions also arose during the planning process about opportunities to provide universal access onto the sandy portion of the beach. Temporary strategies such as roll out mats have been used in some beach communities and could be tested in state parks. Roll out mats could be installed several times per year at key events such as the Sandcastle Building Contest. In many cases, however, providing visual access and proximity to the beach for people with disabilities is the most feasible option given budgetary constraints. The accessible boardwalk and viewing platform located in the dunes at South Beach is an example of this type of access. Although maintenance costs may be high, it is worth considering opportunities for similar structures in other parks.

## Climate Change

The impact of future climate change was



considered generally as part of this planning effort. Although little is known for certain, possible impacts include:

- climate change and sea level rise may accelerate coastal erosion through increased storm intensity and ocean surges;
- precipitation and water availability along the coast and in western Oregon is expected to remain relatively constant while other areas of the county dry out, leading to a potential influx of “climate refugees” (meanwhile, the population of Oregon is already expected to increase dramatically over the coming decades based on current trends);
- warming ocean temperatures pose a threat to marine life, including tidepool ecosystems, as exemplified by the recent collapse of starfish populations along the Pacific Coast due to starfish wasting disease; and
- recent models do not suggest major changes or vulnerabilities for maritime forests along the central coast, but effects could vary among microhabitats in the region.

The consequences of these trends for state parks could include increased erosion or inundation of low-lying park facilities, increased demand for recreation and corresponding impacts to natural resources within parks and along the ocean shore, as well as additional degradation of popular marine attractions such as tidepools due to rising ocean temperatures.

## Cultural Resources

The Oregon coastline is dotted with thousands of archaeological sites, most

of them dating back to the presence of Native American villages and gathering places. Many of these sites are comprised of shell middens, repositories of shells and other food waste that have accumulated over many years of human use. Protection of these sensitive resources limits new development opportunities in many state parks along the Central Coast. In addition, many park facilities were built decades ago before regulations were in place to protect archaeological sites and are now located in sensitive areas. Replacement or removal of these facilities requires archaeological surveys and monitoring, following OPRD's cultural resources protocol.

## Demand for Camping

OPRD has been aware of the need for additional campground facilities on the Oregon coast for many years. Campgrounds on the coast are full to capacity during the summer months and it is common for park staff to direct prospective campers to private campgrounds nearby because there is no room at state parks. Numerous surveys of park users, including a survey of over three thousand campground users conducted in March 2015, have highlighted public desire for more camping opportunities, especially in the form of yurts and cabins. Although a new campground is planned for Brian Booth State Park, OPRD expects demand to continue to exceed capacity on the Central Coast. Opportunities to add yurts or cabins to existing campgrounds as well as to develop new campgrounds in existing parks were explored during the planning process. Generally speaking, however, there are few opportunities to add campsites in the two management units without acquiring additional property.

## Emerging Recreation Trends

One trend that has emerged recently on the Oregon Coast is “fat biking,” in which participants ride bicycles with large tires that can navigate sand and rocky terrain. Several bike shops on the Central Coast rent fat bikes, and there has been interest in locating rentals within state parks. Given that state parks are often the most convenient points for public beach access, OPRD has an opportunity to accommodate fat bike riders in parks through improved facilities and/or access.

There are two types of potential riders: ‘out and back’ and ‘through-riders.’ Out and back riders are those who rent fat bikes or bring their own bike to a beach access spot and ride up and down the beach, returning on the same day. OPRD expects that the majority of people fat biking would be out and back riders.

A potential amenity for these riders would be wash stations located at beach access points to wash corrosive salt water from the bike components. Tire pumps and signage with information about riding areas and tide conditions would benefit riders as well. A smaller percentage of riders are through riders, people doing multi-day trips up or down the coast on fat bikes. In addition to the amenities discussed above, these riders could benefit from facilities for traditional bicyclists doing multi-day trips, such as hiker-biker camps with locker storage and fix-it stations.

Figure 5B illustrates areas potentially well suited for fat biking within the two management units as well as recommended parks for encouraging fat bike access. The

most suitable areas contain long stretches of beach with convenient public access, where impacts to natural resources and other recreation are low.

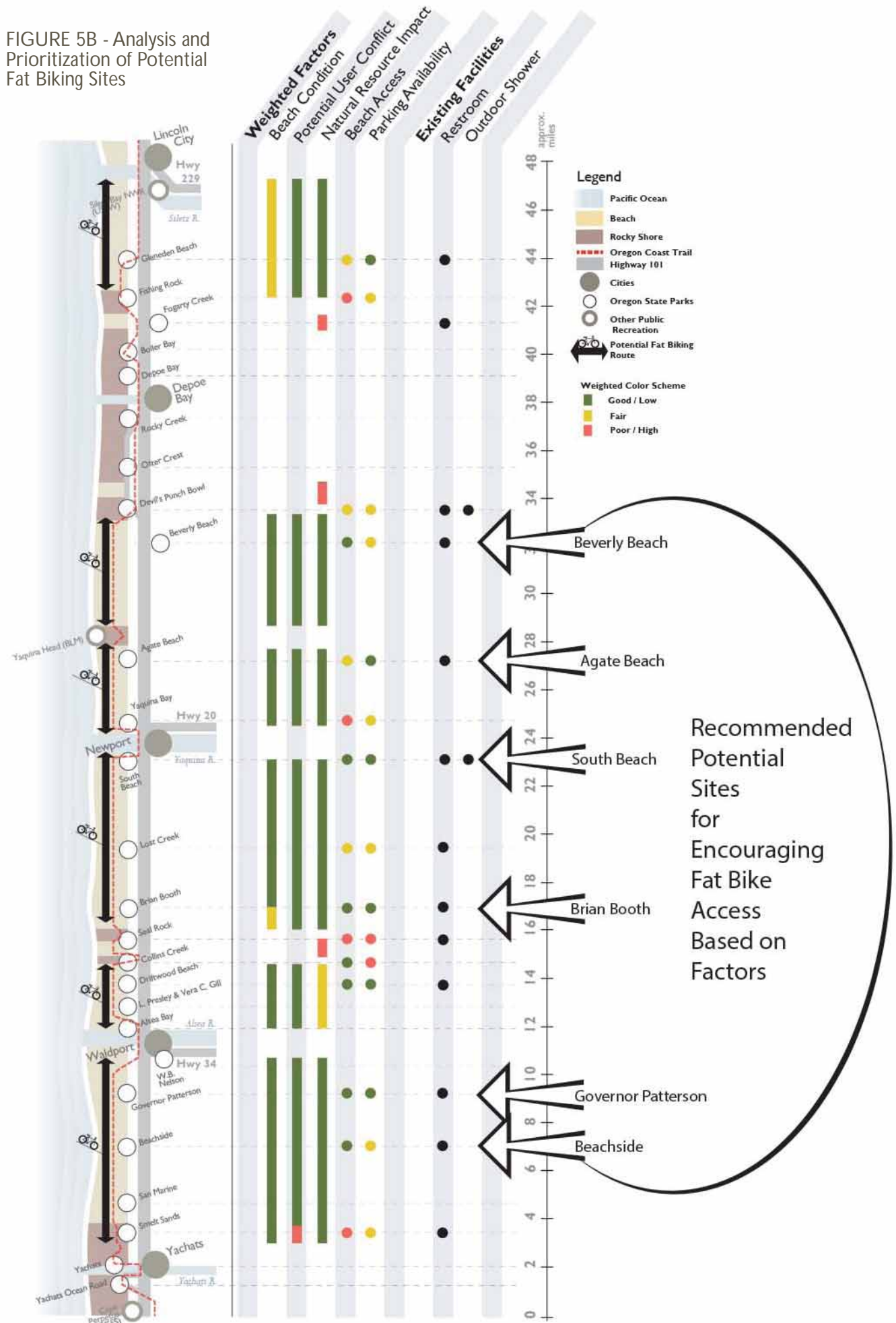
In general, parks in the South Beach and Beverly Beach Management are good candidates for fat bike riding because there are no seasonal beach restrictions due to nesting snowy plovers, there are numerous wide, long beaches, and there is potential connectivity between beaches and amenities in towns like Newport, Waldport, and Yachats. The potential for user conflict is relatively low on the beaches, however, routes should be evaluated before encouraging use for fat bikes.

OPRD is considering developing informational materials for the public that highlight desired access points in order to direct riders to optimal areas and discourage use in areas where impacts may be higher. The agency is also considering renting fat bikes in campgrounds or allowing vendors to set up rental facilities in parks.

## Environmental Education

Parks in the South Beach and Beverly Beach Management Units are popular destinations for school groups and other outdoor education providers. The parks’ relative proximity to population centers in the valley, ease of access from Highway 101, and outstanding natural resources attract outdoor education programs from around the state. There is an opportunity to better accommodate these groups through increased communication and specially designed facilities that can be used by educational groups and for OPRD-led interpretive and educational programs as well.

FIGURE 5B - Analysis and Prioritization of Potential Fat Biking Sites



## Erosion

Many of the parks in the two management units have active erosion that is undermining or threatening park facilities. Parks located on sandstone bluffs are more at risk from erosion, as most of these bluffs are being actively eroded by both human and natural causes. Currently, fences, roads, and trails are being threatened or impacted by cliff edge erosion at Gleneden Beach, Devil's Punch Bowl, Yaquina Bay, Seal Rock, Yachats, and several other parks.

Any stabilization or other alteration to the ocean shore requires a permit, administered by OPRD. OPRD complies with the state's Ocean Shore Rules, which allow stabilization of the shoreline to protect threatened structures built before 1977. However, the agency's approach is to "retreat" from coastal erosion where feasible rather than attempt to stabilize the shoreline with rip-rap or other artificial means. Stabilization is costly and destroys the natural character of the coastline. In addition, this approach sets an example that is consistent with the intent of the legislation passed to protect Oregon's natural coastline. In some cases, such as at Devil's Punch Bowl, it would be impractical to stabilize cliffs even if desired because of the ruggedness of the topography. In other cases it may be feasible to protect facilities by installing gabion or other erosion barriers, however, the preferred alternative is to relocate facilities away from the erosion if possible.

## Regional Trails

The primary regional trail that connects parks in the two management units is the Oregon Coast Trail (OCT), which stretches

for 382 miles along the length of Oregon's coastline. The OCT is currently managed by OPRD. Although the trail is continuous in concept, there are many places where by necessity it utilizes Highway 101 and is not safe or pleasant for pedestrians.

Although there is potential for realigning portions of the trail along the Central Coast, there are many barriers, including steep topography and private land ownership, that limit the potential for continuous off-highway connections between state parks.

On the other hand, virtually all of the parks are located along a heavily used travel corridor (Highway 101) that could be improved to better accommodate non-motorized uses such as bicycling. The Oregon Coast Bike Route currently utilizes Highway 101 for most of its length with some diversions onto local roads throughout the two management units.

Public comments throughout the planning process reflected a desire to see improvements to Highway 101 to better accommodate bicyclists, as well as development of additional pedestrian trail connections to destinations outside parks. Although outside the scope of this planning process, there is both a future opportunity and need to identify potential trail connections to parks as well as facilities to better serve hikers and bikers using regional trails.

## Rocky Intertidal Habitats

Rocky shore and tidepool areas are one of the most popular attractions for visitors to state parks on the coast. However, there are only a handful of tidepool sites along the Central Coast that have good access,

so these sites bear the burden of increasing interest and use from the public. This has led to crowding and capacity issues at some parks, including Seal Rock and Devil's Punch Bowl. There is concern that the popularity of tidepools is damaging these sensitive marine habitats. The general public as well as partner agencies and organizations have posed the question of what can be done to reduce impacts. Current strategies are outlined in OPRD's 2005 Ocean Shore Management Plan, however, there may be a need for additional discussion of this issue at a regional and inter-agency scale.

## Sensitive Dune Habitats

There are numerous sensitive habitats and plant associations found within the two management units (see the 'Vegetation Report' produced for the Plan), however, native dunal habitats are of particular interest because of their relative rarity and the potential to "restore through recreation" in these areas.

While the majority of sand dunes within the two management units have been colonized and stabilized by European beach grass, remnant patches of native dune grasses and wildflowers are present in several parks, primarily in the South Beach Management Unit. These native plant communities rely on loose, sandy soils free of European beach grass or successive colonizers like shore pine and salal. Patches of kinnikinnik are found in sheltered, open dune areas, and a few of these patches support a rare species of native butterfly. Preserving these habitats is critical, but excluding recreation in these areas may actually speed up the process of dune stabilization, as foot traffic tends to keep soils loose, sandy, and free

of European beach grass. Although some protection is needed for dunal areas already in excellent condition, other areas provide an opportunity for an experimental approach to restoring native dune habitat through limited recreation access (see Chapter 7, Figure S1-D).

## Shoreline Change

Shoreline change represents either a potential long-term threat or in some cases an opportunity for parks along the coast, depending on whether the shoreline is expanding or contracting. Unlike the threat from erosion, shoreline change impacts low-lying parks as well as those situated on terraces. Figure 3A summarizes the extent of shoreline change along the central coast since the 1960s, according to a 2012 report by the United States Geological Survey. If trends continue, parks such as Gleneden Beach or Beachside could continue to see negative shoreline change impacts such as increased erosion or inundation of park facilities. Parks like South Beach, in contrast, may continue to expand outward into the ocean.

The Oregon coast is divided into 17 littoral cells, areas of shoreline between rocky headlands that are self-contained in terms of sediment transfer. More than half of Oregon's littoral cells are experiencing short-term erosional trends (since the 1960s). This short-term increase may be due to a variety of factors, including:

- Recent studies suggest the number of severe storms is increasing along the Pacific Northwest coast, leading to a higher frequency of coastal erosion and flooding events.
- Trends in relative sea level rise along

the Pacific Northwest coast are affected by plate tectonics, with some areas experiencing uplift at a higher rate than the increase in sea level and thus decreasing relative sea level. While relative sea levels have decreased slightly along the southern and northern portion of Oregon's coast, sea level has been rising along the central Oregon coast at a rate of between 1 and 2 mm per year. This rate is projected to increase over the next century as sea level rise accelerates.

- There are limited sources of new sand to Oregon's beaches. Much of the existing sand arrived thousands of years ago at a time of lowered sea levels, when headlands did not prevent the movement of beach sediments up and down the coast. Recent human activities may further limit new sediment. Shoreline armoring prevents bluffs from eroding and adding new sand and sediment to beaches, while construction of jetties and the disposal of dredge material may also reduce sediment distribution from rivers.

The South Beach and Beverly Management Units span three littoral cells along the central coast, divided by the headlands at Yaquina Head and Cape Foulweather. Since the 1960s, the average shoreline erosion rate in these cells has been 0.5 meters per year, but this rate varies from erosion of 2.6 meters per year to accretion of shoreline at a rate of 6.3 meters per year, depending on the specific location.

Generally speaking, coastal land near major river outlets is expanding due to deposition of sediment and construction of jetties and other sand stabilizing features. The low-lying

central areas of most littoral cells (units of coastline between rocky headlands) have receded over the last 50 years, while rocky headlands have not experienced significant change. Although broad area trends are detectable, historic shoreline change varies widely by specific location, making it difficult to plan for impacts to a particular park. In addition, rising sea levels and future tectonic shifts could impact the shoreline extent in ways we cannot predict.

## Tsunami Evacuation

The risk of a Cascadia Subduction Zone earthquake and an associated tsunami has been well documented in the news media in recent years. DOGAMI, Oregon's department of geology, released updated maps of tsunami risk areas for the Central Coast in 2013. All three campgrounds in the Beverly Beach and South Beach Management Units are located within tsunami inundation zones, as are many of the day use parks. There is a need to provide accessible, well-signed evacuation routes for campers in the event of a tsunami.

## Wayfinding

The idea for a unique coastal signage system for Oregon state parks has been considered previously and was brought up again during the planning process. The concept discussed includes new park signs for all state parks along the coast, providing visitors with place-specific information such as the region, landscape setting, and local context, including nearby attractions. Further development of this concept would require a coast-wide signage planning effort involving partner organizations and communities.



# 6

## Values, Goals & Strategies

### Value 1: Access

*We value access to the beaches and shoreline along “the People’s Coast,” and the unique pride that Oregonians can take in the vision that secured Oregon’s coast for public use.*

**Goal 1.1** – Provide safe, welcoming, and convenient access to beaches and rocky shores in state parks along the coast.

#### Strategies

- Welcome visitors to parks:
  - Provide beach access facilities that serve people of all backgrounds and abilities
  - Provide adequate signage & wayfinding for facilities, natural resource attractions, and beach access trails
  - Increase ranger or volunteer interpretive presence at heavily visited parks such as Seal Rock, Yachats, and Boiler Bay, especially during busy times of the year
- Provide safe access to beaches and rocky shores:
  - Conduct regular maintenance on beach access trails impacted by erosion
  - Replace and relocate fencing away from active erosion along cliff edges
  - Increase ranger presence at parks
  - Locate signage about hazards at ocean shore access points
- Provide convenient access to beaches and rocky shores:
  - Maintain sufficient parking to meet eighty percent of peak demand where feasible (in areas with sensitive natural resources or topographical constraints, it may not be possible or desirable to accommodate this amount of parking)

- Expand existing campgrounds and develop new campgrounds with beach access, include a diverse range of camping options such as yurts or cabins, walk-in sites and hiker/biker sites in addition to traditional RV and tent sites
- Look for opportunities to develop new beach access facilities on existing OPRD properties
- Look for opportunities to acquire new properties with the potential for beach access
- Provide ADA access to beaches and shoreline viewing areas where feasible
- Install bicycle travel amenities such as racks, lockers, and repair stations at beach access parks at logical intervals along the Oregon Coast Scenic Bikeway

## Value 2: Scenic Beauty

*We value the many awe-inspiring and picturesque landscapes that define the coastal edge*

**Goal 2.1** – Preserve and enhance the unique scenic character of state parks along the central coast.

### Strategies

- Enhance scenic quality of parks
  - Remove deteriorating and underutilized structures such as the defunct concrete picnic tables that are present in many parks

- Minimize park development in scenic areas and design facilities to complement the surrounding landscape and natural character of the Oregon Coast
- Manage vegetation and park facilities to highlight scenic views within parks (for example, views of the lighthouse at Yaquina Bay State Park)
- Improve viewpoints
- Replace fencing along bluffs and viewpoints as needed for safety and to improve aesthetics
- Look for opportunities to develop new viewpoints and viewing platforms to highlight scenic views

## Value 3: Natural Resources

*We value the dynamic native ecosystems on the coast, their unique and varied life forms, as well as the irreplaceable services they provide that support our quality of life.*

**Goal 3.1** – Preserve and improve natural resource conditions in parks to benefit ecological health and recreation settings.

### Strategies

- Control priority invasive plant and animal species
  - Work with local partners to identify and control
- Protect areas in parks identified as having high natural resource value
  - Limit development to low-impact recreation uses such as trails in areas identified as high resource value or protected areas in the Composite



## Natural Resource Value Maps

- Where possible, avoid locating any facilities in areas identified as sensitive plant or wildlife habitat – if park development occurs in these areas it should be restricted to low-impact uses such as trails, and measures should be taken to mitigate the impact of recreation use on sensitive habitats
- Protect marine mammal haul-outs, rocky intertidal areas, and off-shore rock habitats
  - Increase ranger and/or volunteer interpretive presence at heavily visited parks, such as Seal Rock and Yachats, during periods of peak tidepool visitation
- Maintain and enhance wildlife habitat throughout parks
  - Work with partners and OPRD stewardship staff to prevent encroachment of native or non-native invasive species into sensitive wildlife habitat areas
  - Work to restore native plant communities and ecosystem function in areas with the potential to be high quality wildlife habitat
  - Plant pollinator species and other native vegetation in campgrounds and around day use facilities to improve wildlife habitat in developed park areas
  - Where appropriate, consider installing interpretive signage aimed at educating visitors about the importance of protecting wildlife habitat
- Manage forested habitats to promote development into complex, diverse, older-stage forest ecosystems
- Improve recreation facilities and visitor experience in parks through targeted native plantings and restoration projects

## Value 4: Wellbeing

*We value the mental and physical health that the coastal landscapes foster through opportunities to relax, rejuvenate, and spend time alone or with loved ones.*

**Goal 4.1** – Support the public’s use and enjoyment of coastal landscapes through appropriate development of recreation facilities.

### Strategies

- Maintain and improve restroom facilities
  - Replace portable toilets with vault toilet buildings or plumbed restrooms where feasible
  - For restrooms that have reached the end of their functional lifespan and need to be replaced, evaluate whether there is a need to relocate the restroom – factors include threats from erosion, flooding, or sand build-up, or opportunities to improve factors related to visitor experience such as convenience or aesthetics
  - Install outdoor shower facilities adjacent to restrooms at popular surfing locations
- Maintain, improve, and expand beach access paths and park trail systems
  - Minimize the potential for erosion when locating and designing beach access paths
  - Look for opportunities to add new soft surface trail systems for hiking or interpretation
  - Look for opportunities to add new paved bike paths and consider marking bike lanes on park and campground roads

- Look for opportunities to connect new or existing trails in state parks to local and regional trail networks
- Provide additional and diverse camping opportunities
  - Develop a network of hiker-biker campsites at logical intervals along the coast with “bike pod” facilities that include charging and repair stations
  - Relocate existing hiker-biker sites within campgrounds as needed to provide privacy, sufficient space, and a natural setting, and consider installing “bike pod” facilities where practical
  - Look for opportunities to add yurts or cabins to existing campgrounds without adversely impacting campsite spacing or natural resource quality
  - Consider developing new campgrounds utilizing recreational vehicles, “tiny houses”, tent shelters, or other alternative camping structures
  - Provide community gathering spaces in some parks where appropriate
  - Add picnic shelters and other picnicking facilities for large groups in areas with low natural resource value
  - Consider adding amphitheaters, band shells, multi-purpose lawn areas, playgrounds, or similar park amenities in state parks within urban areas
- Preserve opportunities to experience solitude in parks
  - Minimize the impact and footprint of park development by locating park facilities in compact clusters
  - Reserve the majority of land within parks as undeveloped land with a natural resource management focus, where feasible

- Close and rehabilitate excess trails leading to similar destinations
- Maintain low-profile parks like Rocky Creek or Collins Creek as local use alternatives to more popular destinations
- Consider capacity studies for parks that are impacted by overuse

## Value 5: Discovery

*We value exploration, learning, and awareness of the natural world for people of all ages and backgrounds.*

**Goal 5.1** – Provide high quality interpretive programs and educational facilities to support opportunities for learning and discovery for all state park visitors.

### Strategies

- Improve existing interpretive programs
  - Look for opportunities to develop and enhance existing OPRD-led interpretive programs rather than add new programs because of demands on staff time
- Enhance outdoor education opportunities
  - Reach out to schools around the state to encourage field trips in state parks
  - Work to improve communication between school groups and OPRD staff through methods such as advertising and online registration for field trips
  - Provide more educational facilities such as outdoor classrooms for use by school groups

- Look for opportunities to involve volunteer citizen science groups in park management and planning
- Expand and update interpretive signage
  - Continue working with partners such as USFW to update and install new interpretive signage highlighting coastal ecosystems, wildlife, and cultural history in parks along the coast

## Value 6: Heritage

*We value the generations of people who have inhabited the Oregon coast, the evidence of their lives that surrounds us, and the stories of adapting to an ever-changing landscape.*

**Goal 6.1** - Respect and preserve the cultural histories present in each park.

### Strategies

- Incorporate the cultural and historical significance of park sites into interpretive programs
- Preserve and restore historic structures
  - Develop restoration plans for historic buildings or other structures where needed, such as at Otter Rock
  - Look for opportunities to “re-interpret” or repurpose older park structures such as picnic tables, etc., rather than dispose of them
- Preserve the integrity of identified archaeological sites by minimizing development in these areas and following protection protocols prior to and during any ground disturbing activities (see OPRD’s Cultural Resources Policy)

## Value 7: Communities

*We value the neighboring coastal communities and the prosperity of the people who call them home.*

**Goal 7.1** – Emphasize the mutual benefits that parks provide to communities and communities provide to parks.

### Strategies

- Work with local businesses and recreation vendors to accommodate private enterprises in parks when compatible with OPRD’s mission and park management goals and strategies
- Look for opportunities to connect parks with trails and other public rights-of-way that provide access to and from nearby communities and local destinations
- Build on existing partnerships and establish new partnerships for providing natural and cultural resource interpretive programs in the parks
- Encourage use of the parks as a laboratory for environmental learning by local schools and citizen science groups.



# 7

## Plan Proposals





# B1. Gleneden Beach State Recreation Site



## Location

Approximately one mile south of the Siletz Bay and Salishan Spit in the unincorporated community of Gleneden Beach. The park is located several blocks west of Highway 101 on Wesler Street.

**Size:** 12.6 acres

## Classification

State Recreation Site – the primary purpose of parks in this classification is to provide recreational resources and access to them.

## Description

Gleneden Beach is a small, day use park that functions primarily as a beach access site. Because it is located several blocks away from Highway 101 within the community of Gleneden Beach, the park is less heavily visited than many other parks along the coastal route and has a higher proportion

of local use. Still, as a well-known beach access in close proximity to resorts and rental vacation homes, the park serves recreationalists of many different types, including locals and tourists. Beach combing, dog walking, and surfing are popular activities here. Caution is required because the beach is narrow and confined by tall sandstone cliffs, and can be dangerous when the tide comes in.

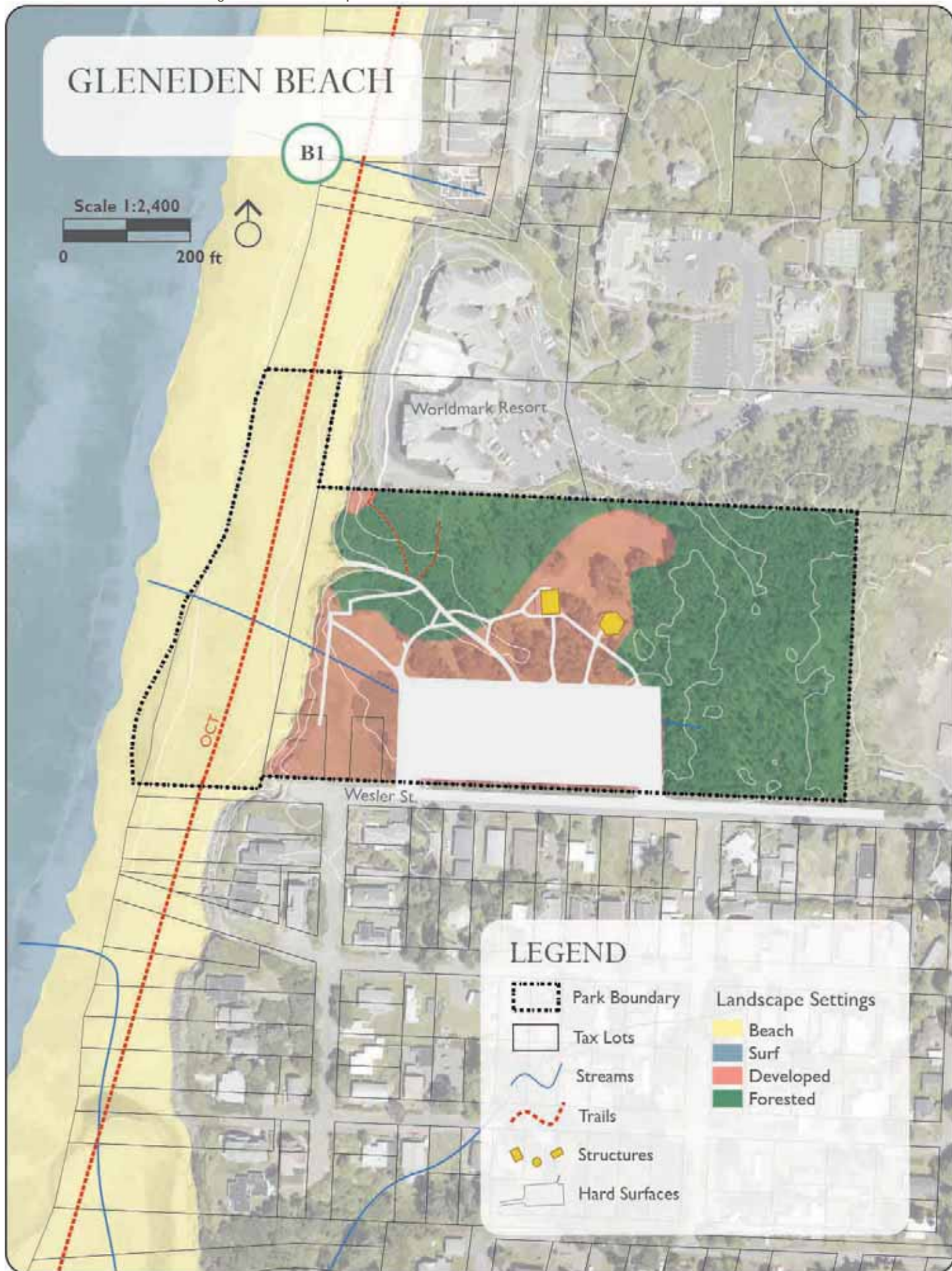
## Existing Facilities

- Parking lot (99 spaces)
- Plumbed Restroom
- Picnic Shelter and Moveable Tables
- Paved and Soft Surface Trails

## Visitation

The estimated total visitation to the park in 2014 was 174,000. Between 2002 and 2014, the trend is of decreasing visitation, with a high of approximately 270,000 visitors in 2003.

FIGURE B1-A – Existing Conditions Map





## Botanical Resources Assessment

The majority of the park is in moderate to poor ecological condition, with a stand of shore pine in relatively good condition at the east end of the parking lot. Vegetation consists primarily of shore pine and shore pine woodland, with native shrublands and small wetland seeps. There are populations of invasive English ivy, holly, scotch broom, European beachgrass, and Himalayan blackberry scattered throughout the park.

## Forestry Resources Assessment

The forested portions of Gleneden Beach consist primarily of mature shore pine stands with moderate to low resource value. There is a young stand of shore pine immediately to the northwest of the restroom that should be thinned and possibly inter-planted with spruce. Mature stands of shore pine on the northern and eastern borders of the park are in the advanced stages of blowdown and are being recolonized by Western hemlock and Western redcedar. Succession of these species should be encouraged.

## Cultural Resources Assessment

The park was developed after the purchase of the land from several property owners in 1966 and 1967. There are no significant cultural resources present in the park.

## Interpretive Assessment

There is no programming or interpretive signage in the park.

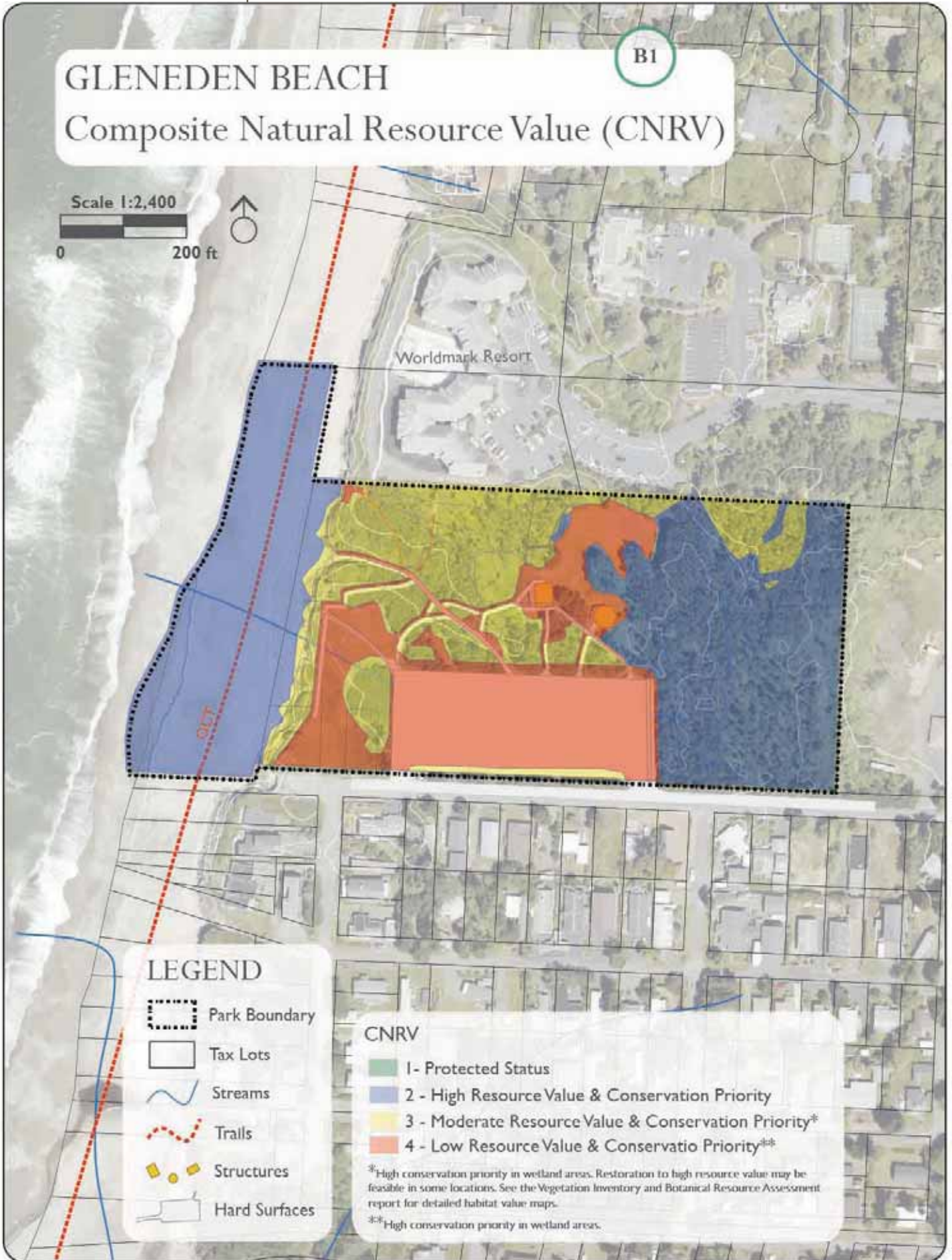
## Development Suitability

Areas east of the parking lot are designated as high resource value and conservation priority on the Composite Natural Resource Suitability Maps (Figure B1-B). The rest of the park, excluding the beach, is designated low and moderate conservation priority and is therefore potentially suitable for future development of park facilities, from a natural resource perspective.

## Issues

- The cliff edge above the beach has eroded inland more than 30 feet over the last 50 years, damaging the existing fence and path. During public meetings park neighbors expressed concern about the erosion and suggested that the bank be riprapped in order to protect neighboring properties and improve the appearance of the park (OPRD's general approach to erosion issues along the coast is described in Chapter 5).
- Attendance estimates at the park have decreased over the last decade. The parking lot has almost 100 spaces and is rarely, if ever, full.
- The WorldMark Resort, located adjacent to the park on the north side, maintains a gated access into the park for the exclusive use of its guests. This has resulted in informal paths on park property and a perception on the part of some visitors that overuse by resort guests is having a negative impact on park facilities and visitor experience.
- Access to the beach is eroding along with the bank, presenting problems with accessibility as the end of the paved path has become an eroded sandstone ledge.

FIGURE B1-B – CNRV Map



Frequent maintenance is required to push sand up to the level of the path in order to improve access onto the beach.

- The vegetation, lack of signage, and network of paths makes wayfinding difficult for people trying to locate facilities in the park.
- Although it is not allowed, many people carve into the base of the sandstone cliff, which creates additional erosion and lowers the aesthetic quality of the beach.
- Due to its location the park functions in some ways as a community park.

## Recreation Needs

- Improved access to the beach.
- Relocation of the fence and path away from the eroding cliff edge.
- **Better wayfinding and signage to direct visitors to park facilities.**

## Maintenance Needs

- Replace fencing.

## Development Concept

- Reduce the size of the parking lot to 63 spaces and remove the center curb to create pull through spaces suitable for large vehicles (align project with future maintenance).
- Relocate the two “west” ADA parking stalls to provide better access to the viewpoint and upgrade them to meet current ADA standards.
- Install lawn and pollinator-friendly native plantings in areas of removed parking lot.
- Remove the existing fence and paved walkway along the edge of the bluff and construct a new fence approximately 30 feet back from the cliff edge.
- Enhance the existing viewpoint and access route with accessible surfaces and picnic / viewing facilities (Figure B1-C).
- Remove and realign some access paths in order to improve wayfinding.
- Upgrade the existing “east” access route from the parking lot to the picnic shelter and restroom as well as the picnic facilities within the shelter to meet ADA/ABA standards.
- Upgrade the restroom to meet ADA standards during any future rehab or replacement of the structure.

## Natural Resource Management Actions

- Explore opportunities to reduce erosion along the cliff edge by planting low-growing native plants such as salal.
- Manage invasive plant species populations.
- Increase availability of food for wildlife throughout park by planting pollinator-friendly and food-producing plant species.
- Improve nesting habitat by preserving snags, large downed wood, and diverse understory shrub and forb communities.
- Actively manage mature shore-pine stands to allow natural succession to occur (e.g., Sitka spruce, western red cedar, western hemlock) with an emphasis on spruce retention.
- Pre-commercial thin on the young shore pine stand behind the restroom.

FIGURE B1-C – Conceptual Rendering - Overlook



FIGURE B1-D – Park Development Concept



# GLENEDEN BEACH Development Concept

B1

Scale 1:2,400  
0 200 ft

Worldmark Resort

T100229

Existing Beach Access

087

C

D

A

B

E

T100230

## Day Use Area Improvements

- A. Reduce parking lot size to increase open space and lessen stormwater runoff
- B. Improve signage and wayfinding by adding signage & eliminating underutilized paths
- C. Move fencing back from cliff edge to avoid active erosion
- D. New pollinator-friendly plantings
- E. Alternative location for new community dog park (either here or at Fogarty Creek)

1

Day Use

# Cost Estimates

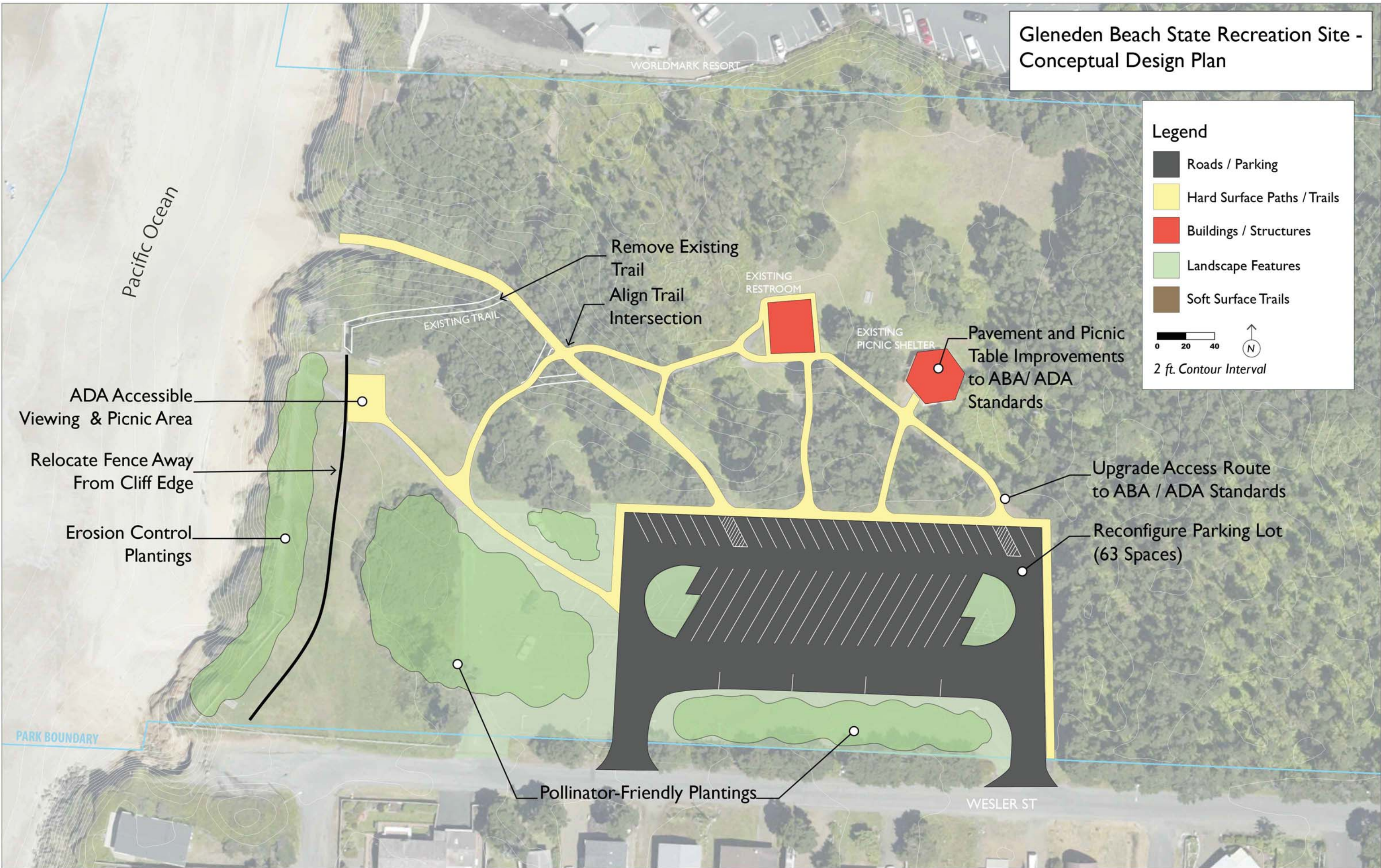
1 - Day Use Area Improvements										\$390,000
Project	Status	Parameters / Standards	Reviews / Approvals	Amount	Units	Unit Cost	Subtotal	Total (+35%)		
Parking Lot	Rehab	Paved, 63 spaces (4 ADA)	Lincoln County; DEQ				\$243,000		\$328,000	
asphalt removal				25,000	SF	\$2	\$50,000			
curb		7 ft. wide; ADA		520	LF	\$25	\$13,000			
pavement				35,000	SF	\$5	\$175,000			
restriping		63 spaces		1	ALLOW	\$2,000	\$2,000			
landscaping				1	ALLOW	\$3,000	\$3,000			
Pedestrian Circulation	Rehab		Lincoln County; DEQ				\$10,000		\$14,000	
trail removal				400	LF	\$10	\$4,000			
paved trails		5 ft. wide; ADA		200	LF	\$30	\$6,000			
Trail Directional Signage	Enhance						\$600		\$1,000	
signs				3	EA	\$200	\$600			
Viewing Area	Rehab		Lincoln County				\$7,820		\$11,000	
fence removal				350	LF	\$2	\$700			
fence				320	LF	\$16	\$5,120			
viewing pad		ADA		400	SF	\$5	\$2,000			
Dog Park	Enhance						\$27,800		\$38,000	
Fence		6" Chain Link w/Gates		1200	LF	\$16	\$19,200			
Information Kiosk				1	ALLOW	\$4,000	\$4,000			
Water Station				1	ALLOW	\$3,000	\$3,000			
Dog Waste Bag Dispensers				2	ea	\$600	\$1,200			
Regulatory Signs				2	EA	\$200	\$400			

# Gleneden Beach State Recreation Site - Conceptual Design Plan

**Legend**

- Roads / Parking
- Hard Surface Paths / Trails
- Buildings / Structures
- Landscape Features
- Soft Surface Trails

0 20 40  
2 ft. Contour Interval



ADA Accessible Viewing & Picnic Area

Relocate Fence Away From Cliff Edge

Erosion Control Plantings

Pollinator-Friendly Plantings

Remove Existing Trail  
Align Trail Intersection

EXISTING RESTROOM

EXISTING PICNIC SHELTER

Pavement and Picnic Table Improvements to ABA/ ADA Standards

Upgrade Access Route to ABA / ADA Standards

Reconfigure Parking Lot (63 Spaces)

Pacific Ocean

PARK BOUNDARY

WESLER ST

WORLDMARK RESORT







## B2. Fishing Rock State Recreation Site

### Location

Approximately seven miles south of Lincoln City in the unincorporated community of Lincoln Beach. The park is located several blocks west of Highway 101 at the corner of Fishing Rock Street and Fogarty Avenue.

**Size:** 6.8 acres

### Classification

State Recreation Site – the primary purpose of parks in this classification is to provide recreational resources and access to them.

### Description

Fishing Rock is a small, day use park perched on sandstone bluffs above the ocean. There is a trail leading through shore pine forest to grassy cliffs and to the north down to the beach. The park contains some difficult to access tidepool areas and offshore rocks.

The parking lot is located in a residential neighborhood and it not signed from the highway. The majority of park users are local residents who use the trail to access the beach. The beach access trail is steep and the cliffs are unfenced, which, combined with the spectacular natural scenery, lends the park a wild, undeveloped feeling.

### Existing Facilities

- Gravel Parking Lot (10 spaces)
- Soft Surface Trails

### Visitation

Annual visitation to Fishing Rock is unknown as vehicle counts have not been conducted for the park. A large percentage of visitors likely access the park on foot from the surrounding neighborhood and would require trail counters to be counted.

## Botanical Resources Assessment

The majority of the park is in good ecological condition. Vegetation consists primarily of mixed shore pine and stunted sitka spruce forest, with some native shrubs and open grassy areas at the cliff edge. There are no known populations of invasive plant species in the park.

## Forestry Resources Assessment

Fishing Rock was not included in the forestry assessment – the vegetation report indicates that the forested portions of the park are generally in good health.

## Cultural Resources Assessment

Land for the majority of the park was acquired in 1991, with a small additional property purchased in 2002 for development of the existing parking lot. This area was once the location of Major Ludson's Siletz tribal allotment.

Looking south from the overlook



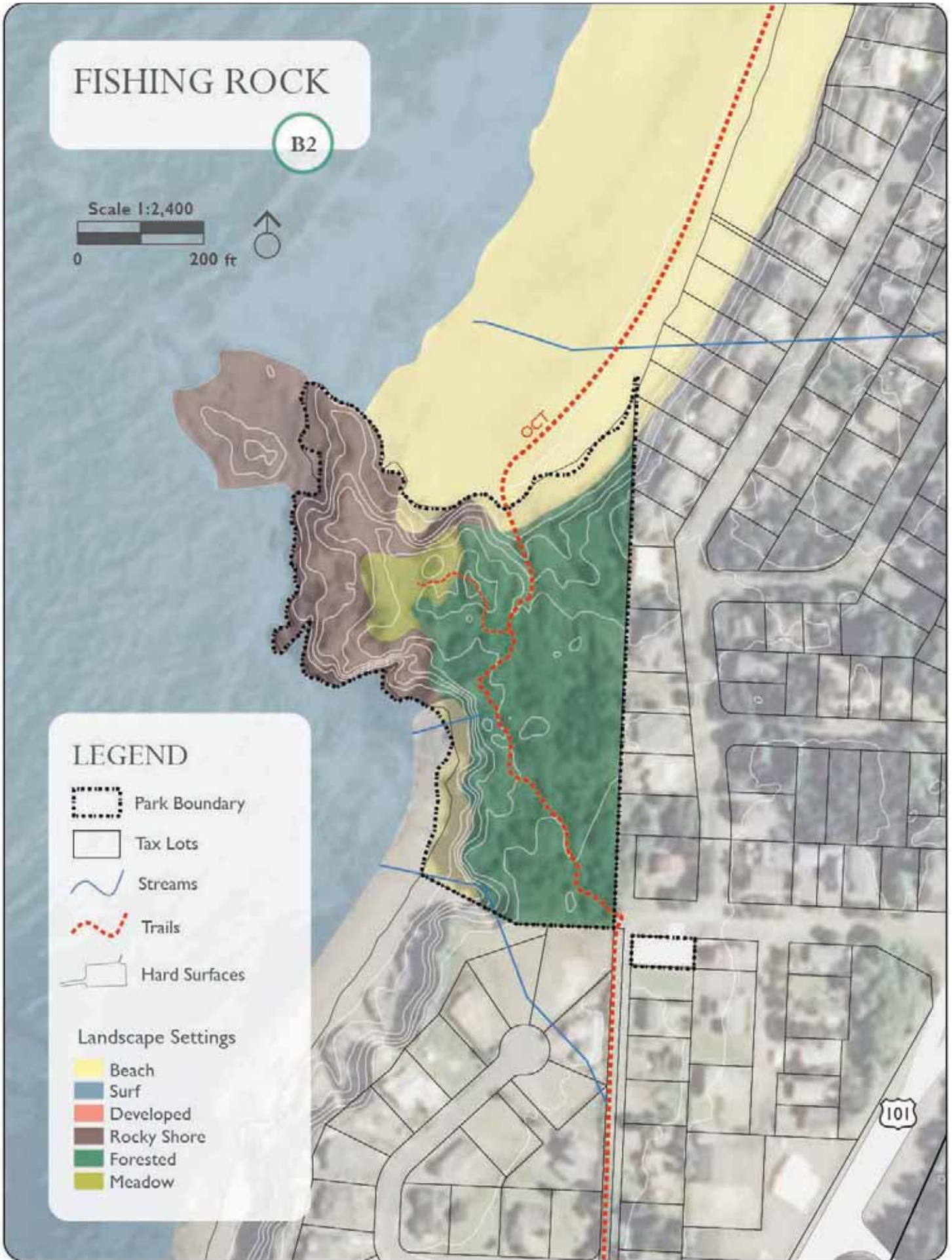
## Interpretive Assessment

There is no programming or interpretive signage in the park.

## Development Suitability

Approximately half of the park is designated as high resource value and conservation priority, while the other half is designated moderate resource value and conservation priority (Figure B2-B). Areas of moderate resource value are potentially suitable for future development of park facilities from a natural resource perspective, however no additional development is planned for the park.

FIGURE B2-A – Existing Conditions Map



## Issues

- The beach access trail, which is part of the official Oregon Coast Trail, is steep and eroded in many places.
- There are several informal trails leading into the park that are used and maintained by neighbors.
- Some fencing along the cliff edge was installed in the past, but the bluffs are eroding and a large portion of the fencing has been lost. Currently, the bluffs are mostly unfenced, and there is existing signage to alert visitors to the safety hazard.

## Recreation Needs

- Improved access to the beach.

## Maintenance Needs

- Beach access trail maintenance and improvements.

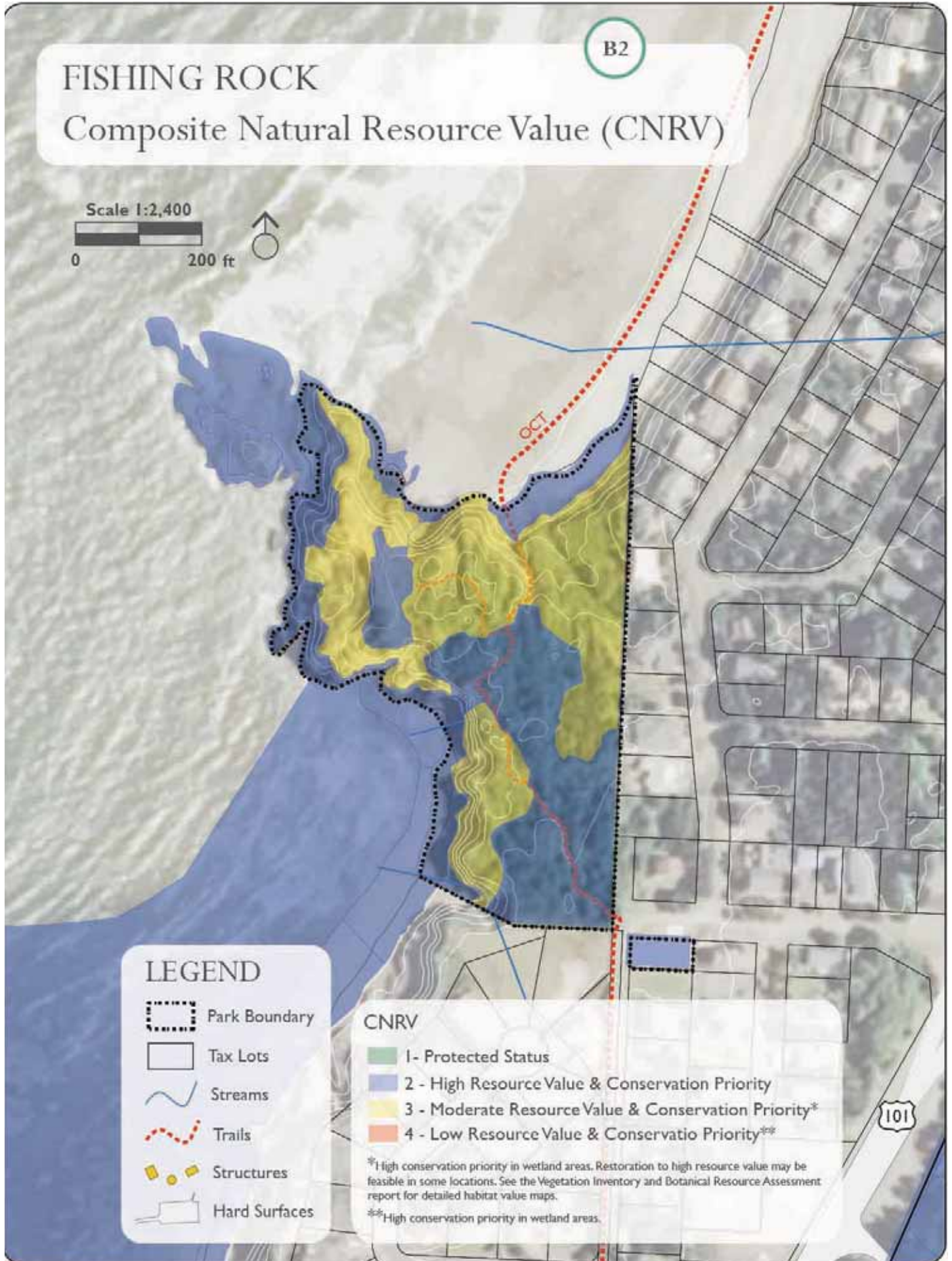
## Development Concept

There is no significant new development proposed at Fishing Rock. Options for improving the existing beach access trail should be considered.

## Natural Resource Management Actions

- Protect rocky intertidal habitat.

FIGURE B2-B – CNRV Map







## B3. Fogarty Creek State Recreation Site

### Location

Approximately seven miles south of Lincoln City, in the unincorporated community of Lincoln Beach. The park is located on the east side of Highway 101 as it crosses the mouth of Fogarty Creek. There are two park entrances, one on the north side of the creek and one on the south side.

**Size:** 165.0 acres

### Classification

State Recreation Area – the primary purpose of parks in this classification is to provide recreational resources and access to them.

### Description

Fogarty Creek is a well-known day use park that provides picnicking, short trails, and beach access. The park is divided into two

halves, with parking areas and restrooms on either side of Fogarty Creek connected by several pedestrian bridges. The majority of the parking is located on the north side of the creek; a rentable picnic shelter and small parking lot is located on the south side. The dramatic beach, with its offshore rocks, tidepools, and steep cliffs surrounding the mouth of Fogarty Creek, has long been a popular spot. ODOT developed the park as a wayside and picnic area in the 1950s and there are many concrete picnic tables that remain from that period. The upland areas of the park are heavily forested and contain steep stream drainages that flatten out into the main body of Fogarty Creek and a northern tributary. Marshy wetlands just west of the developed park facilities contain giant spruce trees and provide excellent habitat for birds and other wildlife, including endangered salmon.

## Existing Facilities

- Paved Parking Lots (180 spaces)
- Two Plumbed Restrooms
- Picnic Shelter and Concrete Picnic Tables
- Paved Trails and Beach Access

## Visitation

The estimated total visitation to the park in 2014 was 218,328. A day use fee for the park was instituted in 2002 along with a number of other coastal parks, which resulted in a short-term decrease in visitation. The fee was removed in 2007. Between 2005 and 2014, the trend was of steadily increasing annual visitation, from approximately 160,000 visitors in 2005 to almost 220,000 in 2014.

## Botanical Resources Assessment

The streams and forested uplands in the eastern and northern portions of the park are mostly in excellent ecological condition. Areas south and west of the developed portion of the park are in good to moderate condition. Vegetation in the park consists primarily of varied forest types, including mature western hemlock and mixed Sitka spruce-western hemlock forest, red alder and spruce forested wetlands, spruce forests, and shore pine alder forests. Invasive European beachgrass is present west of Highway 101 along the beach.

## Forestry Resources Assessment

The forested portions of Fogarty Creek range from low to high resource value from a forestry perspective. Stands of hemlock located against the park's eastern border are **overly dense and would benefit from thinning** to encourage development of late seral forest structure. The stand of mixed hemlock and western redcedar south of the picnic shelter along the maintenance road that runs up to the water tower is extremely overstocked and at risk from windthrow unless it is thinned (this is also the location of the proposed future campground outlined in the development concept).

## Cultural Resources Assessment

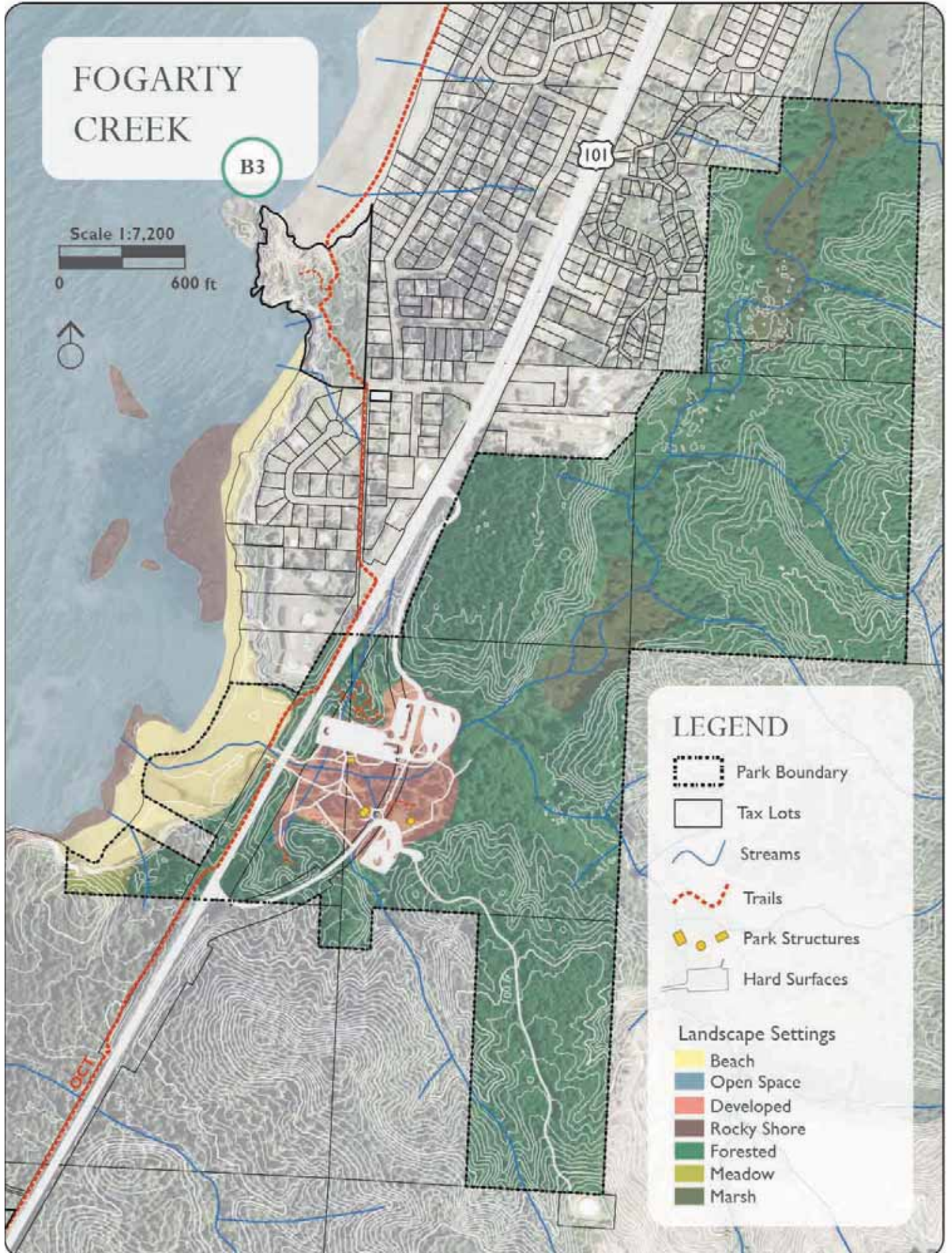
The Highway Department acquired a small parcel at Fogarty Creek in 1937, however the bulk of the existing property was purchased in 1954 and 1955 and developed as a park, with additional pieces added in the 1960s, 1970s, and 1994. The park was named for the stream that flows through it, which was named after John Fogarty, a native of Ireland and former Lincoln County judge who came to Oregon in 1875 and settled in the Yaquina Bay area. Boys from the MacLaren School, a juvenile correctional facility, assisted in the original development of the park, clearing away the brush and logs at the river's mouth and draining the land.

## Interpretive Assessment

There is no programming or interpretive signage in the park.



Figure B3-A – Existing Conditions Map



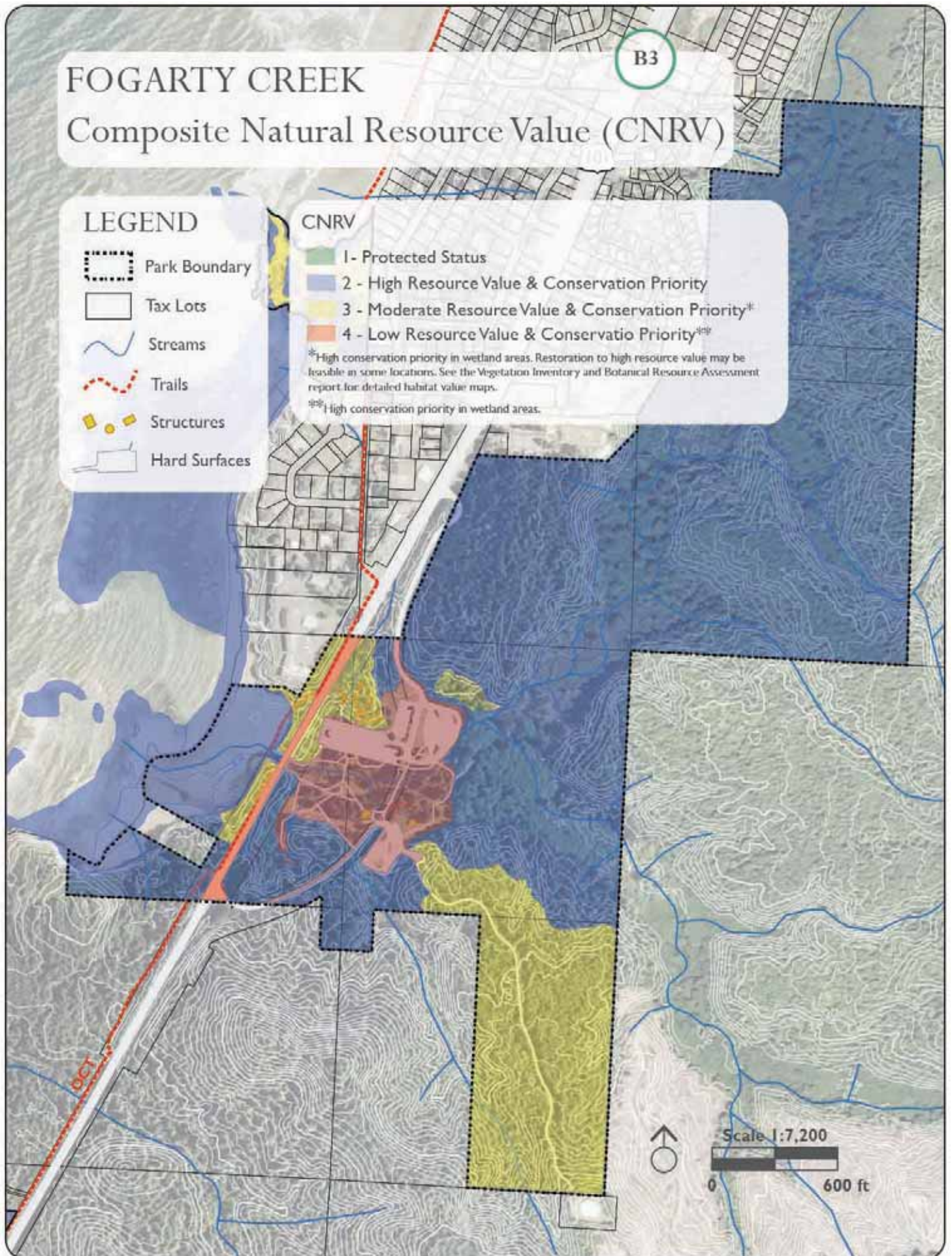
## Development Suitability

The majority of the park is designated as high resource value and conservation priority on the Composite Natural Resource Suitability Maps (Figure B3-B). The currently developed day use area and the upland area in the south of the park along the water tank access road are designated low and moderate resource value. These areas are therefore potentially suitable for future development of park facilities from a natural resource perspective.

## Issues

- A park day use fee was introduced in 2002, despite opposition from community members. Use of the park dropped significantly in the years following the fee and at least one community event that had previously been held in the park was relocated. The fee was removed in 2007 and visitation has increased annually since then, however, there are a number of local residents who are still upset with the Department and have not returned to the park.
- The northeast parking lot is underutilized, even on busy days, and there is extensive water damage to the pavement, presumably as a result of groundwater or overflow from the adjacent creek.
- The park's extensive forested areas offer a potential opportunity to develop hiking trails, but a boardwalk or multiple boardwalks would likely be required in order to cross the marshy wetland areas that lie between the parking lot and the uplands. Any future hiking trails in this area would also need to consider potential impacts to marbled murrelets, which may be present in the park due to suitable nesting habitat.
- The upland area south of the existing picnic shelter appears suitable for the development of a small campground, however, the forest is extremely overstocked and would require thinning treatment over the course of approximately 7 to 10 years in order to be suitable for camping from a safety perspective. In addition, the adjacent forested property to the west is in private ownership and the effects of potential future logging on this property to the proposed campground should be weighed before any development occurs.
- The existing restroom on the south side of the creek is unattractive and blocks the view to the highway bridge and the beach from the south parking lot and picnic shelter.
- There is a relatively high level of transient use in the northern part of the park, including informal trails in the forested areas between the parking lot and the highway.
- Many of the concrete picnic tables that were installed when the park was built have fallen into disrepair and some areas appear "littered" with the concrete bases. The issue is primarily one of aesthetics as the structures look abandoned and in need of repair. Removing them is probably the best option, however, some are not entirely without aesthetic appeal, especially those in grassy areas that have bushes and shrubs growing up around them. It is possible that a creative reuse could be imagined for some of the bases.

Figure B3-B – CNRV Map



## Recreation Needs

- Improved picnicking and trail facilities
- Increased accessibility
- Overnight camping use (regional need)
- Community dog park (here or at Gleneden Beach)

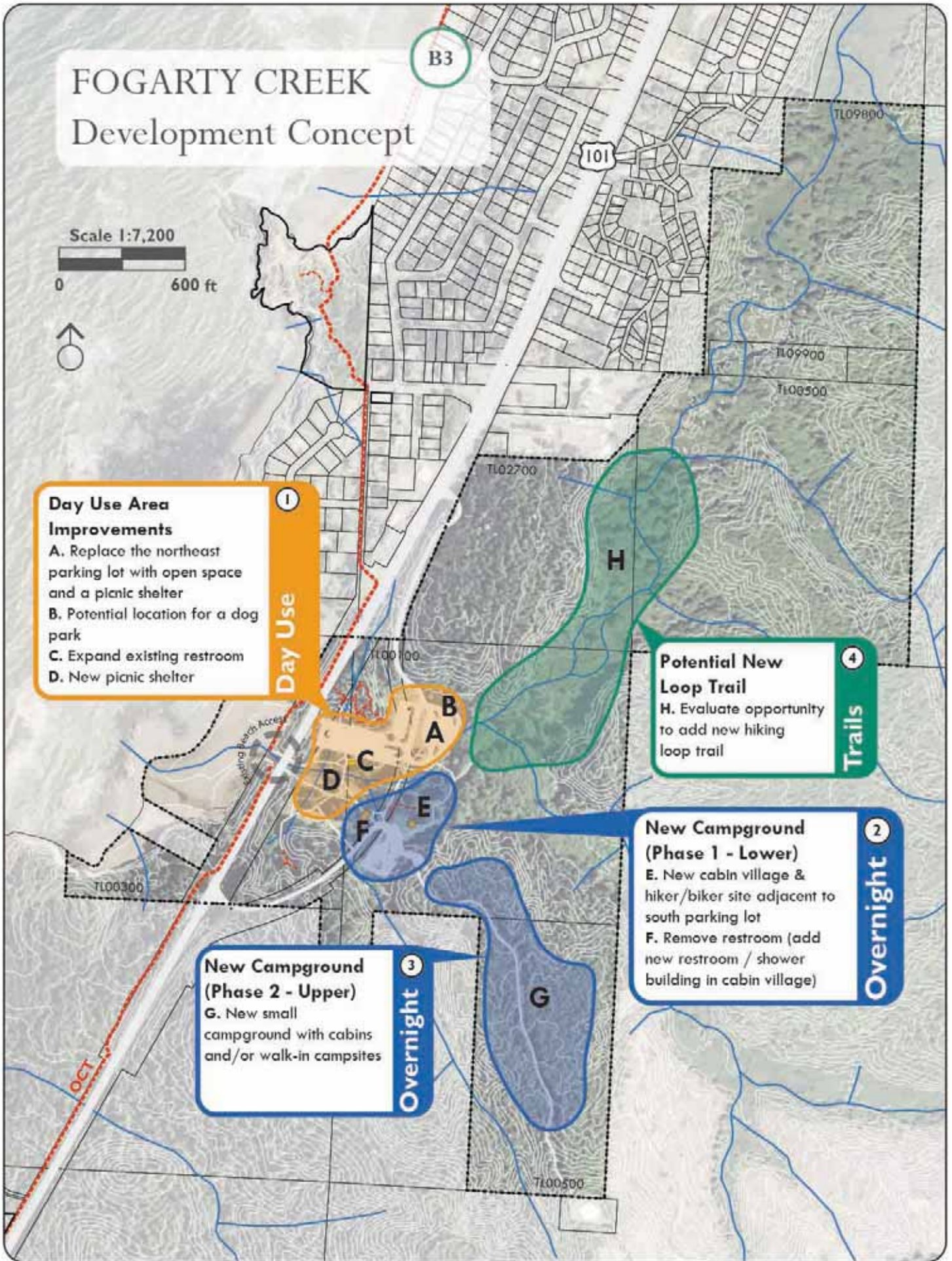
## Maintenance Needs

- Replace the bridge adjacent to the north restroom
- Remove or repair aging picnic tables
- Repair damaged asphalt paths in the day use area

## Interpretive Needs

- Enhanced interpretive opportunities generally and creation of an “interpretive identity” (i.e., a strategy to help direct people to unique attractions in the park and tell the park’s story).
- Capitalize on interpretive opportunities around cultural and natural resources

Figure B3-C – Park Development Concept Map



## Development Concept

Proposed development at Fogarty Creek includes a new campground on the south side of the creek composed of upper and lower sections, the reconfiguration of the north parking lot area to reduce parking and increase space for recreation, and addition of more and better picnicking facilities.

The development concept divides the park into two “use zones” - an overnight use area south of the creek, and a day use area north of the creek as well as west of the campground. The existing south parking lot would be utilized only by campground visitors, while all day use parking would shift to the north side of the park. The existing North and South park entrances would be re-signed from Highway 101 to reflect the use changes.

Parking-related improvements on the north side of the creek can be implemented when resurfacing/repair of the parking lot is scheduled. The campground can be phased - for example, hiker-biker sites could be added initially, followed by full development of the lower campground area, and lastly all or part of the upper campground could be constructed following needed forest improvements. The potential for logging to occur on land immediately west of the proposed upland campground should be carefully assessed prior to development.

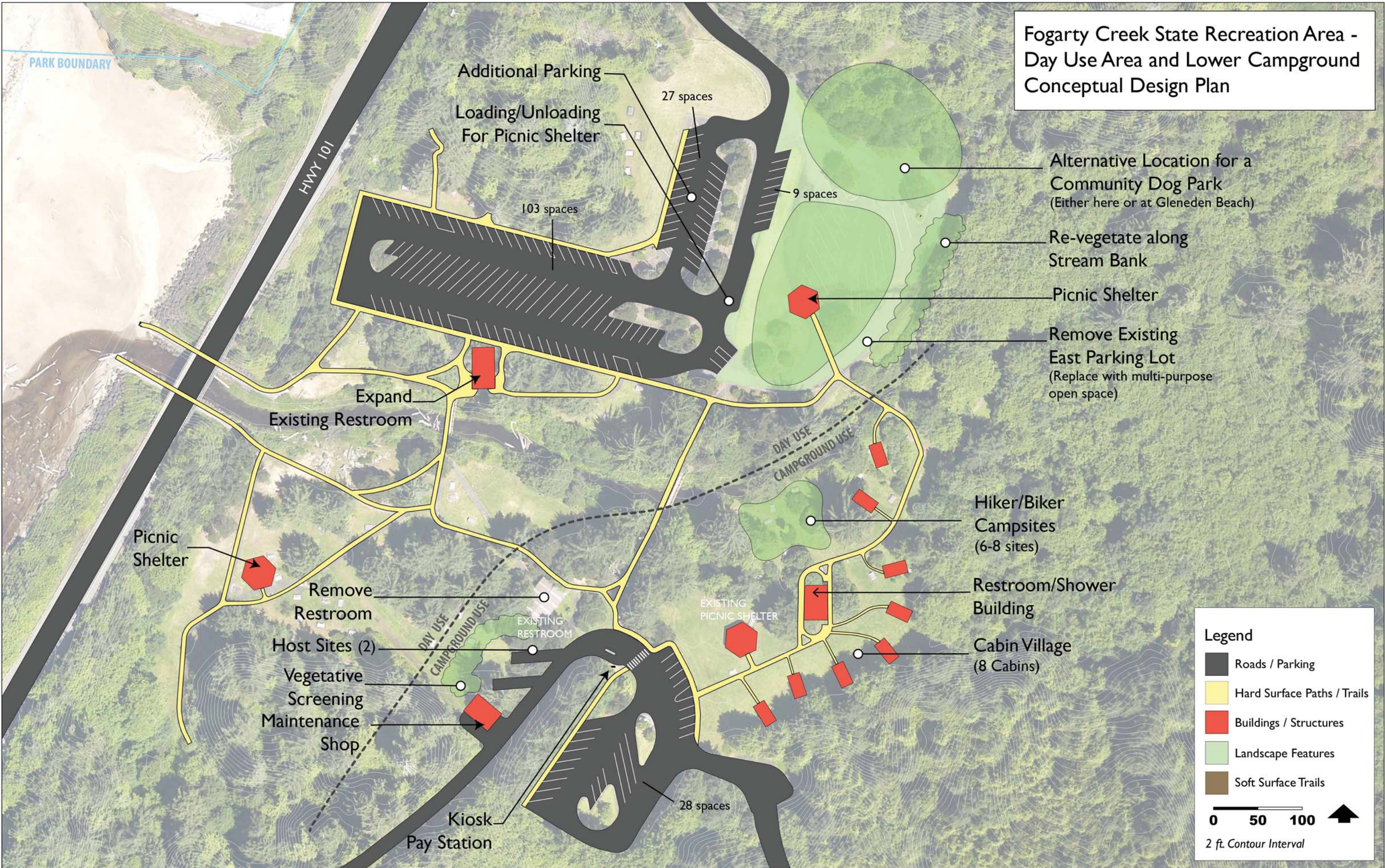
Development Proposals include:

- Conversion of the South Fogarty Creek day use area to overnight use, with a cabin village and hiker-biker campsites adjacent to the existing parking lot and an upper campground with walk-in campsites

and cabins along an existing gravel road. The proposed campground includes two new restroom/shower buildings and a vault toilet as well as conversion of the existing picnic shelter to a group shelter for use by campers. The campground should include accessible facilities in compliance with ADA and ABA standards where applicable. Signage from Highway 101 will clearly indicate the day use / overnight distinction between the north and south entrances to the park.

- Replace underutilized parking in the northeast corner of the day use area with an open lawn area and accessible picnic shelter (meets ABA standards for picnic sites and access routes). A portion of this area is a potential location for a community dog park.
- Minor redesign of existing parking on the north side of Fogarty Creek to accommodate large vehicles (once the northeast parking lot is removed). ADA parking stalls, curb ramps, and sidewalks should be upgraded to meet standards as part of the redesign.
- Removal of the existing South Fogarty Creek day use area restroom and expansion of the existing north restroom (including upgrades to the north restroom to meet ADA standards).
- A new accessible picnic shelter south of Fogarty Creek in the existing picnic area adjacent to the highway and beach access paths. Several existing picnic sites and access routes should be modified to provide accessible picnicking opportunities on the south side of the park in compliance with ADA standards.
- Evaluation of the potential for a loop trail in the upland portions of the park.

# Fogarty Creek State Recreation Area - Day Use Area and Lower Campground Conceptual Design Plan



Alternative Location for a Community Dog Park (Either here or at Gleneden Beach)

Re-vegetate along Stream Bank

Picnic Shelter

Remove Existing East Parking Lot (Replace with multi-purpose open space)

Hiker/Biker Campsites (6-8 sites)

Restroom/Shower Building

Cabin Village (8 Cabins)

**Legend**

- Roads / Parking
- Hard Surface Paths / Trails
- Buildings / Structures
- Landscape Features
- Soft Surface Trails

0 50 100

2 ft. Contour Interval

Additional Parking

Loading/Unloading For Picnic Shelter

27 spaces

9 spaces

103 spaces

Expand Existing Restroom

Picnic Shelter

Remove Restroom

Host Sites (2)

Vegetative Screening Maintenance Shop

Kiosk Pay Station

28 spaces

EXISTING PICNIC SHELTER

EXISTING RESTROOM

DAY USE CAMPGROUND USE

DAY USE CAMPGROUND USE

PARK BOUNDARY

HWY 101





# Fogarty Creek State Recreation Area - Upper Campground Conceptual Design Plan

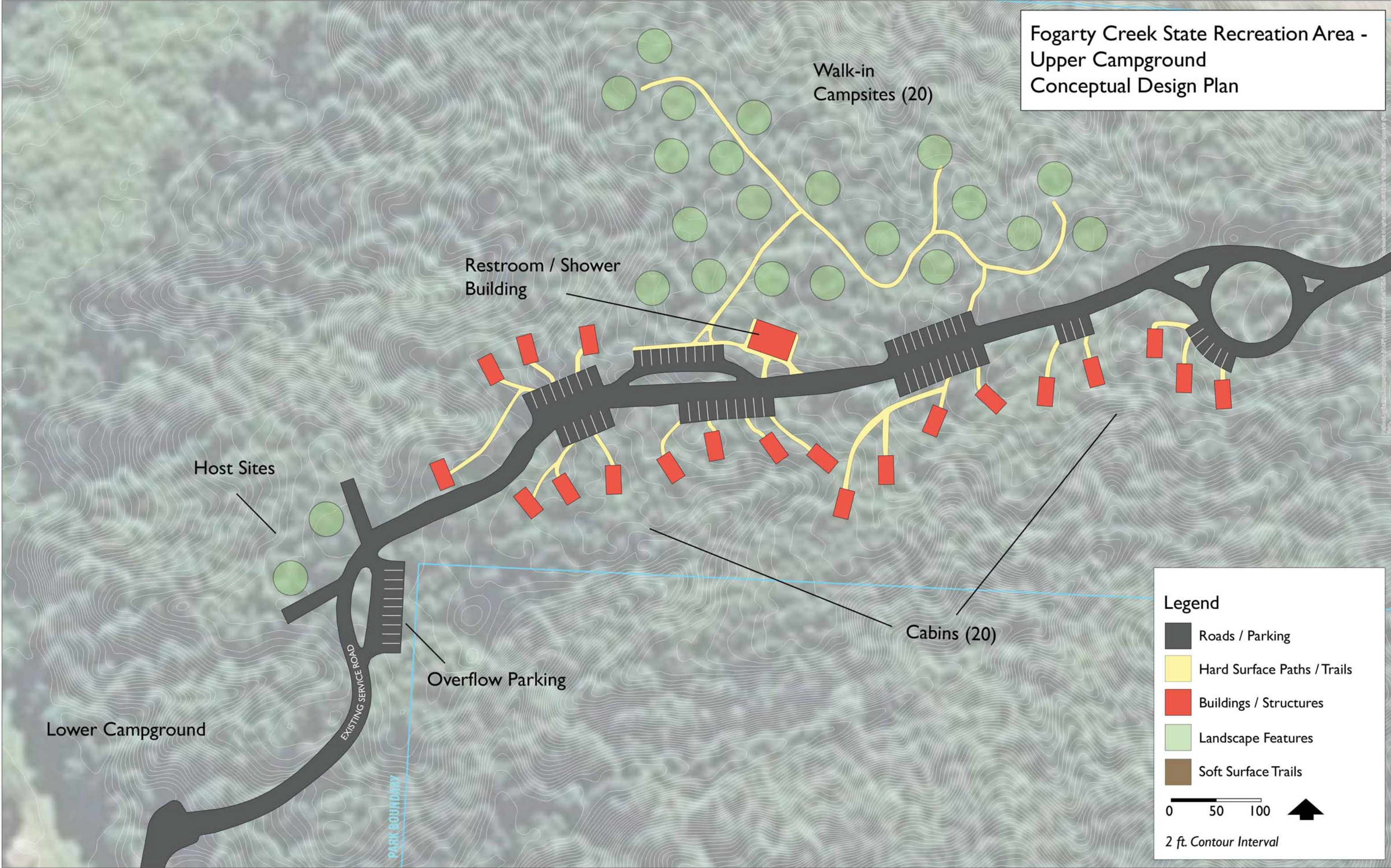




Figure B3-G – Conceptual Rendering – Upper Campground Cabins



Figure B3-H – Conceptual Rendering – Upper Campground Walk-in



## Natural Resource Management Actions

- Manage forest density to develop late-seral forest structure.
- Avoid late-seral forest habitat when planning park infrastructure projects (e.g., trails, day-use areas); use food lockers and wildlife-proof trash bins to prevent attracting corvids, racoons, bears, etc.; work with adjacent landowners to maintain habitat connectivity along Fogarty Creek. Increase food availability throughout park by planting pollinator-friendly and food-producing plant species.
- Encourage appropriate tidepool etiquette to protect rocky intertidal habitat. Reduce disturbances to nesting black oystercatchers, cliff nesting seabirds and marine mammals. Coordinate with ODFW to protect intertidal resources within the Boiler Bay Intertidal Research Reserve.
- Actively manage mature shore-pine stands to allow natural succession to occur (e.g., Sitka spruce, western red cedar, western hemlock) with an emphasis on spruce retention.
- Upland forest areas in the northeast corner of the park (stand # 12908 in the Forest Management Report) should be thinned to reduce windthrow events.
- The stand south of the picnic shelter (#12908 in the Forest Management Report) is where the proposed upper campground is located. Approximately 20 acres of overly dense forest along the access road should be thinned. The site is dominated by western redcedar and western hemlock with some Sitka spruce. The trees are growing at a density of over 1,000 trees per acre resulting in trees

that have a very high height to diameter ratio. Left unchecked, these trees will become unstable and either topple under the weight of their own canopy or die due to the heavy competition for light, water, and nutrients from adjacent trees.

Recommended management for this stand is as follows in order to increase forest health and decrease safety risk prior to construction of a campground:

Conduct thinning operations in two phases (entries) to reduce the possibility of windfall of residual trees after harvest. Each entry will decrease the overall basal area per acre of trees by approximately 25%. Removal efforts during the first entry will concentrate on trees less than 8 inch in DBH exhibiting the highest height to diameter ratios, canopy to tree height ratios of less than 30%, and poor growth or suppression. Removal efforts during the second entry will concentrate on trees ranging from 8-14 inches DBH exhibiting the same conditions as those removed in the first entry.

Following the first treatment there will inevitably be a small percentage of mortality of the residual trees due to windfall. After four years the remaining trees will become stable and any mortality that may occur after the first harvest should be complete. Following the second treatment, another four year forest stabilization period would be in effect, after which development of campground facilities could begin. A period of approximately eight years from start to finish will be required to complete the thinning process.

## Interpretive Recommendations

- Consider utilizing the park as an off-site interpretive program location (for example, once a week during peak season park programming could be relocated from Beverly Beach to Fogarty Creek in order to spread out visitor use and address different subject matter.
- Consider guided tide pool walks during peak season when low tides make the intertidal areas more accessible for exploration.
- Consider guided walks along nearby off-highway sections of the Oregon Coast Trail.
- Consider using existing and proposed park infrastructure for large educational / interpretive events.
- As the proposed campground is developed, incorporate a program area into the campground design.
- Potential interpretive topics for the park could include: watershed science (connection between ocean and uplands); habitat diversity and types (riparian, upland, rocky shore, etc.); historic development of recreation and transportation facilities.

Existing forest condition where the upper campground is proposed in the southeast corner of the park



## Cost Estimate - Day Use Area Improvements

1 - Day Use Area Improvements										\$500,000
Project	Status	Parameters/ Standards	Reviews/ Approvals	Amount	Units	Unit Cost	Subtotal	Total (+35%)		
Parking Lot	Rehab	Paved, 139 spaces (6 ADA)	Lincoln County; DEQ				\$99,450	\$134,000		
asphalt removal				40000	SF	\$2	\$80,000			
curb removal				350	LF	\$2	\$700			
pavement		30 spaces		2400	SF	\$5	\$12,000			
curb				30	LF	\$25	\$750			
restriping				1	ALLOW	\$3,000	\$3,000			
landscaping				1	ALLOW	\$3,000	\$3,000			
Restroom Expansion	Rehab		Lincoln County; DEQ				\$184,000	\$248,000		
expand restroom		Additional 460 SF		460	SF	\$400	\$184,000			
Pedestrian Circulation	Rehab		Lincoln County; DEQ				\$11,400	\$15,000		
trail removal		5' wide asphalt		600	LF	\$10	\$6,000			
paved trails		6' wide asphalt		180	LF	\$30	\$5,400			
Picnic Area	Enhance		Lincoln County				\$47,400	\$64,000		
picnic Shelter		30'x20' shelter		1	EA	\$25,000	\$25,000			
Picnic Area Paving		6" thick ADA concrete pad		2000	SF	\$8	\$16,000			
Picnic Tables				8	EA	\$800	\$6,400			
Dog Park	Enhance		DEQ				\$27,800	\$38,000		
Fence		6" Chain Link w/Gates		1200	LF	\$16	\$19,200			
Information Kiosk				1	ALLOW	\$4,000	\$4,000			
Water Station				1	ALLOW	\$3,000	\$3,000			
Dog Waste Bag Dispensers				2	ea	\$600	\$1,200			
Regulatory Signs				2	EA	\$200	\$400			

## Cost Estimate - Lower Campground

2 - Lower Campground										\$1,450,000
Project	Status	Parameters/ Standards	Reviews/ Approvals	Amount	Units	Unit Cost	Subtotal	Total (+35%)		
Parking Lot	Rehab	Paved, 28 spaces (2 ADA)					\$3,000	\$4,000		
ADA curb ramp				1	ALLOW					
Restriping		9 Spaces - 2 ADA		1	ALLOW	\$2,000	\$2,000			
Landscaping				1	ALLOW	\$1,000	\$1,000			
Pedestrian Circulation	Rehab						\$30,900	\$42,000		
trail removal		5' wide asphalt		150	LF	\$10	\$1,500			
paved trails		6' wide asphalt		980	LF	\$30	\$29,400			
Campground Structures	Rehab		Lincoln County				\$825,000	\$1,114,000		
cabins		25' x 15' standard cabins, 1 ADA		8	EA	\$75,000	\$600,000			
restroom/ shower building		520 SF CXT, ADA		1	EA	\$225,000	\$225,000			
Campground Entrance	Enhance		Lincoln County; DEQ				\$165,000	\$223,000		
restroom removal				1	ALLOW	\$15,000	\$15,000			
pay station / kiosk				1	EA	\$15,000	\$15,000			
maintenance building		approx. 35' x 25'		875	SF	\$120	\$105,000			
host sites				2	EA	\$10,000	\$20,000			
landscaping				1	ALLOW	\$10,000	\$10,000			
Hiker-Biker Camp	Enhance		Lincoln County				\$24,000	\$32,000		
bike pod				1	EA	\$4,000	\$4,000			
platforms				6	EA	\$2,000	\$12,000			
furnishings				1	ALLOW	\$6,000	\$6,000			
landscaping				1	ALLOW	\$2,000	\$2,000			
Utilities	Enhance		Lincoln County				\$29,250	\$39,000		
Electric		Connect to restroom / cabins / hiker-biker		200	LF	\$40	\$8,000			
Water		Extend to new restroom		150	LF	\$25	\$3,750			
Sewer		Extend to new restroom		350	LF	\$50	\$17,500			

## Cost Estimate - Upper Campground

3 - Upper Campground										\$3,310,000
Project	Status	Parameters/ Standards	Reviews/ Approvals	Amount	Units	Unit Cost	Subtotal	Total (+35%)		
Road	Rehab		Lincoln County; DEQ				\$200,000		\$270,000	
1700 LF Asphalt roadway		24' two way road		40000	SF	\$5	\$200,000			
Parking	Enhance		Lincoln County; DEQ				\$80,000		\$108,000	
gravel		30 spaces		10000	SF	\$3	\$30,000			
cabin parking		40 spaces		8000	SF	\$5	\$40,000			
ADA Parking pad		concrete or asphalt - 8 spaces		2000	SF	\$5	\$10,000			
Pedestrian Circulation	Enhance		Lincoln County				\$212,500		\$287,000	
Asphalt Paths		6' wide ADA circulation		750	LF	\$30	\$22,500			
trails / paths		5' wide		9500	LF	\$20	\$190,000			
Campground Structures	Enhance		Lincoln County				\$1,812,000		\$2,446,000	
cabins		2 ADA		20	EA	\$75,000	\$1,500,000			
restroom / shower bldg		780 SF CXT, ADA		1	EA	\$312,000	\$312,000			
Walk-in Campsites	Enhance		Lincoln County				\$39,000		\$53,000	
site furnishings		picnic table; fire pit		20	EA	\$1,200	\$24,000			
landscaping				1	ALLOW	\$15,000	\$15,000			
Utilities	Enhance		Lincoln County				\$111,250		\$150,000	
Electric		Extend from lower campground, approx 1,500 ft.; connections to 20 cabins and restroom			LF	\$40	\$60,000			
Water		Connect to existing water line along road; approx 50 ft.			LF	\$25	\$1,250			
Sewer		Extend from lower campground, approx 1,000 ft. to restroom			LF	\$50	\$50,000			





# B4. Boiler Bay State Scenic Viewpoint

## Location

Just north of the city of Depoe Bay (about one mile from the town center). The park is located on the west side of Highway 101.

**Size:** 33.0 acres

## Classification

State Scenic Viewpoint – the primary purpose of parks in this classification is to protect scenic viewpoints along state highways.

## Description

This is a popular viewpoint and whale watching site. The parking lot and viewing area provide sweeping views out over the ocean and Boiler Bay, a small cove to the north. During whale migrations Whale Watching Spoken Here volunteers are present at the viewpoint. The park also includes several forested parcels to the northeast, along the edge of Boiler Bay, and

a steep, heavily forested property on the east side of Highway 101. This property has no developed access, but is used informally by people who park along the side of the highway. The parcels to the north along Boiler Bay contain a segment of the Oregon Coast Trail, which can be accessed from the parking lot by walking along the outside of the highway guard rail. Where the trail diverges from the highway into the forest, there is a small, informal parking area along the edge of the highway. This parking area is often used to access the tidepools and “beaches” along Boiler Bay, requiring a steep scramble down the cliff edge.

## Existing Facilities

- Parking lot (45 spaces)
- Plumbed Restroom
- Concrete Picnic Tables
- Paved Trails
- Fences
- Soft Surface Hiking Trail

## Visitation

The estimated total visitation to the park in 2014 was more than 536,000 visitors. Between 2002 and 2014, estimated visitation fluctuated between 450,000 and 600,000 annually with a peak of approximately 590,000 visitors in 2002.

## Botanical Resources Assessment

Ecological condition in the park is mixed. Areas along the highway and adjacent to the parking lot are generally in poor to moderate condition, while the majority of the forested parcels and rocky shoreline areas are in good to excellent condition. The upland forest southeast of the highway is late seral stage and in excellent condition, providing valuable wildlife habitat. Vegetation outside the developed areas consists of mixed Sitka spruce-western hemlock forests, as well as stands of predominantly Sitka spruce, some mixed spruce and shore pine forest along the cliff edges, and native shrublands scattered throughout. A number of invasive plant species are present, including bull thistle, English ivy, Scotch broom, Himalayan blackberry, montbretia, oxeye daisy, tansy ragwort, scattered throughout the park. Removing small populations of English ivy in the late seral forest south of the highway to prevent a large-scale infestation is a management priority.

## Forestry Resources Assessment

A forestry assessment was not conducted for the developed portion of Boiler Bay or the upland property across the highway. The forested parcel to the north of the parking lot, primarily Sitka spruce and western hemlock with some shore pine, has low resource value from a forestry perspective.

## Cultural Resources Assessment

Land for the park was purchased in 1926 and 1936, with several small later additions. The area was within a Siletz tribal allotment for William Chapman. Local knowledge has it that the rocky cove was initially named "Joe Briggs Landing," after one of the first European settlers in the area. The bay acquired its present name because of an old marine boiler from the remains of a small lumber schooner, the J. Marhoffer, shipwrecked on May 18, 2010. The boiler is still visible near the shore at low tide. Park improvements, including guard rails, signs/monuments, the park road, and parking lots, were made by the Civilian Conservation Corps working out of the Yaquina Bay camp in 1934 and 1935. It is unclear whether any of the original improvements are still present or visible in the park.

## Interpretive Assessment

The park is a Whale Watching Spoken Here site.

Figure B4-A – Existing Conditions Map



## Development Suitability

With the exception of already developed areas and a few small parcels adjacent to Highway 101 north of the existing parking lot, areas within the park are designated as high resource value and conservation priority on the Composite Natural Resource Suitability Maps (Figure B4-B). The intertidal shoreline surrounding Boiler Bay is within the Boiler Bay Research Reserve and is protected from development. Potential future development within the park is therefore limited primarily to the already developed parking lot and picnic areas.

## Issues

- The intertidal areas along the Bay are part of the Boiler Bay Research Reserve and are closed to commercial or recreational take of shellfish and marine invertebrates, with some species exceptions. Take for scientific purposes is allowed by permit, administered by the Oregon Department of Fish and Wildlife.
- The informal parking area along Highway 101, known as the “Bakery Lot” is used by research scientists, surfers, and local residents to access the beaches and tidepools along the bay. Vehicular access/egress from this site is dangerous because of poor sight distance along the Highway. Access down to the tidepools is via an extremely steep, unmaintained path. OPRD has previously considered constructing a barrier to prevent access to the site because of the safety risk, however, research institutions expressed a desire to keep the site open for scientific access. The 1988 Beverly Beach District Parks South Master Plan proposed

development of a small parking lot just south of this location on a parcel of land owned by OPRD, but the lot was never built.

- Un-permitted camping and social gatherings occur on the northernmost forested parcel near the bay.
- The Oregon Coast Trail goes along the edge of the highway north of the Boiler Bay parking lot—moving the trail off the highway would improve visitor experience, but OPRD does not own the property on the west side of the highway.
- There is a relatively small amount of available parking given the park’s high visitation.
- Concrete picnic tables are underutilized.
- Erosion of the cliff edge is threatening existing fencing.

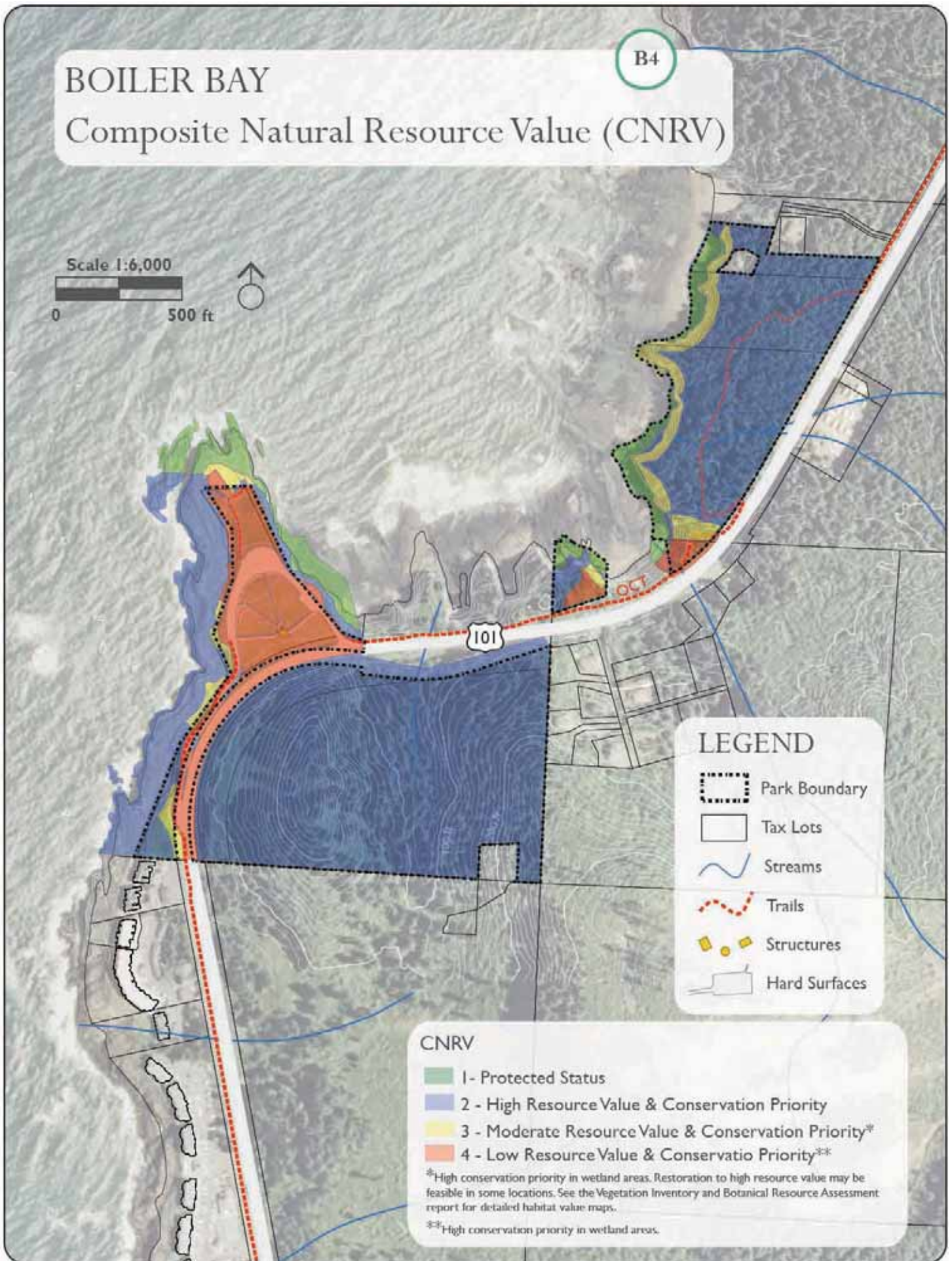
## Recreation Needs

- Improved access to the Oregon Coast Trail on the forested northern parcel from the main parking area

## Maintenance Needs

- Relocate fencing impacted by erosion

Figure B4-B – CNRV Map



## Development Concept

- Relocate fencing along the cliff where threatened by erosion.
- Improve ADA parking stalls and curb ramps to meet standards.
- Upgrade several of the picnic sites and access routes to meet ABA standards for accessibility (consider removing some of the picnic tables near the restroom to improve spacing and aesthetic appeal.)
- Evaluate potential future realignment of the Oregon Coast Trail to create a continuous off-highway connection between Fogarty Creek and Boiler Bay (would require easements or property acquisition).

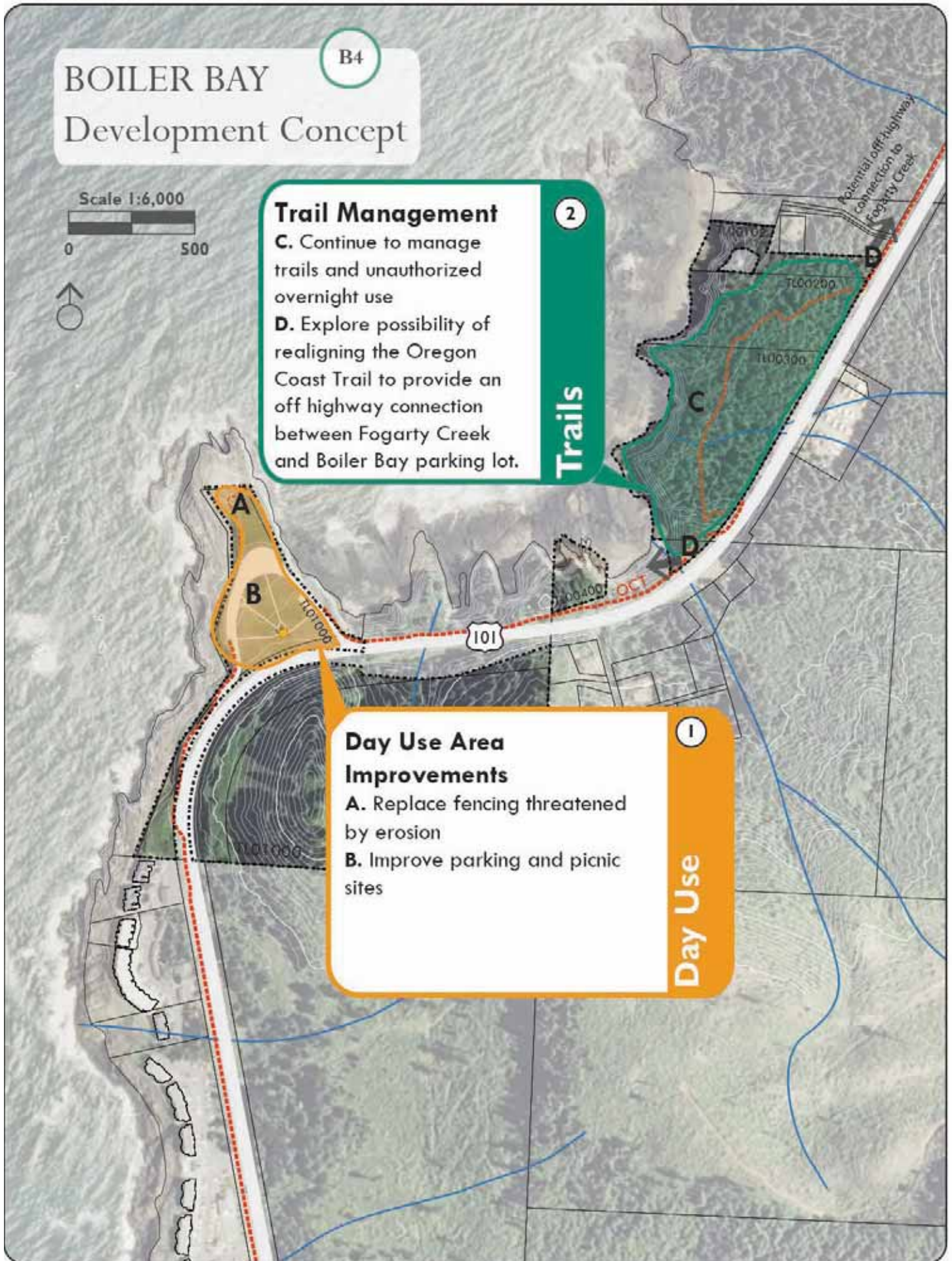
## Natural Resource Management Actions

- Use wildlife-proof trash bins to prevent attracting corvids.
- Work with adjacent landowners to protect the integrity of late-seral forest for marbled murrelet habitat.
- Eradicate the small English ivy population.
- Encourage appropriate tidepool etiquette to protect rocky intertidal habitat.
- Reduce disturbances to nesting black oystercatchers. Coordinate with ODFW on protecting intertidal resources within the Boiler Bay Intertidal Research Reserve.

Scattered picnic tables in front of the restroom



Figure B4-C – Park Development Concept Map









## Location

Within the City of Depoe Bay, just north of the Depoe Bay Bridge on the west side of Highway 101.

Size: 3.2 acres

## Classification

Whale Watching Center – this unique designation reflects the park’s focus on whale watching and interpretation.

## Description

The Depoe Bay Whale Watching Center is a historic building designed as a comfort station for motorists in the 1950s. It now serves as a viewpoint and interpretive center for whale watching and environmental education. Gray whales are often visible along this section of the coast as they migrate to

and from the waters off of Alaska and Mexico. The Center serves as the headquarters for the “Whale Watching Spoken Here” program, which provides winter, spring, and summer break whale watching weeks to assist the public in spotting whales at sites up and down the coast. The property on which the Center is located consists of a small parcel of rocky shoreline in downtown Depoe Bay and includes picnic tables, an ADA ramp and accessible portable restrooms adjacent to the whale watch building. There is a natural wave feature called the ‘Spouting Horn’ at the north end of the property. Parking is provided along Highway 101 by the City.

## Existing Facilities

- Whale Watch Center
- Two ADA Portable Restrooms
- ADA Ramp and Deck with Interpretive Signage
- Two Picnic Tables

## Visitation

Visitor counts are conducted at the Whale Watch Center by volunteers. More than 82,000 visitors were recorded in 2014 (the Center was closed for three weeks in June of this year for renovations). More than 108,000 visitors were recorded in 2015.

## Botanical Resources Assessment

A botanical resources assessment was not conducted for the Whale Watching Center as the site is located on rocky shoreline and contains little vegetation.

## Forestry Resources Assessment

A forestry assessment was not conducted for Depoe Bay.

## Cultural Resources Assessment

The land was acquired for a Depoe Bay State Park in 1929 and the Depoe Bay Whale Watch Center building was built in 1956 by the Oregon State Highway Department for use as a comfort station. The building was used as a viewpoint, comfort station, and a concession gift shop until 1989, when it was transferred to the City, which operated it with a concessionaire (The Oregon Store). The Oregon Store moved out in 2005 and OPRD began operating the building as the Depoe Bay Whale Watch Center. In 2008, the City of Depoe Bay conveyed the property back to OPRD. The building is listed in the National Register of Historic Places.

## Interpretive Assessment

An interpretive Plan was created for the Whale Watching Center in 2010. The Plan contains key themes, strategies, and implementation procedures for enhancing interpretive opportunities at the Center. The Center currently contains a number of interpretive displays and is staffed by volunteers to assist and educate the public about whales and whale watching.

The park hosts a number of guided interpretive programs, including JR Ranger and other Environmental Education programs, guided tours, and roving interpreters. It is the headquarters for the Whale Watching Spoken Here program, a partnership that facilitates whale watching in Oregon, Washington, and California.

Depoe Bay Whale Watching Center

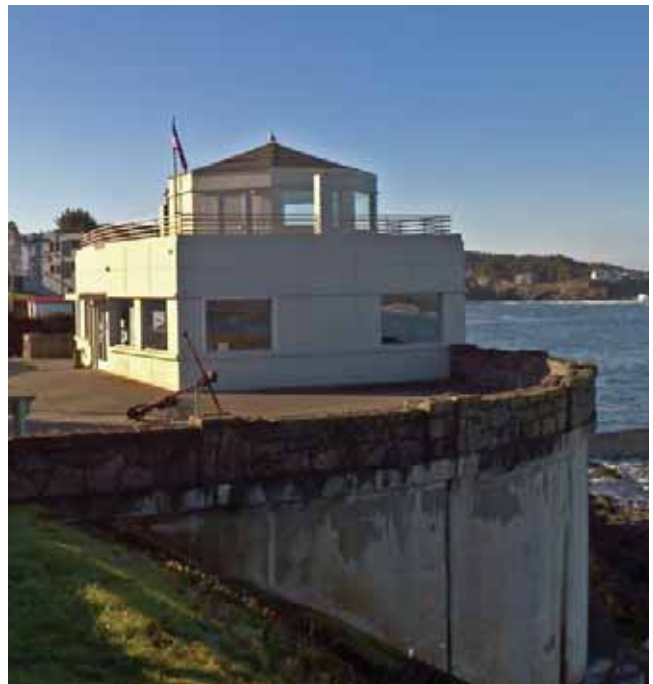


Figure B5-A – Existing Conditions Map



# DEPOE BAY

B5

## LEGEND

-  Park Boundary
-  Tax Lots
-  Trails
-  Structures
-  Hard Surfaces

### Landscape Settings

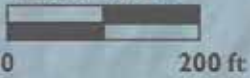
-  Surf
-  Developed
-  Rocky Shore

"Spouting Horn"

Whale Watching Center

101

Scale 1:2,400



## Development Suitability

Already developed areas of the park as well as a grassy strip along the sea wall have been designated low to moderate resource value. The surrounding rocky shore is high resource value and conservation priority. Although low and moderate resource value land may be developable from a natural resources perspective, the location and small size of the property limit opportunities for additional recreation facilities in the park.

## Issues

- The majority of proposed exhibits recommended in the 2010 Interpretive Plan have yet to be constructed due to funding and staffing limitations.
- There is a need for permanent ADA accessible restrooms at or near this site (existing restrooms are located on the first floor of the Whale Watching Center and are only accessible by stairs). There are currently two ADA portable toilets outside the main building that detract from the historic character of the site. However, major modifications to the building are problematic because of its status as a Historic Place. Alternative options for providing permanent ADA

accessible restrooms at the Center are outlined in an appendix of the 2010 Interpretive Plan and include a small, unisex bathroom on the main floor, elevator access to the existing restrooms on the ground floor, and a new restroom building outside the Whale Watching Center. There are significant challenges associated with each of these options in terms of potential impacts to the historic character of the building, circulation, and technical design challenges. An alternative option could be to coordinate with the City of Depoe Bay to provide public ADA restrooms nearby.

## Recreation Needs

- ADA Accessible Restroom Facilities

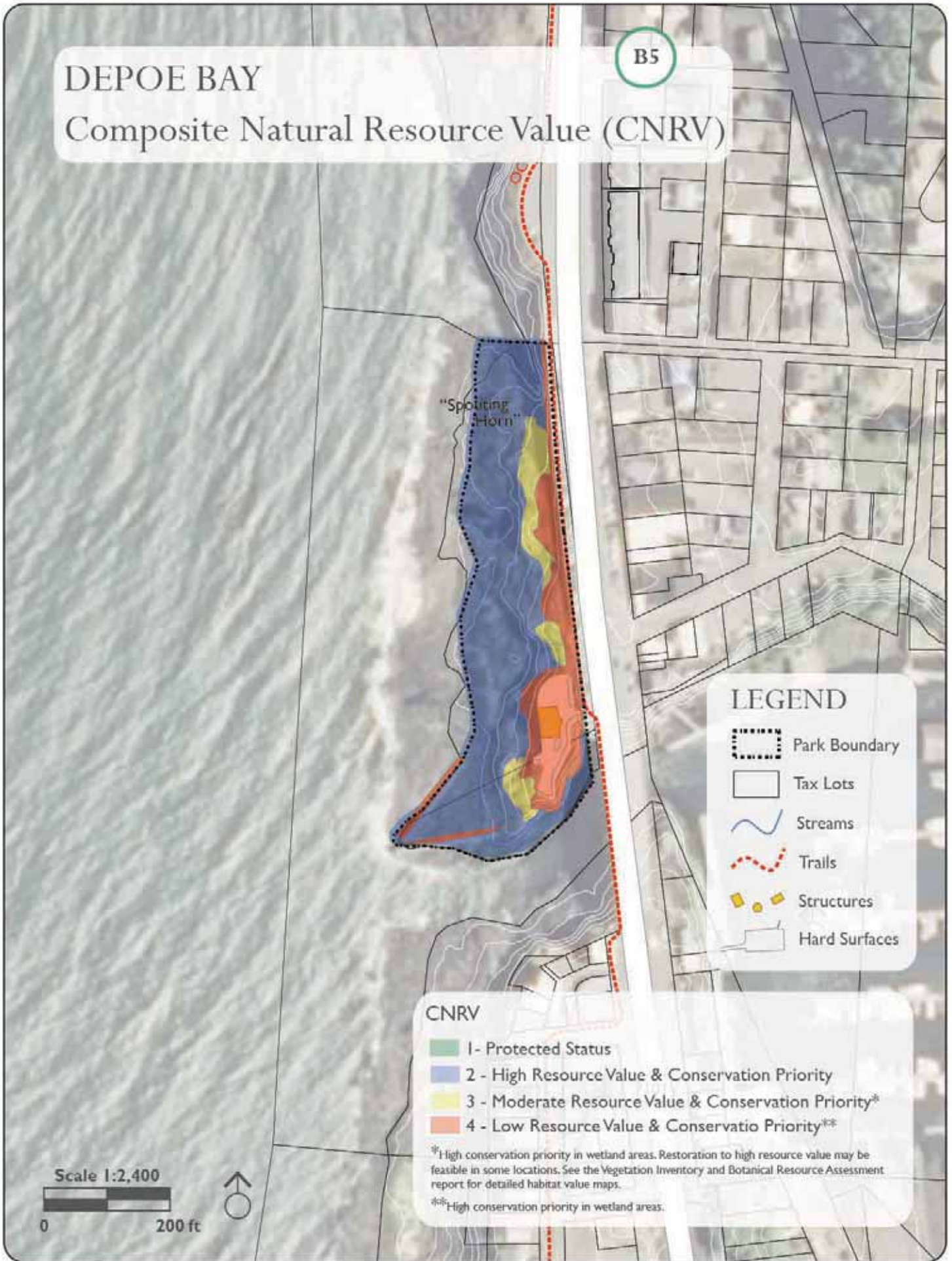
## Interpretive Needs

- Updated interpretive elements
- Increased staff / volunteer interpretive presence outside the building and along the sea wall
- Enhance opportunities for school groups and educational programs

View from the top floor of the Whale Watch Center



Figure B5-B – CNRV Map



## Development Concept

No significant new development is planned for the park. Options for providing ADA access to the lower level restroom in the Whale Watch Center should continue to be evaluated. Maintain and improve access routes and accessible interpretive displays on the main floor of the Center.

The existing accessible ramp from street parking to the Whale Watch Center

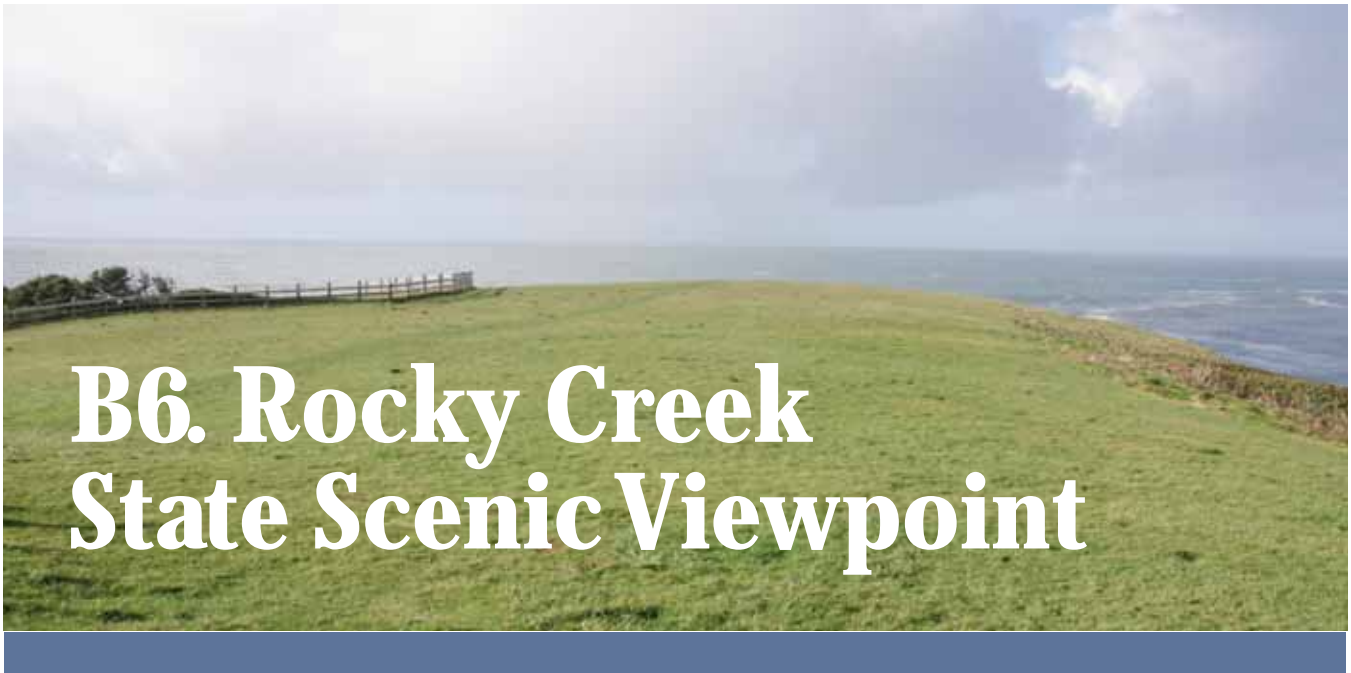


## Natural Resource Management Actions

There are no natural resource management recommendations for this park.

## Interpretive Recommendations

- Continue to implement and make improvements consistent with the 2010 Interpretive Plan.
- Ensure that enhancements align with the goals of the Whale Watching Spoken Here program.



# B6. Rocky Creek State Scenic Viewpoint

## Location

Approximately one mile south of Depoe Bay. The park is located on the west side of Highway 101, on the southern edge of Whale Cove.

**Size:** 58.7 acres

## Classification

State Scenic Viewpoint – the primary purpose of parks in this classification is to protect scenic corridors and viewpoints along state highways.

## Description

Similar to Boiler Bay in both its design and setting, Rocky Creek is a lesser known and less heavily visited viewpoint just south of the City of Depoe Bay. The park provides parking along a loop road, a fenced viewpoint,

restroom, and a short trail through mature spruce forest that connects the parking lot to the shoulder of Highway 101. East of the highway is a large parcel of land, heavily forested and extremely steep, rising more than 300 feet above the road. The cliffs are used by rock climbers, however there is no developed access to this portion of the park. Sightseeing, picnicking, and wildlife viewing are the primary recreation activities in the park (it is a Whale Watching Spoken Here site). Whale Cove, to the north, is a designated wildlife refuge and provides excellent wildlife viewing opportunities.

## Existing Facilities

- Paved Parking Lot (31 spaces)
- Plumbed Restroom
- Concrete Picnic Tables
- Paved and Soft Surface Trails

## Visitation

The estimated total visitation to the park in 2014 was approximately 157,000. Between 2002 and 2014, visitation levels remained consistent at around 150,000 estimated visitors per year.

## Botanical Resources Assessment

Ecological condition in the park is mixed. Areas along the highway and adjacent to the parking lot are generally in poor to moderate condition, while the rocky shoreline along the park's western boundary and portions of the upland forest east of Highway 101 are in good condition (some forested areas are in marginal or poor condition, including a power line corridor that runs north/south along the highway). Vegetation consists of mature Sitka spruce-western hemlock forest east of the highway and north of the parking lot, as well as open, grassy areas, and scattered shrublands. A large number of invasive plant species are present, including bull thistle, English ivy, Himalayan blackberry, montbretia, oxeye daisy, tansy ragwort, reed canarygrass, and others. Most of the populations are concentrated around roads and the powerline corridor.

## Forestry Resources Assessment

Forest stands in the park are generally mature and have moderate resource value.

## Cultural Resources Assessment

Land for the park was purchased in 1926 and 1936, with a small addition in 1953. There

were previously Siletz tribal allotments in the area for Ada Arden, John Kelsay, John Brown, and Lucy Metcalf. Park improvements were made by members of the Civilian Conservation Corps (CCC) stationed at the Yaquina Bay camp from 1934 to 1936. The CCC graded the road, installed rock latrines, water and sewer systems, garbage disposal pits, and set up a camp stove with ten table and bench combinations in the picnic areas. A report from 1961 references two stone restrooms, which are no longer present. The Ben Jones Memorial Bridge, just south of the park on the Otter Crest Loop road, was designed by Conde B. McCullough and installed in 1927 as part of the original The Roosevelt Military Coast Highway (Highway 101). It is listed on the National Register of Historic Places.

## Interpretive Assessment

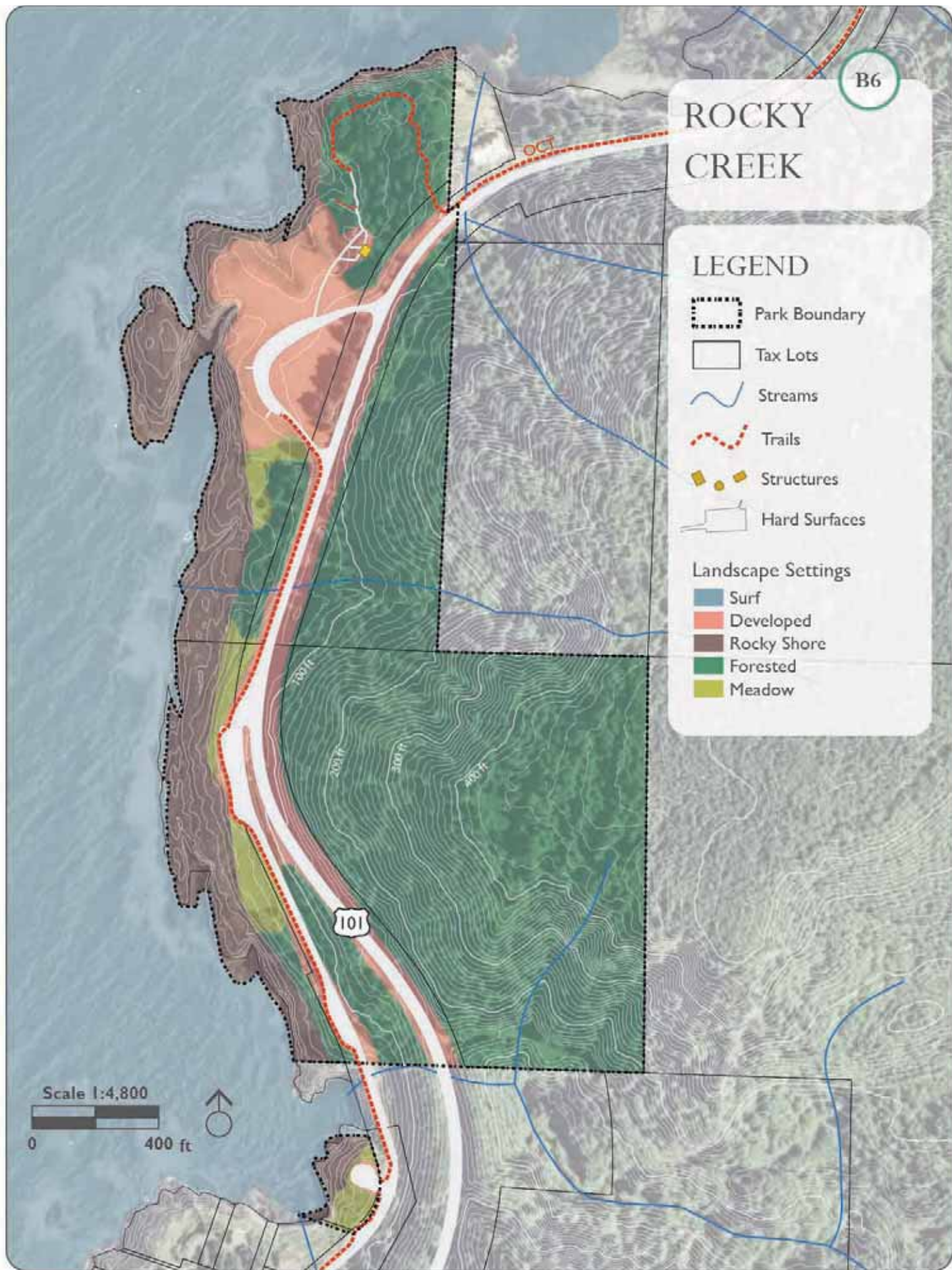
The park is a Whale Watching Spoken Here site.

## Development Suitability

The majority of the park outside of the already developed areas is designated high resource value and conservation priority (Figure B6-B). There are several small forested areas in the northern and eastern portion of the park, as well as a strip of land along the Otter Crest Loop road, that are designated low or moderate resource value and could potentially be developable from a natural resources perspective (however, areas east of Highway 101 are mostly inaccessible due to steep topography).



Figure B6-A – Existing Conditions Map



## Issues

- The northern edge of the park overlooks Whale Cove and a sea lion rookery, but the cliff edge is heavily vegetated and there are no developed viewing areas. Informal viewing areas along the trail are unsafe and there is both a need and an opportunity for a developed viewpoint or viewing platform in this area. The 1988 Beverly Beach District Parks South Master Plan calls for development of a viewpoint just west of the property line along the cliff edge.
- There are informal use trails that have been created in the forested northern portion of the park.

## Recreation Needs

- ADA Accessible Restroom
- Improved Views of Whale Cove

## Maintenance Needs

- Restroom is over 50 years old and needs upgrades and repairs
- Fencing needs to be replaced in some locations

## Development Concept

- Install a viewpoint overlooking Whale Cove at the north end of the park.
- Consider options for improving accessibility in and around the parking lot

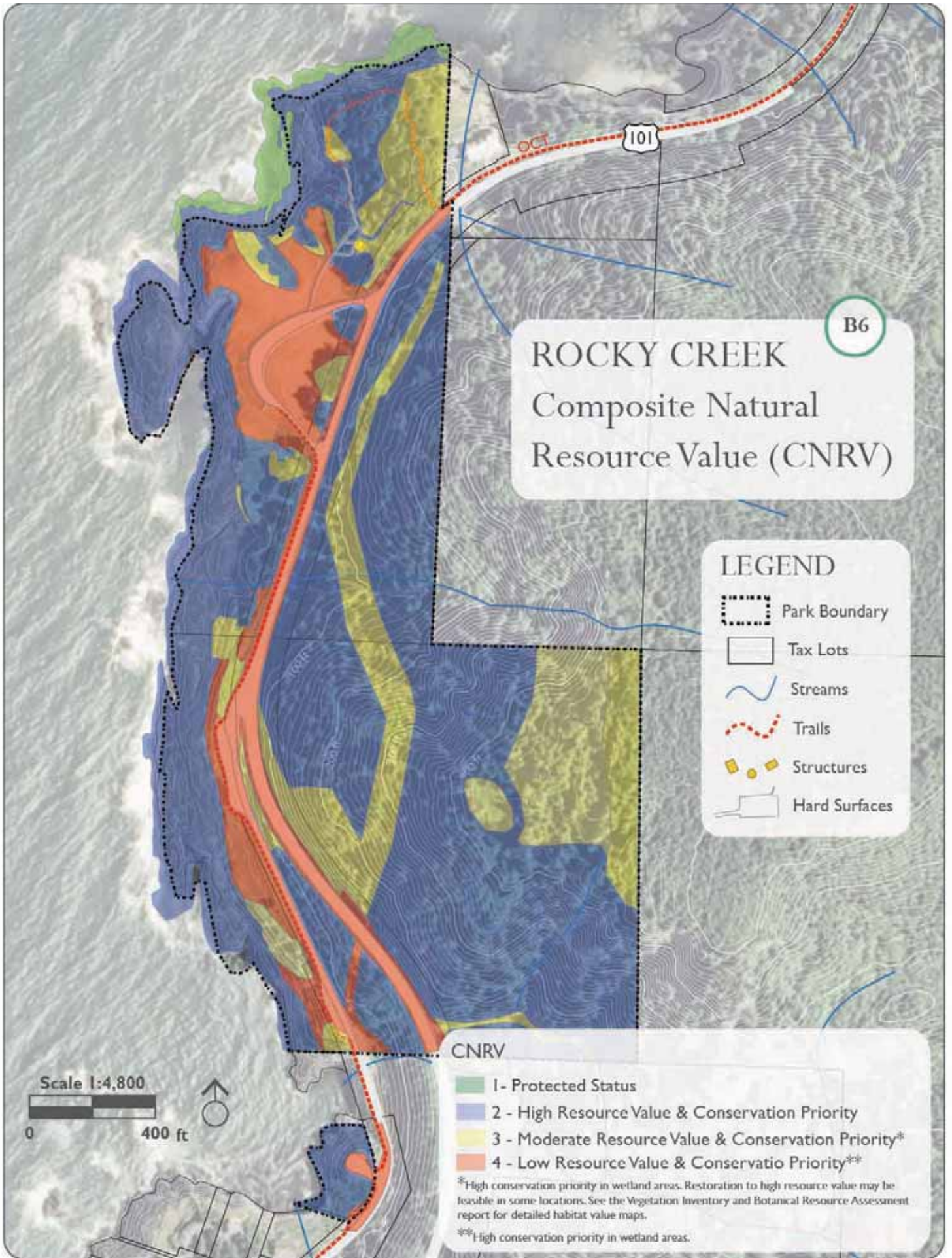
## Natural Resource Management Actions

- Manage forests to encourage late-seral forest structure.

View of the entrance to Whale Cove from the Rocky Creek viewpoint on a stormy day



Figure B6-B – CNRV Map



# Cost Estimate

Rocky Creek

## 1 - Viewpoint Improvements

Project	Status	Phase	Parameters/Standards	Reviews/Approvals	Amount	Units	Unit Cost	Total Cost
Viewpoint	Enhance	1		Lincoln County; USFW				
Viewing Platform			Project to be managed by USFW		TBD	ALLOW		

## 2 - Restroom Improvements

Project	Status	Phase	Parameters/Standards	Reviews/Approvals	Amount	Units	Unit Cost	Total Cost
Restroom	Rehab	2						
Pedestrian Circulation	Rehab	2						



# B7. Otter Crest State Scenic Viewpoint

## Location

Approximately four miles south of Depoe Bay at the high point of Cape Foulweather. The park is located west of Highway 101, on the Otter Crest Loop road.

**Size:** 1.5 acres

## Classification

State Scenic Viewpoint – the primary purpose of parks in this classification is to protect scenic corridors and viewpoints along state highways.

## Description

The park is perched on a small overlook at the top of Cape Foulweather and originally consisted of just a parking lot and viewpoint with interpretive signage. OPRD acquired

The Lookout, a historic residence and gift shop adjacent to the parking lot, in 2013, and now operates the building as a gift shop and observatory. Views from the both the viewpoint and The Lookout are spectacular when the weather cooperates. From the viewpoint, visitors can see all the way to Cape Perpetua, 35 miles to the south. The park is an excellent place to view boats, whales, and other marine wildlife; binoculars are helpful, as the steep cliffs descend for more than 400 feet to the ocean below.

## Existing Facilities

- Paved Parking Lot (26 spaces)
- Interpretive Signage
- The Lookout Observatory
- Portable Restroom

## Visitation

The estimated total visitation to the park in 2014 was about 432,000. Between 2002 and 2014, the overall trend was of increasing visitation, although estimated visitation levels fluctuated between 350,000 and almost 500,000 people per year.

## Botanical Resources Assessment

The majority of the park is in moderate ecological condition, while the forested portion in the north is in good condition. Vegetation consists of mature Sitka spruce forest on the cliffs north of the Lookout building, native red fescue grasslands covering the rocky slopes, and scattered shrublands. Scotch broom is the primary invasive weed present in the park, and grows throughout the exposed bluffs. A small population of Himalayan blackberry was also located on the northern edge of the parking lot.

## Forestry Resources Assessment

A forestry assessment was not conducted for the park. The mature spruce forest present on the northern portion of the property is largely inaccessible due to the steep cliffs.

## Cultural Resources Assessment

The viewpoint and parking area were donated to the Highway Department in 1928 by Buck and Anna Badley for use as a State Park along the newly constructed Roosevelt Military Coast Highway. In 1937, the Badleys constructed The Lookout building adjacent to the state park and started a successful gift shop, taking advantage of the scenic location and crowds of sightseers traveling

the Oregon Coast Highway. In 2013, OPRD acquired the Lookout and the surrounding property. The Lookout building was listed in the National Register of Historic Places in 2015. There are two Siletz tribal allotments within the park, belonging to Nellie Biggs and Joseph Biggs.

## Interpretive Assessment

The park is a Whale Watching Spoken Here site. The gift shop is staffed with volunteers, binoculars, and several interpretive displays. There are three interpretive panels located at the viewpoint.

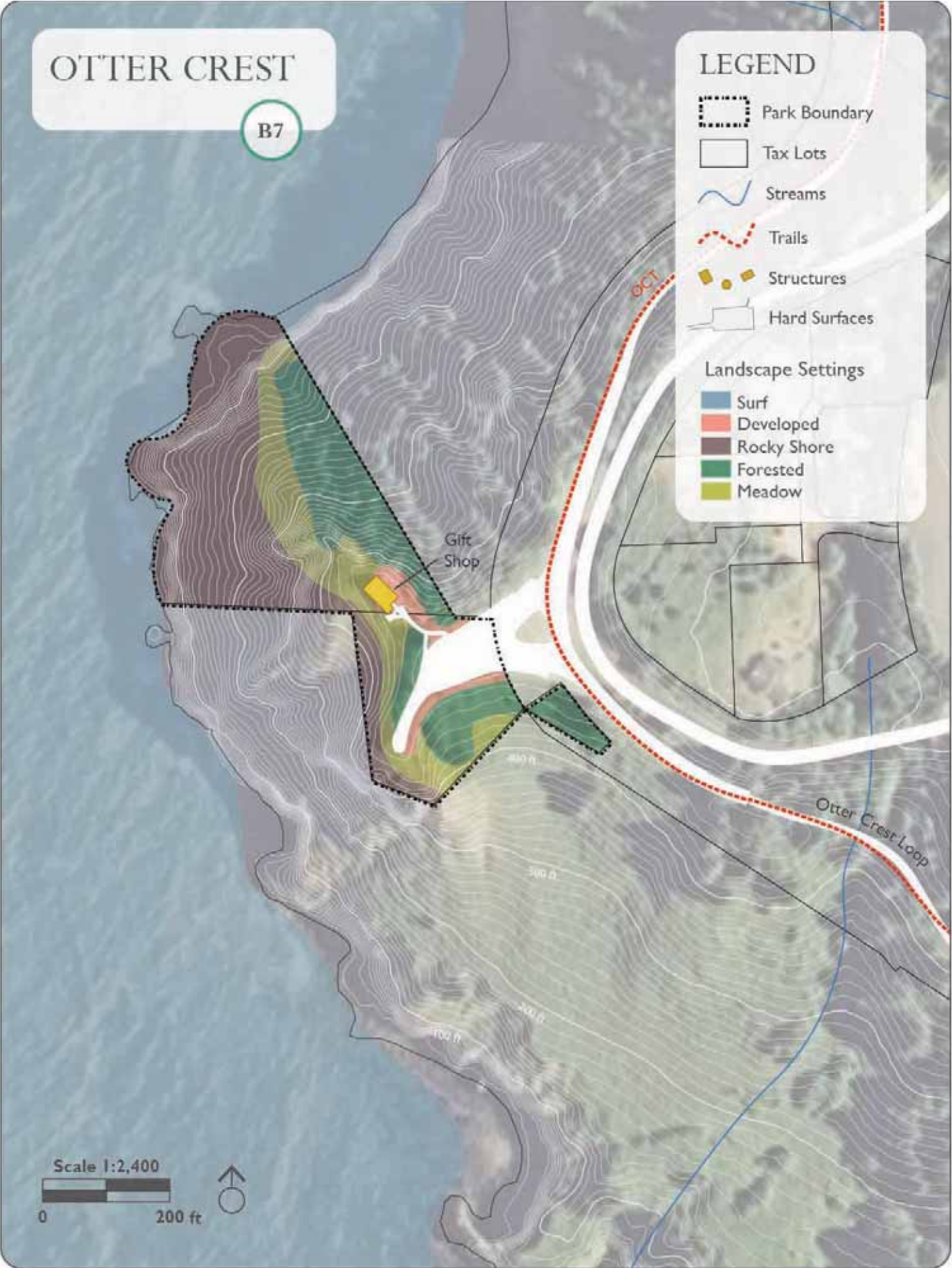
## Development Suitability

Although portions of the park are designated low to moderate resource value and conservation priority (Figure B7-B), the steep topography restricts development suitability outside of the limited areas where the existing house and parking lot have been constructed.

View of the red fescue bluff community and Otter Rock Marine Reserve



Figure B7-A – Existing Conditions Map



## Issues

- There is no permanent restroom building in the park and little opportunity exists to develop one because of topography and property constraints. A portable toilet was installed next to the parking lot but is not an ideal solution and is not ADA accessible.
- The access path to The Lookout building and the building itself are not ADA accessible.
- The existing chain link fencing around the viewpoint is not aesthetically appealing and contrasts with nearby stone walls and other historic features of the site.
- There is a need for additional planning focused on The Lookout gift shop, including a restoration plan, an interpretive plan, and a business plan. These are outside the scope of the current Master Plan.
- The park contains a wealth of interpretive opportunities because of its unique setting that provides visual access to exceptional historical, cultural, scenic, and natural resources.
- The Otter Crest Loop could be enhanced to improve bicycle and pedestrian safety and provide a scenic, non-motorized route that could connect to the park from Rocky Creek State Scenic Viewpoint to the north and Devil's Punch Bowl State Natural Area to the south.

## Recreation Needs

- Permanent Restroom (ADA Accessible)
- Improved accessibility and pedestrian connection to the Otter Crest Loop Rd.

## Interpretive Needs

- Increased staff/volunteer interpretive presence at park.
- Interpretive plan for gift shop
- More self-guided and guided interpretive facilities and programming.

## Maintenance Needs

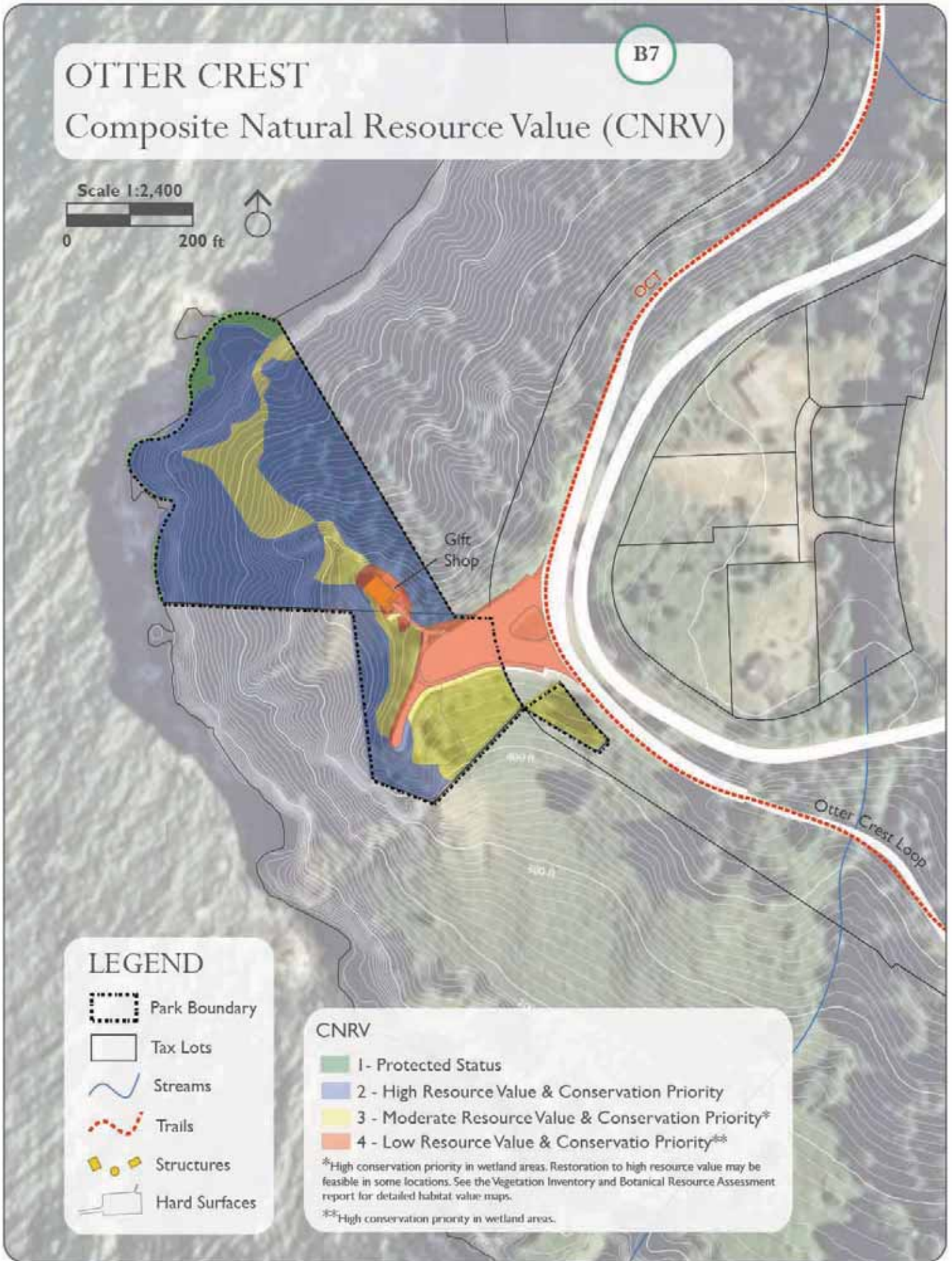
- Restoration Plan needed for The Lookout.

Touring bicyclists stop to admire the view and visit The Lookout gift shop





Figure B7-B – CNRV Map



## Development Concept

No significant new development is proposed for the site. Aesthetic and accessibility improvements to the viewpoint, fencing, signage, and pavement should be considered, consistent with the historic character of the site.

Priorities for increasing accessibility would be to upgrade parking stalls, curb ramps, and sidewalks to meet ADA standards, and to resurface the viewpoint and access route to meet standards.

Options for installing a permanent restroom building should be considered, but are likely not feasible given site constraints.

A historic preservation plan should be developed for the gift shop.

## Interpretive Recommendations

- Establish a consistent interpretive presence through seasonal staff during peak season, with volunteer hosts providing help in the off-season.
- Consider interpretive presentations both inside and outside the gift shop depending on weather.
- Develop a training guide for new staff and volunteers stationed at the park that includes supporting information on primary themes.
- Update existing wayfinding/interpretive signage.
- Establish roving interpretive programs at viewig areas (have materials ready for use at any time).
- Develop an interpretive plan for the park and gift shop.
- Explore opportunities for partnerships between ODFW and others to provide volunteer docents and or staff to assist with interpretive programs during peak season.
- Potential interpretive topics for the park include: Captain Cook's exploration of the Pacific Northwest; Word War II military use; marine reserves (Otter Rock Marine Reserve); Seabird habitat (Oregon Islands National Wildlife Refuge)

## Natural Resource Management Actions

- Maintain and enhance red fescue bluff habitat



# B8. Devil's Punch Bowl State Natural Area

## Location

Approximately six miles north of Newport in the unincorporated community of Otter Crest. The park is located on the west side of Highway 101, at the intersection of 1<sup>st</sup> Street and C Avenue.

**Size:** 8.2 acres

## Classification

State Natural Area – the purpose of parks with this classification is to protect important ecosystem components and provide public interpretation and education.

## Description

Devil's Punch Bowl is a popular park offering a wide variety of attractions. Tourists are drawn by the dramatic “punch bowl” feature, a cavernous hole in the rocky shore. Visitors

can view the ocean churning inside the punch bowl from the edge of the parking lot. The marine gardens on the north side of the park are part of a larger marine protected area and provide tidepooling opportunities that attract local residents as well as tourists and school groups. The beach south of the parking area is one of the most popular surfing spots in the area. There are also picnic tables and paved paths along the edge of the bluff highlighting scenic views of the surrounding ocean and offshore rocks.

## Existing Facilities

- Three Paved Parking Lots (total 97 spaces)
- Plumbed Restroom
- Picnic Tables
- Paved Trails and Fencing
- Beach Access Trail and Stairs

## Visitation

The estimated total visitation to the park in 2014 was about 544,000. Between 2002 and 2014, estimated visitation levels decreased slightly, from over 600,000 in the years 2004-2009 to around 500,000 per year between 2010-2014.

## Botanical Resources Assessment

The majority of park property on top of the bluff is in poor ecological condition. Areas within the park boundary that contain beach or rocky intertidal habitat are generally in good condition. Vegetation consists of a few scattered stands of Sitka spruce and shore pine, with maintained lawn and shrublands surrounding the parking areas and bordering the cliff edges. Invasive plants are widespread, and include gorse, scotch broom, English ivy, Himalayan blackberry, montbretia, escallonia, tansy ragwort, and European beachgrass.

## Forestry Resources Assessment

A forestry assessment was not conducted for Devils Punch Bowl due to the lack of forested area.

## Cultural Resources Assessment

The initial land for the park was donated in 1929 by F.W. and C.P. Leadbetter, with additional small parcels acquired through the 1970s. Prior to the development of the park, in the early 1900s, a long wooden slide ("chute the chutes") ran from the top of the bluff down to the beach on the north side of the punch bowl. In the 1930s, the Civilian

Conservation Corps developed day use improvements for the park, including picnic tables, restrooms, fountains, a water supply, fireplaces, a beach access trail, and stairs.

## Interpretive Assessment

The park is a Whale Watching Spoken Here site and there are roving interpreters during whale watching season. There are field trips and guided tours to the tidepools north of the Punch Bowl, as well as an annual surfing competition at the beach south of the Punch Bowl.

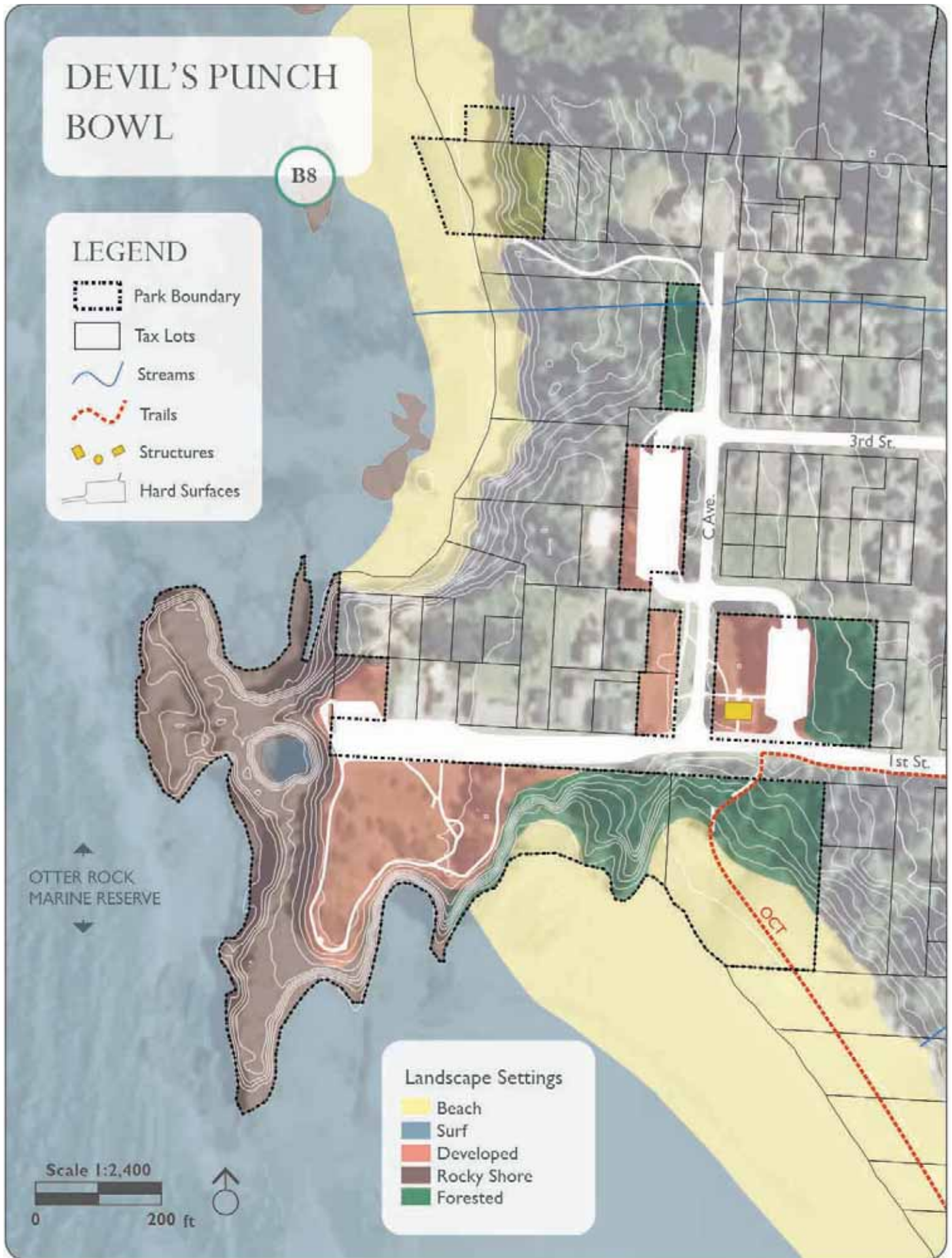
## Development Suitability

The flat areas of the park on top of the bluff are mostly designated low or moderate resource value and conservation priority, which means they are potentially developable from a natural resources perspective.

## Issues

- Park facilities and attractions are spatially disconnected (there are three separate parking areas and two separate beaches) and there is a lack of good wayfinding signage to direct visitors.
- Erosion is a problem along the edge of the punch bowl and along the cliffs in general, especially on the western edge of the park. The 1988 Master Plan for the park recognized erosion as an issue and recommends consulting with soil experts to identify possible solutions.
- The north beach access trail is heavily eroded near the beach.
- The existing restroom is not designed for ADA access.

Figure B8-A – Existing Conditions Map



## Recreation Needs

- Improved Wayfinding
- ADA Accessible Restroom

## Interpretive Needs

- Greater staff / volunteer presence
- Guided intertidal pool walks
- Interpretive and wayfinding signage

## Maintenance Needs

- Repair / Relocate Fencing and Paths Impacted by Erosion
- Regular maintenance of north beach access trails

## Development Concept

- Develop and implement a wayfinding plan to better direct visitors to park attractions
- Repair and relocate fences and paths impacted by erosion
- Improve parking stalls, curb ramps, and the restroom to meet ADA standards, and upgrade access routes to provide accessible picnic sites and viewpoints in compliance with ABA standards.

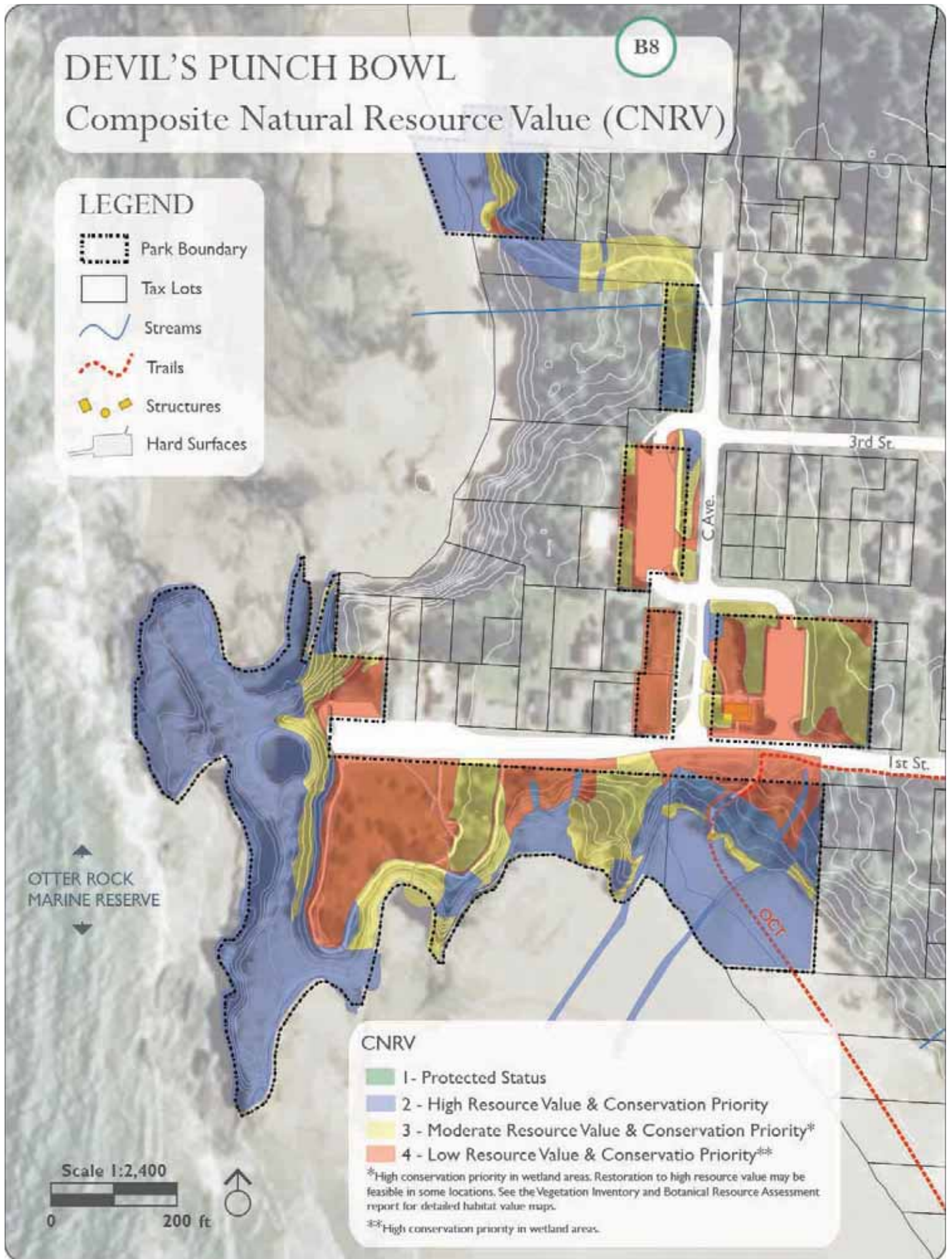
## Natural Resource Management Actions

- Control populations of Scotch broom and gorse.
- Coordinate with ODFW to manage and protect rocky intertidal ocean shore resources within the Otter Rock Marine Reserve and Marine Garden.
- Develop a Nuisance Wildlife Integrated Pest Management Plan to address erosions issues caused by California ground squirrels.

## Interpretive Recommendations

- Increase roving staff or volunteer presence
- Develop "Grab-n-Go" resource kits for roving interpretation to be used by staff and volunteers (focus on specific topics such as tidepools, geology, etc.)
- Work with the Hatfield Marine Science Center, the Oregon Coast Aquarium, ODFW, and others, to place volunteer docents in the park during peak season
- Explore partnerships with organizations such as the Yaquina Bay Birders and Naturalists to provide guided bird viewing opportunities.
- Potential park interpretive topics: geomorphology; marine reserves; Oregon surfing history

Figure B8-B – CNRV Map



# Cost Estimate

## I - Wayfinding and Restroom Improvements

Project	Status	Phase	Parameters/Standards	Reviews/Approvals	Amount	Units	Unit Cost	Total Cost
Restroom	Rehab	1						
Signage & Wayfinding	Rehab	2						





# B9. Beverly Beach State Park

## Location

Approximately five miles north of Newport. The park is located along the east side of Highway 101 at the mouth of Spencer Creek.

**Size:** 207.7 acres

## Classification

State Park – the primary purpose of parks in this classification is to provide general outdoor recreation in an extensive setting.

## Description

Beverly Beach is a large campground in a heavily forested setting that provides diverse camping opportunities, including full RV hookup sites, tent sites, yurts, group camps, and hiker-biker sites. Other recreation amenities in the park include a welcome yurt, a nature trail that follows Spencer Creek along the southern edge of the campground,

a meeting yurt, and a day use parking lot that is popular with residents as a local beach access. Beach access is provided via a trail under the highway next to Spencer Creek. The area of the park was expanded in 2015 with the acquisition of two large parcels to the north and south of the campground.

## Existing Recreation Facilities

- Paved Day Use Parking Lot (72 spaces)
- Concrete Picnic Tables
- Meeting Yurt
- Campsites (277 total 21 yurt, 128 RV Hookup, 125 Drive-in, three group camp, hiker/biker)
- Plumbed Restrooms (seven)
- Amphitheater
- Playground
- Registration Booth
- Dump Station
- Paved and Soft Surface Trails

## Visitation

The estimated total visitation to the park in 2014 was nearly 360,000 (207,334 day use / 150,634 overnight). Between 2002 and 2012, day use visitation levels remained relatively consistent at around 160,000 visitors per year. Day use visitation was higher in 2013-2014, with a peak of over 200,000 in 2014. The trend is of decreasing overnight visitation between 2002 and 2014, with a peak of almost 165,000 campers in 2004 down to just over 150,000 in 2014.

## Botanical Resources Assessment

Outside of the developed campground area, the forested areas of the park are generally in good ecological condition, with the exception of newly acquired parcels to the north and south of the campground. To the north is a recently logged area, which is in moderate condition. To the south is a very overgrown parcel in poor ecological condition bordering a stand of late seral Sitka spruce-western hemlock forest that contains the highest quality habitat in the park. Vegetation in the park consists primarily of Sitka spruce-western hemlock forest in varying stages of maturity throughout the upland areas, and forested red alder and Sitka spruce wetlands in and around the campground. The park is largely free of invasive plant species, but there are small populations of European beachgrass and Himalayan blackberry near the mouth of the creek, as well as some English ivy starts in the forested areas south of the campground.

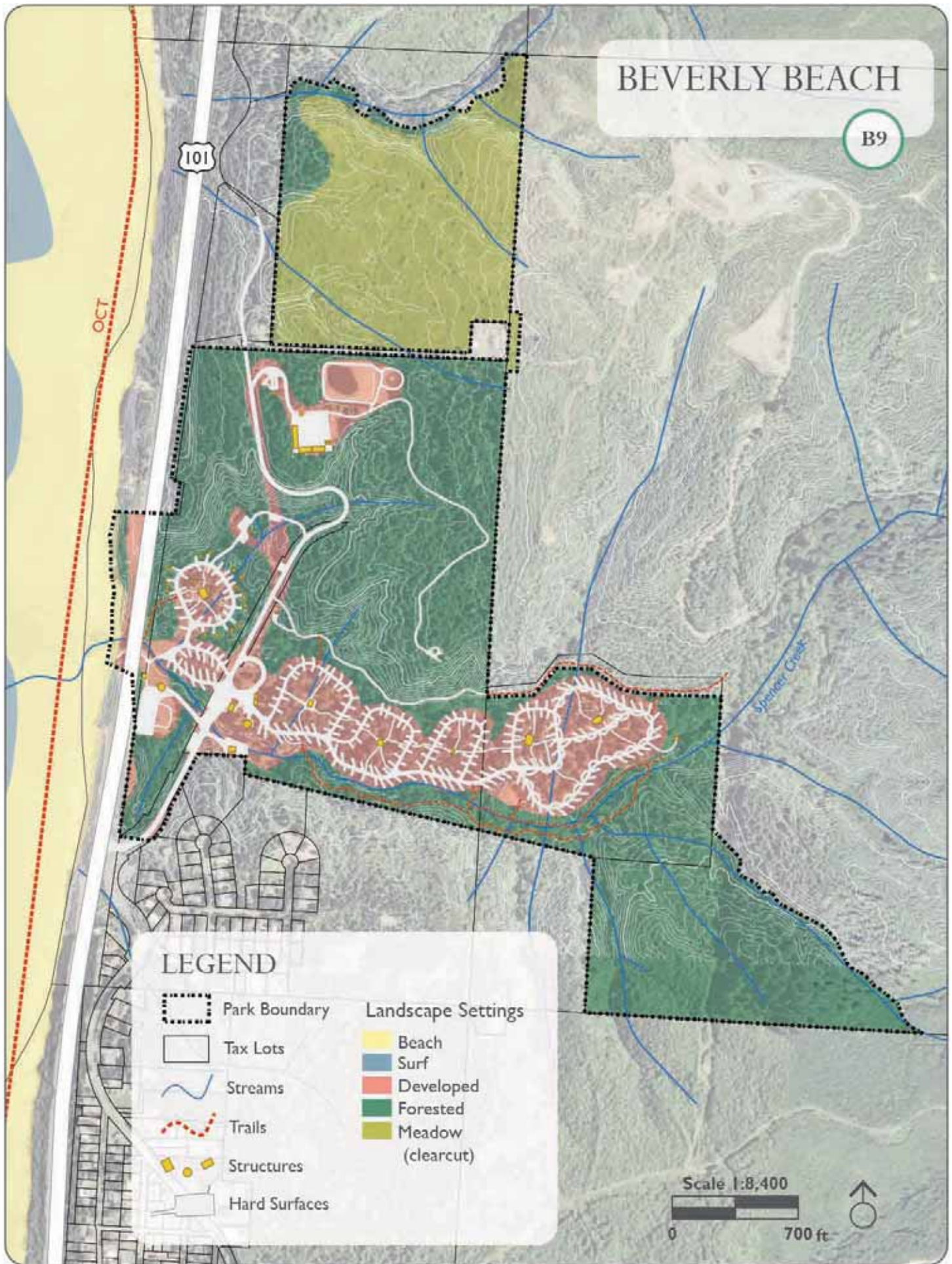
## Forestry Resources Assessment

Forests in the park have moderate to high resource value, depending on the stand. The recently acquired parcels to the north and south of the campground (with the exception of the stand of late seral forest in the far southeast corner) have been clear cut and replanted in an industrial fashion at about 400 to 700 trees per acre. These stands should receive a full pre-commercial thin with an emphasis on retaining spruce trees. There is a large stand of mature western hemlock dominated forest between the campground and the upper maintenance area that has been growing in an overstocked condition for many years. This stand should be thinned to restore an open canopy structure and prevent possible stand failure in the future.

## Cultural Resources Assessment

Initial land for the park was acquired in the 1940s, with later additions in the 1950s, 1960s, 2000, and 2015. During World War I, a railroad was constructed by the Spruce Division of the U.S. Army that extended from Newport to the mouth of Spencer Creek in the present day park. The railroad was built to transport spruce logs for airplane construction. At one time there was a pond at the mouth of the Spencer Creek and a fish hatchery was located there. By 1926, Spencer Creek had been dammed and in addition to the hatchery there was a private campground with a store, bathhouse, cottages, and a restaurant. In the 1950s, after the state had acquired the property, the campground was converted into the present day Beverly Beach State Park Campground, although it was initially just the portion to the west of the main park road (the park road is the original

Figure B9-A – Existing Conditions Map



alignment of the Oregon Coast Highway). C through G loops were added to the campground in the 1960s.

An 1893 General Land Office map indicates the presence of an historic trail along Spencer Creek, labeled "Trail from Ocean to Siletz Agency." The trail appears to have been used by the Siletz people to access the coast from the interior in order to collect shellfish. Spencer Creek was probably named after Doke Spencer, owner of a Siletz tribal allotment at the mouth of the creek.

## Interpretive Assessment

Beverly Beach is an interpretation hub for the Beverly Beach Management Unit. The park hosts JR Ranger activities, interpretive panels and displays, Outdoor Skills, Field Trips, and Science Camp. Special events at the park throughout the year include beach safety, invasive plant removal and other service projects, birding, and holiday events.

## Development Suitability

Most areas outside the campground have been designated high resource value and conservation priority (Figure B9-B). Exceptions include portions of the newly acquired properties to the north and south, which are designated moderate resource value. These areas are potentially developable from a natural resources perspective, although there are other constraints including access and steep topography.

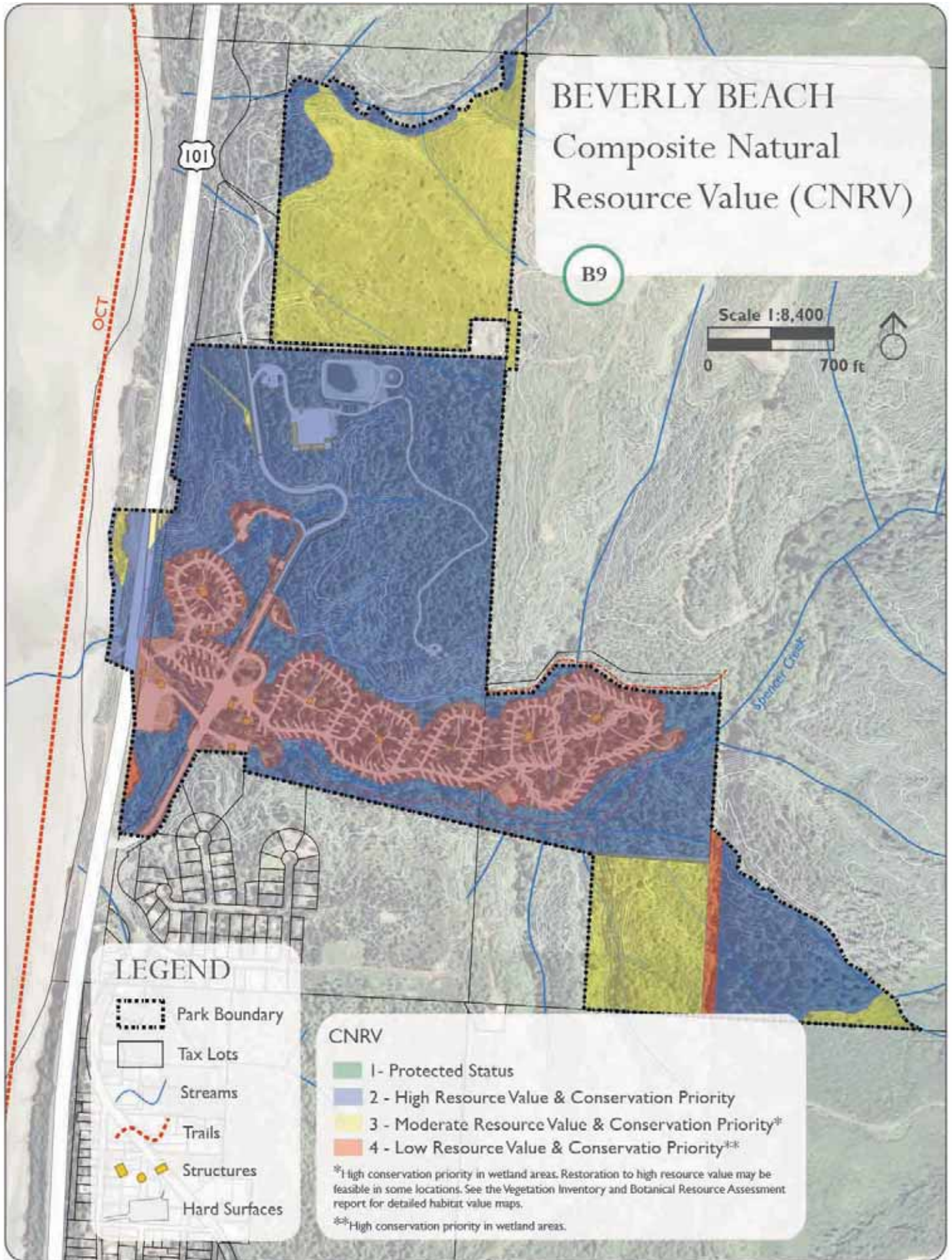
## Issues

- The campground is fully developed for the most part – topographical and natural resource constraints limit significant

development of additional non-trail facilities in the park.

- The existing group camps are underutilized relative to other park campsites and could potentially be replaced with yurts or cabins to maximize all-season camping opportunities.
- The 1988 Master Plan notes the potential for a trail connection to a waterfall on Spencer Creek east of the park property. Implementing this trail concept would require coordination with the neighboring property owner.
- The campground is located in filled wetlands and standing water or wet ground is often a problem during the winter months. Tent platforms could be installed to mitigate this issue for drive-in sites.
- The campground is all or partially within the tsunami zone as mapped by DOGAMI for local and distant source tsunamis. The eastern portion of the campground in particular is at risk from a local source tsunami because it is the most distant from evacuation points. Opportunities to facilitate evacuation include additional trails, improved signage, and the possibility of coordinating with neighbors to establish evacuation sites on adjacent properties.
- ODOT replaced the bridge over Spencer Creek in 2008 at a cost of more than \$20 million. Phase 2 of this project proposed a realignment of Highway 101 to the east and relocation of the highway intersection with the Beverly Beach park road. Phase 2 has not been funded and it is unclear if or when it will be implemented.
- Campers commonly use the campground roads to access the beach on foot, causing conflicts with vehicles. A centralized,

Figure B9-B – CNRV Map



pedestrian-only path to the beach could help reduce these conflicts and congestion on the campground roads.

- Of the two new parcels acquired in 2015, the southern parcel has the potential to be developed for recreational trails that could enhance hiking opportunities for campers. The northern parcel will be used for distribution of partially treated wastewater from the campground.
- The day use parking lot is very popular and frequently overcrowded.

## Recreation Needs

- Improve pedestrian circulation and beach access from the campground
- Additional all-season camping opportunities
- Update amphitheater
- Improved circulation for dump station traffic
- Increase day use parking capacity

## Interpretive Needs

- Develop rotating displays for the Welcome Center and Meeting Hall
- Update interpretive panels along nature trail
- Expand staffing outside the park to reach a broader audience

## Maintenance Needs

- Replace E-Loop and D-Loop Restrooms
- Upgrade RV electrical boxes in C, D, E, F, G, & H loops from 30 to 50 amp
- Replace Foot Bridge in C Loop on Nature Trail
- Replace Foot Bridge to Day Use Area
- Pave all campground roads and site pads

View of Spencer Creek from elevated property southeast of G-Loop



## Development Concept

- Expand the day use parking lot eastward into the picnic area (to 82 spaces)
- Replace group camps with cabins or yurts (maximum: 10)
- Convert the vault toilet in the group camp area to a plumbed restroom and increase the number of toilets from two to four. (Construct a soft-surface path from the existing hiker-biker site to this restroom.)
- Align restroom trail segments running through the center of the campground to create a continuous centralized beach access trail off of the road network. The trail should be extended through the dump station loop to provide a direct connection from C loop to B loop. Trail should be widened at all points to 60 inches and surfaced with asphalt or compacted gravel for ADA accessibility.
- Reorient the E-Loop restroom to accommodate a continuous, centralized beach access path.
- Remove three existing campsites in B-Loop to allow for a road-separated beach access trail along the south side of the loop.
- Develop additional trail connections from the campground to the service road running along the north side of the campground for tsunami evacuation.
- Remove the existing amphitheater and construct a new amphitheater in the area just east of the park office.
- Construct a new meeting/interpretive yurt adjacent to the relocated amphitheater (Figure B9-C).
- Relocate the C-Loop bridge over Spencer Creek approximately 200 feet downstream to align with the existing Welcome Yurt.
- Construct a new group shelter and landscaped area at the site of the existing (to be removed) amphitheater.
- Potential new pedestrian bridge over Spencer Creek just west of the existing amphitheater.
- Develop an additional dump station on the existing dump station loop.

Figure B9-C – Conceptual Rendering - Amphitheater



## Natural Resource Management Actions

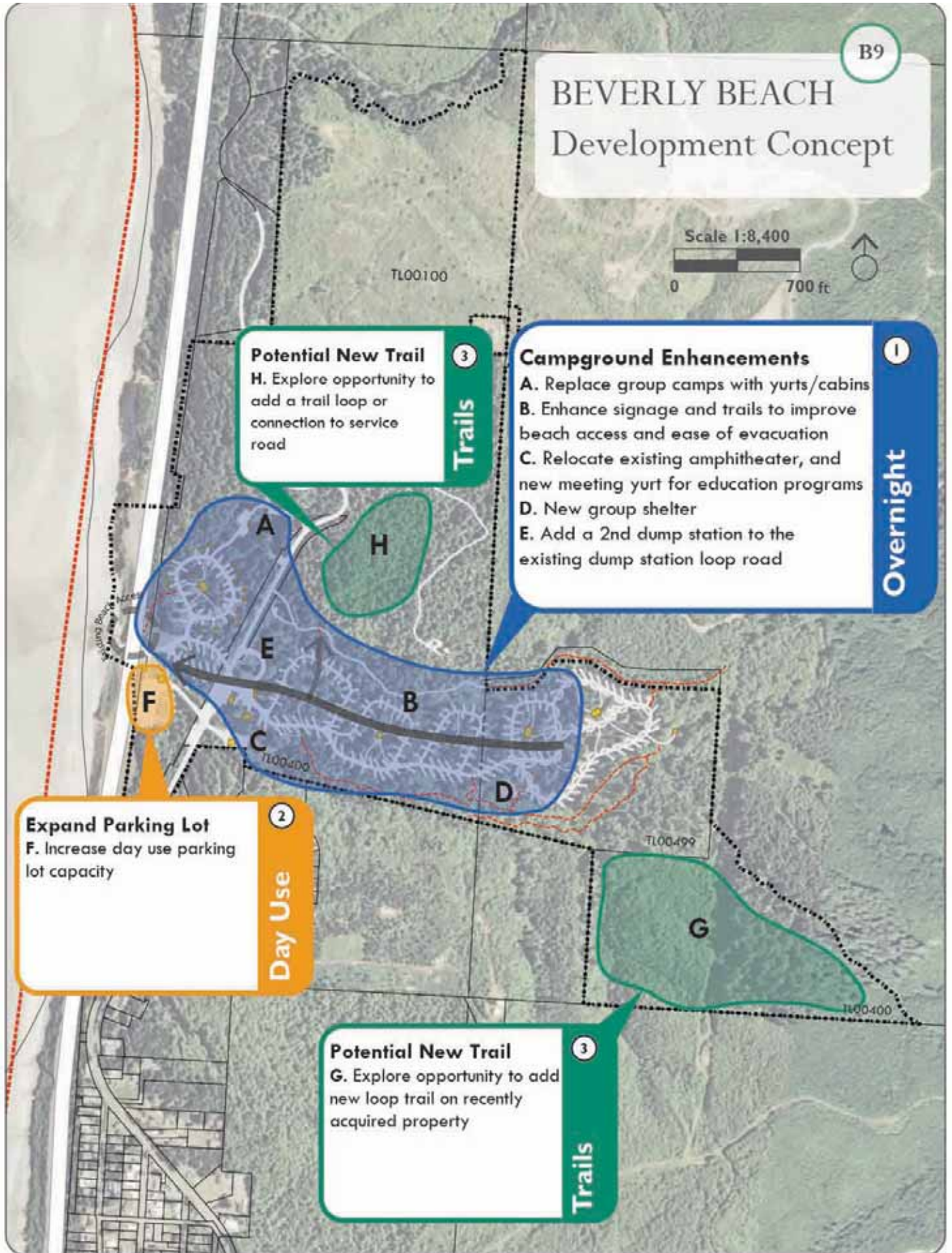
- Reduce forest density to develop late-seral forest structure.
- Actively manage forest to remove shore pine stands to foster natural succession to older forest (comprised of Sitka spruce, western red cedar, and western hemlock) with an emphasis on spruce retention.
- Manage English ivy in forested areas to prevent infestations of high quality habitat.
- Increase food availability throughout park by planting pollinator and food-producing plant species.
- Use wildlife-proof trash bins to prevent attracting corvids.

## Interpretive Recommendations

- Continue to improve programming offered during peak season
- Remove and update existing panels along Spencer Creek Nature Trail
- Potential interpretive topics for park include:
  - human impacts
  - human influence on the landscape (logging, trails, other development, etc.)
  - geomorphology, (ex: exposed fossil and agate beds)
  - watershed issues (connection between uplands and mouth of Spencer Creek, etc.)



Figure B9-D – Park Development Concept Map





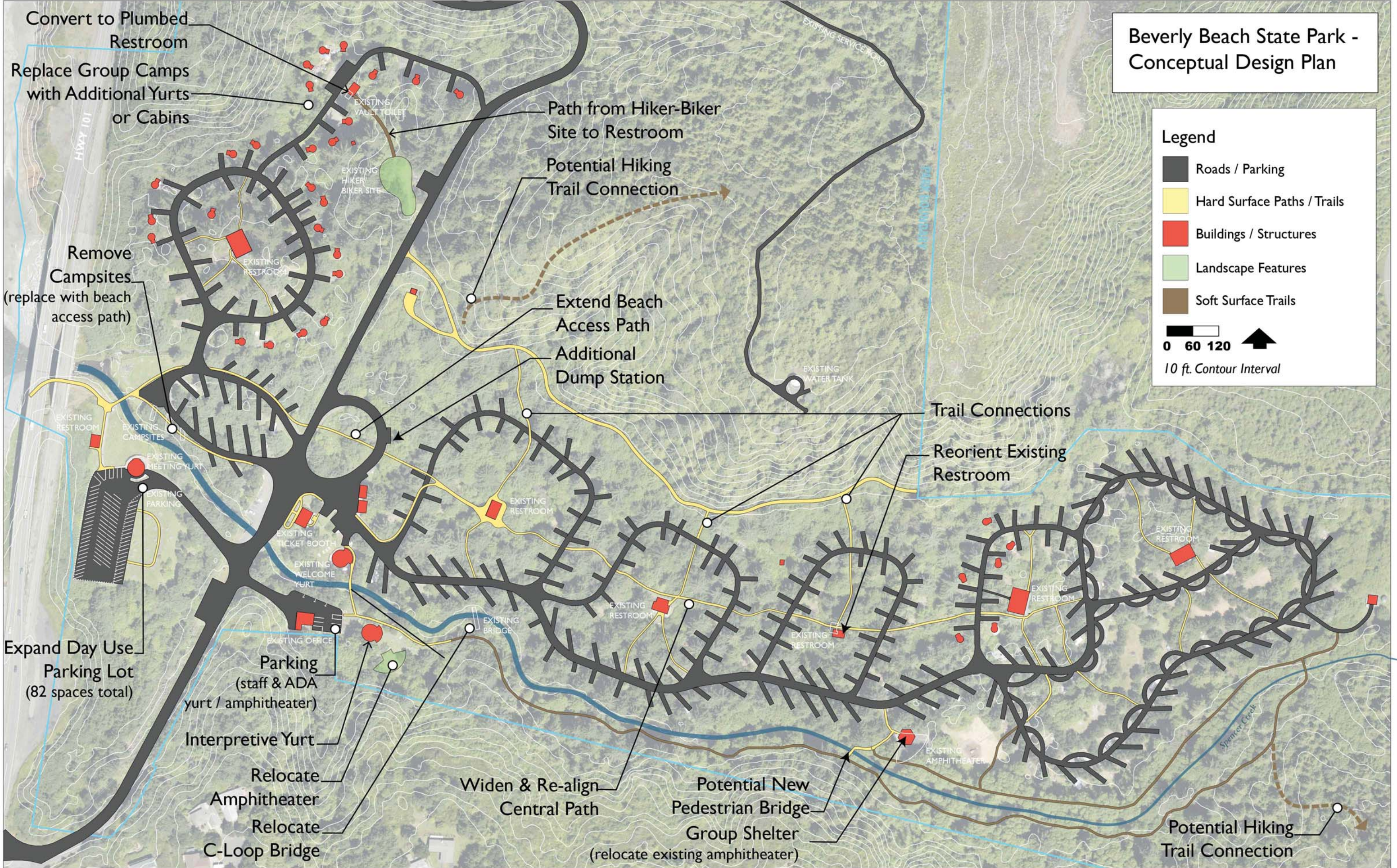
# Beverly Beach State Park - Conceptual Design Plan

**Legend**

- Roads / Parking
- Hard Surface Paths / Trails
- Buildings / Structures
- Landscape Features
- Soft Surface Trails

0 60 120

10 ft. Contour Interval





# Cost Estimate - Campground Improvements

1 - Campground Improvements										\$1,640,000
Project	Status	Parameters/ Standards	Reviews/ Approvals	Amount	Units	Unit Cost	Subtotal	Total (+35%)		
Pedestrian Circulation	Rehab		Lincoln County (additional below)				\$235,000	\$317,000		
trails (campground access)		beach access and evacuation trails > 60" wide, gravel.	Potential DSL/ACOE review for wetland crossings	1,000	LF	\$20	\$20,000			
trails (hiking)		hiking trails > 36"-60" wide, natural surface		TBD	LF	\$10	TBD			
bridges			DSL/ACOE, DEQ, ODFW	2	EA	\$100,000	\$200,000			
bridge removal			DSL/ACOE, DEQ, ODFW	1	EA	\$15,000	\$15,000			
Restroom	Rehab		Lincoln County				\$130,000	\$176,000		
restroom / shower bldg		Men's/Women's plumbed rr/shower; 320 SF		1	EA	\$130,000	\$130,000			
Amphitheater	Rehab		Lincoln County				\$40,000	\$54,000		
amphitheater		100+ seating capacity		1	EA	\$40,000	\$40,000			
Group Shelter	Enhance		Lincoln County				0	\$0		
group shelter				1	EA					
furnishings					EA					
landscaping					ALLOW					
amphitheater removal		remove pavement & structures from old amphitheater		1	ALLOW					
Campsites	Rehab		Lincoln County				\$750,000	\$1,013,000		
cabins				10	EA	\$75,000	\$750,000			
Interpretive Yurt	Enhance		Lincoln County				\$30,000	\$41,000		
interpretive yurt				1	EA	\$30,000	\$30,000			
Dump Station	Enhance		Lincoln County				\$26,500	\$36,000		
pavement				300	SF	\$5	\$1,500			
dump station hook-up				1	EA	\$25,000	\$25,000			

## Cost Estimate - Day Use

2 - Day Use										\$45,000
Project	Status	Parameters/Standards	Reviews/Approvals	Amount	Units	Unit Cost	Subtotal	Total (+35%)		
Expand Parking Lot	Rehab	Paved, 82 spaces	Lincoln County				\$33,400		\$45,000	
pavement removal				200 SF		\$2	\$400			
pavement				4,000 SF		\$5	\$20,000			
curb				200 LF		\$25	\$5,000			
restriping		82 spaces		1 ALLOW		\$5,000	\$5,000			
landscaping				1 ALLOW		\$3,000	\$3,000			



### Location

Within the City of Newport, just south of the Yaquina Head Outstanding Natural Area. The park is located along the west side of Highway 101 at the mouth of Big Creek. It is bordered on the north by a condominium community and to the south by the Best Western Agate Beach Inn. NW Oceanview Drive runs through the middle of the park.

**Size:** 18.5 acres

### Classification

State Recreation Site – the primary purpose of parks in this classification is to provide recreational resources and access to them.

### Description

Agate Beach is a day use site that provides beach access within the City of Newport. There is a large parking lot on the east side of NW Oceanview Drive with beach access via a tunnel under the road. The City’s Ocean to Bay Trail (or Big Creek Trail) connects to the park via a pedestrian tunnel under Highway 101 and continues through the park as an OPRD-maintained trail around the parking lot (following the course of Big Creek). There is also a small parking lot along the side of NW Oceanview Drive, known as the “hamburger lot.” This lot is adjacent to an emergency access road onto the beach that functions as the primary beach access for the park (because Big Creek has changed course over the years, visitors using the tunnel from the main parking lot must walk back up to Oceanview Drive and use the emergency access road if they don’t want to wade the creek).

## Existing Recreation Facilities

- Paved Day Use Parking Lot (99 spaces)
- Plumbed Restroom
- Tunnel Beach Access
- Paved and Soft Surface Trails

## Visitation

The estimated total visitation to the park in 2014 was about 205,000. Between 2002 and 2014, visitation levels remained fairly consistent at around 200,000 visitors per year.

## Botanical Resources Assessment

With the exception of the beach itself, most areas within the park are in moderate or poor ecological condition. There is a small area of shrub wetland southeast of the “hamburger” parking lot that is in good condition. Vegetation in the park consists of Sitka spruce and shore pine forest, as well as forested, shrubby, and herbaceous wetlands surrounding Big Creek and its tributaries. Invasive plant species are widespread and include European beachgrass, Himalayan blackberry, English ivy, reed canary grass, scotch broom, and tansy ragwort.

## Forestry Resources Assessment

Forested areas in the park consist of shore pine and Sitka spruce, and have low resource value from a forestry perspective, with the exception of a small stand at the southern tip of the park property, west of Oceanview Drive, that has high resource value. Two other Sitka spruce stands west of Oceanview Drive, north of the tunnel entrance and just

north of the cul-de-sac on NW Pacific Place, are in poor health and would benefit from a light thinning. However, access to these stands is not good and forest operations here are a low priority unless infrastructure becomes threatened.

## Cultural Resources Assessment

Land was acquired here for use as a state park in 1969, with a later addition in 1988. The earliest known structure on the property was the former Monterey Hotel, owned by John Fitzpatrick, an Irish immigrant. The hotel was popular with visitors from Salem, including several governors. It was also used as a military academy and the Oregon State University football team stayed at the hotel and conducted its spring practice on the beach. The hotel was sold in 1912 and renamed the Ocean Hill Hotel. The hotel grounds were later used as a camp for the Spruce Corps Division of the Army during World War I. Soldiers built roads and railroads in the forest for logging, including a railroad trestle immediately behind the hotel and over Big Creek. The Ocean Hill Hotel was demolished in 1933 and replaced with several cottages and a service station.

## Interpretive Assessment

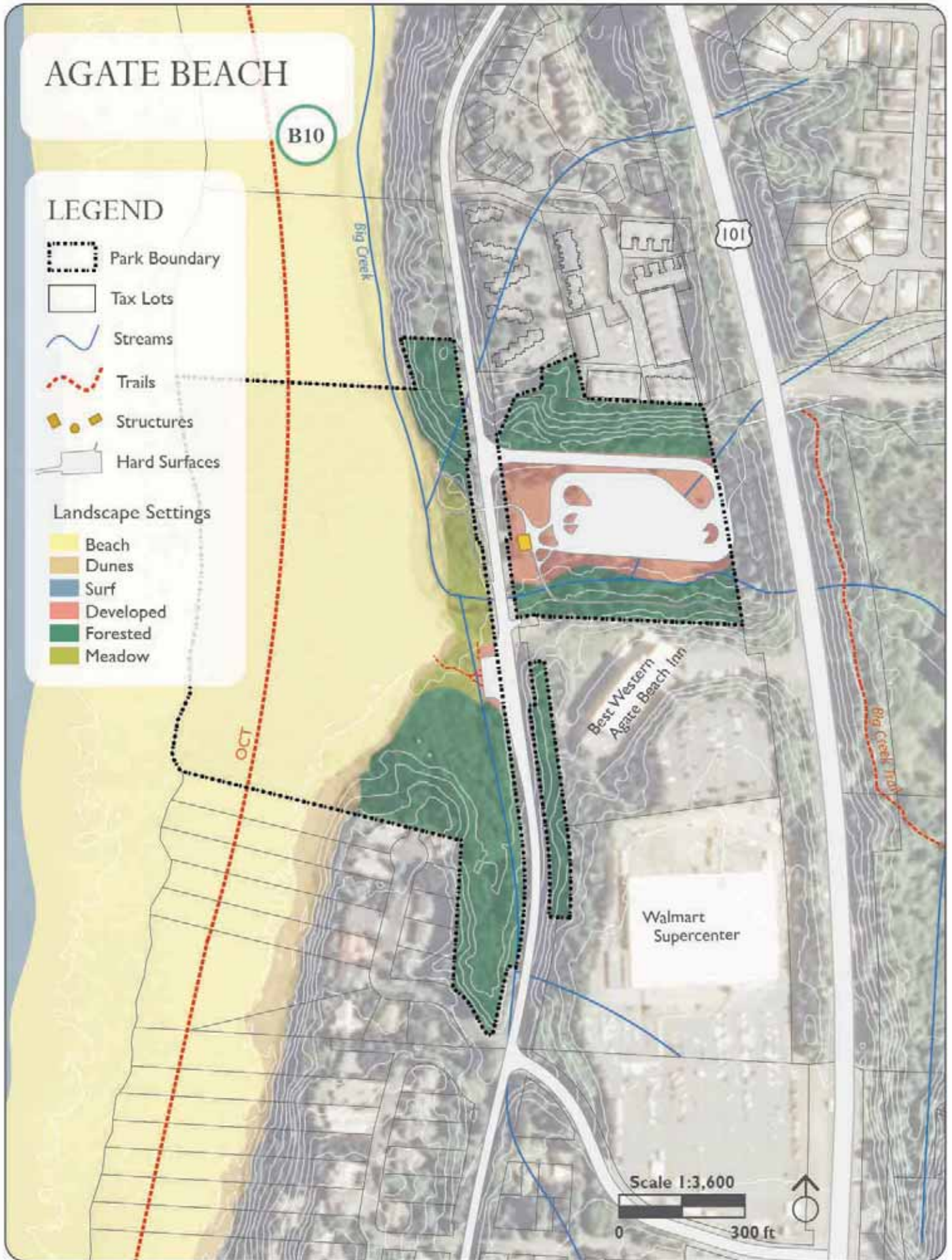
There is no programming or interpretive signage in the park.

## Development Suitability

Wetlands and some forested areas in the park have been designated high resource value and conservation priority (Figure B10-B), which means that only low impact development such as trails is appropriate



Figure B10-A – Existing Conditions Map



in these locations. Several stands of poor condition spruce and shore pine forest on the west side of Oceanview Drive are designated moderate resource value and could potentially be developed from a natural resources perspective. Landscaped areas surrounding the parking lot are low resource value and could potentially be developed as well.

## Issues

- Big Creek, which runs along the southern edge of the main parking lot, has changed course over the years as it flows across the beach to the ocean. As a result, the tunnel beach access has been blocked by the creek and visitors are forced to walk back up to Oceanview Drive and then to the emergency beach access road to get to the beach. A temporary bridge was in place over the creek for several years, but winter high water routinely moved the bridge and it proved to be too much maintenance so it was removed.
- Because of its location on the west side of Oceanview Drive adjacent to the beach access road, the small “hamburger lot”

is preferred by beachgoers to the main parking lot. Users frequently park along the road when the hamburger lot is full rather than park in the main parking lot.

- Partly as a result of the popularity of the hamburger lot, and because of its large size, the main parking lot is underutilized and is rarely full.
- The park is located at the intersection of several local and regional trail routes: The City of Newport’s Big Creek Trail, the Oregon Coast Trail, and the Oregon Coast Bike Route, which utilizes Oceanview Drive.
- The park is not signed very clearly for northbound traffic on Oceanview Drive and Highway 101.
- The City of Newport has plans for a possible pedestrian connection from Highway 101 into the park at the southeast corner.

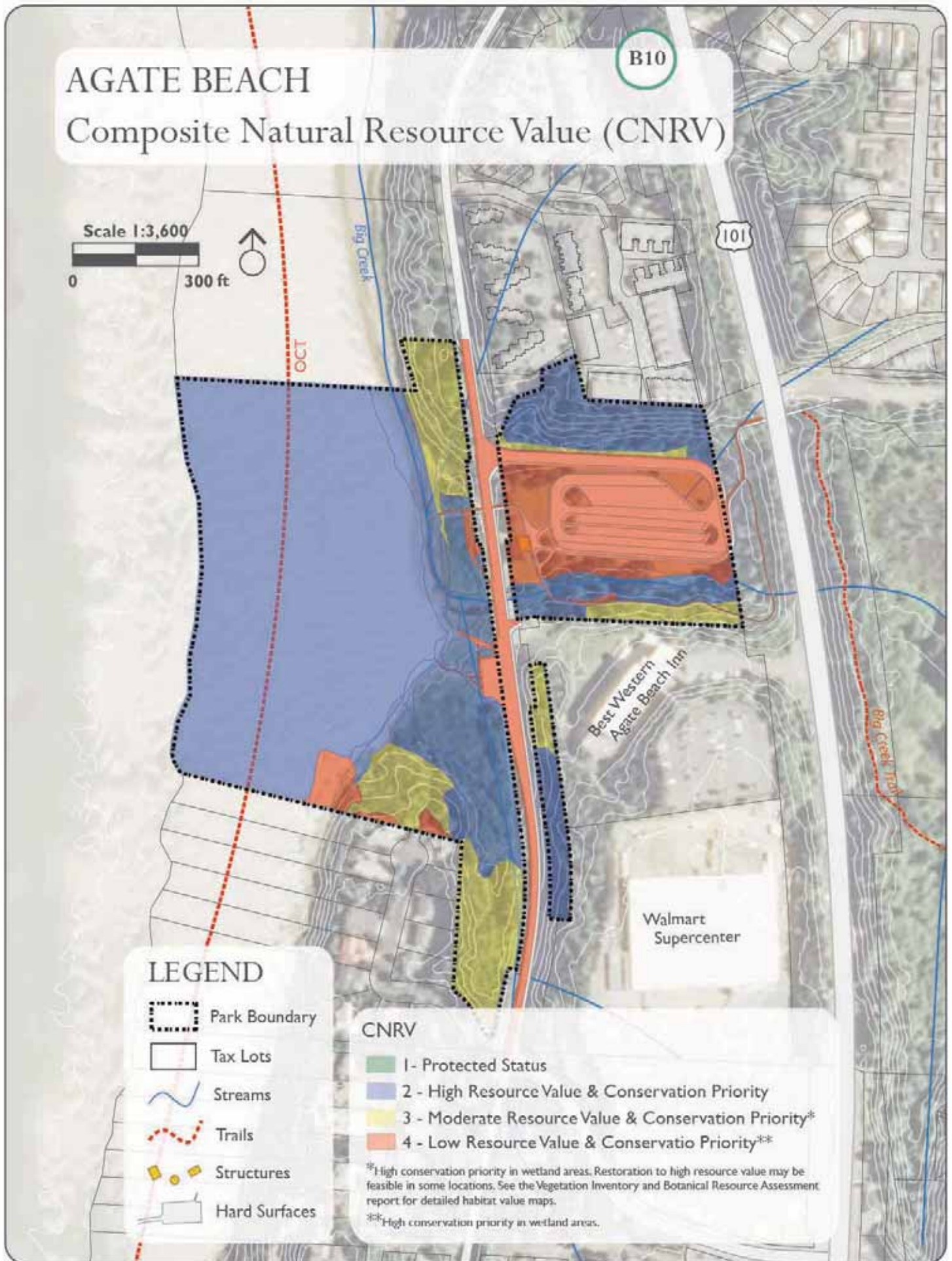
## Recreation Needs

- Improve beach access from main parking lot
- Landscaped open space (city-wide need)

View of the location south of the restroom where new pedestrian access to Oceanview Drive is proposed



Figure B10-B – CNRV Map



## Development Concept

- Reduce the size of the main parking lot (to 67 spaces), redesign and utilize the western end for parking. Ensure that new parking meets ADA standards.
- Replace the eastern end of the parking lot with maintained lawn for multi-purpose recreation activities.
- Install paved paths connecting from the parking lot to the Big Creek Trail tunnel. Utilize the existing sidewalk along the parking lot where possible.
- Upgrade the existing restroom to meet ADA standards.
- Develop an accessible access route from the main parking lot to the existing crosswalk on Oceanview Drive, across from the emergency beach access. Work with the City of Newport to install a sidewalk along Oceanview Drive to the point of connection with the park path.
- Evaluate the feasibility of improving the existing trail connection to the City of Newport's Ocean to Bay Trail to meet ABA standards for accessibility.
- Improve park signage for visibility to northbound traffic on Hwy 101 and Oceanview Drive

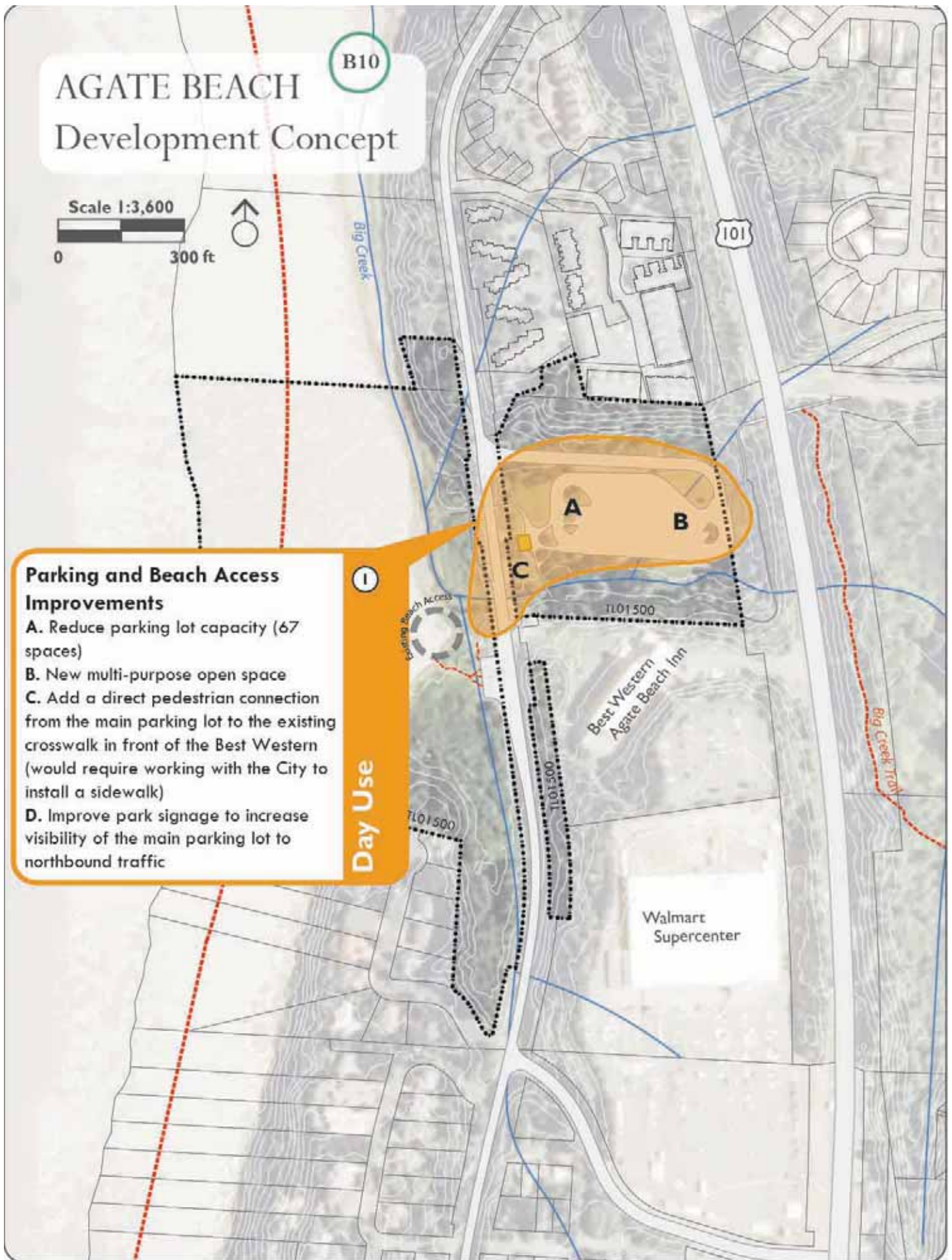
## Natural Resource Management Actions

- Manage forest density to promote forest health (e.g., reduce overcrowding and increased incidence of forest disease and insects).
- Discourage illegal camping to reduce impacts to native vegetation.
- Increase food availability throughout park by planting pollinator-friendly and food-producing plant species. Mow developed areas of park with wildlife in mind.
- Maintain and enhance scrub-shrub habitat.
- Monitor and control invasive plant species.

View of the beach access and Oceanview Drive from the "Hamburger" Parking Lot



Figure B10-C – Park Development Concept Map



## Cost Estimate - Parking and Beach Improvements

1 - Parking and Beach Access Improvements											\$410,000
Project	Status	Parameters/ Standards	Reviews/ Approvals	Amount	Units	Unit Cost	Subtotal	Total (+35%)			
Parking Lot	Rehab	Paved, 63 spaces (4 ADA)	Lincoln County; DEQ				\$291,000	\$393,000			
asphalt removal				40,000 SF		\$2	\$80,000				
curb		use existing		0 LF		\$0	\$0				
pavement				40,000 SF		\$5	\$200,000				
restriping		67 spaces		1 ALLOW		\$6,000	\$6,000				
landscaping				ALLOW		\$5,000	\$5,000				
Pedestrian Circulation	Enhance		Lincoln County; DEQ				\$12,000	\$16,000			
paved trails / paths		ADA access to Ocean View Dr. (may require a ramp); 60" wide		400 LF		\$30	\$12,000				
Restroom Upgrade											
upgrade restroom				1 ALLOW							

# Agate Beach State Recreation Site - Conceptual Design Plan

**Legend**

- Roads / Parking
- Hard Surface Paths / Trails
- Buildings / Structures
- Landscape Features
- Soft Surface Trails

0 40 80  
2 ft. Contour Interval



Pacific Ocean

Big Creek Tunnel

Reconfigure Parking Lot  
(67 Spaces Total)

Sidewalk / Path Connection  
from Parking Lot to Existing  
Crosswalk

Big Creek

Improve Existing  
Beach Access Trail

"HAMBURGER"

LAGUNA SHORES  
CONDOMINIUMS

NORTH SHORE TERRACE  
CONDOMINIUMS

NORTHEAST 33RD STREET

101

BIG CREEK TRAIL (CITY OF NEWPORT)

New Multi-purpose  
Open Space

EXISTING  
RESTROOM

Paved Walkways

EXISTING SIDEWALK

BIG CREEK

BEST WESTERN AGATE  
BEACH INN







# B11. Yaquina Bay State Recreation Site

## Location

Within the City of Newport. The park is located on the bluff at the north end of the Yaquina Bay Bridge, overlooking the river's mouth, west of Highway 101.

**Size:** 32.0 acres

## Classification:

State Recreation Site – the primary purpose of parks in this classification is to provide recreational resources and access to them.

## Description

Yaquina Bay is a popular tourist destination, both for its scenic views and the historic Yaquina Bay Lighthouse located in the middle of the park. The focal point of the park is a viewing platform with views of the Yaquina Bay Bridge and the river's mouth, located across from the lighthouse. In addition to these attractions, the park provides picnic

areas, walking paths, and beach access. It also contains the Fishermen's Memorial, a site dedicated to fishermen lost at sea. The park road loops around following the edge of the bluff, part of an off-highway connection between the Bayfront and Nye Beach historic districts. The interior of the park east of the lighthouse is heavily vegetated and contains paved walkways. A residence building and host campsites are located in the eastern portion near Highway 101.

## Existing Recreation Facilities

- Paved Day Use Parking (169 spaces)
- ADA Gravel Parking and Access Road Behind the Lighthouse
- Yaquina Bay Lighthouse Building
- Plumbed Restroom
- Fishermen's Memorial Sanctuary
- Picnic Shelter and Concrete Picnic Tables
- Paved Beach Access Paths and Stairs
- Paved Walkways

## Visitation

The estimated total visitation to the park in 2014 was over 1.5 million (however, this number is based on vehicle road counters and includes through traffic, which could constitute a significant portion of the total vehicles counted). Between 2002 and 2014, the trend was of increasing visitation, with estimated visitor numbers increasing from approximately 1.1 million in 2002 to 1.5 million in 2014. The park is heavily congested during the summer and other tourist seasons.

## Botanical Resources Assessment

Ecological condition in the park is mixed, with vegetated areas in the center of the park east of the lighthouse being generally in moderate to good condition. Vegetation in the park consists primarily of shore pine and sitka spruce, native shrublands, and patches of shrub wetland. Invasive plant species are widespread, and include European beachgrass in the dunal areas, Himalayan blackberry, English ivy, Scotch broom, montbretia, and reed canarygrass.

## Forestry Resources Assessment

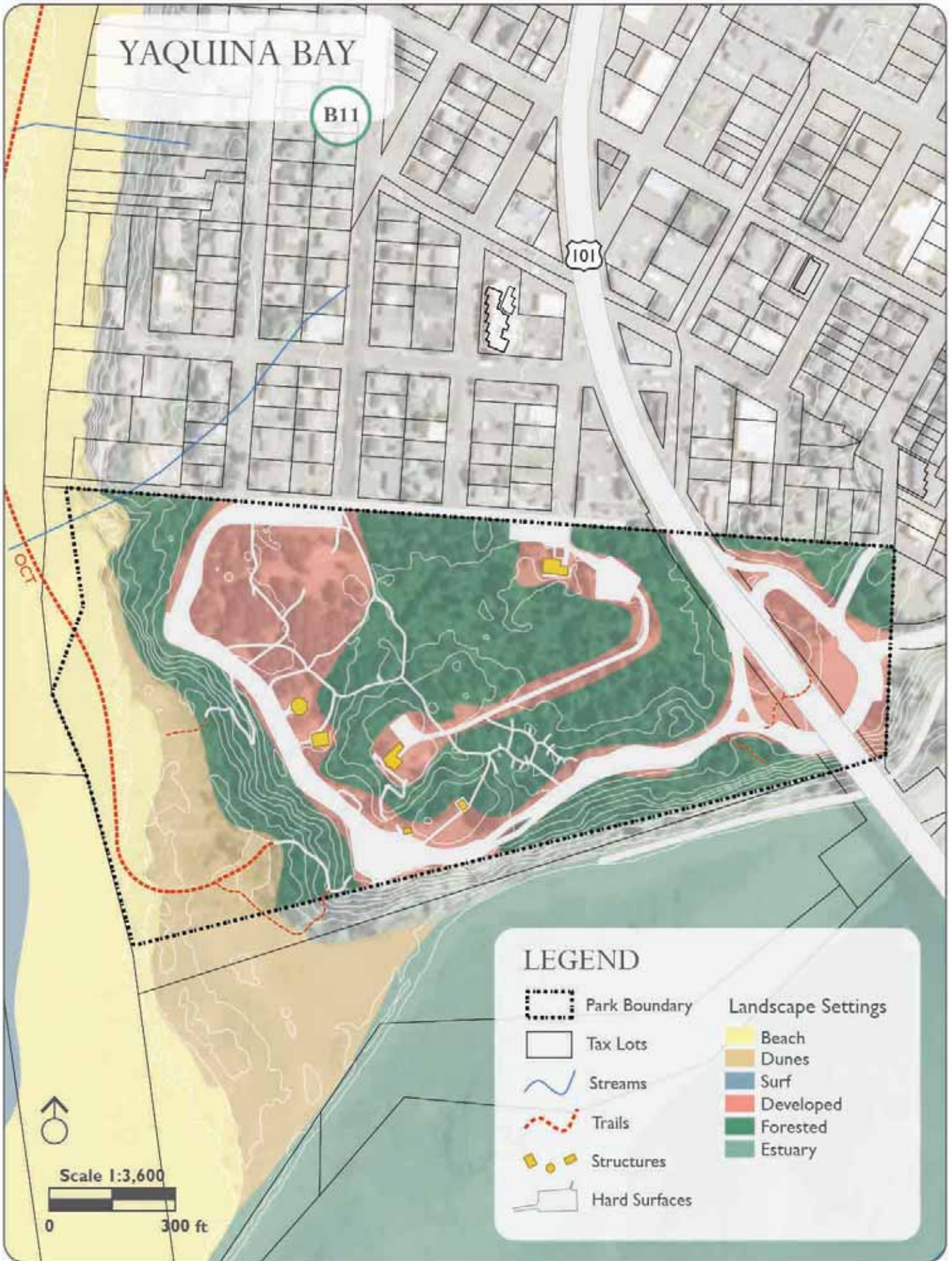
Forested areas in the park consist of shore pine and Sitka spruce, and have low resource value from a forestry perspective. The assessment for the Plan notes that “the dominant feature within these stands is the understory vegetation which is very dense, very tall, and includes evergreen huckleberry, salal, and rhododendron.” Management in these areas should include partial removal of the understory to increase light and nutrient availability for tree seedlings.

## Cultural Resources Assessment:

The 32-acre tract was a gift from the U.S. Department of Commerce, Lighthouse Service, in 1934. During the acquisition process it was necessary to obtain a special Act of Congress. Acquisition was desired because of the park’s unique location, splendid views, and pleasing picnic areas that would be provided. The Old Yaquina Bay Lighthouse was constructed in 1871 as a harbor entrance light. The lighthouse reservation consisted of 36 acres, a part of the homestead of Lester and Sophronia Baldwin, who were among the first Euro-Americans to settle on Yaquina Bay. The light was decommissioned in 1873 when a new lighthouse was built three miles to the north at Yaquina Head, though the federal government continued to maintain the building and grounds through 1885. In 1888, the U.S. Army Corps of Engineers was granted permission to occupy the house during harbor improvement projects. From 1906-1933 the Yaquina Bay Life Saving Service used the building as crew quarters and a lookout.

Following acquisition by the state, initial park improvements were made by members of the Civilian Conservation Corps, who were based in the park; some of this work can still be seen, including a historic rock wall along the road beneath the lighthouse. During World War II, the park was used for military purposes and was closed to all unauthorized visitors from December 1941 through May 1944. The lighthouse was scheduled for demolition in 1946, but the move was opposed by local citizens. As a result, in part, of the landmark preservation crisis posed by the lighthouse, the Lincoln County Historical Society was formed in 1948. A

Figure B11-A – Existing Conditions Map



major restoration project was completed on the lighthouse in the 1970s and the building is now listed on the National Register of Historic Places.

## Interpretive Assessment

The park has numerous interpretive attractions, including the lighthouse, Yaquina Bay Bridge, and north jetty. The lighthouse contains historical interpretive displays, a movie, and is staffed by volunteers. There is interpretive signage around the lighthouse, including a kiosk in front.

Interpretive programs in the park include field trips, JR Ranger activities, volunteer interpreters, gardening displays, and holiday events.

## Development Suitability

Several areas within the park have been designated high resource value and conservation priority, including the central portion of the park east of the lighthouse (Figure B11-B). This section is composed of native shrublands, including large rhododendron and wax myrtle, as well as dense salal and evergreen huckleberry. Thinning out the salal and evergreen huckleberry and development of trails may be appropriate here. Several areas north of the lighthouse are designated low or moderate resource value and are potentially developable from a natural resources perspective.

## Issues

- Since the park was acquired over 80 years ago the vegetation has increased significantly in key viewing areas, closing off views of the ocean, river, and lighthouse. The outer edge of the park road is heavily forested in many places, and the landscape along the lighthouse is much more enclosed than it was historically. When the lighthouse was built in the late 1800s the surrounding landscape was mostly open dunes.
- Although it functions as part of the City's road network (residents often use it as a bypass when Highway 101 is congested), the park road is owned by OPRD and is not public right-of-way.
- There is no continuous off-road pedestrian connection along the park road – as a result, joggers and pedestrians frequently use the road itself, causing potential traffic conflicts.
- Paths and concrete picnic tables in the interior of the park are overgrown with tall hedges of salal and evergreen huckleberry along the paths, restricting visibility and creating an unpleasant user experience. Safety is a potential concern in these overgrown areas because of the lack of visibility and connection to more populated areas of the park. Off-trail areas are popular with transients for camping, especially in the less developed eastern portion of the park.
- Several areas along the outer edge of the park road have active erosion. In one spot east of the viewing platform the cliff is eroded to within feet of the road. There is also extensive erosion beneath the small shoulder parking area in the northwest corner of the park.

Figure B11-B – CNRV Map

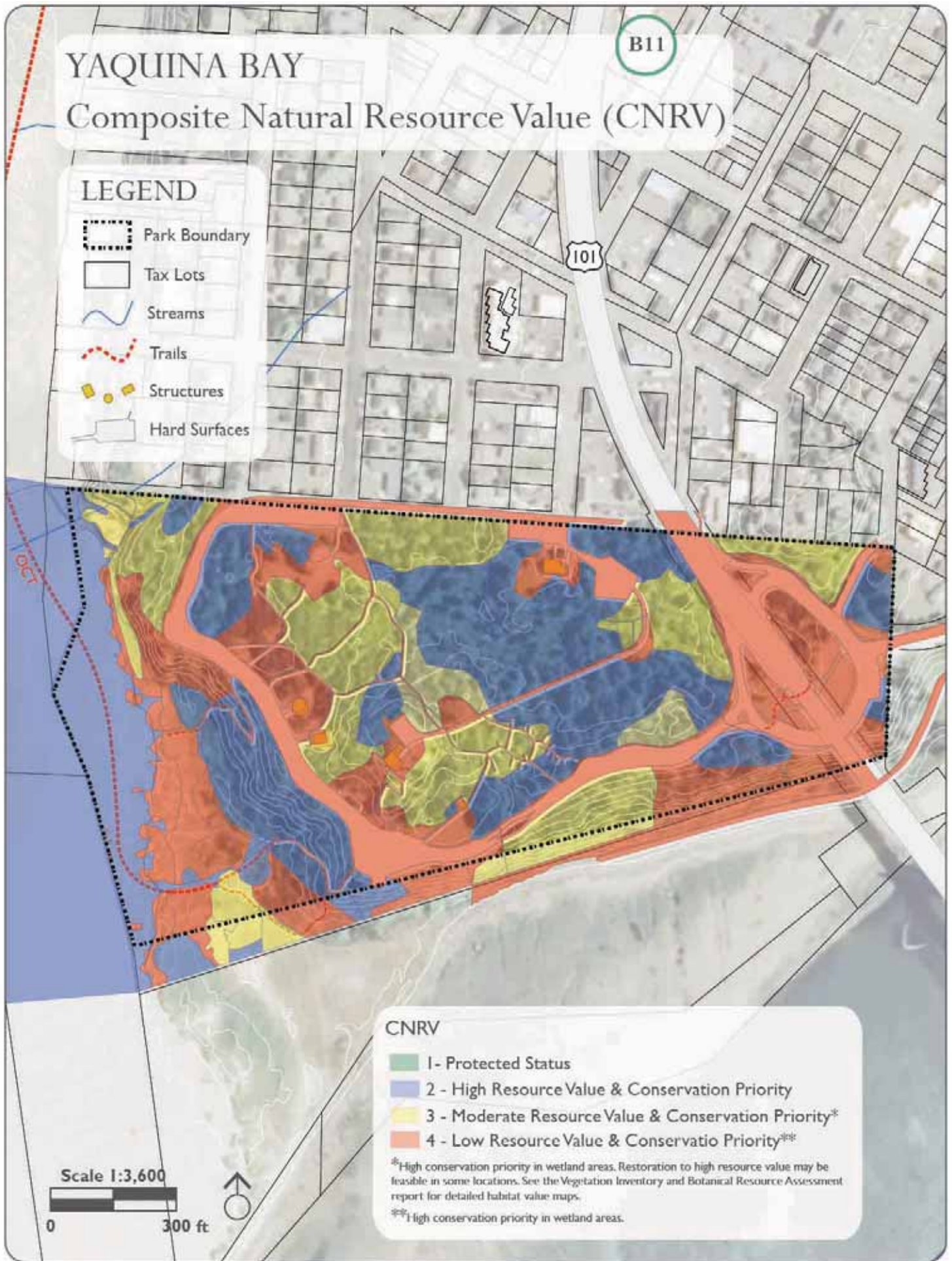
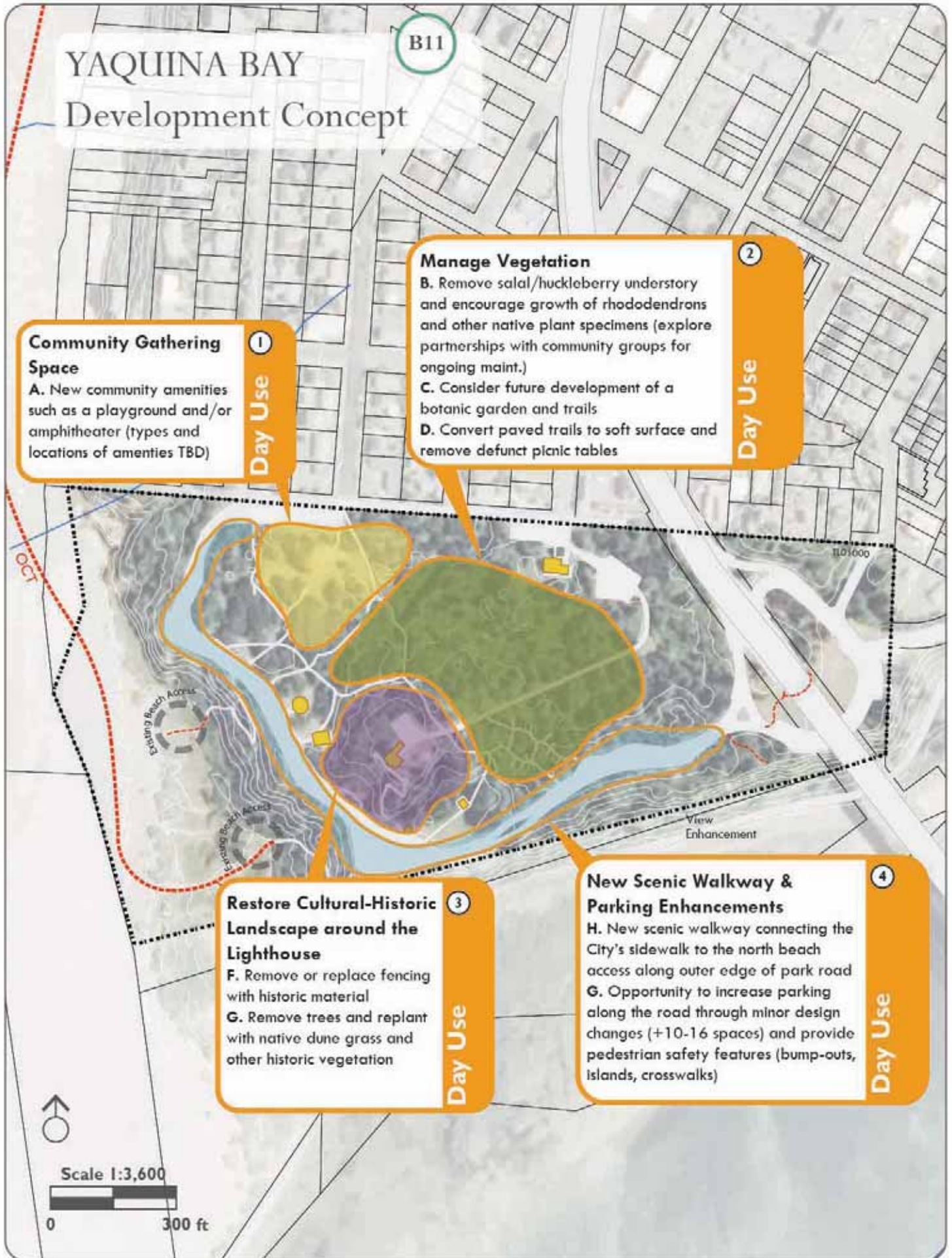




Figure B11-D – Park Development Concept Map



## Interpretive Needs

- Greater ranger or volunteer presence during peak season.
- Upgrades to wayfinding and interpretive panels.
- More outdoor interpretive facilities and programming addressing topics in addition to the lighthouse.

## Maintenance Needs

- Repair trails and fencing as needed

## Natural Resource Management Actions

- Much of the native habitat in the park interior is in good condition and contains older specimens of rhododendrons, Pacific wax myrtle, and evergreen huckleberry. Within the designated “vegetation management” area:
  - Selectively thin existing vegetation. Retain all wetlands, retain approximately 90% of rhododendrons, approximately 90% of wax myrtle, more than 50% of evergreen huckleberry and less than 50% of salal.
  - Remove vegetation along sides of paths and replant with low-growing plants, prune and thin vegetation behind to open up views of interior habitat
- Eradicate Japanese knotweed.
- Maintain Audubon Society designation as an “Important Bird Area.”
- Discourage illegal camping to reduce impacts to native vegetation. Manage trash from illegal camping and heavy park visitation.

Figure B11-E – Conceptual rendering of trail rehabilitation and vegetation management in park interior





# Yaquina Bay State Recreation Site - Conceptual Design Plan

**Legend**

- Roads / Parking
- Hard Surface Paths / Trails
- Buildings / Structures
- Landscape Features

0 50 100

2 ft Contour Interval





## Development Concept

- Develop new community-oriented amenities in the northwest corner of the park, possibly including an amphitheater, band shell, playground, or other similar recreation facilities.
- Restore elements of the historic landscape and setting around the lighthouse. Replace the existing chain link fencing with a historically appropriate material and manage vegetation to restore dune grass and other low-growing native vegetation.
- Construct new accessible scenic pedestrian walkway along the outer edge of the park road, connecting to the recently built sidewalk under the Yaquina Bay Bridge and part of a continuous sidewalk connection between Elizabeth Street and the Historic Bayfront. In order to minimize impacts from erosion, the walkway should not be located nearer to the cliff edge than the existing road on the south side of the park. Instead, it will utilize a portion of the existing roadway; space limitations along a section of the road would require the road to be moved north in order to accommodate the walkway.
- Develop additional parking along the road in the northwest corner of the park and below the lighthouse (total additional spaces: 10-16). Install a vegetated island below the lighthouse to improve pedestrian safety and vehicle circulation. Provide additional pedestrian safety features along the road, including sidewalk “bump-outs” and striped crosswalks. Restripe parking along the shoulder at the east end of the park road. Upgrade parking and sidewalks to ADA standards.
- Manage vegetation in the park interior to open up visibility along the trails and highlight native habitats (see Natural Resource Management Actions below).
- Convert paved trails in the park interior to soft surface or gravel and remove deteriorated picnic tables.
- Reconfigure and resurface picnic site access routes to ABA standards, improve picnic shelter accessibility, and upgrade several existing picnic sites in representative areas of the park to meet ABA standards.
- Consider future development of a native garden as in the concept outlined in Figure B11-C.

## Interpretive Recommendations

- Re-establish a volunteer presence outside the lighthouse.
- Look into feasibility of the Adopt-a-Park program with different potential partner groups.
- Redirect host positions to provide roving interpretation when the lighthouse is closed.
- Update the current interpretive plan for the Yaquina Bay Lighthouse.
- Develop a priority list of existing interpretive panels to be updated.
- Shift priorities to develop more guided recreational opportunities at the park (example: Let's Go programs like clamming, crabbing, and birding).
- Potential interpretive topics for the park include: lighthouse history; Yaquina Bay harbor; Yaquina Bay fleet history; Yaquina Bay Bridge.

# Cost Estimates

## 3 - Restore Cultural-Historic Landscape around the Lighthouse

Project	Status	Parameters/ Standards	Reviews/ Approvals	Amount	Units	Unit Cost	Subtotal	Total (+35%)
Fencing	Rehab		City of Newport				\$36,400	\$70,000
fence removal				650	LF	\$6	\$3,900	
new fence				650	LF	\$50	\$32,500	
Landscaping	Rehab		City of Newport				\$15,000	\$20,000
tree removal				1	ALLOW	\$10,000	\$10,000	
replanting				1	ALLOW	\$5,000	\$5,000	

## 4 - Scenic Walkway and Parking Enhancements

Project	Status	Parameters/ Standards	Reviews/ Approvals	Amount	Units	Unit Cost	Subtotal	Total (+35%)
Scenic Walkway	Rehab		City of Newport; DEQ				\$182,500	\$246,000
sidewalk		60" wide, wider where bump-outs are proposed. Approx. 2,300 LF		14,000	SF	\$10	\$140,000	
sidewalk removal				500	SF	\$5	\$2,500	
road realignment		Approx. 200 LF		1	ALLOW	\$40,000	\$40,000	
Parking	Rehab	Paved,	City of Newport; DEQ				\$27,000	\$36,000
pavement				3,000	SF	\$5	\$15,000	
curb		included in sidewalk construction						
restriping		108 spaces		1	ALLOW	\$7,000	\$7,000	
landscaping				1	ALLOW	\$5,000	\$5,000	
Relocate Information Kiosk	Rehab						\$3,000	\$4,000
kiosk realignment or replacement - TBD				ALLOW		\$3,000	\$3,000	



# S1. South Beach State Park

## Location

Mostly within the City of Newport (a small portion is outside the city limits). The park is located at the south end of the Yaquina Bay Bridge, west of Highway 101.

**Size:** 498.3 acres

## Classification

State Park – the primary purpose of parks in this classification is to provide general outdoor recreation in an extensive setting.

## Description

South Beach is a large park with diverse settings and recreation opportunities. The park contains a popular campground, extensive trails, beach access, and two separate day use areas. One of these day use areas, the South Jetty, is located along

the jetty on the south side of the Yaquina River. It functions almost as a separate park and is used extensively by local residents for fishing, clamming, crabbing, horseback riding, jogging, dog walking, picnicking, and access to the beach and jetty. The campground and associated day use area are located farther south, but connect to the South Jetty through a system of paved and soft-surface trails. The campground provides full hookup RV and tent sites, yurts, group camps, and a hiker-biker site. Some of the diverse settings in the park accessible by trail include rhododendron forests, marshes, shore pine forests, open dunes, beach, and estuary.

## Existing Recreation Facilities

- Paved Day Use Parking (146 spaces)
- Gravel Day Use Parking, South Jetty (Approx. 200 spaces)
- Six Plumbed Restrooms (One day use, five campground)
- Picnic Tables

- 315 Campsites (225 RV, 60 Drive-in, 27 Yurts, three Group Camps, Hiker/ Biker)
- 9-hole Disc Golf Course
- Amphitheater
- Playground
- Meeting Yurt
- Interpretive Yurt
- Portable Restrooms
- Outdoor Rinse Station (Day Use Restroom)
- Paved and Soft Surface Trails
- Beach Access

## Visitation

The estimated total visitation to the park in 2014 was about 820,000 (Day Use 667,000 Overnight 154,000). The overall trend between 2002 and 2014 was of increasing visitation for both day use and overnight numbers.

## Botanical Resources Assessment

Ecological condition is mixed within this large and diverse park, and differs based on habitat types that run in distinct bands from north to south. The dunes east of the campground are covered in native rhododendrons and are in good to excellent condition for the most part. West of the campground, there is a swath of forested wetland, also in good to excellent condition. On either side of the wetlands are dunes colonized by European beachgrass and Scotch broom in mostly poor ecological condition. Other areas of the park, including grasslands, forested areas, and open dune habitats, are in varying condition. Vegetation types in the park include dunes dominated by European beachgrass as well

as some dominated by native American dunegrass, shore pine forest, shore pine forested wetlands, douglas-fir forest, Sitka spruce forest, Scotch broom dominated shrublands, and woodlands with grassy areas or open dunes and scattered shore pine. Invasive plant species are widespread and include European beachgrass, Himalayan blackberry, English ivy, Scotch broom, tansy ragwort, purple loosestrife, and everlasting peavine.

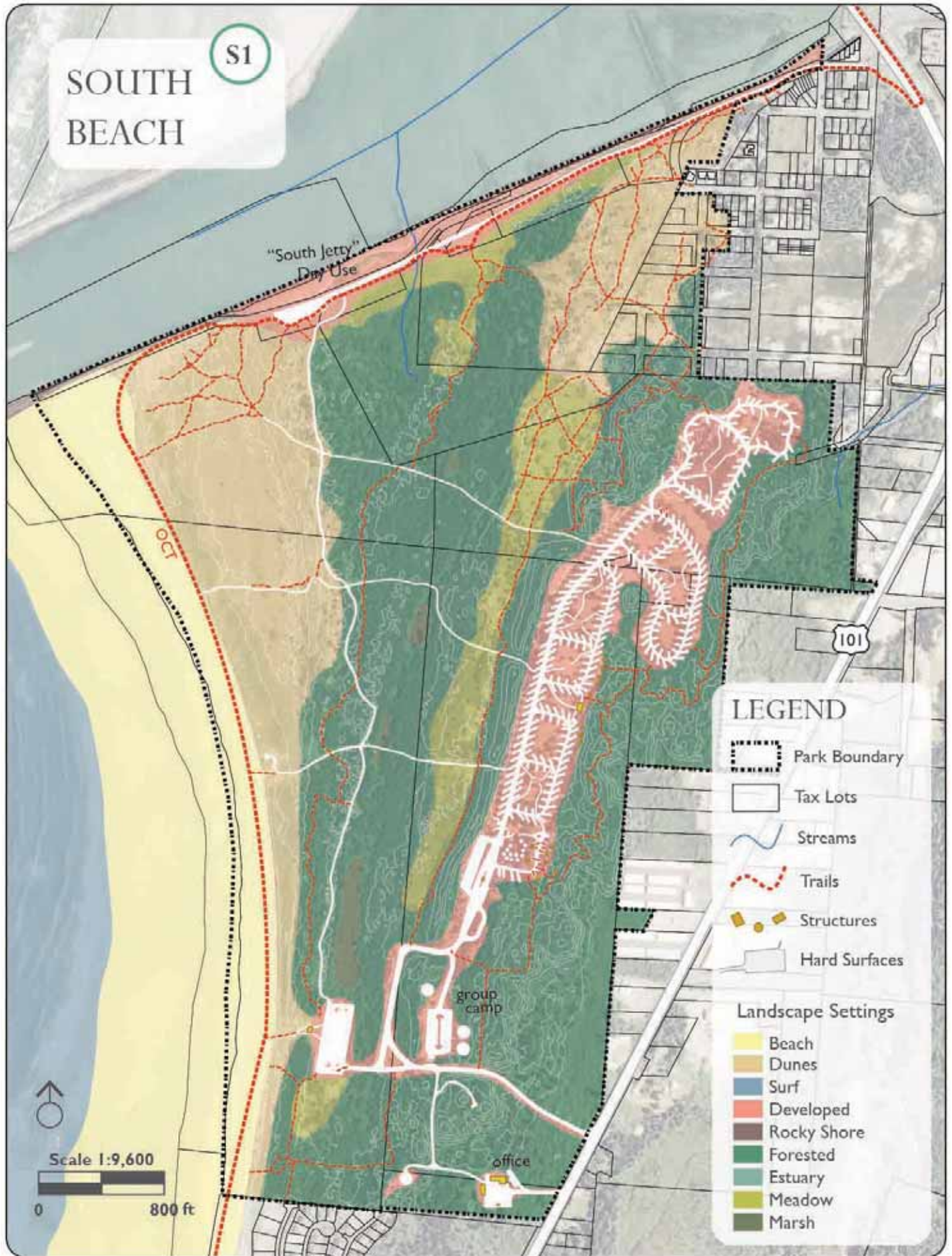
## Forestry Resources Assessment

Most of the forested areas in the park are dominated by or include a mix of shore pine, along with several stands dominated by Sitka spruce or Douglas-fir. Forest stands in the park have a mix of low to high resource value.

## Cultural Resources Assessment

Land for the park was acquired from Lincoln County as well as private landowners over a long period from 1933 to 2001. Initial acquisitions were for the purpose of protecting the appearance of the southern end of the Yaquina Bay Bridge as well as to preserve the large rhododendrons growing west of the highway and to retain the beach along Yaquina Bay for the enjoyment of the public. The current South Jetty day use area was previously known as the South Beach Wayside. There was little in the way of development within the park prior to construction of the campground in 1970. Notes from a field inspection report from 1961 indicate that a drive-in movie theater had been established along with some cabins near the south end of the bridge, but it is unclear whether those buildings were on park property.

Figure S1-A – Existing Conditions Map



## Interpretive Assessment

The park hosts numerous interpretive programs and activities, including JR Ranger, Field Trips, Guided Tours, Outdoor Skills (camping, hiking, survival skills), Lets Go Disc Golfing, and evening programs at the campground. There are several interpretive panels and other non-traditional interpretive elements.

## Development Suitability

The rhododendron-covered dunes south and east of the campground and forested wetlands west of the campground have been designated high resource value and conservation priority in the Composite Natural Resource Value Maps (Figure S1-B). Potential development in these areas is limited to low-impact uses such as trails. Many of the dune areas that have stabilized due to growth of European beachgrass and shore pine are designated low to moderate resource value and could potentially be developed from a natural resources perspective. In the north of the park where a new disc golf course is proposed, small areas of high resource value habitat are mixed within an area of moderate value habitat. The suitability of developing this area for recreational use is discussed in the 'Issues' section below.

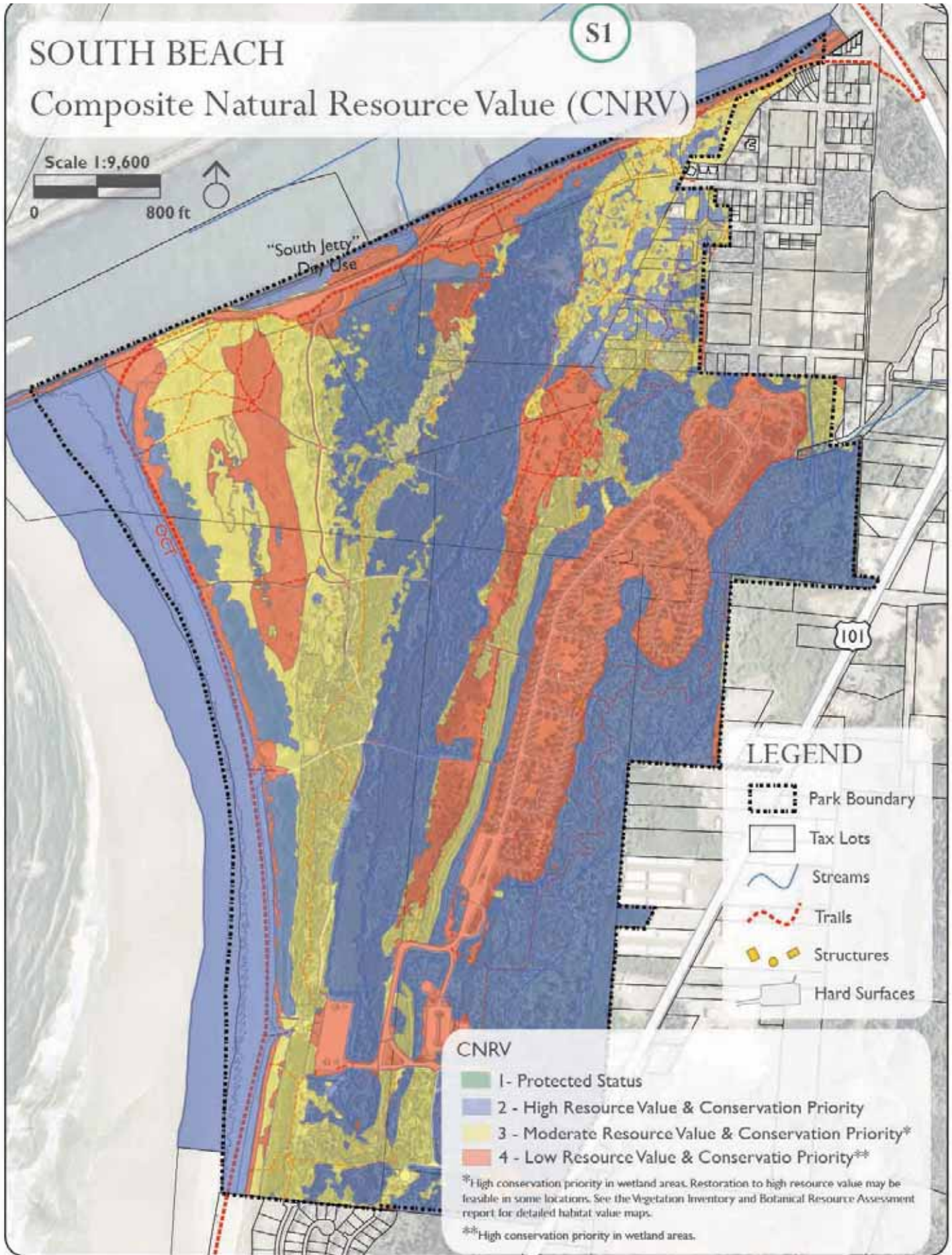
## Issues

- There is a 2003 Master Plan for the park. Several elements of the Master Plan, notably an expansion of the campground, have been implemented. Other elements, including extensive improvements to the South Jetty area, have not been implemented.

- The campground entrance area has several issues that could be addressed through redesign, including:
  - The small size and location of the existing dump station causes traffic problems. At busy times, RVs often are backed up into the campground while waiting to use the dump station.
  - The existing group camp area is underutilized and visually unappealing compared to the rest of the campground. A cabin village is proposed for this site in the 2003 South Beach Master Plan.
  - The existing hiker/biker site is located adjacent to the entrance road on seasonally wet ground, and has very little privacy from traffic and other campground entrance activities. Relocating it could improve the hiker/biker camping experience.
- Evacuation of the campground in the event of a tsunami is a concern because of the distance to high ground. The nearest evacuation point is Safe Haven Hill, a small hill at the southern end of the Yaquina Bay Bridge. There are potential routes from the north end of the campground to reach the City's street system and Safe Haven Hill. An additional evacuation route has been created to connect the central campground areas to Highway 101 (there is high ground located east of the highway).
- There are user conflicts along the entrance road as some campground users (especially in the group camps) walk along the road to access the beach.
- Sand has been building up on the South Jetty, creating dunes that impede access out along the jetty and to the beach. The sand is also a potential safety hazard along



Figure S1-B – CNRV Map



the edges of the jetty as it can slough off underfoot. The U.S. Army Corps of Engineers owns and maintains the jetty and would like to resolve this issue in partnership with OPRD. (See the 'South Jetty Dune Management' section below).

- Sand continues to build up against the day use area restroom near the campground, causing maintenance issues.
- There are user conflicts along the South Jetty road due to the fact that bicyclists, pedestrians, dog walkers, and vehicles all use the same road. The road does not have a sidewalk or shoulder. Separating the uses would reduce ongoing conflicts and enhance visitor safety.
- Sand builds up along the ADA boardwalk, requiring costly removal each year.

## Recreation Needs

- Additional overnight capacity
- Disc golf course
- Facilities to accommodate outdoor education and interpretive activities
- A permanent restroom building at the South Jetty
- Improved access to Yaquina Bay along the South Jetty
- Improved parking and beach access at the South Jetty
- Bicycle and pedestrian connections from the park's day use areas and campground to the City's road and trail system

## Maintenance Needs

- Upgrade electrical hookups at RV campsites (260 sites)
- Replace and relocate day use restroom
- Replace campground registration booth
- Replace A, B, D, and F loop restroom/shower buildings
- Replace portable toilets with plumbed or vault toilets
- Resurface group camp parking lot
- Explore solutions to minimize sand buildup on the ADA boardwalk.

## Development Concept

Proposed development at South Beach includes –

- Relocate the dump station and recycling center to the existing group camp area and expand the dump station to two hookups instead of the current one.
- Locate a new meeting yurt and day use parking spaces in the eastern portion of the existing group camp area.
- Explore the possibility of relocating group camps to I-loop (likely requires removal of sites I8, I10, and I12 to accommodate group sites).
- Install sewer hook-ups for A, B, C, and D loops.
- Relocate hiker-biker campsites to one of several alternative locations identified near the campground entrance (avoid sensitive kinnikinnick habitat).
- Construct new yurts or cabins in the existing dump station area and existing hiker-biker campsite area. Develop new parking and a restroom along the current dump station loop road to serve yurts/cabins as well as the relocated hiker-biker sites.
- Relocate the day use restroom west of the campground to avoid sand build-up.
- Construct a new shelter to accommodate interpretive and picnicking uses in the forested area just west of the day use parking lot.
- New disc golf course in the northeast corner of the park. Much of this area is ecologically degraded, but portions contain rare native dune habitat and will be protected and enhanced via a designated “reserve” area. An experimental approach to habitat restoration in degraded areas is outlined in Figure S1-C. The hope is that foot traffic from disc golf players will loosen sandy soils and open up areas currently dominated by European beach grass for recolonization by native species, which require loose, open, sandy conditions. Restoration efforts would be needed to help with this transition, including pulling beach grass to restore high quality habitat areas to native condition, and potential removal of encroaching shore pines as well. Interpretive signage could also be installed to inform visitors about the need for habitat protection and highlight the potential benefits of this unique restoration strategy.
- Improve parking along the South Jetty road through construction of three defined parking lots (approximately 160 total spaces), including separated equestrian parking.
- Construct new restroom buildings adjacent to parking areas on the South Jetty road.
- Develop a paved trail connection along the South Jetty road to connect park trails with the City's bike path at the north end of SW Brant Street, as a well as a walkway along the edge of the jetty.
- Develop new diving and tideland access to the Bay from South Jetty parking areas (coordinate with U.S. Army Corps of Engineers).
- Coordinate with USACE on South Jetty dune management.

## South Jetty Dune Management

The South Jetty structure is owned and maintained by the U.S. Army Corps of Engineers. For safety reasons, the Corps closed the jetty to vehicular access several years ago, however, prior to the closure, people regularly drove their vehicles out along the jetty to the end of the beach. The jetty also served as an important emergency vehicle access to the ocean shore. OPRD staff conducted twice yearly grading of the jetty to remove sand dunes from building on the top and repaired sinkholes that posed safety hazards to the public.

In the years following closure of the jetty to vehicles, there has been no maintenance or sand removal, and as a result, large dunes have continued to build on top of the jetty, creating a safety hazard where shifting sand spills over the edge of the jetty and obscures potential sinkholes along the jetty. In addition, an important emergency vehicle access has been lost. Sand blowing off of the jetty into the water is also a problem for the Corps because it contributes to sand accumulation in the navigation channel and necessitates more frequent dredging. The Corps has expressed concern that some intervention to arrest this sand migration into the channel is necessary to reduce the frequency and costs associated with channel dredging and minimize safety concerns to the general public.

In order to address this problem, OPRD and the Corps will resume yearly or more frequent remedial sand removal from the jetty, provided that funding for maintenance can be identified. Removed sand will be distributed beyond the southern toe of the jetty structure and planted with dunegrass to stabilize the dune field, reduce sand migration, improve safety, and reduce future maintenance needs. Grading the jetty crest will result in the potential for

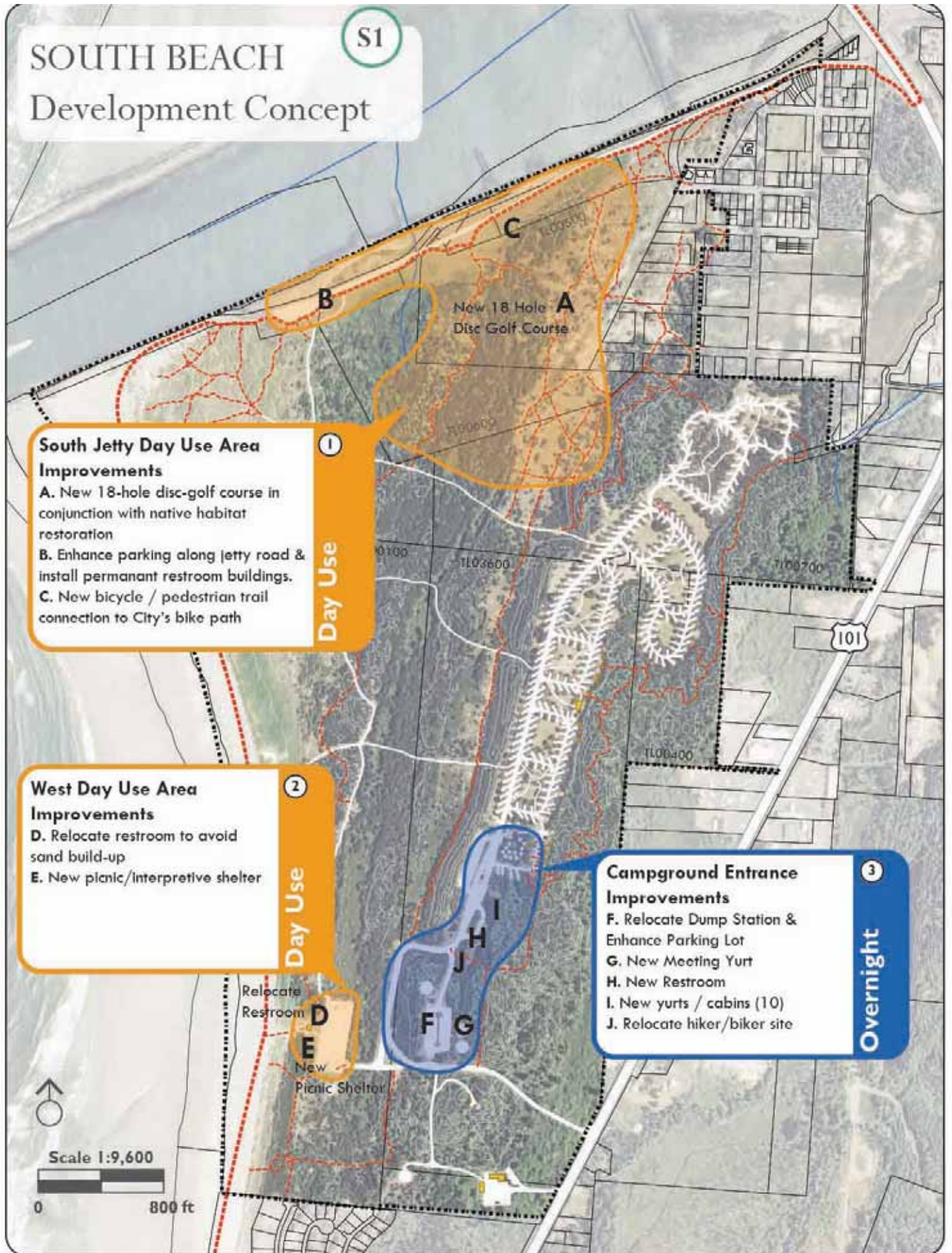
sinkhole development, and maintenance will be required. OPRD and the Corps will monitor and document the success of these efforts.

If monitoring establishes that remedial maintenance is inadequate and additional actions are needed to prevent sand build-up on the jetty, OPRD will consider alternatives proposed by the Corps or others. Significant alterations to the structure of the dunes south of the jetty are allowable only in areas where the dunes are designated low to moderate resource value and conservation priority (see the Composite Natural Resource Value map of the park). The installation of structures or materials on the dunes may be considered if it can be demonstrated that the materials will not restrict emergency equipment or beach access for the public, and that the materials can be installed and maintained in a way that does not pose a safety hazard to the public.

Most of the dunes south of the jetty are in poor ecological condition due to the dominance of European beachgrass, an invasive species. Proposals to alter dune configuration beyond the remedial maintenance activities discussed above, will need to include a plan to replant and stabilize the dunes with American dunegrass, a native species that is now relatively rare along the Oregon Coast.

Any future actions beyond remedial maintenance of the jetty, including earthwork not on or adjacent to the jetty structure, or installation of materials on the dunes, would likely require an Ocean Shore Alteration Permit (administered by OPRD) and may also require a Dune Management Plan and permit review by the City of Newport in accordance with Statewide Planning Goal 18.

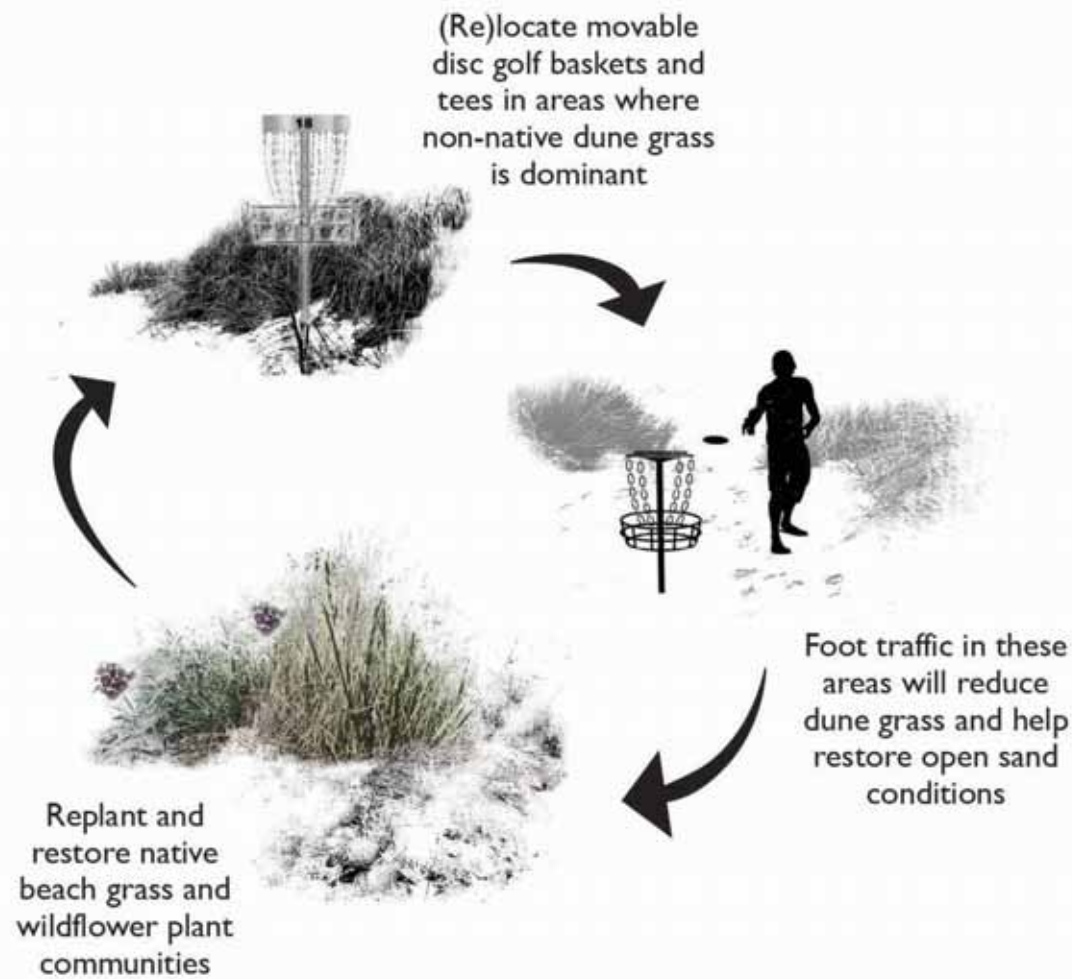
Figure S1-C – Park Development Concept



## Parkwide Natural Resource Management Actions

- Maintain and enhance rare plant communities and wildlife habitat: red fescue dune habitat that supports pollinator species (e.g., Oregon silverspot butterfly); shore pine-kinnikinnick habitat that supports the seaside hoary elfin; and native dunegrass populations that promote the formation of open sand habitat to provide nesting sites for the western snowy plover.
- Set aside 10 acre “dune habitat reserve” area in the northeast corner of the park to protect native plant communities.
- Implement “restoration through recreation” experimental approach for the new disc golf course (Figure S1-D).
- Control populations of purple loosestrife.
- Begin interplanting western hemlock and spruce in shore pine-dominated stands to promote forest succession. In stands with Douglas-fir and western hemlock, remove shore pine seedlings to prevent shore-pine encroachment.
- Develop a Nuisance Wildlife Integrated Pest Management Plan to address potential problems caused by California ground squirrels.

Figure S1-D – Disc Golf Course - Restoration through Recreation



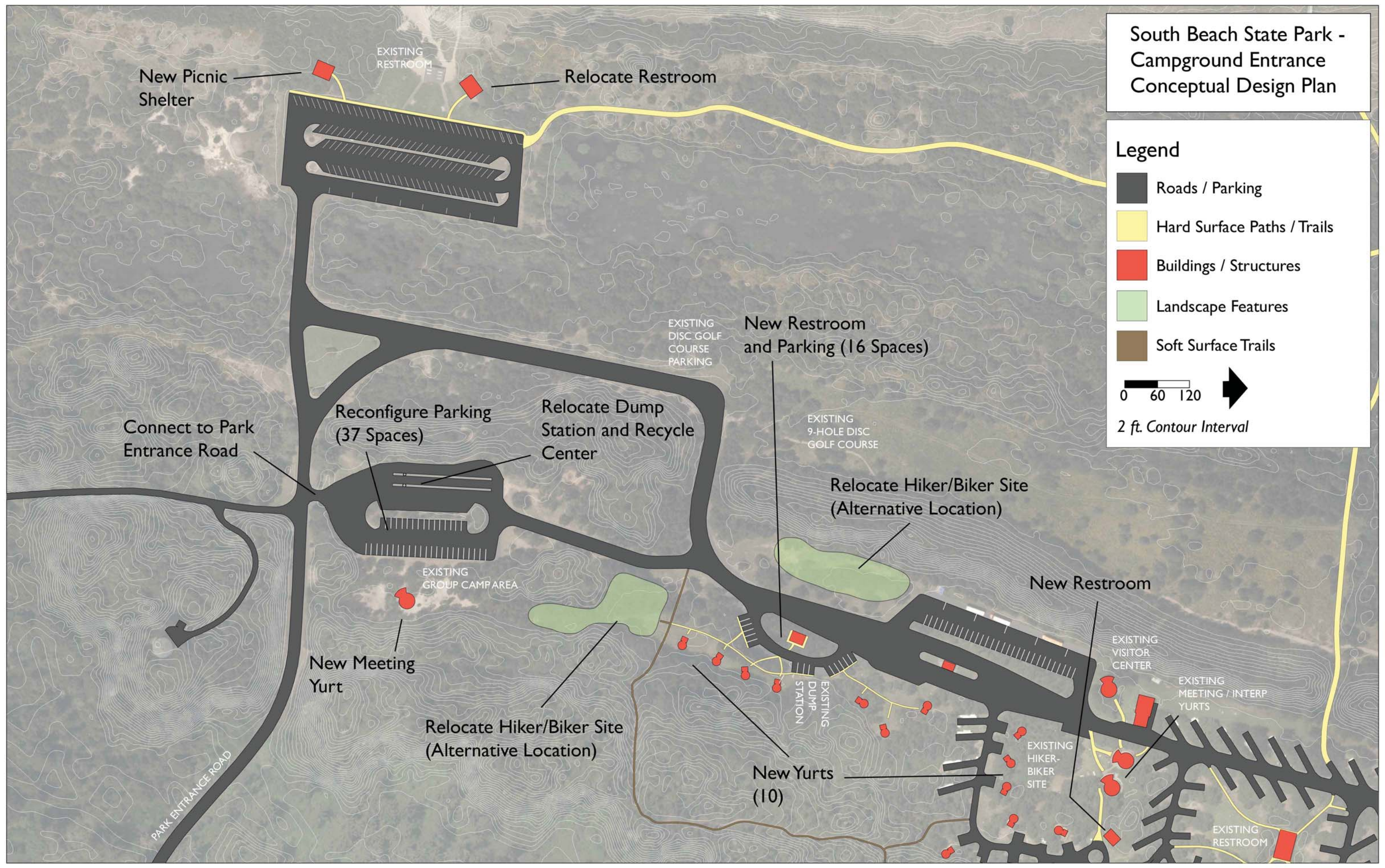
# South Beach State Park - Campground Entrance Conceptual Design Plan

**Legend**

- Roads / Parking
- Hard Surface Paths / Trails
- Buildings / Structures
- Landscape Features
- Soft Surface Trails

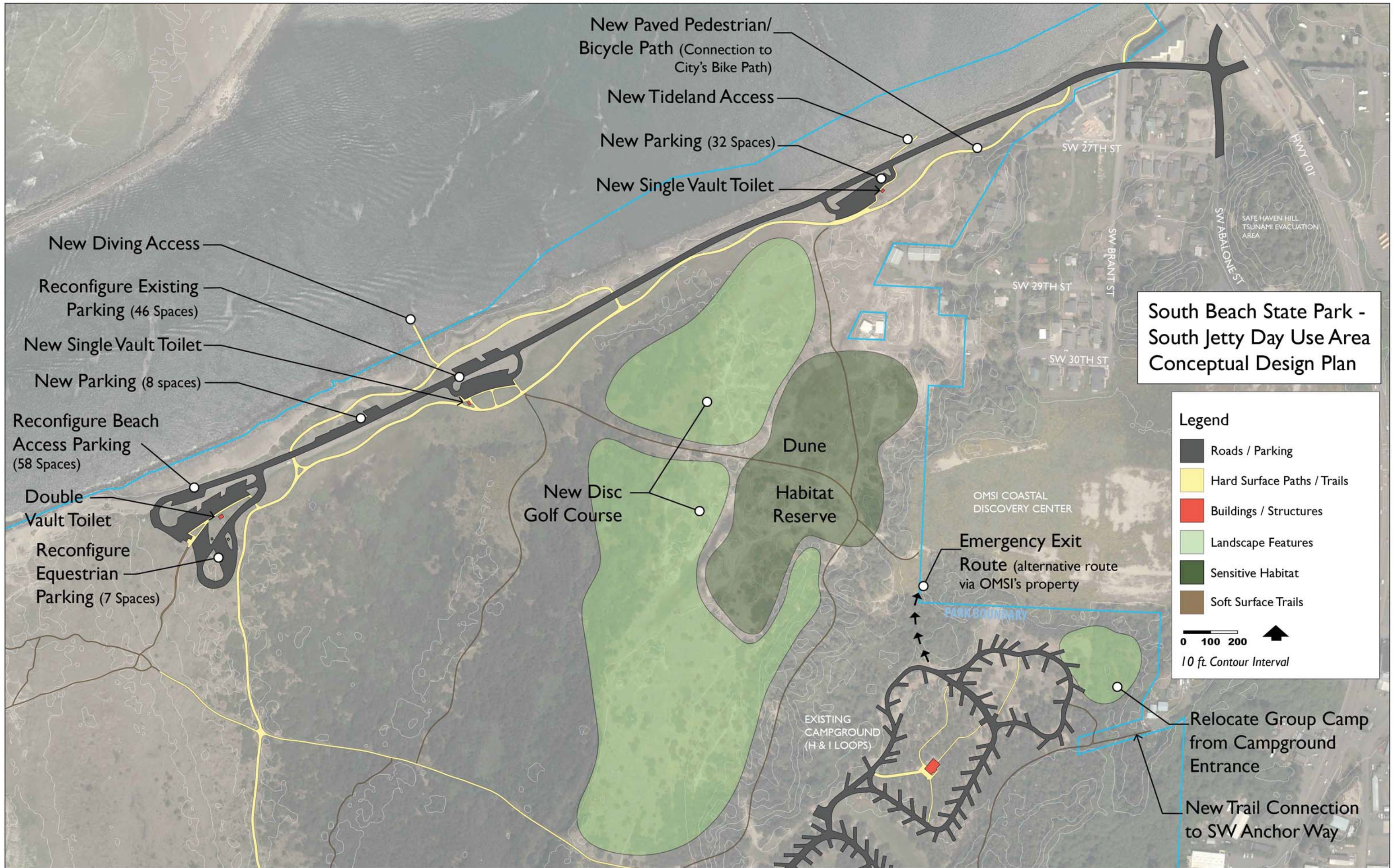
0 60 120 ➔

2 ft. Contour Interval











# Cost Estimate - South Jetty Day Use Area Improvements

1 - South Jetty Day Use Area Improvements							\$1,400,000
Project	Status	Parameters/ Standards	Reviews/ Approvals	Amount	Units	Unit Cost	Subtotal
West Parking Lot	Enhance	Paved, includes roadside parking between west & central lots	City of Newport; DEQ				\$242,500
pavement		50 spaces		33,000	SF	\$5	\$165,000
curb				1,000	LF	\$25	\$25,000
striping				1	ALLOW	\$5,000	\$5,000
vault toilet		2x vault; 170 SF		1	EA	\$42,500	\$42,500
site restoration		landscape and/or seeding		1	ALLOW	\$5,000	\$5,000
Equestrian Parking Lot	Enhance		City of Newport; DEQ				\$138,600
pavement		16 spaces		25,000	SF	\$5	\$125,000
curb				80	LF	\$25	\$2,000
striping				1	ALLOW	\$2,000	\$2,000
hitching posts				6	EA	\$500	\$3,000
manure bin				2	EA	\$800	\$1,600
site restoration		landscape and/or seeding		1	ALLOW	\$5,000	\$5,000
Central Parking Lot	Enhance		City of Newport; DEQ				\$161,250
pavement		46 spaces		20,000	SF	\$5	\$100,000
curb				700	LF	\$25	\$17,500
striping				1	ALLOW	\$5,000	\$5,000
restroom area pavement				1	ALLOW	\$10,000	\$10,000
vault toilet		1x vault; 95 SF		1	EA	\$23,750	\$23,750
site restoration		landscape and/or seeding		1	ALLOW	\$5,000	\$5,000
East Parking Lot	Enhance		City of Newport; DEQ				\$132,500
pavement		32 spaces		16,000	SF	\$5	\$80,000
curb				350	LF	\$25	\$8,750
striping				1	ALLOW	\$3,000	\$3,000
restroom area pavement				1	ALLOW	\$12,000	\$12,000
vault toilet		1x vault; 95 SF		1	EA	\$23,750	\$23,750
site restoration		landscape and/or seeding		1	ALLOW	\$5,000	\$5,000
Pedestrian/Bicycle Circulation	Enhance		City of Newport; DEQ				\$360,000
paved trails		10' wide; paved		7,200	LF	\$50	\$360,000
							\$1,400,000

## Cost Estimate - West Day Use Area Improvements

2 - West Day Use Area Improvements										\$390,000	
Project	Status	Parameters /Standards	Reviews /Approvals	Amount	Units	Unit Cost	Total Cost				
Restroom Replacement	Rehab		City of Newport				\$239,000				\$323,000
plumbed restroom utilities		Men's/Women's; 560 SF 200' +/- service extension		1	ALLOW	224,000	\$224,000				
Interpretive Shelter shelter	Enhance		City of Newport				\$40,000				\$54,000
Pedestrian Circulation	Enhance		City of Newport	1	ALLOW	\$40,000	\$40,000				
pavement removal		5' wide		140	LF	\$15	\$2,100				
pavement		6' wide		120	LF	\$30	\$3,600				

## Cost Estimate - Campground Improvements

3 - Campground Improvements							\$2,000,000
Project	Status	Parameters /Standards	Reviews /Approvals	Amount	Units	Unit Cost	Total Cost
Campsites	Enhance		City of Newport				\$465,000
yurts				10	EA	\$25,000	\$250,000
site furnishings		picnic table; fire pit		1	ALLOW	\$15,000	\$15,000
restrooms		Men's/Women's multi-user, ADA approx. 250 SF		2	EA	\$100,000	\$200,000
Roads & Parking	Rehab		City of Newport; DEQ				\$284,500
pavement removal		53 spaces		6500	SF	\$3	\$19,500
pavement				52000	SF	\$5	\$260,000
restriping				1	ALLOW	\$5,000	\$5,000
Pedestrian Circulation	Rehab						TBD
Paths and walkways		TBD		TBD	LF		
Hiker-Biker Site	Enhance		City of Newport				\$23,000
platforms				8	EA	\$2,000	\$16,000
bike pod				1	EA	\$5,000	\$5,000
site furnishings				1	ALLOW	\$2,000	\$2,000
Meeting Yurt	Enhance		City of Newport	1	EA		\$80,000
meeting yurt		40' diameter w/attached restroom		1	EA	\$80,000	\$80,000
Install Sewer Hookups	Enhance		City of Newport	1	EA		\$615,000
upgrade RV sites with sewer hookups		A,B,C,D loops		123	EA	\$5,000	\$615,000

Figure S1-G – Conceptual Rendering – Yurt Loop



Figure S1-H – Conceptual Rendering – South Jetty Multi-Use Path





## S2. Lost Creek State Recreation Site

### Location

Approximately seven miles south of the City of Newport. The park is located along the west side of Highway 101.

**Size:** 33.9 acres

### Classification

State Recreation Site – the primary purpose of parks in this classification is to provide recreational resources and access to them.

### Description

Lost Creek is a small day use site along Highway 101, used primarily for beach access. The full property includes a forested strip of land approximately a mile and a half long and a few hundred feet wide situated between Highway 101 and bluffs overlooking the beach. Most of this area is undeveloped. The developed portion consists of a small parking

lot with a vault toilet and several picnic tables along a path down to the beach.

### Existing Recreation Facilities

- Paved Day Use Parking (35 spaces)
- Double Vault Toilet
- Concrete Picnic Tables
- Paved Beach Access Trail

### Visitation

The estimated total visitation to the park in 2014 was about 154,000. The overall trend between 2002 and 2014 was of decreasing visitation, with a high of almost 250,000 visitors in 2006 and a low of less than 150,000 in 2010.

## Botanical Resources Assessment

The majority of the park is in moderate ecological condition, with several patches of forest and shrubland in good condition. Vegetation consists primarily of Sitka spruce-shore pine forest and native shrublands, with herbaceous plants surrounding wetland seeps. Invasive plant populations are scattered throughout and include European beachgrass, Himalayan blackberry, English ivy, and yellow flag.

## Forestry Resources Assessment

The park's forest resources consist primarily of moderate value stands of shore pine and Sitka spruce. In areas where trees are stunted and growing densely, thinning and replanting with Sitka spruce could help increase stand health.

## Cultural Resources Assessment

The initial property was donated by Lincoln County and a private donor in 1933. The gifts were to preserve the shore pine forest and conserve the beach for public use. The park was developed in the 1950s at the urging of the Izaak Walton League and others.

## Interpretive Assessment

There is no interpretive programming or signage present in the park.

## Development Suitability

Much of the upland areas within the park are designated moderate resource value and conservation priority on the Composite Natural Resource Value maps (Figure S2-B) and are therefore potentially developable

from a natural resource perspective, however, the limited space between the highway and the bluffs along the length of the park precludes additional development.

## Issues

- The trail to the beach is threatened by erosion of the underlying cliffs. It has been impacted in many areas where the edge of the asphalt has crumbled and fallen off the side of the cliff. Eventually, the entire trail will need to be re-routed in order to remain useable.

## Recreation Needs

- Improved beach access trail
- ABA picnic facilities

## Maintenance Needs

- Repair/relocate asphalt trail and fencing impacted by erosion

## Development Concept

- Relocate the beach access trail further inland to avoid active erosion.
- Improve accessibility to and along viewing areas around the parking lot
- Construct ABA picnic facilities

## Natural Resource Management Actions

- Control populations of yellow flag iris.
- Actively manage shore pine stands to promote natural succession to Sitka spruce-dominated forest.



FIGURE S2-A – Existing Conditions Map



# Cost Estimate

1 – Parking Improvements									
Project	Status	Parameters /Standards	Reviews / Approvals	Amount	Units	Unit Cost	Total Cost		
Parking	Rehab								
Pedestrian circulation pavement	Rehab								

FIGURE S2-B – CNRV Map

S2

# LOST CREEK Composite Natural Resource Value (CNRV)

## CNRV

- 1 - Protected Status
- 2 - High Resource Value & Conservation Priority
- 3 - Moderate Resource Value & Conservation Priority\*
- 4 - Low Resource Value & Conservation Priority\*\*

\*High conservation priority in wetland areas. Restoration to high resource value may be feasible in some locations. See the Vegetation Inventory and Botanical Resource Assessment report for detailed habitat value maps.

\*\*High conservation priority in wetland areas.

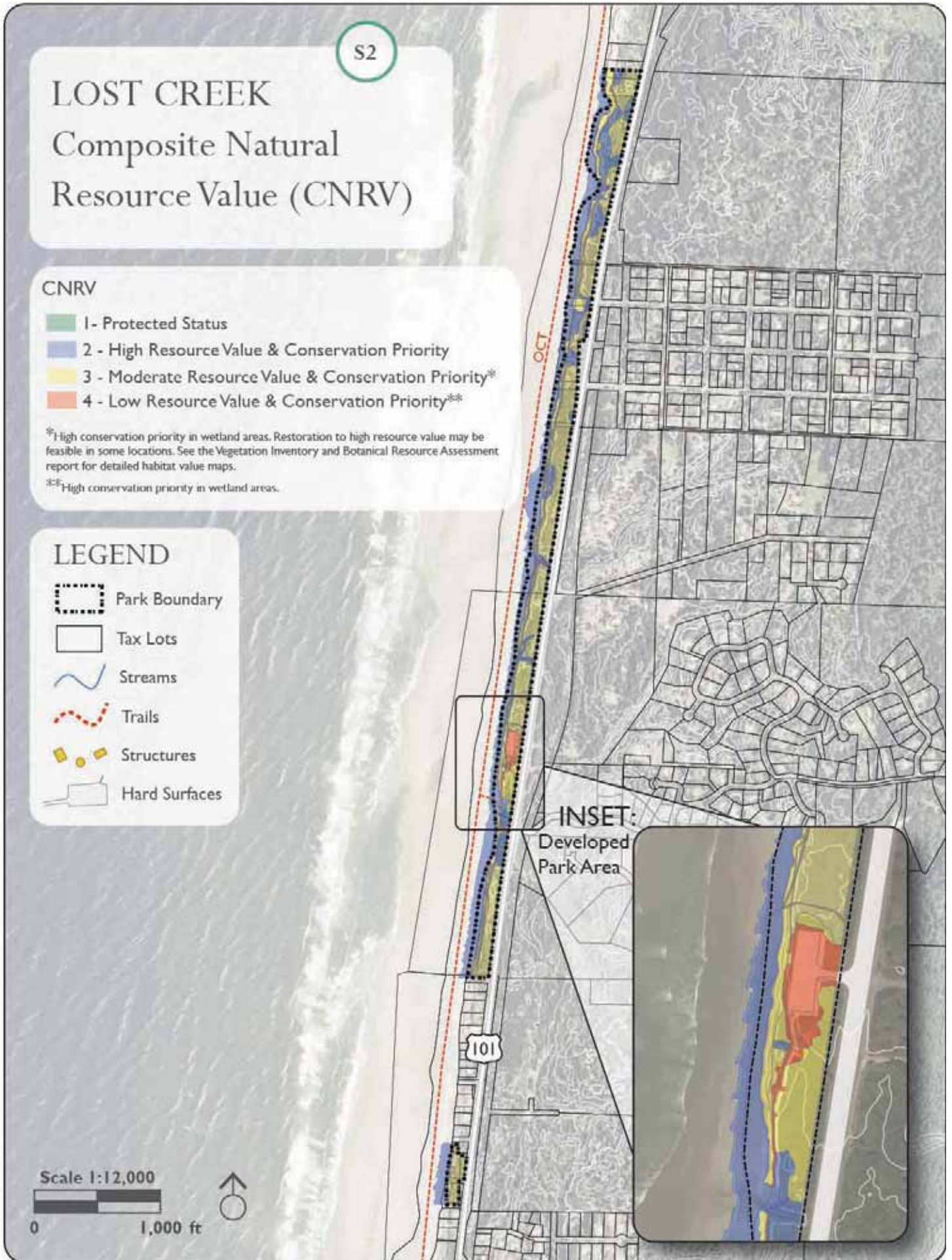
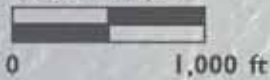
## LEGEND

-  Park Boundary
-  Tax Lots
-  Streams
-  Trails
-  Structures
-  Hard Surfaces

INSET:  
Developed  
Park Area

101

Scale 1:12,000





# S4. Seal Rock State Recreation Site



## Location

Approximately 10 miles south of the City of Newport. The park is located along the west side of Highway 101 in the small community of Seal Rock.

**Size:** 4.9 acres

## Classification

State Recreation Site – the primary purpose of parks in this classification is to provide recreational resources and access to them.

## Description

Seal Rock is a popular day use park in the Community of Seal Rock. The park is close to businesses located along the opposite side of Highway 101. Massive nearshore and offshore rock formations extend out into the ocean from the coastal bluffs on which the park is situated. There are developed points along

the shoreline to take in the views of the rock formations to the north and south. South of the parking lot, a path winds through thick salal and shore pine forest with semi-hidden picnic tables, and down to the beach. The beach at Seal Rock has some of the most accessible rocky shore and tidepool areas on the Central Coast, and as result is extremely popular with tourists and school groups. The park is often filled to capacity at low tides.

## Existing Recreation Facilities

- Paved Day Use Parking (28 spaces)
- Plumbed Restroom
- Concrete Picnic Tables
- Paved Beach Access Trail

## Visitation

The estimated total visitation to the park in 2014 was about 190,000. Visitation remained consistent between 2002 and 2014, at around 200,000 visitors per year.

## Botanical Resources Assessment

Ecological condition in the park is mixed, with some cliffside areas in good condition and the forested area south of the parking lot in moderate condition. Vegetation consists of Sitka spruce, shore pine, native shrublands, and grasslands along the bluffs with a native red fescue component. There are a few scattered populations of invasive English ivy and European beachgrass in the park as well.

## Forestry Resources Assessment

The park's forest resources consist primarily of moderate value stands of shore pine and Sitka spruce.

## Cultural Resources Assessment

Land for the park was donated by Lincoln County in 1929, with subsequent acquisitions in 1936 and 1942.

## Interpretive Assessment

The park contains excellent interpretive opportunities focused on wildlife, tidepools, and geology. Interpretive programming includes field trips, JR Ranger activities, and the presence of roving interpreters. There are several interpretive panels within the park as well.

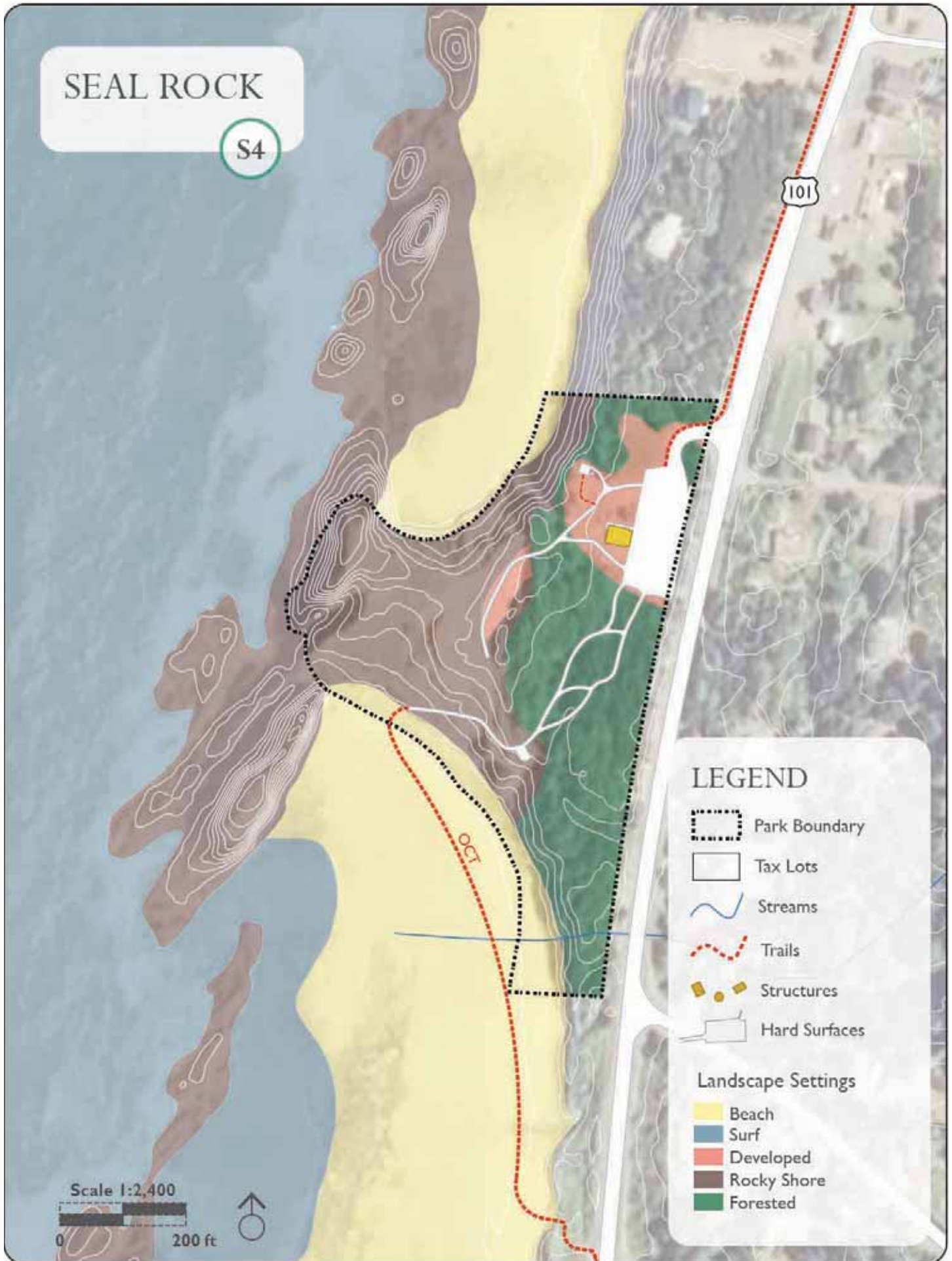
## Development Suitability

The forested area just south of the parking lot is designated moderate resource value and conservation priority, and is therefore potentially developable from a natural resources perspective (Figure S4-B).

## Issues

- There is active erosion along both sides of the beach access path and along the cliffs above the path. At least some of the erosion problem can be attributed to park users carving in the loose sandstone. The problem is currently being addressed through management, some trail closures, and relocation as well as stabilization of the main beach access trail.
- The picnic area needs rehabilitation. Currently, it consists of old concrete picnic tables half hidden in dense salal and shore pine forest. The area is uninviting and would benefit from having the vegetation cleared and/or relocating tables.
- The existing parking lot is small relative to the demand for parking. It also does not accommodate large vehicles or buses. Since the park is a popular destination for school groups, buses utilize the parking lot anyway, or park across the highway, causing circulation and safety issues (particularly when school children are crossing Highway 101 to get to the park).
- Seal Rock, despite its small size, is one of the most frequently visited beaches and tidepool areas on the Central Coast. Visitors are drawn to the easily accessible tidepools and rocky shore. The popularity of the park has led to increased impacts on the sensitive marine resources from

FIGURE S4-A – Existing Conditions Map



pedestrian traffic or visitors handling marine life, climbing rocks, disturbing nesting birds, etc. Although OPRD makes an effort to educate visitors about the need to protect these unique environments, rules and regulations are often ignored and not enforced due to limited staffing resources. Growing visitation to the coast and interest in outdoor education opportunities will likely continue to pose management challenges in this regard.

## Recreation Needs

- Improved picnic facilities

## Interpretive Needs

- Increased staffing / volunteer presence during peak season to provide education and resource protection
- Additional interpretive signage and facilities

## Maintenance Needs

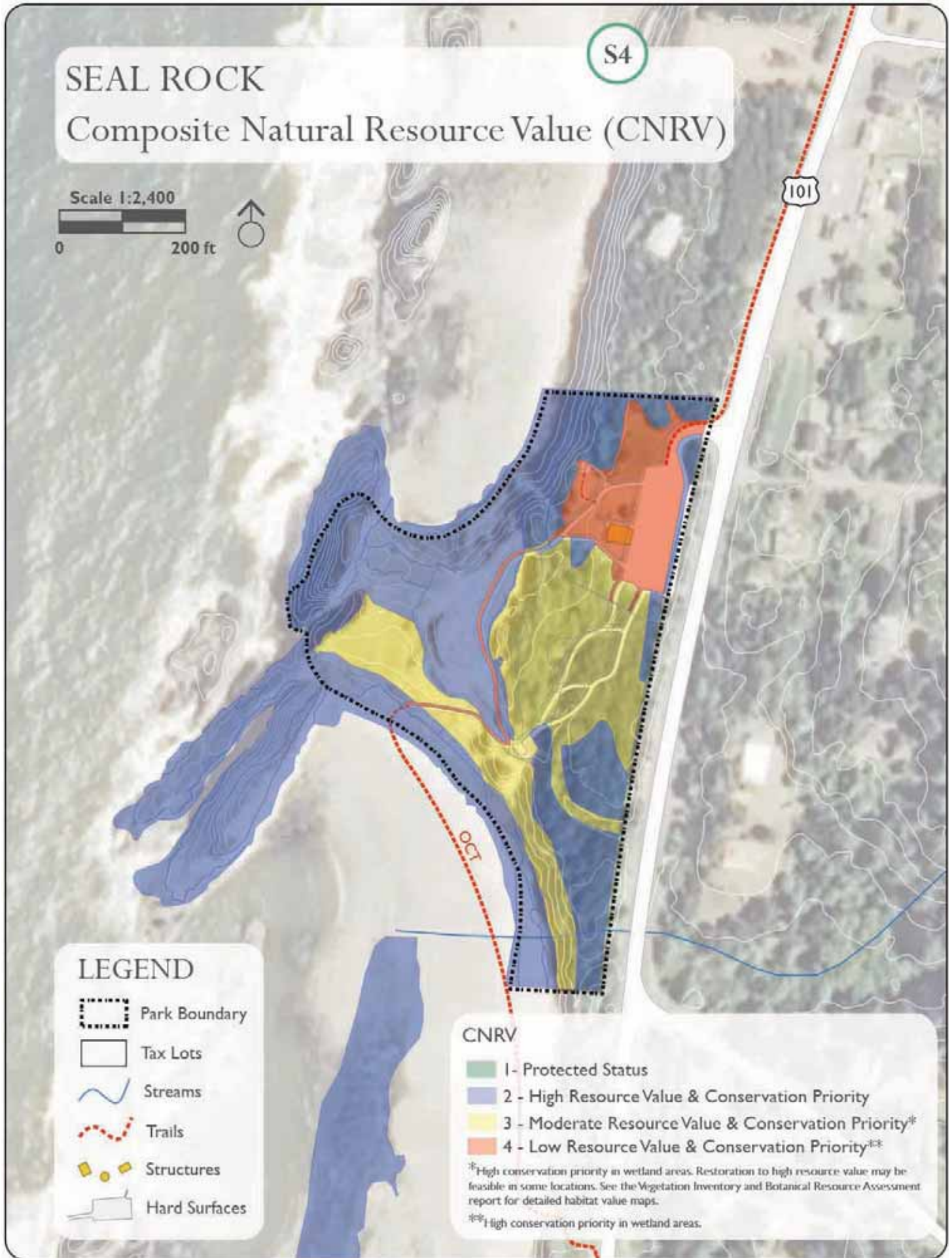
- Repair asphalt trails and fencing impacted by erosion

Picnic tables in salal and shore pine forest along the beach access trail





FIGURE S4-B – CNRV Map



## Development Concept

Proposed development at Seal Rock includes:

- Construct two bus parking spaces at the north end of the parking lot to better accommodate school groups and reduce the safety issues associated with parking on the other side of Highway 101. The spaces could be kept closed normally and made available with advance notice.
- Improve access routes to viewpoints to comply with ABA standards for accessibility.

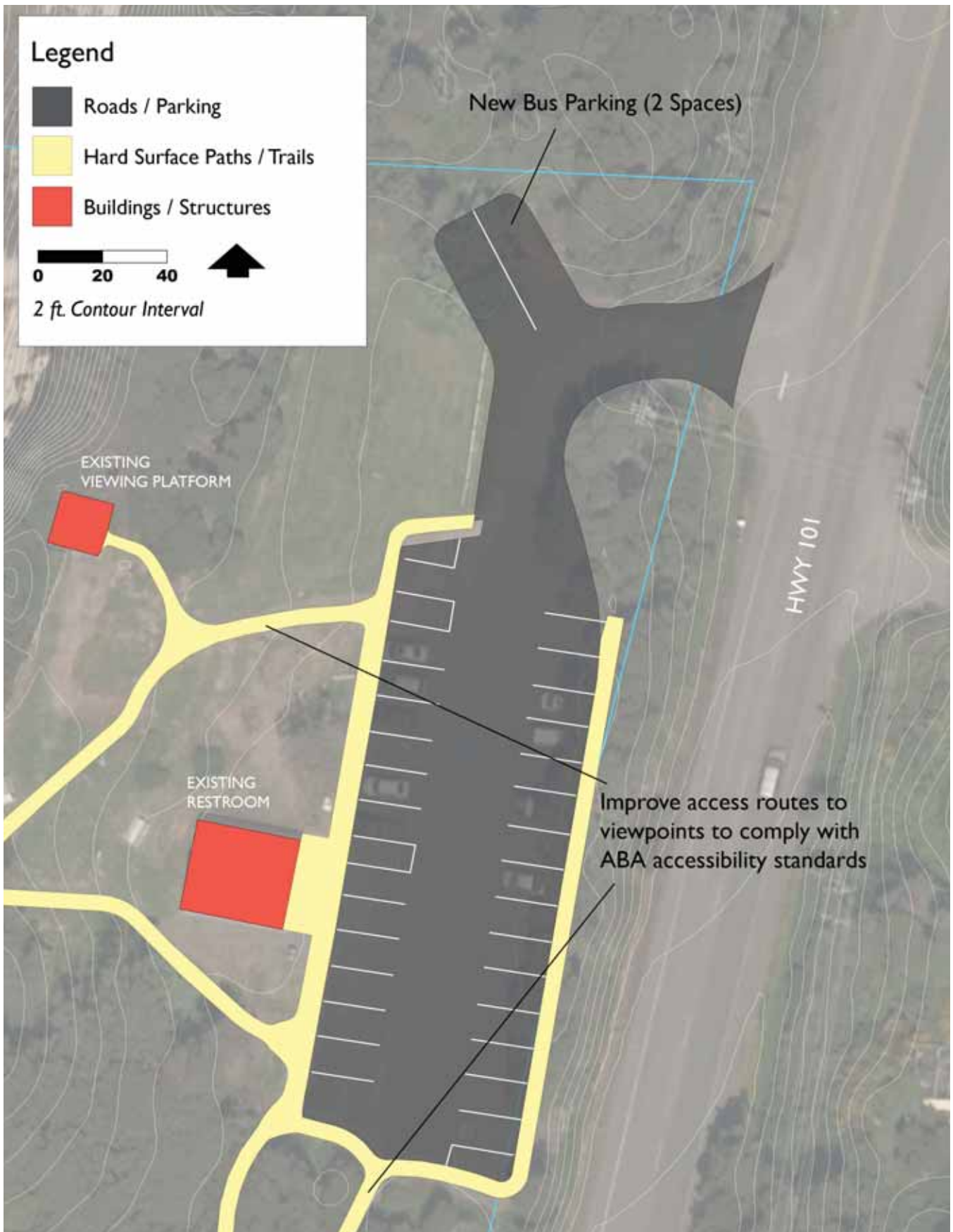
## Natural Resource Management Actions

- Maintain and enhance red fescue bluff habitat with an emphasis on pollinator species.
- Consider planting and bioengineering to slow erosion along shoreline.
- Encourage appropriate tidepool etiquette to protect rocky intertidal habitat. Reduce disturbances to nesting black oystercatchers, marine mammals and bluff nesting pigeon guillemots.

## Interpretive Recommendations

- Work with other agencies and organizations to continue to recruit volunteers to supplement staffing in the park.
- Develop roving material that can be stored on site and used by anyone
- Continue Rocky Shores Naturalist Training for new staff and volunteers
- Develop interpretive panels to be placed at each viewing deck.

FIGURE S4-C – Conceptual Design Plan



## Cost Estimate

1 - Parking Improvements										\$9,500
Project	Status	Parameters /Standards	Reviews /Approvals	Amount	Units	Unit Cost	Subtotal	Total (+35%)		
Bus Parking	Rehab	40' x 15' paved bus paces (2)	Lincoln County				\$7,000	\$9,500		
pavement				1,200 SF		\$5	\$6,000			
landscaping				1 ALLOW		\$1,000	\$1,000			



# S5. Collins Creek State Recreation Site

## Location

Approximately 11 miles south of the City of Newport. The park is located along the west side of Highway 101, just south of the small community of Seal Rock.

**Size:** 11.4 acres

## Classification

State Recreation Site – the primary purpose of parks in this classification is to provide recreational resources and access to them.

## Description

Collins Creek is a mostly undeveloped park located in a rural residential area just south of Seal Rock. It is used primarily as a beach access point for local residents, as it is not signed or visible from the highway. Informal

parking to access the beach is located along the south side of NW Quail Street, a gravel road that intersects with Highway 101. An unpaved road continues from the parking spaces on Quail Street a short distance down to the beach (although not ADA compliant, the relatively low grade and width of the road makes this park one of the more easily accessible beach access sites among properties in the management unit). A small creek flows out of the picturesque spruce forest about one hundred feet south of the beach access. Collins Creek, the park's namesake, actually enters the ocean farther south, beyond the park property. There are several informal trails leading into the forested portion of the park.

## Existing Recreation Facilities

- Unpaved Day Use Parking (approximately six spaces)
- Unpaved Beach Access Trail

## Visitation

Annual visitation is unknown as there have been no vehicle or visitor counts conducted for the park.

## Botanical Resources Assessment

The majority of the park is in good ecological condition, with an area of poor to moderate condition adjacent to the parking spaces on Quail Street. Vegetation consists primarily of Sitka spruce forest with an understory of native shrubs, including large rhododendrons. Some invasive plant populations are present around the margins of the park, including English ivy, European beachgrass, and Scotch broom.

## Forestry Resources Assessment

Forest resources consist of moderate value stands of primarily Sitka spruce.

## Cultural Resources Assessment

The property was acquired by the state in 1974. It has not been significantly developed or improved since then.

## Interpretive Assessment

There is no interpretive programming or signage in the park.

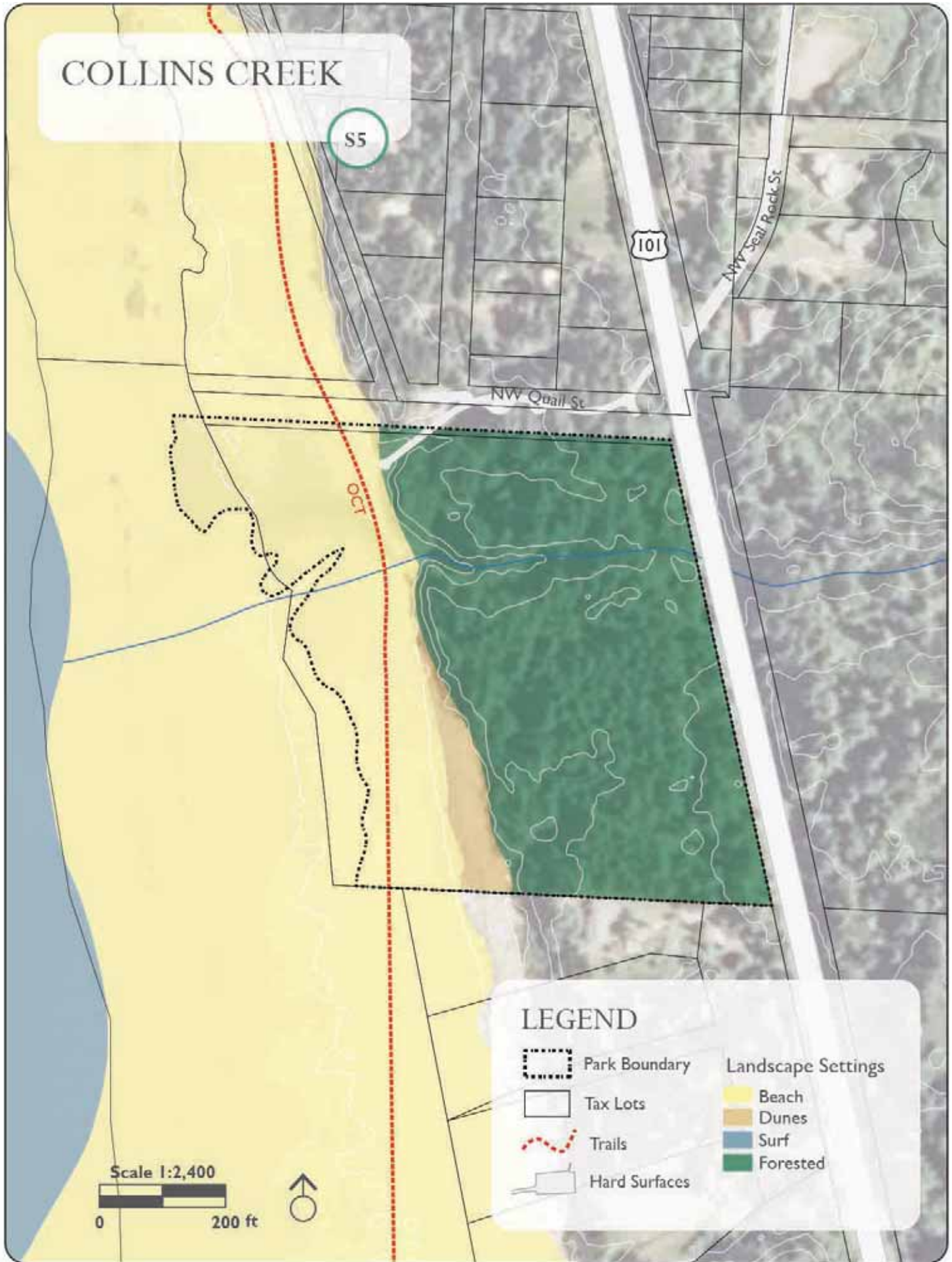
## Development Suitability

Virtually all of the park has been designated high resource value and conservation priority in the Composite Natural Resource Value Map (Figure S5-B). This means that potential development in the park is limited to trails or similar low impact recreation facilities.

## Issues

- As noted in the park description, the park is unsigned and not visible from the highway, and is therefore used primarily by local residents.
- The informal parking along the south side of Quail Street is managed by OPRD's beach ranger. According to tax lot maps the parking spaces appear to be located on ODOT right-of-way that extends down to the beach rather than on OPRD property.
- Visibility at the intersection of NW Quail Street and Highway 101 is poor and would likely need to be improved if additional park facilities were proposed to be developed.
- There is some informal trail use in the forest section of the park.

FIGURE S5-A – Existing Conditions Map



## Recreation Needs

- None identified

## Maintenance Needs

- Maintain the beach access road for public and emergency vehicle access

## Development Concept

No development is proposed at this property. OPRD will continue to manage parking and beach access along the county road as well as natural and cultural resources on the site.

## Natural Resource Management Actions

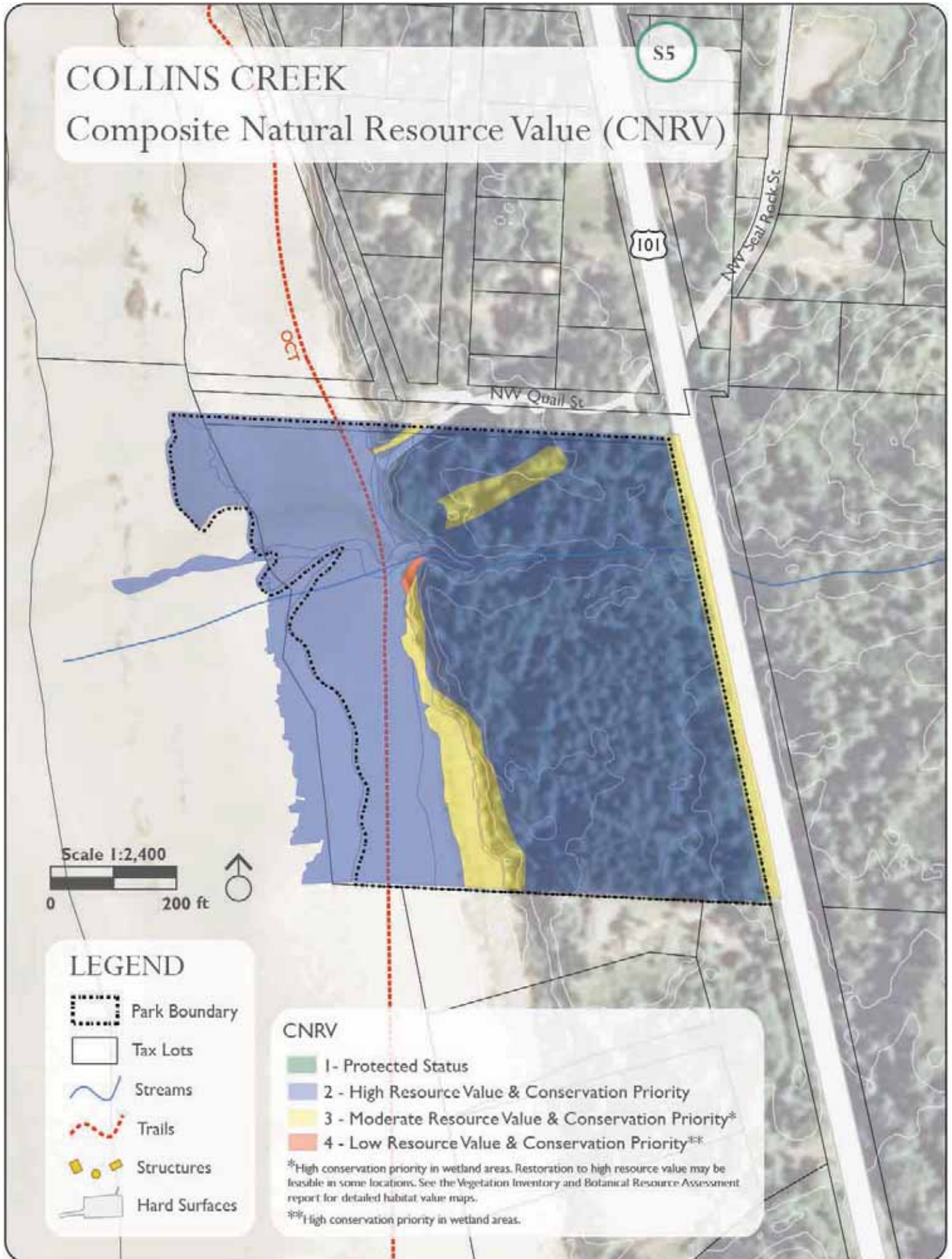
- Maintain late-seral forest structure and native dune community.
- Reduce disturbances to bluff nesting pigeon guillemots.

Informal parking along the south side of Quail Street, looking east

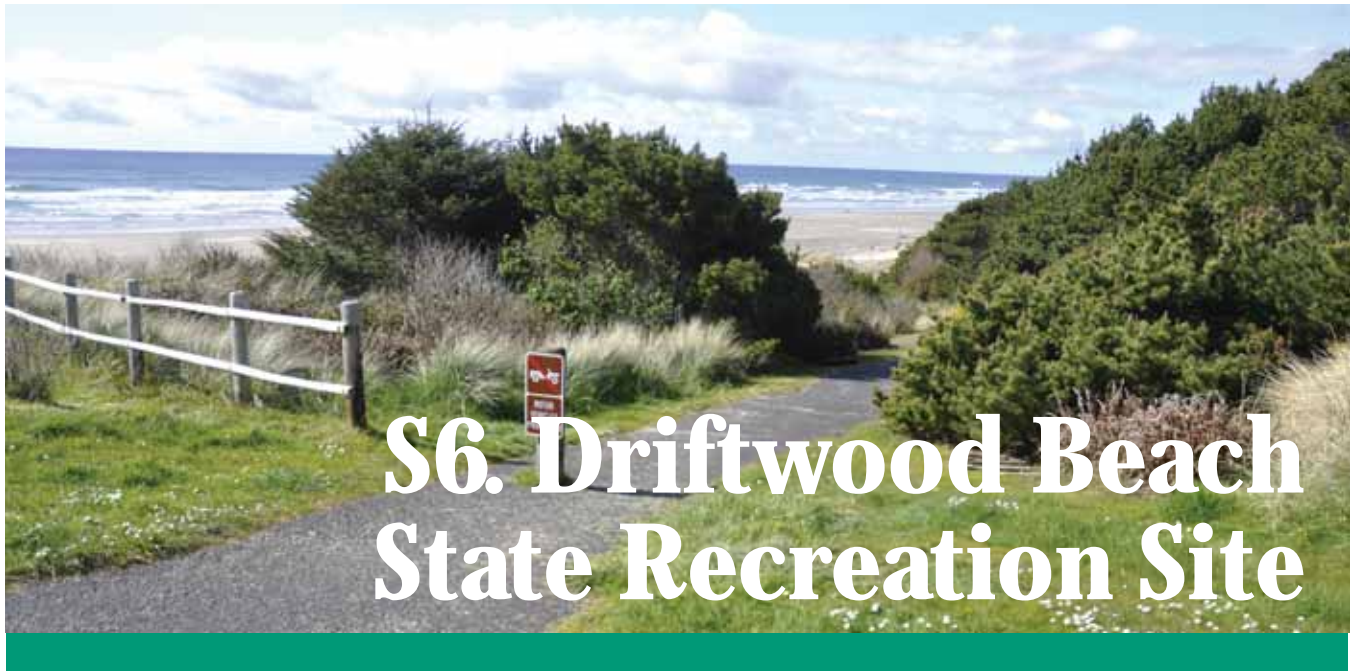




FIGURE S5-B – CNRV Map







# S6. Driftwood Beach State Recreation Site

## Location

Approximately 3 miles north of the City of Waldport. The park is located along the west side of Highway 101.

**Size:** 28.6 acres

## Classification

State Recreation Site – the primary purpose of parks in this classification is to provide recreational resources and access to them.

## Description

Driftwood Beach is a relatively large day use area and beach access site. A parking lot and restroom are located above the beach at the edge of 30 foot high bluffs, and there is a paved trail down to the beach. The parking lot provides a good vantage for surf and storm watching. South of the developed day use area are forested and open sand dunes, a marsh, and a short creek that empties onto the beach. There are a number of informal

trails through this area, which is popular with explorers and dog walkers. It is possible to access the beach in several places along the dunes, although the trails are steep. This is one of the few parks along this portion of the coast that has retained a significant area of open, sandy dunes, which provide important habitat for native plants and animals.

## Existing Recreation Facilities

- Paved Day Use Parking (42 spaces)
- Plumbed Restroom
- Paved Beach Access Trail
- Informal Soft Surface Trails

## Visitation

Estimated visitation to the park in 2014 was about 149,000. The overall trend between 2002 and 2014 is of increasing visitation, although the highest visitor numbers were recorded between 2004 and 2007, with annual estimated visitation between 175,000 and 200,000 visitors in those years.

## Botanical Resources Assessment

The majority of the park is in good to excellent ecological condition, with some moderate condition areas near the parking lot and along the stream drainage in the south. Virtually all of the large marsh in the southeast corner of the park is in excellent condition. Vegetation in the park consists primarily of shore pine forest, open dune areas with scattered grasses and herbaceous plants, shore pine-Sitka spruce forested wetlands, and shrubby wetlands. Invasive plant populations are clustered in open dune areas in the western portion of the park and include European beachgrass, Scotch broom, and Himalayan blackberry.

## Forestry Resources Assessment

Forest resources include low to moderate value stands of shore pine with a small component of Sitka spruce. Shore pine stands in the eastern portion of the park could benefit from light thinning to encourage growth of spruce trees.

## Cultural Resources Assessment

The park property was acquired from the Sherwood School District in 1968 and the parking lot and restroom were constructed in 1971.

## Interpretive Assessment

There is currently no interpretive programming or signage at this park.

## Development Suitability

Virtually all of the park, with the exception of the parking lot and adjacent small areas

to the north and west, is designated high resource value and conservation priority on the Composite Natural Resource Value Map (Figure S6-B). Potential future development in the park is therefore limited to trails or similar low impact recreation facilities.

## Issues

- As noted in the park description, the park is one of the few public properties along the central coast that contains important native dunal habitat.
- There is the potential to connect this park to L. Presley and Vera C. Gill State Natural Area via a pedestrian beach route. Vera C. Gill does not currently have developed access and is located only a half mile south of Driftwood Beach.
- Governmental and private sector organizations expressed interest in installing underground transmission lines in the park as part of an experimental wave energy project off the coast.

## Recreation Needs

- Hiking Trails

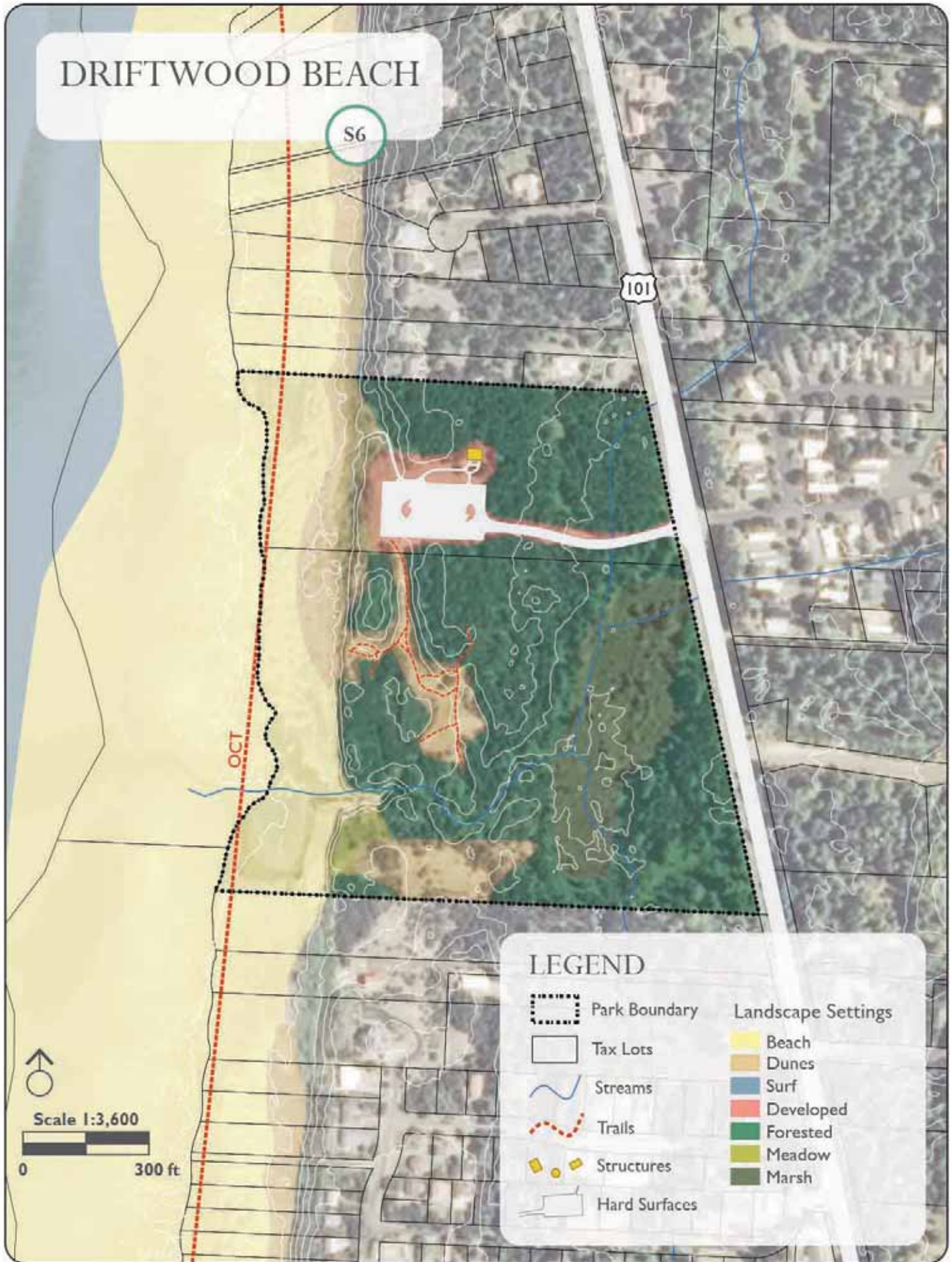
## Interpretive Needs

- Interpretive / wayfinding signage or facilities
- Staff or volunteer presence to enhance education and natural resource protection

## Maintenance Needs

- Replace restroom

FIGURE S6-A – Existing Conditions Map



## Development Concept

- New interpretive trail loop south of the parking lot, highlighting natural features such as the marsh, forest, dunes, and stream, as well as the kinnikinnick habitat and rare species that depend on it. The trail should be designed to avoid impacts to sensitive habitat areas through a minimum buffer distance to be determined in consultation with OPRD natural resource specialists.
- Signage for 'Hidden Lake' trail connection to L. Presley and Vera C. Gill State Natural Area (see development concept for that park as well). This would be an approximately half mile connection along the beach to the Vera C. Gill property that could be done as an out and back trip from the Driftwood Beach parking lot.
- Add a second marked ADA stall to the parking lot and improve the existing curb ramp to ADA standards
- Improve the sidewalk along the west end of the parking lot to provide better access to ocean views and consider installing an accessible bench along the route.

## Natural Resource Management Actions

- Evaluate habitat conditions for at-risk native species in the existing shore pine-kinnikinnick habitat areas. If needed, construct temporary wind barriers until natural wind barriers develop in place.
- Actively manage shore pine stands to promote natural succession to Sitka spruce-dominated forest. Maintain and enhance pockets of shore pine-kinnikinnick plant community to support at-risk native species.
- Reduce disturbances to bluff nesting pigeon guillemots.

## Interpretive Recommendations

- Continue to build a community base of interest in education and service projects related to habitat restoration.
- Develop a self-guided interpretive experience along the proposed nature trail through placement of signage or other educational materials.
- Potential interpretive topics include: kinnikinnick plant communities important for sensitive native species, invasive plant species removal, habitat succession, balancing recreation with restoration of important habitats.

Example of open kinnikinnick-shore pine habitat that supports at-risk native species



FIGURE S6-B – CNRV Map

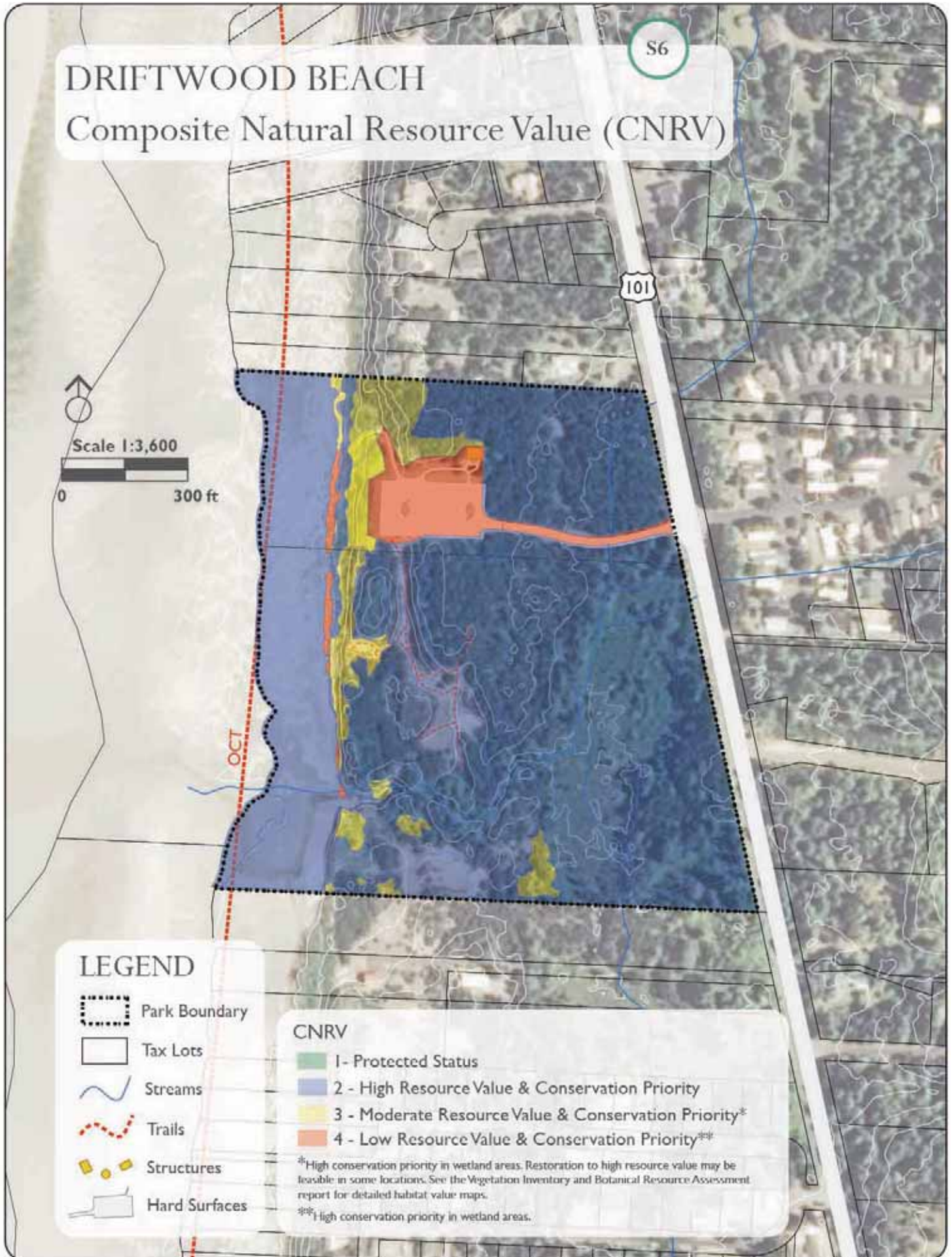


FIGURE S6-C – Park Development Concept

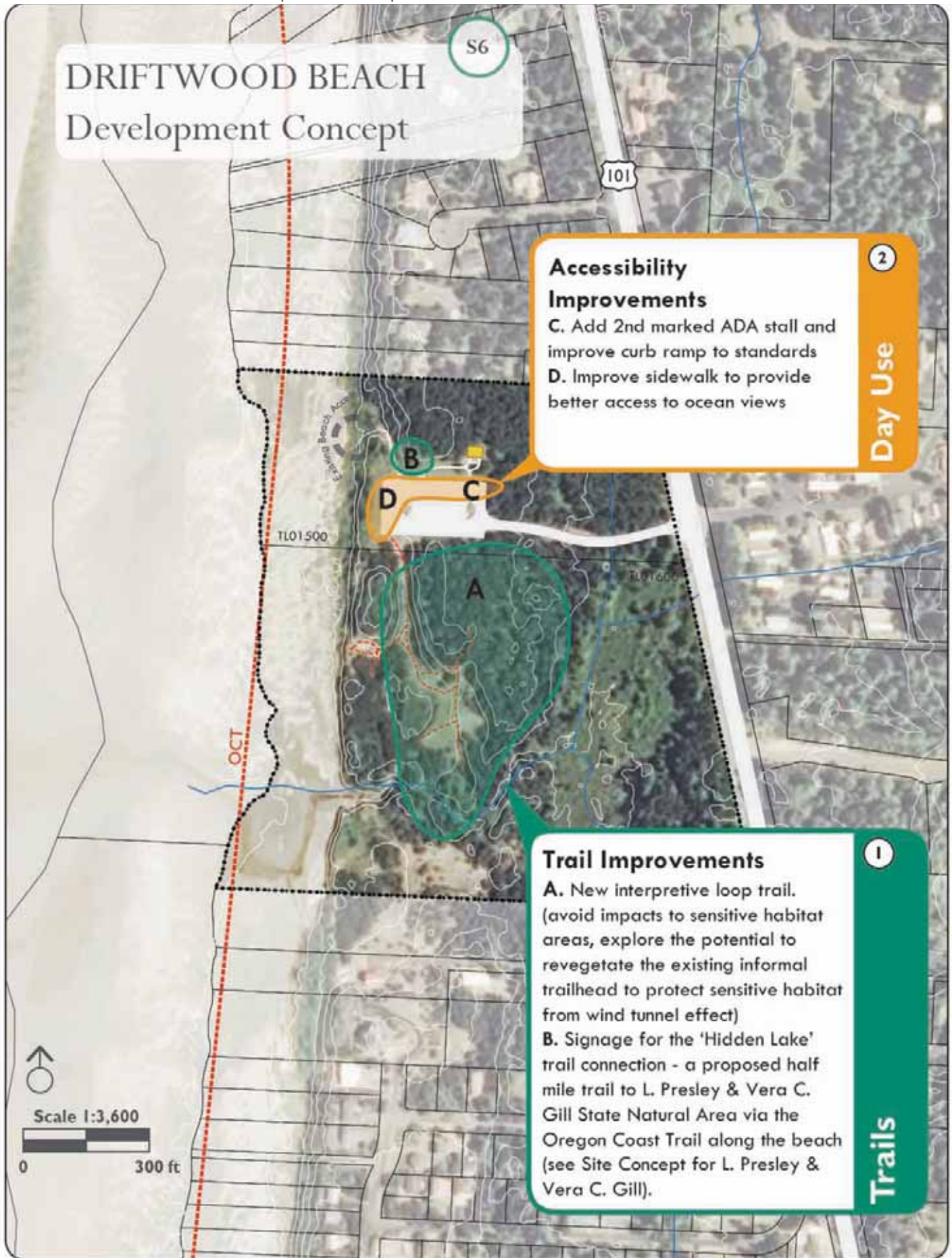
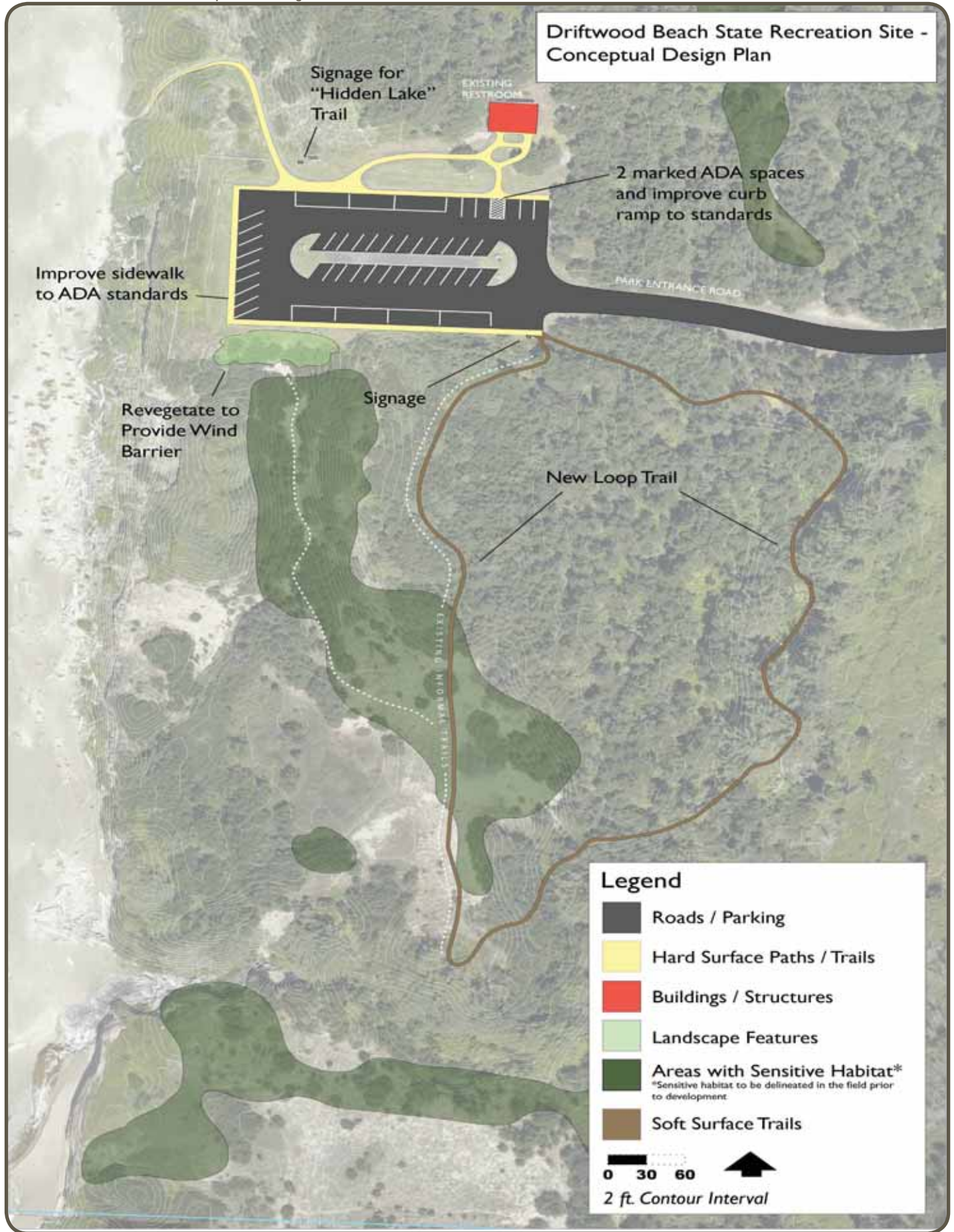




FIGURE S6-D – Conceptual Design Plan



## Cost Estimates

1 - Trail Improvements									
Project	Status	Parameters /Standards	Reviews / Approvals	Amount	Units	Unit Cost	Subtotal	Total (+35%)	
Interpretive Trail Loop	Enhance		Lincoln County				\$9,000	\$12,000	\$26,000
trails		natural surface, 36" wide		1,500	LF	\$5	\$7,500		
interpretive / wayfinding signage		trailhead sign, habitat interpretation signs		3	EA	\$500	\$1,500		
Hidden Lake Trail' Signage	Rehab						\$500	\$700	
interpretive / wayfinding signage		directional sign with map showing route to Hidden Lake (could be attached to existing park signage)		1	EA	\$500	\$500		
2 - Parking and Access Improvements									
Project	Status	Parameters /Standards	Reviews / Approvals	Amount	Units	Unit Cost	Total Cost		
ADA Parking	Rehab						\$1,000	\$1,000	\$1,000
curb ramp		ADA standards		1	ALLOW	\$500	\$500		
striping		ADA standards		1	ALLOW	\$500	\$500		
Sidewalk	Rehab						\$8,640	\$12,000	
pavement removal				720	SF	\$2	\$1,440		
new sidewalk		6 ft. wide, concrete		720	SF	\$10	\$7,200		



# S7. L. Presley & Vera C. Gill State Natural Area

## Location

Approximately 2.5 miles north of the City of Waldport. The property is located along the west side of Highway 101.

**Size:** 35.1 acres

## Classification

State Natural Area – the purpose of parks with this classification is to protect important ecosystem components and provide public interpretation and education.

## Description

L. Presley and Vera C. Gill is an undeveloped property on the northern outskirts of Waldport. It is located just south of Driftwood Beach and has a similar natural setting, including dunes, forests, and wetlands.

It includes a portion of Hidden Lake, a small coastal lake lying just west of Highway 101 (the lake is mostly screened from view, hence the name 'Hidden'). The lake and the sphagnum wetlands along its edge represent an ecologically important habitat type that has been greatly diminished along the Oregon coast due to agriculture and development, and is now relatively rare. The property also contains remnants of open dunal habitat with low-growing kinnikinnick, important for native insect species. In addition to its high ecological value, the property contains secluded, picturesque settings and views. Although the park is not developed for recreation, there is a network of informal trails throughout the property that have been established from local use.

## Existing Recreation Facilities

- Unofficial soft surface trails

## Visitation

There is some informal use, primarily by neighbors and other local residents. No visitor counts have been conducted and the property is not managed or developed for recreation use.

## Botanical Resources Assessment

Ecological condition in the park is mixed, with areas surrounding Hidden Lake generally in good to excellent condition, while the central portion of the park is in poor to moderate condition. A diverse range of vegetation types is present, including shore pine and Sitka spruce dominated forests, open woodlands, forested wetlands, stabilized dunes dominated by European beachgrass, aquatic areas, and marshlands. Invasive plant species are concentrated in the western portion of the park and include European beachgrass, Scotch broom, English ivy, Himalayan blackberry, and bull thistle.

## Forestry Resources Assessment

Forest resources consist of moderate value stands of mature shore pine mixed with Sitka spruce and Western redcedar. Shore pine should be thinned or girdled where possible to promote succession of spruce and redcedar.

## Cultural Resources Assessment

The park was donated by L. Presley and Vera C. Gill in 1986.

## Interpretive Assessment

The property is undeveloped - there is no interpretive programming or signage.

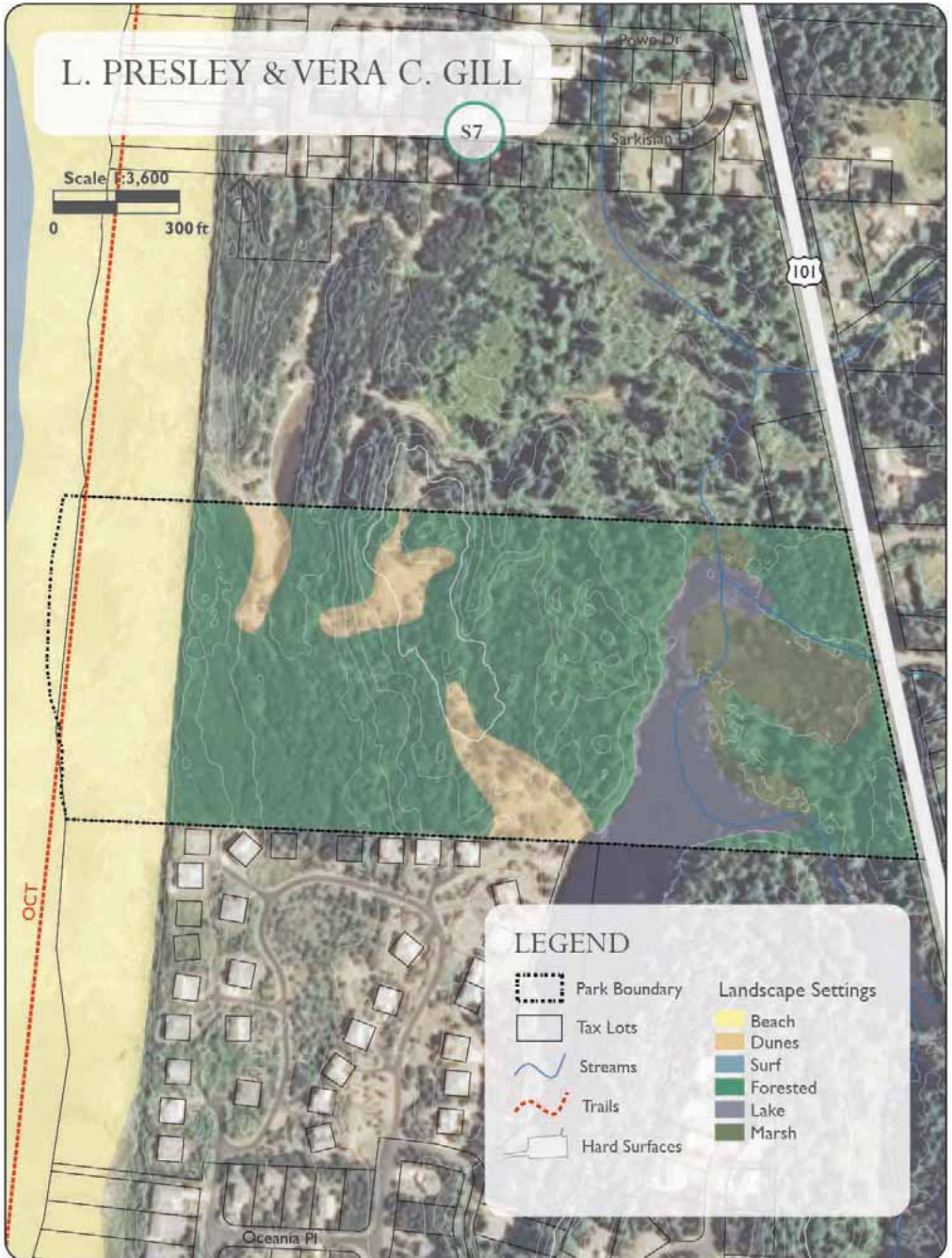
## Development Suitability

Much of the property is designated high resource value and conservation priority on the Composite Natural Resource Value Map (Figure S7-B). These areas are suitable only for low-impact recreation uses such as trails from a natural resource perspective. Some of the upland areas in the western half of the property, as well as a small area in the northeast corner, are designated moderate resource value and are therefore more suitable for development from a natural resource perspective. However, any development connecting Highway 101 to the western half of the property will be restricted to carefully sited trails or boardwalks in order to limit impact to sensitive wetland habitats in and around Hidden Lake.

## Issues

- Vera C. Gill is one of a small number of public properties along the central coast that contain significant native, open dune habitat.
- The Hidden Lake / wetland complex contains a variety of sensitive plant communities and species, including sphagnum fens. Thorough review of sensitive species and habitats should be conducted prior to any disturbance in these areas.
- The concept of developing a small parking lot in the northeast corner of the park and a trail system providing a connection to the beach was explored

FIGURE S7-A – Existing Conditions Map



by OPRD in the 1980s after the property was acquired. Development was not undertaken, in part, because of the anticipated cost of highway improvements that would be needed to construct a new connection to Highway 101.

- The park's beach interface is composed of steep dunes with no easy access down to the beach. There is an existing informal access onto the park property from the beach but it is located just to the north of the park on an undeveloped neighboring property.
- There is the potential to connect this park to Driftwood Beach State Recreation Site via the Oregon Coast Trail. The existing unofficial trail system would need to be improved and a new beach access created on the property (see Figure S7-D).
- The property is bordered by an existing subdivision to the south and residential-zoned undeveloped property to the north. Several houses are located directly adjacent to the south property line. Fencing, signage, or other privacy and security measures may be needed if the park is developed.
- Hidden Lake is very picturesque. The secluded, coastal lake setting represents a unique recreation and interpretive opportunity within the South Beach Management Unit.

## Recreation Needs

- Developed access to the park (pedestrian and/or vehicular)
- Hiking and interpretive trails

## Interpretive Needs

- An interpretive plan may be needed once the park is developed.

## Maintenance Needs

- None

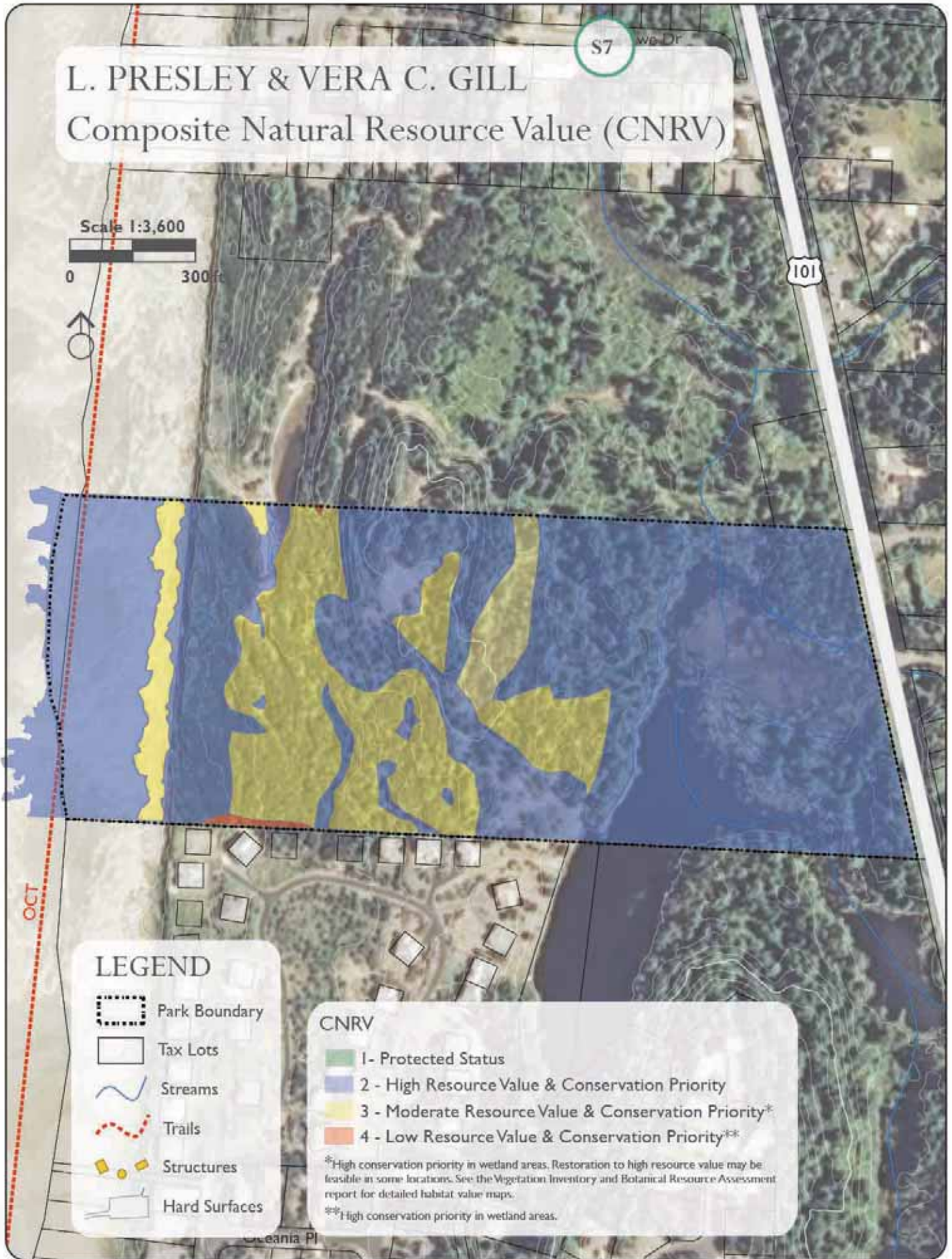
## Natural Resource Management Actions

- Maintain and enhance pockets of shore pine-kinnikinnick plant community to support habitat for sensitive species. Work with adjacent landowners to promote the protection of kinnikinnick populations.
- Survey sensitive wetland habitats prior to any disturbance in these areas.
- Encourage resident beavers to maintain wetland habitat (e.g., floating sphagnum mats).
- Reduce disturbances to bluff nesting pigeon guillemots.

Partial view of the ocean from atop the hill



FIGURE S7-B – CNRV Map



## Development Concept

New public access is proposed for this currently undeveloped property, including a new beach access, trail system, and parking lot.

Park development could be phased - initial access to the trail system could be from the beach only, with signage and parking for the trail located at Driftwood Beach State Recreation Site, half a mile to the north (see Development Concept for Driftwood Beach). The parking lot and boardwalk could be constructed at a later date, or not at all.

Prior to the construction of a parking lot, which would allow for increased public access to the park, OPRD should provide additional opportunities for public involvement and direct outreach to park neighbors.

Proposed development includes:

- A new interpretive trail connecting Hidden Lake and other areas of the park to the beach. A new beach access (likely stairs) would be required at the beach/dune interface, which consists of steep, 15-30 foot cliffs.
- A new, small parking lot (eight spaces), accessed from Highway 101 in the northeast corner of the property, and single vault toilet. This would require constructing a new park entrance road off of Highway 101.
- A trail and boardwalk connection from the parking lot would be required to traverse the northern edge of the Hidden Lake wetland complex to connect to

the proposed beach access trail. The boardwalk would be sited to the north of sensitive sphagnum fen communities - thorough review would be conducted to determine the boardwalk location to minimize impacts to the wetland.

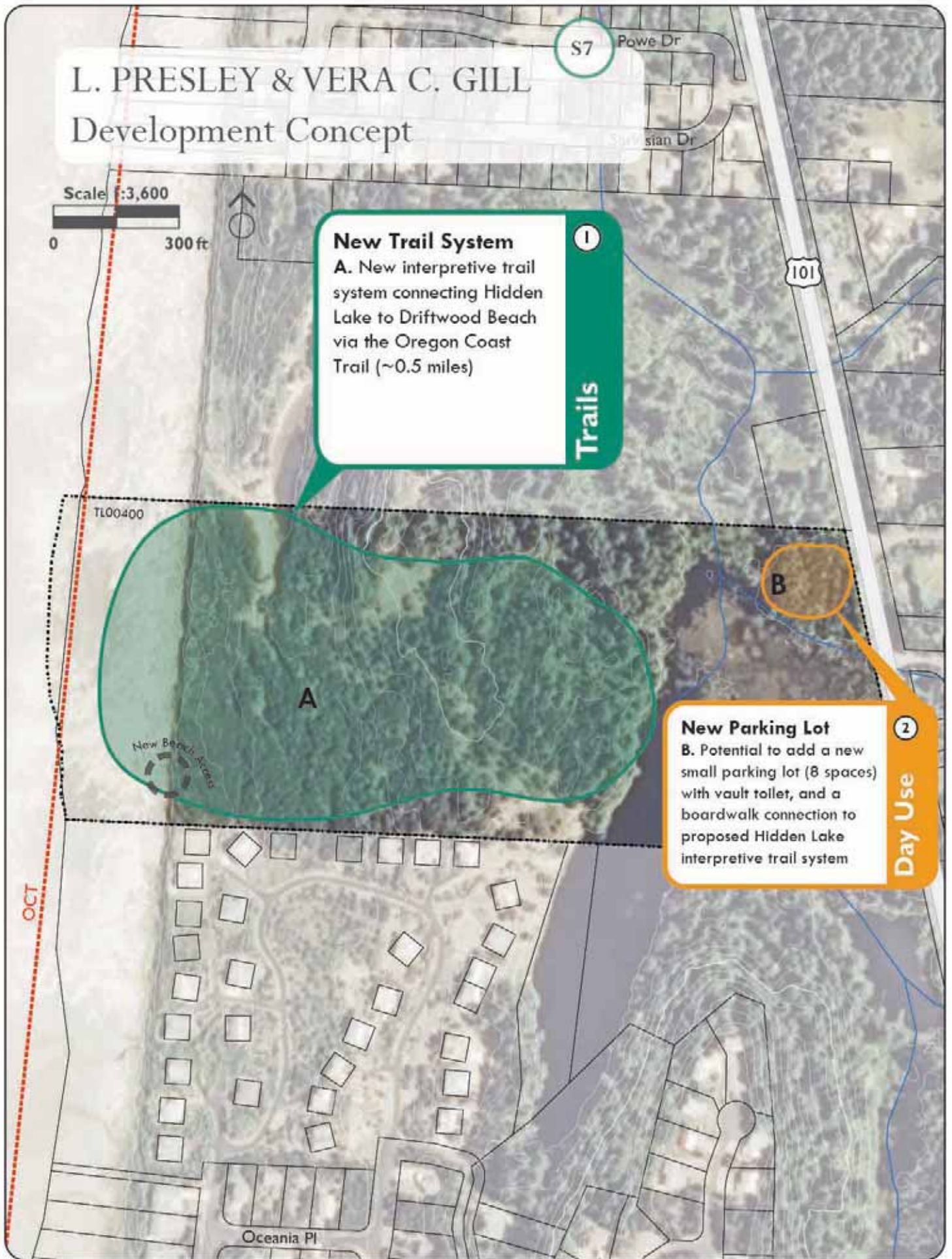
- The proposed new parking lot and restroom should comply with ADA standards; if feasible, construct an ABA access route and viewpoint from the parking lot to the edge of the marsh.

View of Hidden Lake, looking south from the southern park boundary





FIGURE S7-C – Park Development Concept



## Cost Estimates

1 - New Trail System										\$100,000
Project	Status	Parameters /Standards	Reviews/Approvals	Amount	Units	Unit Cost	Subtotal	Total (+35%)		
Interpretive Trail	Enhance		Lincoln County				\$72,500			\$98,000
Trail		natural surface, 36" wide		3,500	LF	\$5	\$17,500			
Beach Access		Stairs		1	ALLOW	\$25,000	\$25,000			
Boardwalk		60" wide, length, materials TBD	USACE / DSL; ODFW	500	SF	\$55	\$27,500			
Signage		trailhead sign, interpretive signs		5	EA	\$500	\$2,500			
2 - New Parking Lot										\$170,000
Project	Status	Parameters /Standards	Reviews/Approvals	Amount	Units	Unit Cost	Subtotal	Total (+35%)		
Parking Lot	Enhance		Lincoln County; DEQ				\$43,000			\$58,000
remove trees		approx. 30 trees and stumps to be removed		1	ALLOW	\$5,000	\$5,000			
pavement				6,200	SF	\$5	\$31,000			
curb				200	LF	\$25	\$5,000			
striping		8 spaces		1	ALLOW	\$1,000	\$1,000			
landscaping				1	ALLOW	\$1,000	\$1,000			
Entrance road	Enhance		Lincoln County; DEQ; ODOT				\$60,000			\$81,000
pavement		24 ft. wide, 2-way road		2,000	SF	\$5	\$10,000			
new highway access improvements		ODOT may require improvements to highway access		1	ALLOW	\$50,000	\$50,000			
Restroom	Enhance		Lincoln County				\$23,750			\$32,000
Vault Toilet		single vault; 95 SF		1	EA	\$23,750	\$23,750			

# L. Presley & Vera C. Gill State Natural Area - Conceptual Design Plan

PARK BOUNDARY

New 'Hidden Lake' Trail System (Pedestrian Only - Route TBD)

New Beach Access

EXISTING INFORMAL TRAIL

HIDDEN LAKE

EXISTING LAKE ACCESS





Potential Boardwalk

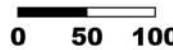

New Single Vault Toilet

New Access Road and Parking Lot (8 Spaces)

HWY 101

### Legend

-  Roads / Parking
-  Buildings / Structures
-  Areas with Sensitive Habitat\*  
\*Sensitive habitat to be delineated in the field prior to any development
-  Hard Surface Trails

2 ft. Contour Interval





## S8. Alsea Bay Interpretive Center

### Location

Within the City of Waldport at the southern end of the Alsea Bay Bridge. The property is located along the west side of Highway 101.

**Size:** 0.47 acres

### Classification

Interpretive Center – the property's unusual status within the park system is reflected in its designation as an interpretive center, a category not included in OPRD's park classification system.

### Description

The Alsea Bay Interpretive Center was constructed by the Oregon Department of Transportation in 1991 during the replacement of the original Alsea Bay Bridge.

OPRD operates the center in collaboration with the Waldport Chamber of Commerce. OPRD also maintains the "North Wayside," a parking area and viewpoint at the north end of the bridge. In addition to interpretive elements memorializing the Alsea Bay Bridge, the Center serves as a base for outdoor education programs and guided interpretive activities focusing on the bridge as well as the abundant natural resources in the Alsea River estuary.

### Existing Recreation Facilities

- Paved Parking (39 spaces)
- Interpretive Center with Restroom

### Visitation

Historical attendance numbers are not available for this property.

## Botanical Resources Assessment

There are no significant botanical resources present on the property.

## Forestry Resources Assessment

There are no forest resources present on the property.

## Cultural Resources Assessment

The property is located at both ends of the site of the historic Alsea Bay Bridge, designed by Conde McCullough and constructed in 1936. The historic bridge was replaced in 1991 because of corrosion issues, and ODOT built the interpretive center to memorialize the original structure. Some of the original art deco pylons remain at the North Wayside.

## Interpretive Assessment

The park is primarily an interpretive site and contains extensive displays within the Interpretive Center. The Center is staffed by volunteers to assist with interpretation. There are a number of interpretive programs and activities offered at the site, including field trips, JR Ranger, guided tours, crabbing and clamming demonstrations, and many special events throughout the year.

## Development Suitability

The property is already fully developed for the most part. Small facilities such as signage or interpretive displays could potentially be developed adjacent to the Welcome Center. There are no natural resource constraints as there are no significant natural resources on the site.

## Issues

- While OPRD helps to operate the center and performs routine maintenance (restrooms, garbage, etc.), ODOT maintains ownership of the interpretive center building and is responsible for building upgrades and repairs.
- The North Wayside at the north end of the bridge is owned by ODOT and maintained by OPRD.
- Volunteer staffing availability for the interpretive center has decreased in recent years.

## Recreation Needs

- None identified

## Interpretive Needs

- Increased volunteer and staff presence
- Increased training for volunteers
- Exterior interpretive signage or other materials (in addition to existing exhibits within the Interpretive Center)

FIGURE S8-A – Existing Conditions Map



## Maintenance Needs

- The interpretive center building is in need of significant maintenance and upgrades, including a new roof.

### Development Concept

There is no significant new development proposed at this site.

Recommended accessibility improvements include minor updates to the restroom to fully comply with ADA standards as well as evaluating whether improvements could be made to the Interpretive Center to better accommodate ADA access.

## Natural Resource Management Actions

- None identified.

## Interpretive Recommendations

- Enhance volunteer recruitment for the interpretive center
- Develop orientation and interpretive training for volunteers
- Develop an exhibit plan for the Interpretive Center
- Develop several small interpretive panels outside the Interpretive Center
- Potential interpretive topics beyond the bridge itself: early transportation on the coast, history of the Highway Division and development of Highway 101, history of the Alsi Tribe and their influence on the area, Conde McCullough, nearshore environments-functions of the bay.

View of the Alsea Bay Bridge and Waldport River Estuary







# S9. WB Nelson State Recreation Site

## Location

Approximately two miles east of the intersection of Highway 101 and Highway 34 in the City of Waldport. The park is located along the south side of Highway 34.

**Size:** 2.0 acres

## Classification

State Recreation Site – the primary purpose of parks in this classification is to provide recreational resources and access to them.

## Description

W. B. Nelson is a small day use park on the eastern edge of Waldport. The primary draw is Eckman Lake, a backwater of the Alsea River cut off by Highway 34. A new dock and ADA access ramp was constructed in 2014.

## Existing Recreation Facilities

- Paved Parking (18 spaces)
- Single Vault Toilet
- Picnic Tables
- ADA Dock and Access Ramp

## Visitation

Estimated visitation to the park in 2014 was about 55,000. The overall trend between 2002 and 2014 is of decreasing visitation, although yearly estimates have fluctuated widely, with a low of 40,000 visitors in 2008 and a high of more than 80,000 in 2010.

## Botanical Resources Assessment

Approximately half of the non-aquatic area of the park is in poor ecological condition. Vegetation consists primarily of Sitka spruce and Sitka spruce-Western hemlock forested wetland. Many invasive plant species are present, including Himalayan blackberry, English ivy, parrot feather, reed canarygrass, and Scotch broom.

## Forestry Resources Assessment

Forest resources were not assessed in this park.

## Cultural Resources Assessment

The park property was donated to the state by W. B. Nelson in 1959.

## Interpretive Assessment

W.B. Nelson hosts annual fishing derbies and OPRD partners with ODFW for Free Fishing Weekend at the park in June.

## Development Suitability

The maintained lawn and surrounding vegetation just south of the existing parking lot is designated low and moderate resource value and could potentially be developed from a natural resources perspective (Figure S9-B), however, there is very limited space for additional development.

## Recreation Needs

- None identified

## Maintenance Needs

- A new dock was installed in 2014. Panels regularly need to be replaced likely because of recreation equipment used by visitors (folding chairs, etc.)

## Development Concept

No significant new development is proposed in this park.

Accessibility could be improved by installing an ABA access route from the parking lot to the existing dock.

## Natural Resource Management Actions

- Maintain Audubon Society designation as an "Important Bird Area."
- Conduct assessments of the lake for salinity levels, western pond turtle, fish species, and amphibian presence to provide more information on restoration needs.
- Maintain and enhance emergent wetland and scrub-shrub habitat.

FIGURE S9-A – Existing Conditions Map

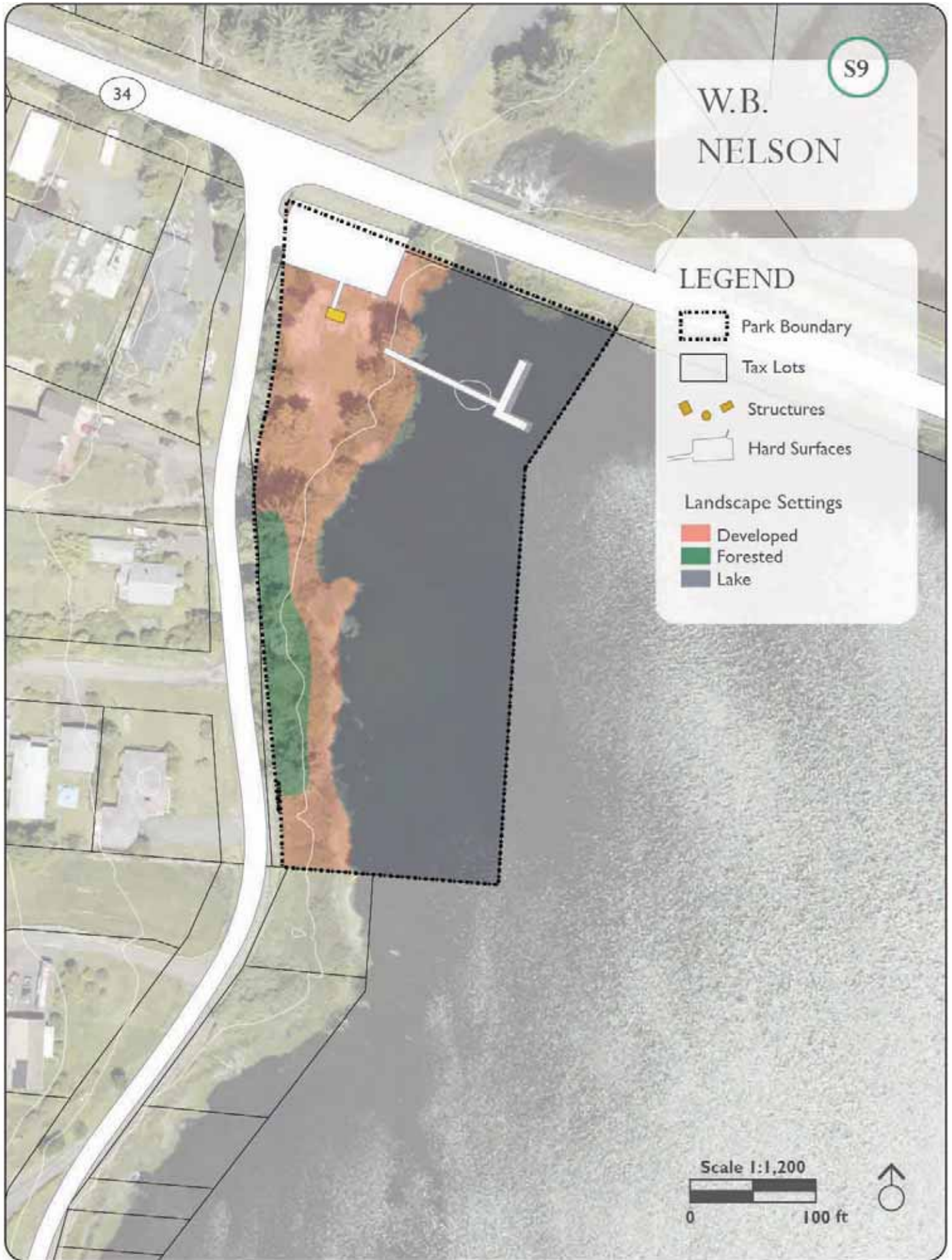
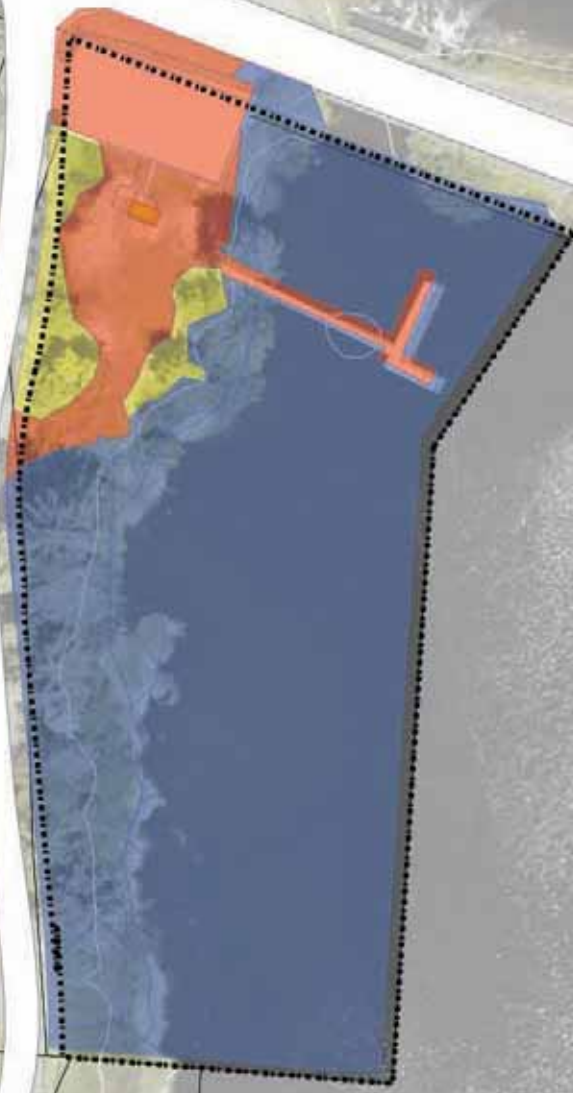


FIGURE S9-B – CNRV Map

S9

# W.B NELSON Composite Natural Resource Value (CNRV)

Scale 1:1,200 ft



## LEGEND

- Park Boundary
- Tax Lots
- Streams
- Trails
- Structures
- Hard Surfaces

## CNRV

- 1 - Protected Status
- 2 - High Resource Value & Conservation Priority
- 3 - Moderate Resource Value & Conservation Priority<sup>†</sup>
- 4 - Low Resource Value & Conservation Priority<sup>\*\*</sup>

<sup>†</sup>High conservation priority in wetland areas. Restoration to high resource value may be feasible in some locations. See the Vegetation Inventory and Botanical Resource Assessment report for detailed habitat value maps.

<sup>\*\*</sup>High conservation priority in wetland areas.



## Location

On the southern edge of the City of Waldport, approximately one mile south of the intersection of Highway 101 and Highway 34. The park is located along the west side of Highway 101.

**Size:** 10.2 acres

## Classification

State Recreation Site – the primary purpose of parks in this classification is to provide recreational resources and access to them.

## Description

Governor Patterson is a day use area and beach access site. A large parking lot and restroom are located above the beach atop a small bluff. Several trails lead down to the beach and there are picnic sites located both in the forested area away from the beach and along the bluff edge. A grassy viewing area

with accessible viewing platform is located along the northern section of parking lot. The park is well used by local residents and provides access to seven miles of wide sandy beach between Waldport and Yachats.

## Existing Recreation Facilities

- Paved Day Use Parking (42 spaces)
- Plumbed Restroom
- Paved Beach Access Trail
- Informal Soft Surface Trails

## Visitation

Estimated visitation to the park in 2014 was about 207,000. The overall visitation trend between 2002 and 2014 is mostly flat, with visitor numbers fluctuating around a median of just over 200,000.

## Botanical Resources Assessment

Most of the upland areas in the park are in moderate to poor ecological condition, with the notable exception of a small forested area just south of the parking lot that contains several old picnic tables and paved walkways, which have become overgrown. The majority of the upland areas are covered in a mix of shore pine and Sitka spruce forest, while at the base of the bluffs are stabilized dunes colonized by European beachgrass. Invasive species include European beachgrass as well as small populations of English ivy, Scotch broom, and reed canarygrass.

## Forestry Resources Assessment

Forest resources consist of moderate value stands of shore pine with a component of Sitka spruce. The stand just north of the existing parking lot could benefit from several patch cuts and plantings of Sitka spruce to encourage transition to a stand dominated by Sitka spruce.

## Cultural Resources Assessment

Land for the park was acquired in 1931 as a memorial to Governor Isaac L. Patterson, the 18<sup>th</sup> Governor of Oregon, who died while in office in 1929. Governor Patterson was a strong believer in the preservation of scenic areas. He appointed the first Park Commission and advocated for acquisition of lands across the state to create a park system comparable to any in the nation.

## Interpretive Assessment

There is no interpretive programming or signage at this park.

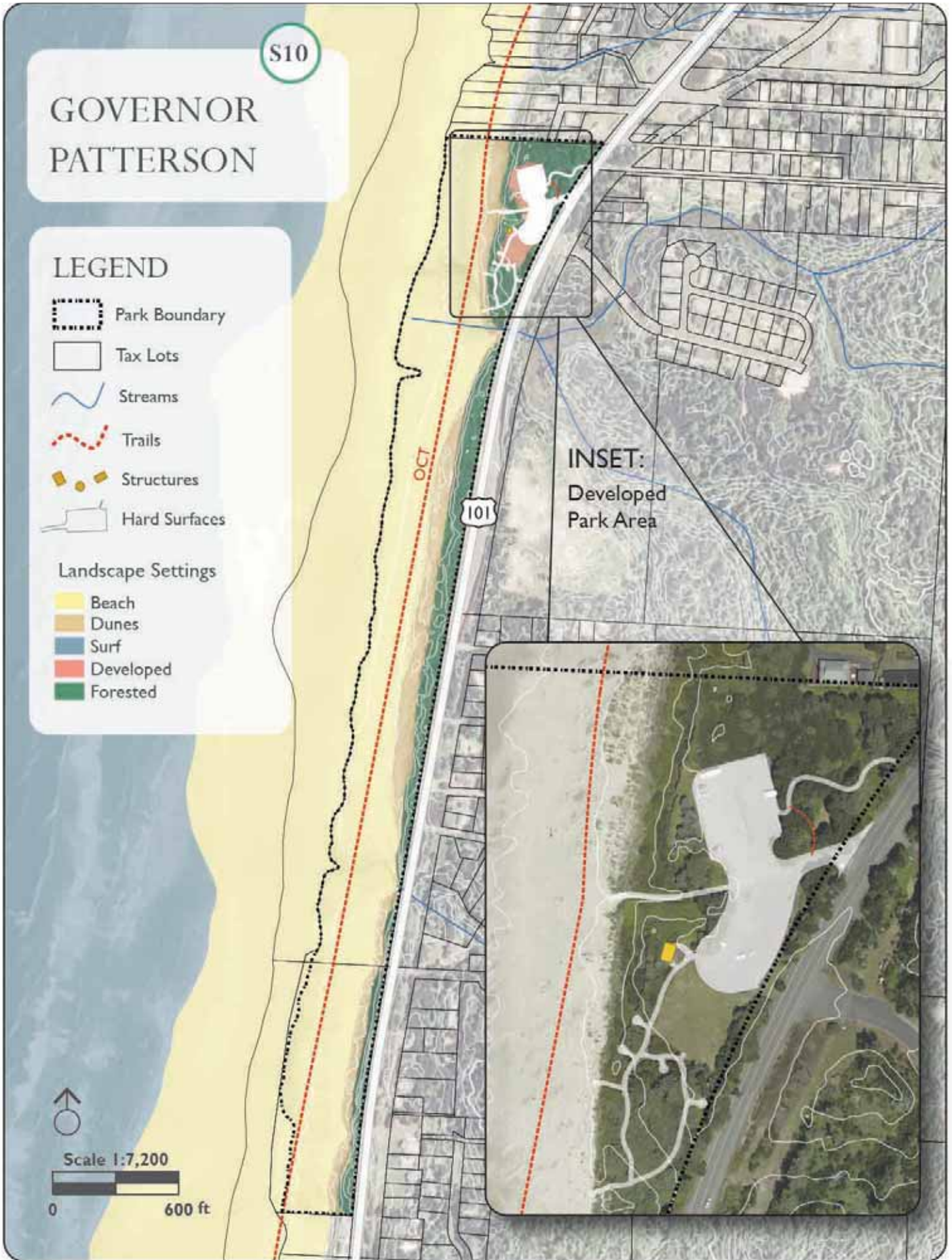
## Development Suitability

Areas surrounding the parking lot to the north and west, as well as the maintained field south of the parking lot, are designated low to moderate resource value and conservation priority on the Composite Natural Resource Value Map (Figure S10-B) and are therefore potentially developable from a natural resource perspective.

## Issues

- Depending on the flow of Patterson Creek, the south beach access trail can at times be cut off from the beach.
- Ocean Hills Drive intersects Highway 101 on the east side of the highway across from the southern end of the Governor Patterson parking lot. The park entrance road could potentially be relocated to align with Ocean Hills Drive to improve access on and off the highway at this site.
- The restroom utilizes a septic system draining to the field south of the restroom building. Connecting to the City of Waldport public sewer system would eliminate the need to maintain the septic system and drainfield and could enable recreation development in the drainfield area.
- The City of Waldport has expressed interest in a potential future pedestrian access under Highway 101 near the mouth of Patterson Creek.

FIGURE S10-A – Existing Conditions Map



## Recreation Needs

- Improved viewing opportunities and ADA access

## Maintenance Needs

- Replace restroom

## Development Concept

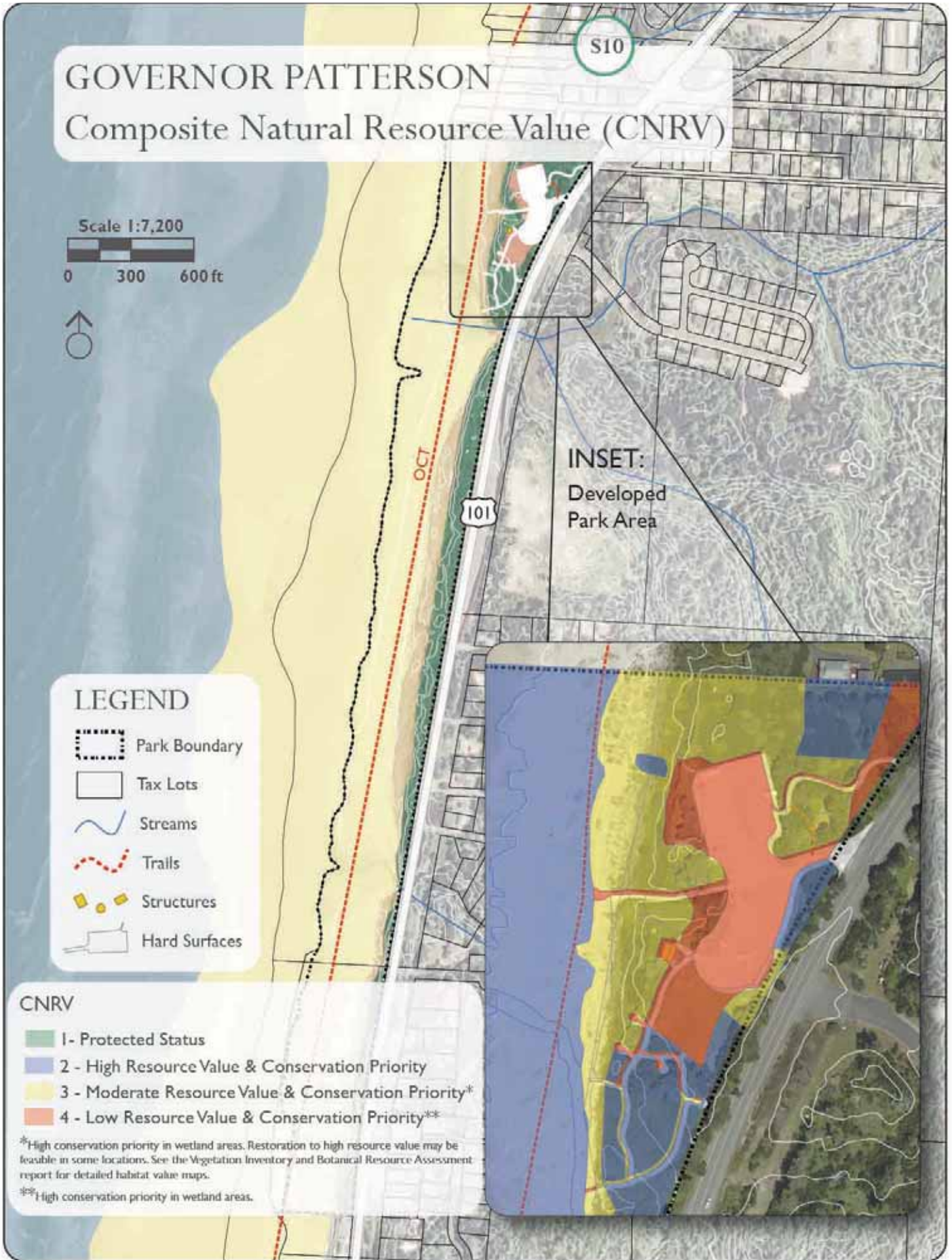
- Consider realigning the park entrance road to align with Ocean Hills Drive on the east side of Highway 101 in order to improve traffic flow on the highway. This could be done when the parking lot needs to be repaved and could be combined with other parking lot improvements.
- Consider connecting the restroom to the City sewer system when it is replaced.
- Improve ADA parking stalls, curb ramps, and sidewalks to ADA standards and provide access to the newly constructed accessible viewing platform from ADA parking stalls.

## Natural Resource Management Actions

- Maintain and enhance big-headed (large-headed) sedge populations.



FIGURE S10-B – CNRV Map



## Cost Estimate

1 - Parking Improvements								\$0
Project	Status	Parameters/Standards	Reviews /Approvals	Amount	Units	Unit Cost	Total Cost	
Parking	Rehab							
Pedestrian circulation pavement	Rehab							



# S11. Beachside State Recreation Site

## Location

Approximately three miles north of the City of Waldport. The park is located along the west side of Highway 101.

**Size:** 16.7 acres

## Classification

State Recreation Site – the primary purpose of parks in this classification is to provide recreational resources and access to them.

## Description

Beachside is a small campground and one of the few, if not only, state parks where visitors can camp just a few feet away from the beach itself. The dunes here are low and access onto the beach is relatively easy compared to many of the parks in the management unit, which are situated on bluffs. In addition to the campground, there is a day use parking lot and small picnic area, popular with dog

walkers and others who want to access the miles of wide, white sandy beach between Waldport and Yachats. Both the campground and day use parking lot are closed during the winter months.

## Existing Recreation Facilities

- Paved Day Use Parking (33 spaces)
- Campground (72 sites: 40 Drive-in, 30 RV, two Yurts, Hiker-Biker)
- Plumbed Restrooms (two campground, one day use)
- Paved and Soft Surface Trails

## Visitation

Estimated total visitation to the park in 2014 was 102,634 (Overnight: 37,898 / Day Use: 64,736). The overall trend between 2002 and 2014 is of decreasing visitation. Campground visitation has remained consistent, while yearly day use visitation on average has gone down.

## Botanical Resources Assessment

Outside of the campground the forested dunes are mostly in good ecological condition. North of the day use parking lot is a stand of shore pine in moderate condition. There are several stands of mixed shore pine-Sitka spruce adjacent to the highway. Sitka spruce forest is the dominant vegetation along the dune edge west of the campground. Invasive species include European beachgrass along the outer edge of the foredune, as well as a population of reed canarygrass.

## Forestry Resources Assessment

The stand of shore pine north of the day use parking lot is low resource value. The majority of the campground is comprised of roughly 50-60 year old sitka spruce trees, some of which are beginning to lose limbs.

## Cultural Resources Assessment

Land for the park was acquired in 1944 and originally named Big Creek State Park. It was renamed Beachside State Park by the Commission in 1957.

## Interpretive Assessment

The park hosts several interpretive programs and activities, including JR Ranger activities, interpretive presentations in the summer, and special events.

## Development Suitability

The forested area to the north of the day use parking lot is designated moderate

resource value and conservation priority on the Composite Natural Resource Value Map (Figure S11-B) and is therefore potentially developable from a natural resource perspective. The rest of the park, outside of the existing campground, has little potential for development, either because of high natural resource value or limited space and/or unsuitable terrain.

## Issues

- The day use parking lot has significant drainage issues. During rainy weather, standing water often accumulates on the west side of the parking lot, blocking access to the beach trail. Drainage is a problem throughout the park, possibly exacerbated by the highway. This issue should be explored in more detail to better understand the causes.
- A number of campsites along the eastern edge of the campground are within 30-40 feet of Highway 101 and as a result are noisy and less desirable than other sites in the campground. Increasing vegetative screening between the campsites and the highway may help reduce, though not eliminate, the noise issue.
- An erosion analysis was conducted for the park using historical aerial imagery – it showed that the dunes adjacent to the campground are receding, while the mouth of the creek and the dunes in the northern portion of the park have expanded or remained largely unchanged in the last 50 years. If trends continue, erosion of the dunes may soon impact campsites along the western edge of the campground. A shoreline change study of the Oregon Coast conducted by the U.S. Geological Survey found that the

FIGURE S11-A – Existing Conditions Map



shoreline is receding at a moderate rate in the vicinity of the park, suggesting possible impacts to the park in the future.

- A tsunami evacuation analysis showed that campsites at the southern end of the park would be most at risk in the event of a tsunami because of the longer time needed to reach the nearest public evacuation point, on SW Iris Ln., which is northwest of the park. Evacuation times could be reduced for the entire campground, including sites at the southern end, by identifying an evacuation point on SW Beachside Ln, closer to the park entrance. The end of Beachside Ln has sufficient elevation to be out of the tsunami zone, but is currently located on private property.

Winter flooding in the day use parking lot



## Recreation Needs

- Interpretive Shelter

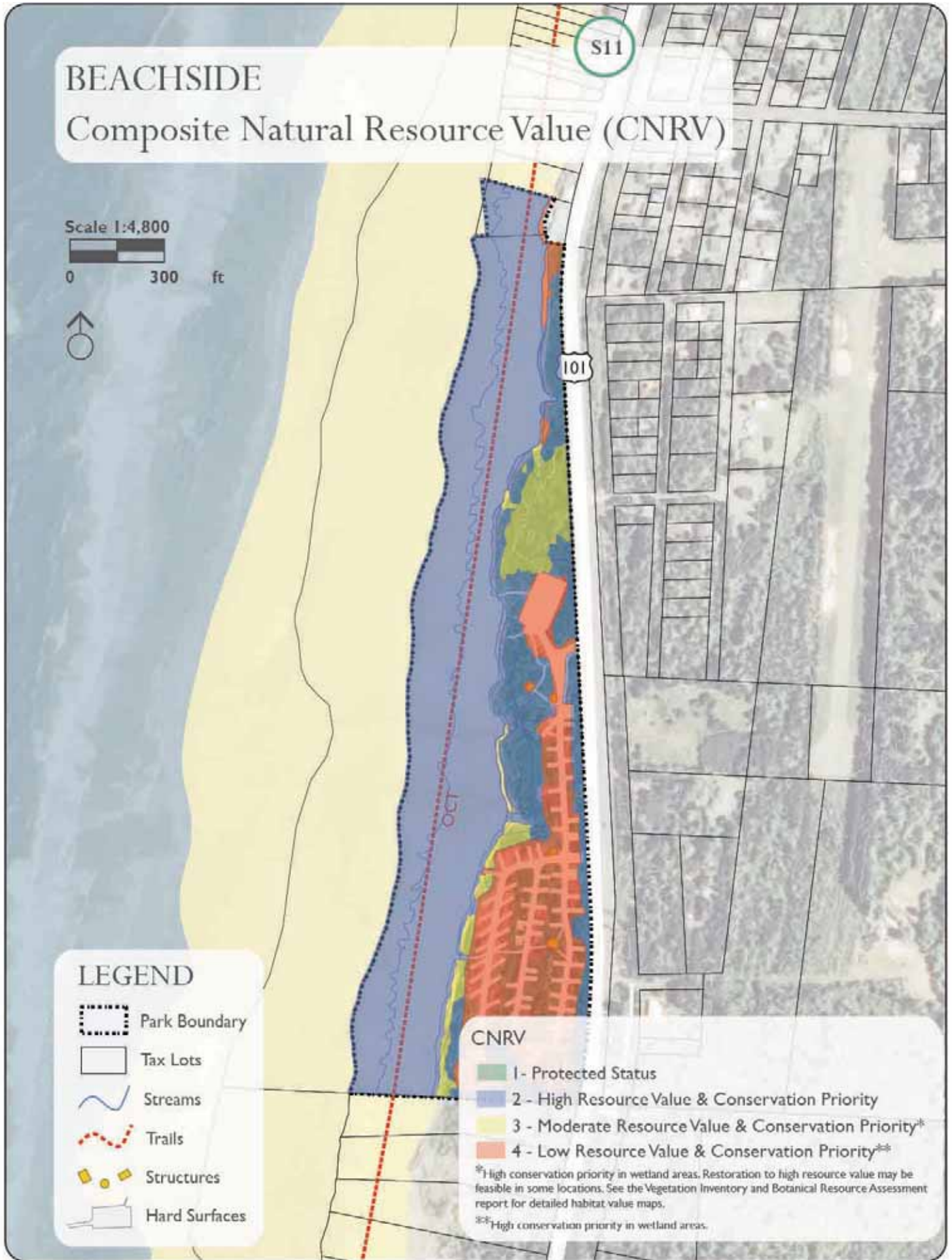
## Maintenance Needs

- Replace the restroom and restroom/shower buildings in the campground
- Campground and Day Use Area drainage improvements
- Resurface the campground loop, campsites, and day use parking lot

## Development Concept

- Redesign the day use parking lot to **reduce flooding**. Improvements include elevating the parking lot as well as replacing the western portion of the parking lot with a swale to collect ground and stormwater. Redesign of day use parking lot should include 2 ADA parking stalls.
- Relocate the day use beach access trail and park signage to the south end of the parking lot.
- Construct a reservable picnic / interpretive shelter south of the day use parking lot to facilitate outdoor education and interpretive programs and protect users from wind and rain.
- Relocate the park entrance gate to the campground entrance road in order to allow year-round access to the day use parking lot.
- Consider options for providing ABA access to the dry sand beach during special events (possibly through the use of specialized access mats)

FIGURE S11-B – CNRV Map



## Natural Resource Management Actions

- Increase wildlife food availability throughout park by planting pollinator-friendly and food-producing plant species.
- Use wildlife-proof trash bins to prevent attracting corvids.
- Evaluate the south culvert under Hwy 101 for fish passage.

FIGURE S11-C – Parking and Swale Concept





FIGURE S11-D – Park Development Concept

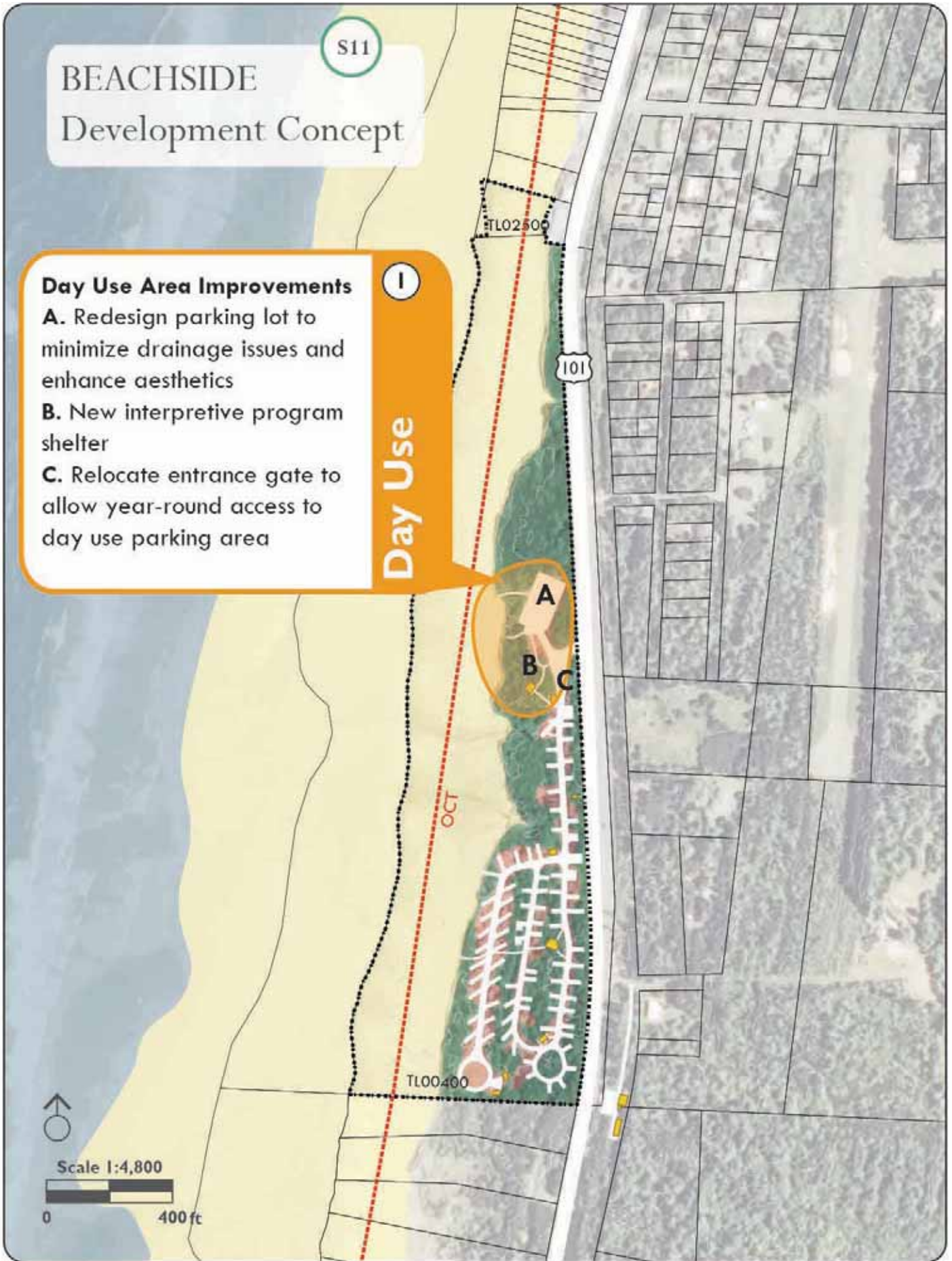
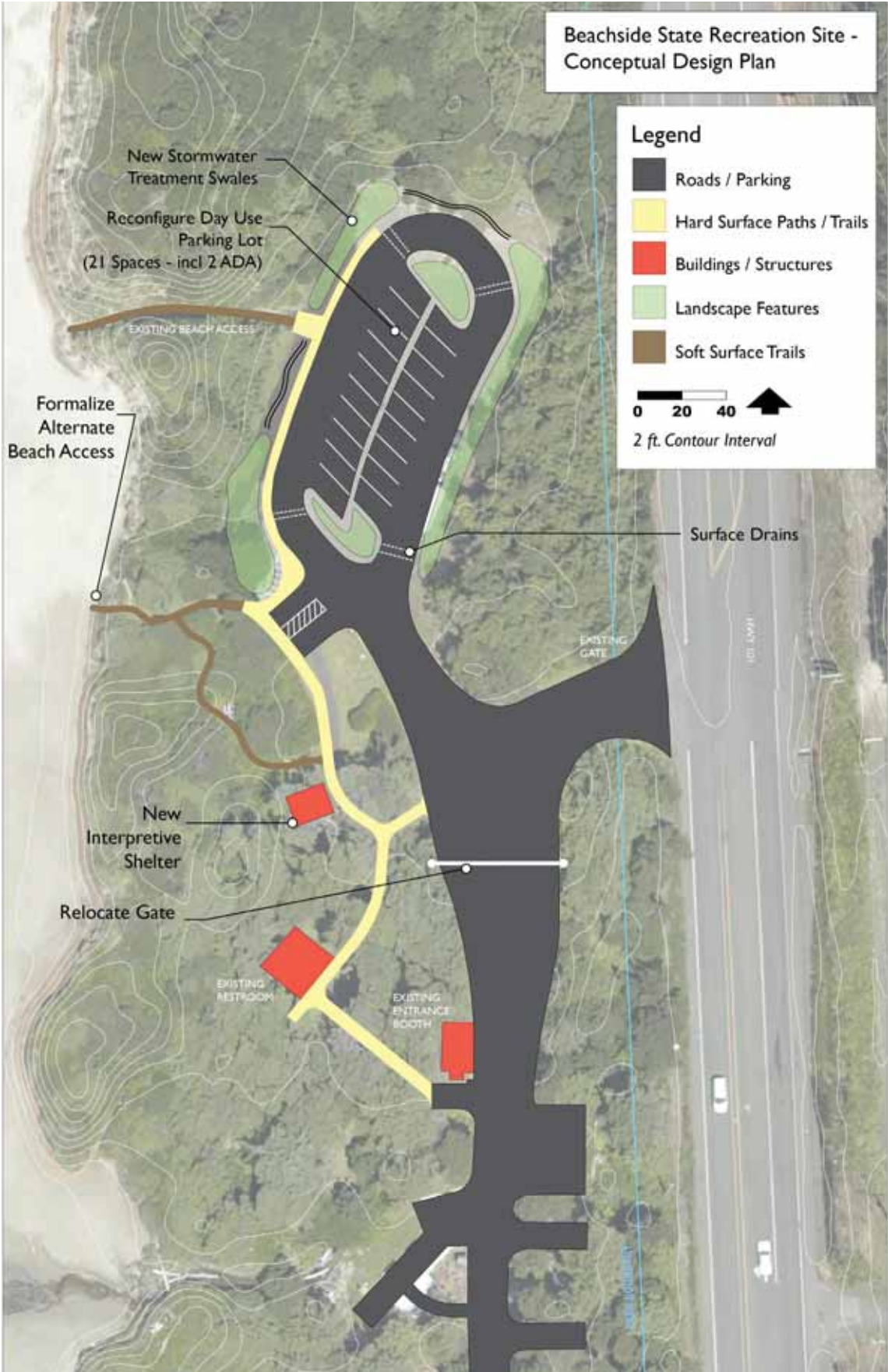


FIGURE S11-E – Conceptual Design Plan



# Cost Estimates

1 - Day Use Area Improvements										\$200,000
Project	Status	Parameters /Standards	Reviews /Approvals	Amount	Units	Unit Cost	Subtotal	Total (+35%)		
Redesign Parking Lot	Rehab		Lincoln County; DEQ				\$126,100	\$170,000		
pavement removal				4,800	SF	\$2	\$9,600			
pavement				15,000	SF	\$5	\$75,000			
curb				420	LF	\$25	\$10,500			
striping		26 spaces, 2 ADA		1	ALLOW	\$3,000	\$3,000			
stormwater swale				5,000	SF	\$5	\$25,000			
landscaping				1	ALLOW	\$3,000	\$3,000			
Interpretive Program Shelter	Enhance		Lincoln County				\$21,000	\$28,000		
shelter				600	SF	\$35	\$21,000			
Relocate Beach Access	Rehab						\$2,000	\$3,000		
beach access trails		reservable shelter, approx. 600 SF								
relocate park signage		natural surface; 36"-60" wide		200	LF	\$5	\$1,000			
Relocate Entrance Gate	Rehab			1	ALLOW	\$1,000	\$1,000			
remove existing gate				1	ALLOW	\$1,000	\$1,000			
relocate gate				1	ALLOW	\$1,000	\$1,000			



# S12. San Marine State Recreation Site

## Location

Approximately two miles north of the City of Yachats. The property is located along the west side of Highway 101.

**Size:** 7.4 acres

## Classification

State Recreation Site – the primary purpose of parks in this classification is to provide recreational resources and access to them.

## Description

San Marine is a small, undeveloped property along the west side of Highway 101 north of Yachats. The property has forested, wetland, and dune habitats. There is an informal trail through the property that connects Highway 101 to the beach, which is used primarily by local residents.

## Existing Recreation Facilities

Informal Beach Access Trail

## Visitation

No visitor counts have been conducted at this property.

## Botanical Resources Assessment

The majority of the property is in good or excellent ecological condition, with the exception of a small area adjacent to the highway where local residents access the property. There is a stand of shore pine on elevated land in the northeast corner of the property that is in excellent condition. Low-lying marshland, shrub wetlands, and forested wetlands surround the upland forested area. Invasive species include small populations of Scotch broom, English ivy, Himalayan blackberry, and European beachgrass.

## Forestry Resources Assessment

The stand of shore pine north of the day use parking lot is low resource value – other stands were not inventoried.

## Cultural Resources Assessment

The property was acquired in 1969 in order to provide beach access. There was an attempt to build a parking lot and restroom on the property that was halted by seepage problems.

## Interpretive Assessment

There is no interpretive programming or signage at this park.

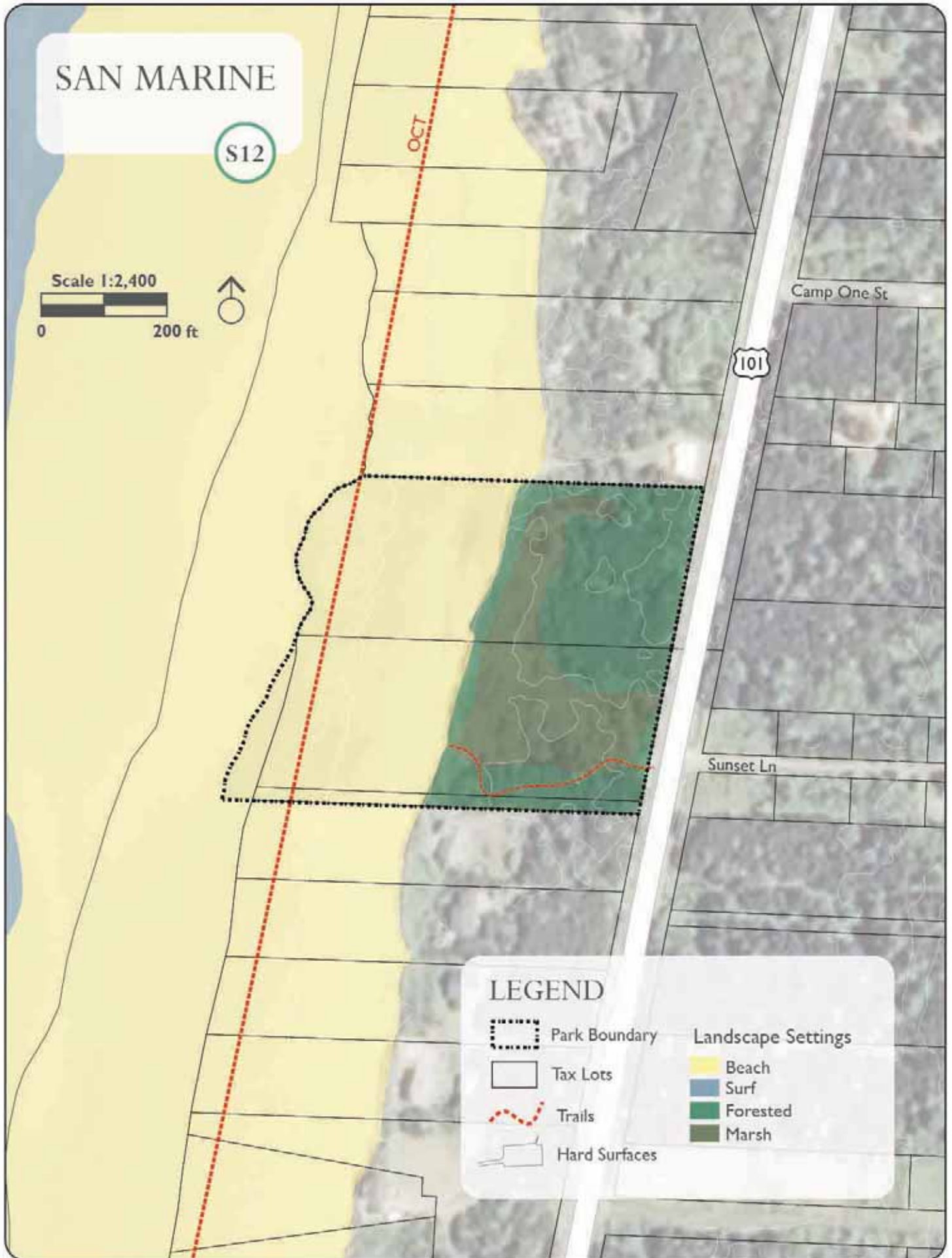
## Development Suitability

Virtually all of the property is designated high resource value and conservation priority on the Composite Natural Resource Value Map (Figure S12-B) and is therefore not suitable for development other than trails or similar low impact uses.

## Issues

- The property was acquired to provide public beach access but has not been developed to accommodate this use. The site's high natural resource value does not allow for intensive development, however, options could be considered for providing low-intensity recreation use that serves the broader public.

FIGURE S12-A – Existing Conditions Map



## Recreation Needs

Improved Beach Access

## Maintenance Needs

None identified

## Development Concept

No new development is proposed at this property.

## Natural Resource Management Actions

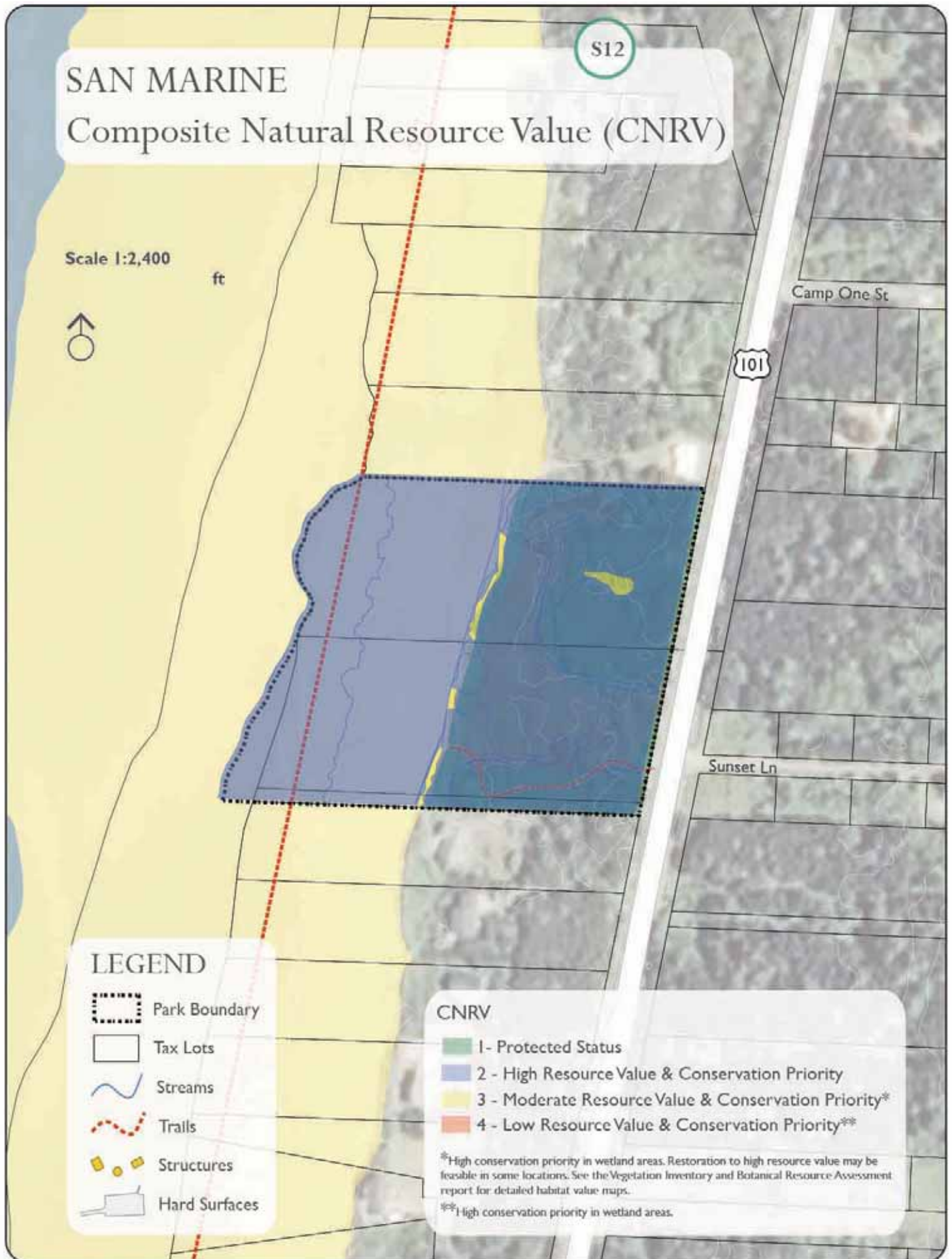
Continue to manage natural resources on the property.

Unofficial beach access path





FIGURE S12-B – CNRV Map







# S13. Smelt Sands State Recreation Site

## Location

At the northern edge of the City of Yachats. The park is located west of Highway 101 along the shoreline.

**Size:** 8.7 acres

## Classification

State Recreation Site – the primary purpose of parks in this classification is to provide recreational resources and access to them.

## Description

Smelt Sands is well known for the section of the 804 Trail that runs through the park, connecting Yachats to the beach north of the City. The half-mile trail segment follows along the edge of a spectacular section of rocky coastline, passing private residences and several hotels located on the eastern park boundary before sloping down to the beach. There is a restroom and gravel parking

lot at the south end of the park. The park can also be accessed on foot via the 804 Trail from Yachats. This segment of the 804 trail is popular with tourists and locals for walking, dog walking, photography, exploring tidepools, and ocean viewing, among other activities.

## Existing Recreation Facilities

- Unpaved Day Use Parking (16 spaces)
- Plumbed Restroom
- Gravel and Soft Surface Trails

## Visitation

Estimated total visitation to the park in 2014 was about 294,000, however, that number does not account for pedestrians who accessed the park via the 804 Trail or users staying in the hotels and rental properties along the trail. The overall trend between 2002 and 2014 was of increasing visitation, from less than 150,000 visitors in 2005 to around 300,000 visitors in 2011, 2012, 2013, and 2014.

## Botanical Resources Assessment

Areas adjacent to roads, parking, and trails within the park are generally in poor to moderate ecological condition, while the rocky shores as well as scattered patches of forested and shrubby habitat are in good condition. Vegetation in the park is diverse, with varied habitat types located along the 804 Trail, including shore pine and Sitka spruce forest, native shrublands, willow shrubland, upland grasses, marshlands, and dunes stabilized by European beachgrass. Invasive species are widespread along the trail and entrance road, and include English ivy, escallonia, Himalayan blackberry, montbretia, reed canarygrass, European beachgrass, tansy ragwort, and yellow flag iris.

## Forestry Resources Assessment

Forest resources in the park were not assessed.

## Cultural Resources Assessment

Land for the park was acquired in the early 1970s and in 1990. This area of Yachats was the location of the Alsea Sub-agency, a temporary reservation for coast Indians who were waiting for the Coast Reservation Treaty to be ratified, which never occurred. The Native Americans here were later moved to the Siletz Reservation. The historic 804 Trail probably first served as a footpath for native people, later becoming part of County Road 804, which included the 7-mile stretch of beach between Yachats and Waldport. County Rd 804 served as a route of travel for settlers between the farmland of

the upper Yachats River valley and Waldport's Alsea Bay until the completion of the Coast Highway in the 1930s.

The three-quarter-mile section of the 804 Trail within the park was the subject of a long legal battle in the 1970s to have the trail vacated. Oregon's high court finally ended the argument with a ruling in the mid-1980s that this portion of the trail would remain as public right-of-way.

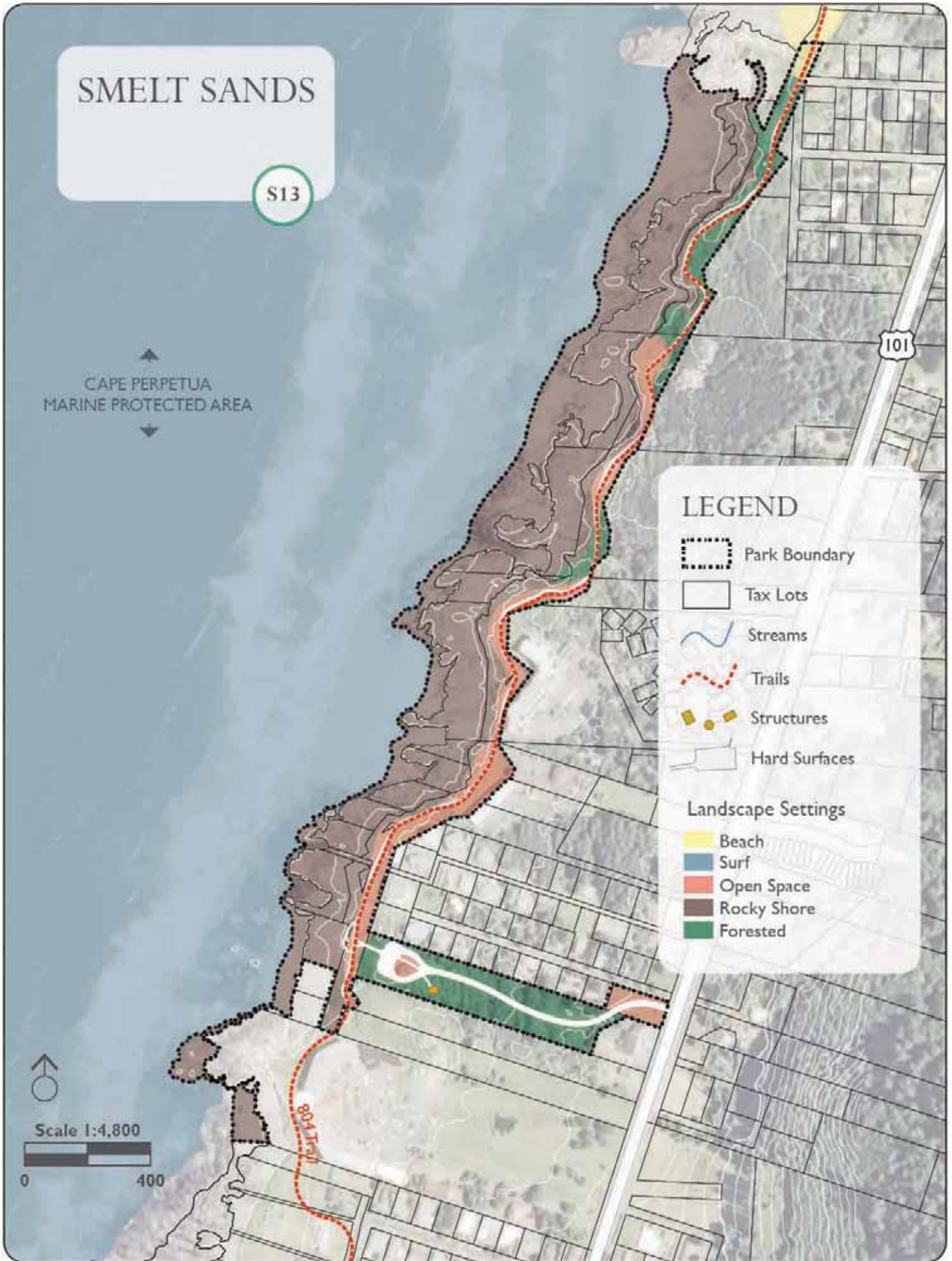
## Interpretive Assessment

The park contains interpretive elements and programming, including guided hikes along the 804 Trail, special events, and interpretive signage.

## Development Suitability

Most areas surrounding the trail, parking lot, and entrance road are designated low or moderate resource value and conservation priority on the Composite Natural Resource Value Map (Figure S13-B) and are therefore potentially developable from a natural resource perspective. There are significant other constraints to development along the trail, however, including scenic impacts, limited space, and its cultural resource value. The rocky shoreline is protected as part of the Cape Perpetua Marine Protected Area.

FIGURE S13-A – Existing Conditions Map



## Issues

- The park includes the most popular segment of the 804 Trail and has seen increased use over the last decade. Capacity does not seem to have been reached but could become an issue in the future.
- The gravel entrance road and parking lot have frequent potholes and present a maintenance challenge.
- The hotels along the trail assist with maintenance of the trail in the southern portion of the park.
- The beach access at the north end of the park has problems with erosion, like many beach access trails in parks within the management unit.

## Recreation Needs

- Improved 804 Trail access from the parking lot
- Improved beach access

## Maintenance Needs

- Improved road and parking lot

## Development Concept

- Pave the entrance road and parking lot.
- Construct ADA path from the parking lot to the 804 Trail
- Improve beach access at the north end of the 804 Trail.

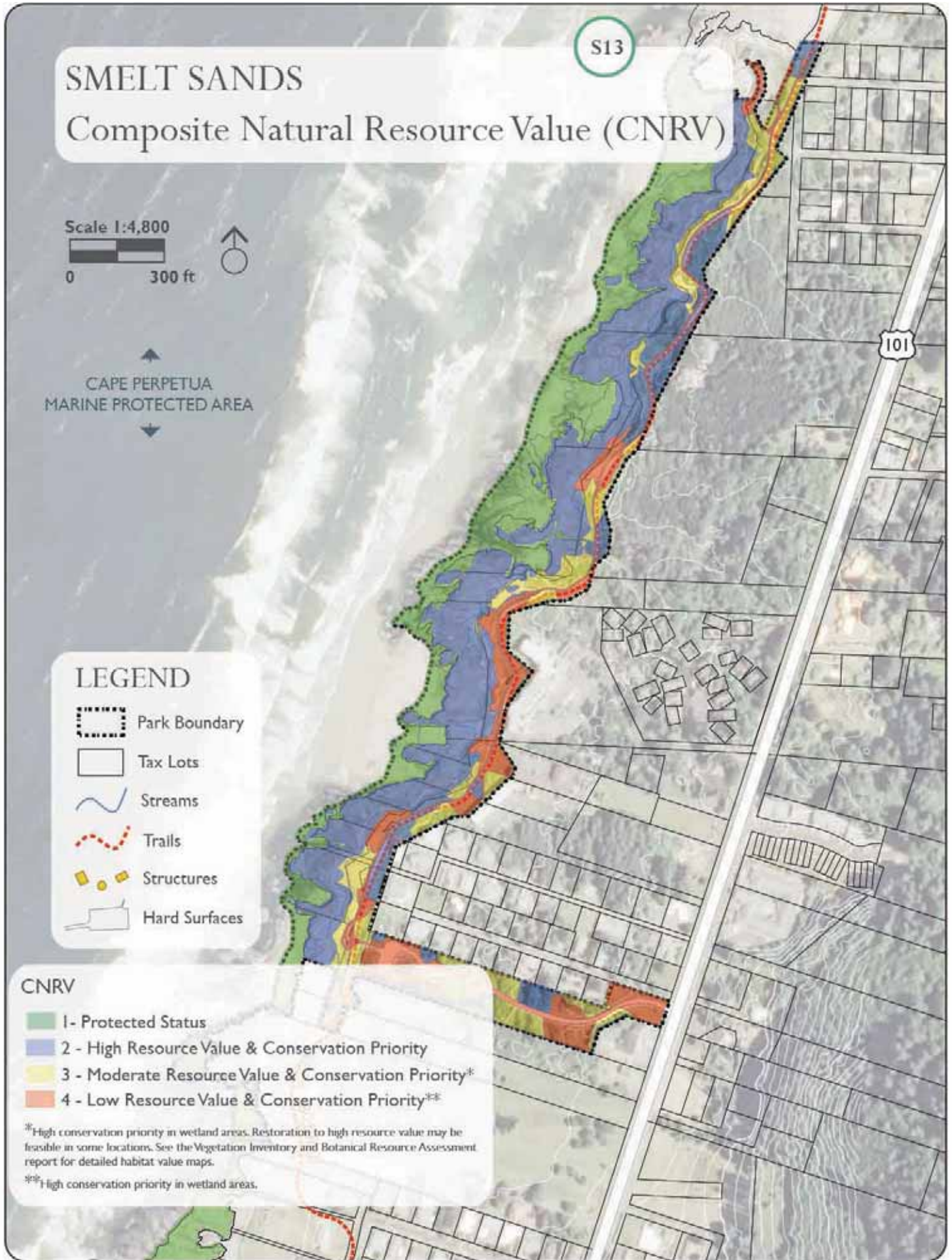
## Natural Resource Management Actions

- Control populations of English ivy, montbretia, yellow flag iris, old man's beard, Japanese knotweed, and Himalayan blackberry.
- Encourage appropriate tide-pool etiquette and coordinate with ODFW to manage and protect rocky intertidal ocean shore resources within the Cape Perpetua Marine Protected Area.
- Reduce disturbances to nesting black oystercatchers.



Existing beach access at the north end of the 804 Trail

FIGURE S13-B – CNRV Map









# S14. Yachats State Recreation Area

## Location

In the center of the City of Yachats. The park is located west of Highway 101 at the intersection of 2<sup>nd</sup> Street and Ocean View Drive.

**Size:** 93.3 acres

## Classification

State Recreation Area – the primary purpose of parks in this classification is to provide recreational resources and access to them.

## Description

The park provides a scenic viewpoint looking out over the ocean and across the mouth of the Yachats River to the forested peaks of Cape Perpetua. There is a viewing platform as well as a trail down to a small sandy beach and areas of rocky shoreline at the base of

the bluff. Facilities include parking, benches, a restroom, and a segment of the 804 Trail along the bluff.

## Existing Recreation Facilities

- Paved Day Use Parking (48 spaces)
- Plumbed Restroom
- Gravel and Soft-Surface Trails

## Visitation

Estimated total visitation to the park in 2014 was about 568,000, however, that number likely includes some vehicle through-traffic on Ocean View Drive. It also does not account for pedestrians who may have accessed the park via city streets or the 804 Trail. The overall trend between 2002 and 2014 was of increasing visitation, with a low of 350,000 estimated visitors in 2003 and more than 550,000 visitors in 2013 and 2014.

## Botanical Resources Assessment

Areas adjacent to the parking lot park are mostly in poor to moderate ecological condition, while the beach and rocky shores are in good condition. Vegetation in the park consists of several stands of Sitka spruce surrounding the parking lot, as well as a remnant patch of camas meadow next to the county road. Camas meadow habitat was widespread in this area prior to the arrival of Europeans but is now very rare along the coast. Many invasive plant species are present, including bull thistle, English ivy, escallonia, Himalayan blackberry, montbretia, reed canarygrass, and tansy ragwort.

## Forestry Resources Assessment

Forest resources in the park were not assessed.

## Cultural Resources Assessment

Land for the developed portion of the park was acquired in 1928 in order to preserve the site for salmon and steelhead fishing, provide public access to the small sandy beach, and control removal of sand for commercial uses. An observation platform and restroom were constructed in the 1930s.

## Interpretive Assessment

There are three interpretive signs located throughout the park focusing on geology, tidepools, and local history.

## Development Suitability

Outside of the currently developed area, the stands of Sitka spruce surrounding the parking lot area designated moderate resource value and conservation priority on the Composite Natural Resource Value Map (Figure S14-B) and are therefore potentially developable from a natural resource perspective. The small remnant camas prairie adjacent to the road is designated high resource value and conservation priority and should be protected from development. The rocky shoreline is protected as part of the Cape Perpetua Marine Protected Area.

## Issues

- There are significant erosion issues along the edge of Ocean View Drive that have impacted portions of the 804 Trail, which lies along the bluff edge of the road.
- Ocean View Drive itself is also threatened by erosion and may need to be moved farther east. The road is maintained by Lincoln County; if the road needs to be moved, OPRD will work with the County to minimize impacts to park property. In particular, there is a rare, remnant patch of camas meadow located along the east side of the road that should be protected from development if possible. If the road needs to be moved more than a few feet beyond the existing right-of-way, it may be worth exploring alternative alignments utilizing park property that would protect the camas habitat.

FIGURE S14-A – Existing Conditions Map



## Recreation Needs

- Improve 804 Trail sections impacted by erosion

## Maintenance Needs

- Replace restroom

## Development Concept

No significant new development is proposed at this park.

ORPD should work with the City and County to manage the impact of erosion on the 804 Trail and Ocean View Drive. If relocating the road becomes necessary, efforts should be made to minimize the impact on natural and recreational resources in the park.

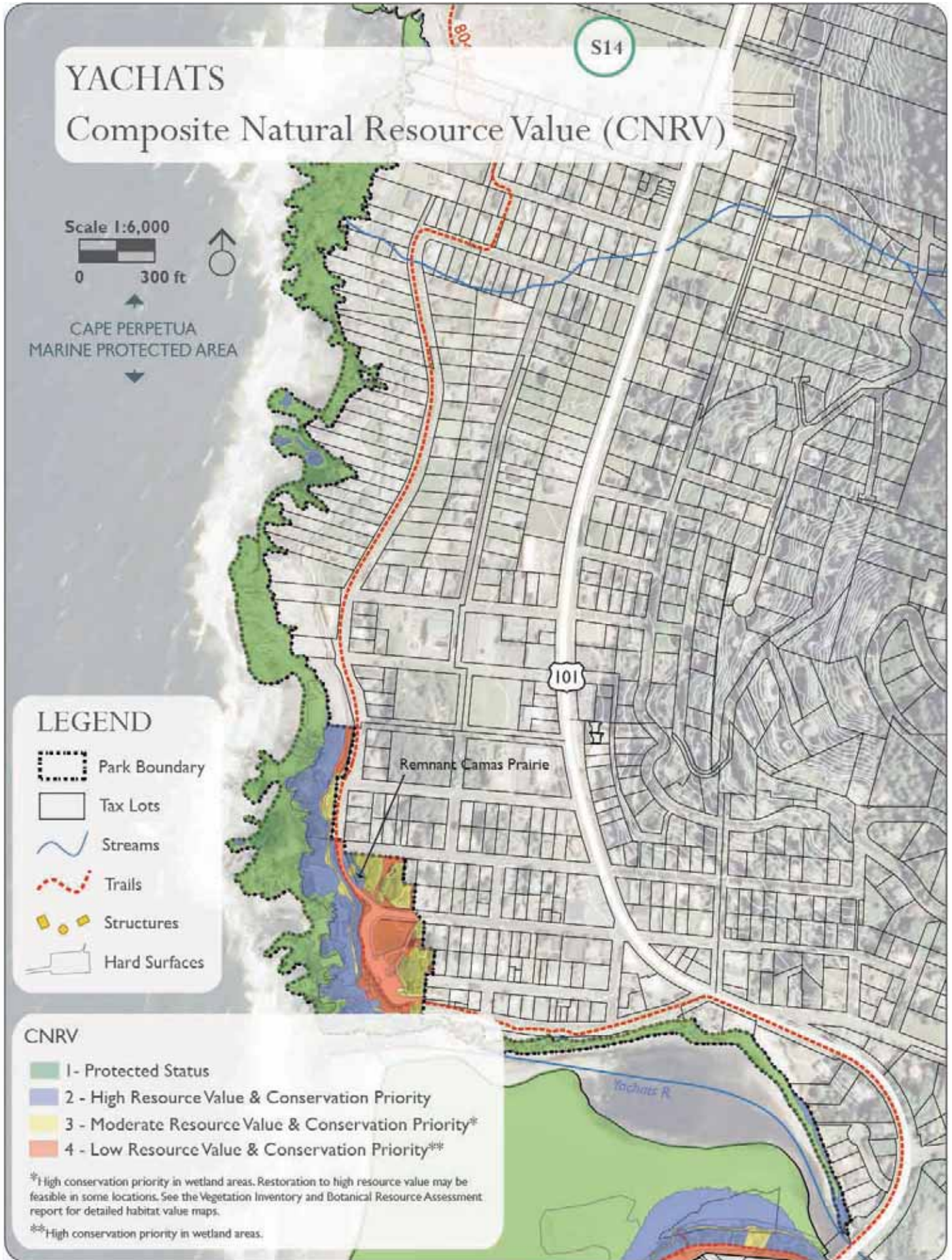
## Natural Resource Management Actions

- Maintain and enhance wet prairie habitat and camas population.
- Control populations of English ivy, montbretia, yellow flag iris, old man's beard, Japanese knotweed, and Himalayan blackberry.
- Encourage appropriate tide-pool etiquette and coordinate with ODFW to manage and protect rocky intertidal ocean shore resources within the Cape Perpetua Marine Protected Area.
- Mow developed areas of park with wildlife in mind.
- Reduce disturbances to nesting black oystercatchers.

Remnant wet prairie camas habitat along the eastern edge of Ocean View Drive



FIGURE S14-B – CNRV Map







# S15. Yachats Ocean Road State Natural Site

## Location

Just south of the Yachats River, within the City of Yachats. The park is located west of Highway 101 along Yachats Ocean Road.

**Size:** 79.0 acres

## Classification

State Natural Site – the purpose of parks with this classification is to protect important ecosystem components and provide public interpretation and education.

## Description

The park is composed of a thin strip of forested bluff next to, and including, Yachats Ocean Road, as well as rocky shoreline to the south, and beach that extends north to the mouth of the Yachats River. There is parking along the road and a short trail down

to the beach. A small picnic area is located above the rocks at the southern end of the beach. The primary draw is the beach at the mouth of the Yachats River, which is popular with dog walkers, beachcombers, and others, tourists as well as Yachats residents. The setting, which encompasses the shoreline, beach, river mouth, steep forested mountains, and the picturesque town of Yachats in the background, is memorable to say the least.

## Existing Recreation Facilities

- Paved Day Use Parking along Road (61 spaces)

## Visitation

Estimated total visitation to the park in 2014 was about 233,00. The overall trend between 2002 and 2014 was of increasing visitation, from approximately 180,000 visitors in 2002 and 2003 to more than 230,000 in 2013 and 2014.

## Botanical Resources Assessment

Areas along the road are generally in poor to moderate ecological condition. Vegetation in the park is limited to a narrow strip between the road and the beach. Forested areas are primarily Sitka spruce, with a minor component of Western hemlock. Other vegetated areas along the road consist of shrubland, shrubby wetland seeps, and grasses. Invasive plant species are widespread, and include English ivy, Himalayan blackberry, montbretia, everlasting peavine, and Japanese knotweed.

## Forestry Resources Assessment

Forest resources in the park were not assessed.

## Cultural Resources Assessment

The property was given to the state over the period of 1931 to 1962 by several donors, including Lincoln County. The park protects natural resources and public access at the mouth of the Yachats River, as well as the scenic road along the shoreline.

## Interpretive Assessment

There is no interpretive programming or signage in the park.

## Development Suitability

Most of the land along the west side the road is designated high resource value and conservation priority on the Composite Natural Resource Value Map (Figure S15-B). A narrow strip of grass along the east side

of the road is designated low resource value and could potentially be developed, most likely for placement of the road in the event that it needs to be moved back from the edge of the bluff. Additional recreational development in the park is restricted by the lack of available space and by the park's designation as a natural site. The rocky shoreline and beach are protected as part of the Cape Perpetua Marine Protected Area.

## Issues

- There are erosion issues along the edge of Yachats Ocean Road. The road will likely need to be moved back from the bluff edge in one or more locations in the future as erosion continues.

## Recreation Needs

- Possible future need for a permanent restroom building

## Maintenance Needs

- Repair erosion along the road as needed



FIGURE S15-A – Existing Conditions Map



## Development Concept

A permanent restroom building could potentially be constructed in one of several low natural resource value areas along the road.

ORPD will work with the City and County to accommodate changes to Yachats Ocean Road Alignment if needed due to continued

erosion.

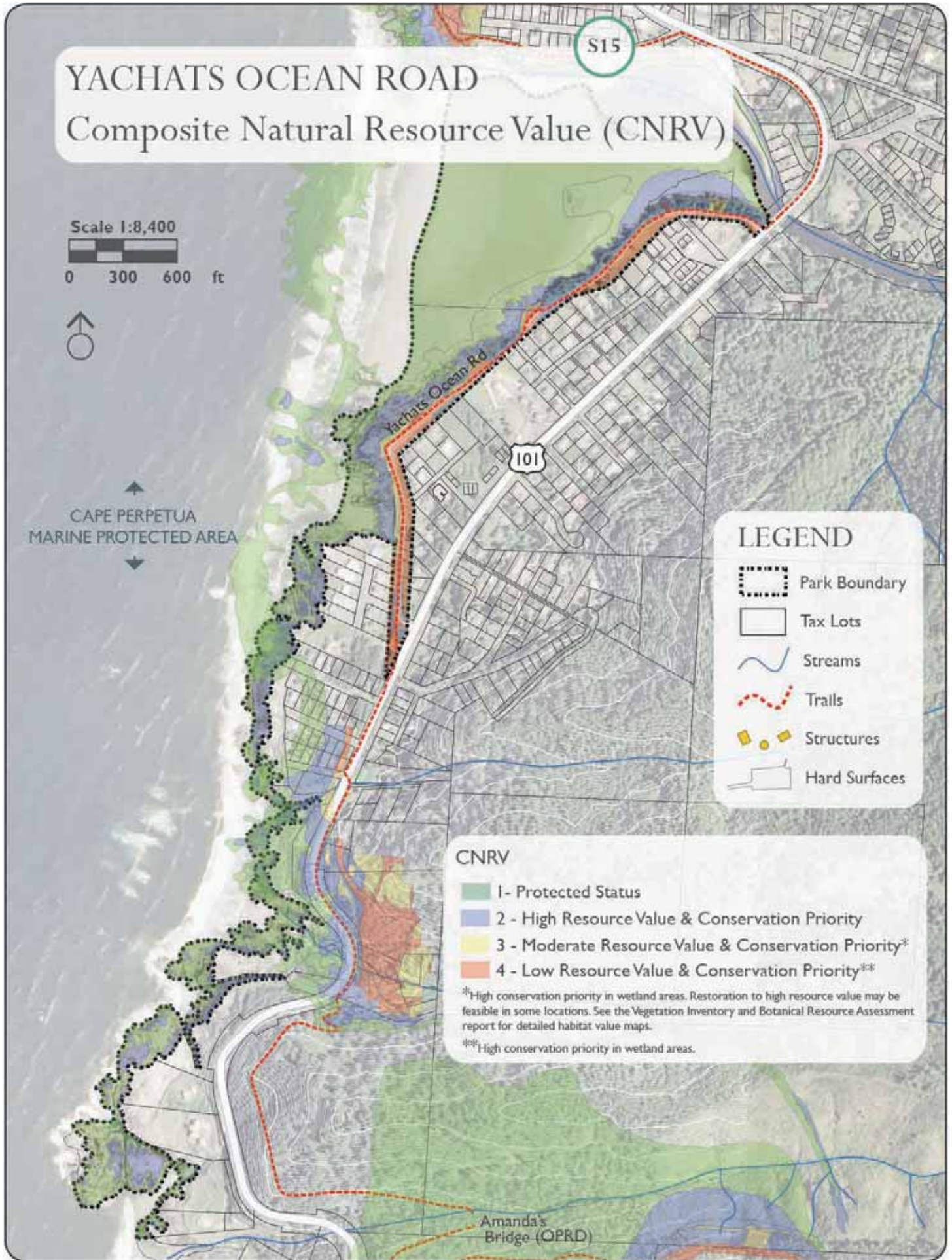
## Natural Resource Management Actions

- Eradicate Japanese knotweed.
- Encourage appropriate tide-pool etiquette and coordinate with ODFW to manage and protect rocky intertidal ocean shore resources within the Cape Perpetua Marine Protected Area.
- Reduce disturbances to nesting black oystercatchers.

Yachats Ocean Road, looking northeast toward the beach access

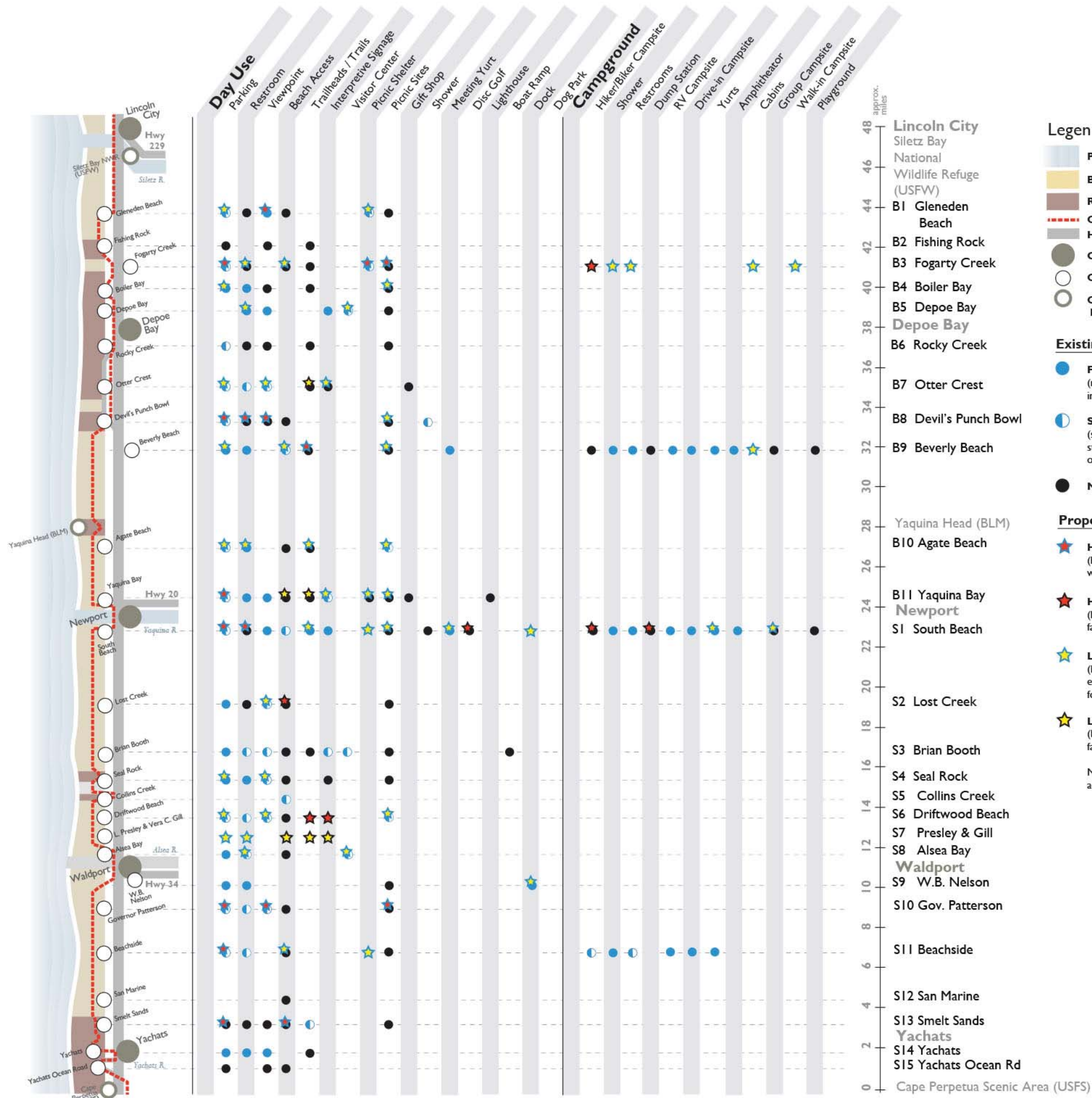


FIGURE S15-B – CNRV Map





# Chapter 7 Development Summary



**Legend**

- Pacific Ocean
- Beach
- Rocky Shore
- Oregon Coast Trail
- Highway 101
- Cities
- Oregon State Parks
- Other Public Recreation

**Existing Facilities**

- Fully Accessible** (meets all ADA/ABA standards, including number of accessible facilities)
- Somewhat or Partially Accessible** (some facilities of a given type meet ADA/ABA standards but not the required number, or only portions of a facility meet standards)
- Not Accessible**

**Proposed Facility Improvements**

- High Priority / Accessible** (high priority new facilities or upgrades to existing facilities - will meet ADA or ABA standards for accessibility)
- High Priority / Non-Accessible** (high priority new facilities or upgrades to existing facilities - will not meet ABA standards for accessibility)
- Long Term / Accessible** (long term proposed new facilities or upgrades to existing facilities - will meet ADA or ABA standards for accessibility)
- Long Term / Non-Accessible** (long term proposed new facilities or upgrades to existing facilities - will not meet ABA standards for accessibility)

Note: improvements at Brian Booth State Park are addressed in the 2014 Brian Booth Master Plan





# 8

## Reviews & Approvals

### Land Use Authority

Development of the park uses and facilities described in this Plan is regulated by Lincoln County and the Cities of Depoe Bay, Newport, Waldport, and Yachats, under the provisions of each jurisdiction's Comprehensive Plan. The comprehensive plans have been acknowledged by the Land Conservation and Development Commission (LCDC) pursuant to the Statewide Land Use Goals and related statutes and administrative rules.

The Plan for the South Beach and Beverly Beach Management Units has been formulated through the planning process described under OAR 736 Division 18 and OAR 660 Division 34. The planning process includes procedures for coordinating with affected local governments to ensure that planned park uses and facilities are compatible with local government comprehensive plans.

### Land Use Compatibility Review

Review of the Plan for compatibility with affected local government comprehensive plans is required prior to OPRD's adoption of the plan for the parks. When a draft park plan is ready for OPRD's adoption, OPRD requests that local planning officials provide written confirmation that the draft park plan is compatible with the local comprehensive plan. "Compatible" means that development permits may be approved for all of the planned park projects without first amending the local government's comprehensive plan, or that the plan for the park specifically states that a local plan amendment will be needed prior to construction of any project that is not compatible. If the draft park plan is determined to be incompatible, it may need to be changed to achieve compatibility before it is adopted by OPRD. The South Beach and Beverly Beach Management Units Plan will be reviewed for local land use compatibility by

planning officials in each of the affected local jurisdictions.

## Zoning Designations

### Lincoln County

Most of the parks in the two management units are outside of incorporated cities and therefore fall under the land use authority of Lincoln County. Uses allowed in these parks are regulated by Lincoln County's Comprehensive Plan through its zoning maps and code. Under Lincoln County's Comprehensive Plan, four primary zones apply to parks in the two management units: Public Facilities (PF), Agricultural Conservation (AC), Timber Conservation (TC), and Residential (R-1, R-4, RR-2, RR-2 PD) (Figure 8A). In addition, Coastal Shorelands and Flood Hazard overlay zones may apply to some of the parks as well.

Note: Lincoln County amended its Comprehensive Plan in 2016 to include a Park Master Plan (PMP) zone. This zone may be applied to a park property for which a master plan exists, replacing the original zoning designation. All uses specified in the applicable master plan are allowed within the PMP zone. Application for and approval of a zone change by the Lincoln County Board of Commissioners is required in order to change the zoning of a park property to PMP zone.

### Depoe Bay

The Depoe Bay Whale Watching Center is located in the City of Depoe Bay. Uses allowed in the park are regulated by the City of Depoe Bay's Comprehensive Plan through

its zoning maps and code. The City's Public Facilities zone applies to the park.

### Newport

Agate Beach State Recreation Site, Yaquina Head State Recreation Site, and most of South Beach State Park are located within the City of Newport. Uses allowed in these parks (with the exception of a small portion of South Beach that is outside the city limits and under Lincoln County's jurisdiction) are regulated by the City of Newport's Comprehensive Plan through its zoning maps and code. Under the City's Comprehensive Plan, the Public Parks (P-2) zone applies to all three parks.

### Waldport

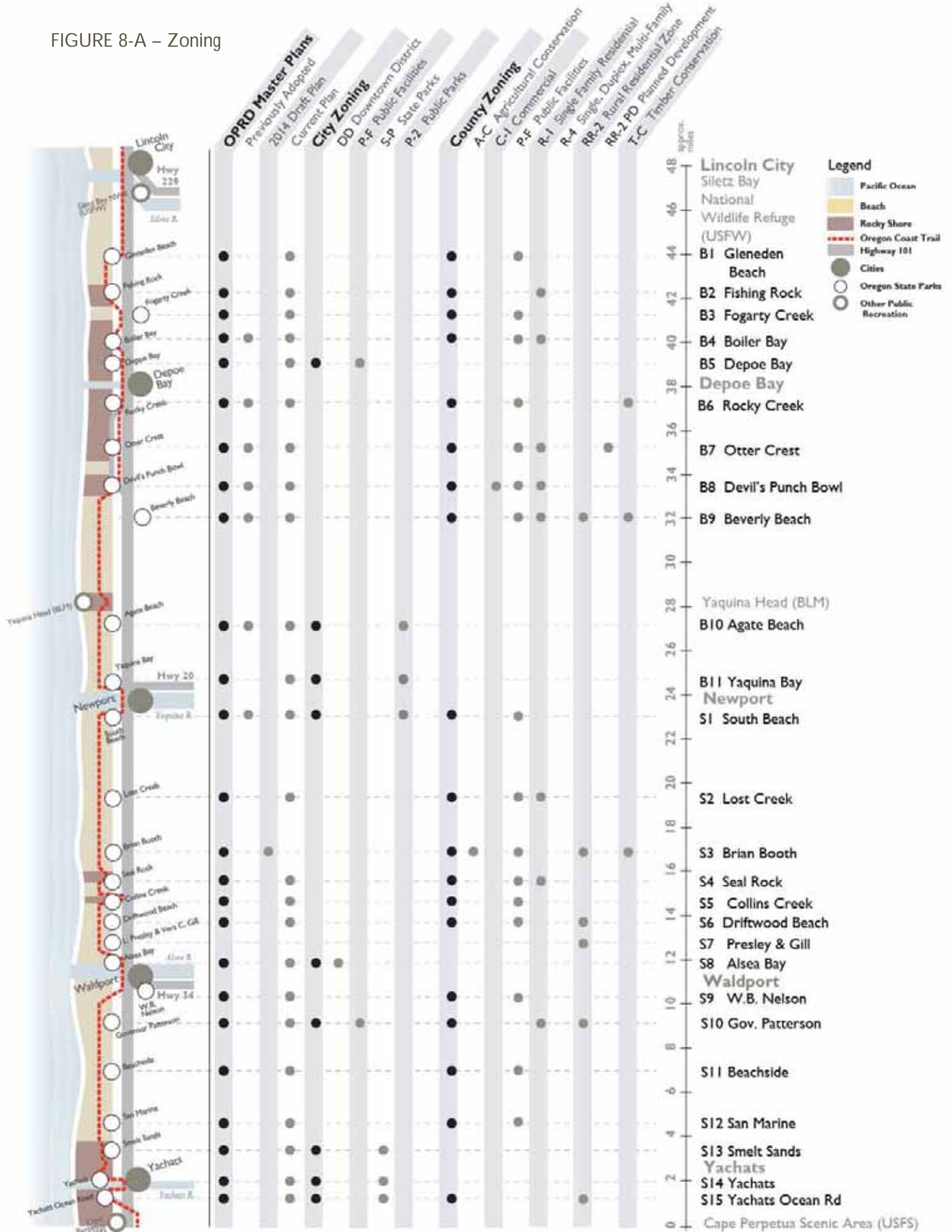
The Alsea Bay Historic Interpretive Center and Governor Patterson Memorial State Recreation Site are located within the City of Waldport. Uses allowed in these parks are regulated by the City of Waldport's Comprehensive Plan through its zoning maps and code. Alsea Bay is located in the Downtown District (DD) zone. Governor Patterson is located in the Public Facilities (P-F) zone.

### Yachats

Smelt Sands State Recreation Site, Yachats State Recreation Site, and Yachats Ocean Road State Natural Area are located in the City of Yachats. Uses allowed in these parks are regulated by the City of Yachats' Comprehensive Plan through its zoning maps and code. Under the City's Comprehensive Plan, the State Parks (S-P) zone applies to all three parks.



FIGURE 8-A – Zoning



## Development Permits for State Park Projects

Development permits will be required for many of the projects described in the Plan. Prior to beginning construction of any project, the project manager is responsible for consulting with the affected local government planning department and obtaining the necessary development 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 the development permitting process may also vary, so the project manager should consult with the local government planning department to ensure the permitting process is completed prior to the target date for beginning construction.

## Variations from the Park Plan

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

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

## Rehabilitation of Existing State Park Uses

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

## Natural Resource Review and Approvals

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

## Cultural Resource Review and Approvals

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

## Emergency Management

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





# 9

## Appendices

Appendix A - Web Survey Summary  
Appendix B - Public Meetings Summary



21 Oregon Coast Bike Trail  
22 Seals, rocks and hidden gems.  
23 Lighthouses  
24 Tidepools and beaches.  
25 The smell of the ocean  
26 The rocky cliffs and Yaquina Bay  
27 Miles and miles of BEAUTIFUL open coastline for everyone to enjoy  
28 Rain and cold weather. Crabbing  
29 Scenery, not counting clear cuts of timber and distressed communities.  
30 Absolute magic  
31 It has been a favorite place on the earth for many generations in my family!  
32 The rich variety of things to do and see.  
33 Beautiful scenery & wildlife  
34 Flowing blue rivers  
35 A Chance to be closer to the ocean (I live in Milton-Freewater) and to hear the fog horn and the surf sounds.  
36 Dunes, tide pools, beautiful bridges  
37 How peaceful and happy I feel. I think of 35 years of memories spent there. Especially those who are no longer with us.  
38 Ahhhhh  
39 Amazing, gorgeous, needs to be preserved.  
40 Beautiful tidal pools teeming with life  
41 The abundance of well maintained and affordable state parks.  
42 The quaint coastal towns  
43 Breathtaking beauty  
44 Beauty and clutter  
45 Scuba diving  
46 Camping, the beach, cold weather, how hard it is to get a camping space near the beach unless you plan way ahead  
47 Evergreen trees, Coastal Range mountains meeting the blue Pacific Ocean, clean beaches, and Depoe Bay  
48 Beautiful scenery transposed with smokey trailer parks.  
49 How lucky we Oregonians are to have such a beautiful coastline and nice parks to reserve and stay at in our RV!  
50 HOME  
51 Too many people  
52 Unending beauty, walking on beach  
53 Wind, driftwood, light houses, and fun sand castle building.  
54 Roads straightening out.  
55 Rhododendrons and clams  
56 Absolute beauty.  
57 Foggy green landscape  
58 Fresh seafood.  
59 Highway 101  
60 Cold blustery beautiful views  
61 Weekend vacation  
62 Beauty. solitude. freedom. natural. wild. untouched. perfect.  
63 Family reunions, vacation, and happy times!!!  
64 Less populated and few Portlanders  
65 Oh boy, I can't wait to go back there again!  
66 Heavy traffic and rough sections of pavement.  
67 How beautiful it is. How much I love spending time there.  
68 Beautiful >> beyond description!!!  
69 Space C05 in Beverly Beach State Park; our favorite spot on the coast!  
70 It's a whole lot closer than Hawaii...

Question 2. The things I value most about state parks on the Central Oregon Coast are...



Popular themes:

Accessibility, Beach Access, Cleanliness, Friendly Staff, Well Maintained, Affordable Camping, Natural Character

Some of the responses:

- 1 Very proud that the entire coast is accessible and protected - a sacred trust to future generations.
- 2 Clean and the staff and hosts are genuine.
- 3 Close proximity to beaches.
- 4 The lovely campgrounds, with sites for all types of campers and beach access.
- 5 Wonderful layouts. Not parking lots for RV's. Lots of trees. Great places to bring children.
- 6 Cleanliness and bathrooms!
- 7 Proximity to the Ocean, Bike paths.
- 8 That they are accessible, unlike the coast of California.
- 9 Good trails that are maintained .
- 10 The affordability.
- 11 Pet friendly.
- 12 Quiet nights and campsite privacy.
- 13 Clean restrooms and showers with hot water.



14 Pristine, unspoiled, undeveloped beaches.  
15 There are so many parks along the Oregon coast. I don't have to drive far to get from one to another.  
16 How natural and uncrowded they are.  
17 Safe family camping.  
18 Tranquility and availability.  
19 Beach access, parking, cleanliness, areas to picnic and hang out.  
20 The trails and fun areas for kids to play.  
21 Courtesy of the park staff.  
22 Views.  
23 Affordable getaways with spectacular natural resources.  
24 Accessibility to both water (beaches), and forest.  
25 The views, the hot showers at Beverly Beach, and the surfing. Also whale sightings and sunsets.  
26 Beach access, great walking trails.  
27 Variety of activities available: camping, horseback riding, fishing, day use.  
28 Public access and free parking.  
29 Memories.  
30 Minimum disturbance of the nature.  
31 Beachside Campground has no wind.  
32 Low cost family vacations.  
33 The people who work there.  
34 Dog friendly yurts, and fewer crowds.  
35 Physical and financial accessibility.  
36 Affordability, access to nature, Not corporatized. Safe and clean. HOT SHOWERS!!  
37 They are CLEAN and well maintained. We had a campsite at Beachside that had woodchips and I loved that!  
38 Hiker biker campsites.  
39 Simplicity. I'm looking for a clean, safe place to stay, but I don't want the grounds to be luxe or overly appointed.  
40 Their furnishings, landscaping and architecture harmonize with the natural landscape. Very little crowding of features.  
41 Long trails and unique areas to explore. Lots of free things to do. Great interpretive signs and programs. A lot of opportunities to learn.  
42 Yurts, beach access, secret uncrowded places.  
43 Most of the state parks are "carved" from natural areas... rather than the typical private park which is more like being in a sardine can.  
44 The birds and sea-life, hiking. Quietness, access to beaches, cleanliness.  
45 Facilities, especially for people with disabilities and the beautiful scenery.  
46 Great value for your money – parks are well located, great scenery, great access to beaches/trails, showers, and of course, yurts.  
47 Our wonderful campgrounds, and the rangers and assistants who keep them safe and clean. I have always felt safe camping with my children...  
48 Close to Portland for a weekend visit - most have good beach access.  
49 The feeling that because of this park, I have a piece of property to come to, to enjoy an area I otherwise couldn't visit affordably.  
50 I so appreciate how clean and well cared for the parks are on the Oregon Coast. Love the yurts!  
51 Diversity. Each park has something special to offer.  
52 Yurts---we don't have any type of recreational vehicles, and are getting too old for tent camping.  
53 I am a California resident and I value the cleanliness, newness of the Oregon State Parks.  
54 Sites that accommodate Big Rigs.  
55 The wildness and the solitude (in some places).  
56 The parks are the best in the USA. I have not seen better maintained parks than I've seen in Oregon.  
57 They're flat.  
58 They leave them close to nature! They are rough but not 2 rough!  
59 Very nice facilities. Well taken care of. One can tell Oregon spends \$\$\$ in their parks.  
60 SHOWERS!!! I love the fact that they have showers. That makes camping great!  
61 Protected natural areas to enjoy! Find solitude.  
62 That there is public access, parking, and no entry fee for day use. Economic value from tourists from all over. Cleanliness of beaches.  
63 Nature without a lot of cement or commercialism.



- 14 Relaxation and experience the beauty of God's creation  
15 It's close to Portland but far enough away to really get away.  
16 Affordable vacation.....family time.  
17 Being able to enjoy the Coast--from the views to being able to get up close with the waves, sand, and tidepools.  
18 A place to unwind and take in a completely different landscape (I live/work in Eugene).  
19 Beautiful place to get away and recover from the daily grind. Solitude and the opportunity to think are very important.  
20 Better mental & physical health  
21 A larger perspective on my life.  
22 Rejuvenation.  
23 Sharing the beauty of the natural world with my kids.  
24 Shinrin-yoku - forest bathing - it makes me happy, healthy, calmer and I get to spend quality time with my family.  
25 At one with nature but security.  
26 Too many to count.  
27 Forest-bathing & beach-walking benefit & restore the human spirit in too many ways to count.  
28 The opportunities to immerse myself in the out-of-doors, to hike on trails that lead to roaring surf line  
and stunning mountain high vistas and expansive bluff panoramas, to mingle with ferns and  
salamanders and squawking seabirds and seals and otters.  
29 Adding experiences to life. Every visit is another addition to my journey in life.  
30 Renewal.  
31 The chance to take a vacation even if you don't have much money, fun group camping.  
32 The feeling of "wholeness."  
33 Time spent in nature enjoying my family and friends and taking time for some self care. Seeing my dogs  
having a good time being free to roam around on the beach enjoying life. Coming home relaxed,  
happy, and rejuvenated  
34 Respite from the pressures of work.  
35 Reminds me why I live on the dry and sunny east side of the Cascades.  
36 New coastline from Washington, different sites to see, things to do  
37 For my city kids, it's a real adventure...  
38 I have been going to Beverly Beach since 1951, I was 10yrs old. There were only 2 circles A and B. Our  
family would stay as long as we could and we were always sad to leave. Lots of memories!  
39 It revivifies me and connects me with nature, the ocean, emphasizing why our natural world is important  
and why we need to help it.  
40 Relaxation, exercise, time to reflect. Time spent with family and friends.  
41 As a disabled Vet, staying at no cost for 10 days a month is a big financial plus. The peace and quiet is priceless.  
42 Inspiration as a visual artist. A coast as beautiful as the one where i live in British Columbia that gives me  
a great reason to visit Oregon state.  
43 Its my get away. My relief from everyday life.  
44 Ocean fishing ventures! Cooking fresh ocean fish over a campfire, yum!!!  
45 I am proud of Oregon's state parks - especially on the coast.  
46 Escape from the summer heat  
47 Time to relax and take in nature as it should be.  
48 Relaxation and good family sharing. My children learned about keeping the environment clean here...  
they still pick up others trash in the parks.  
49 I get to enjoy nature and this beautiful state we live in.  
50 I get to reboot my hectic life...its like a cleanse for my soul to sit on the beach!  
51 Solitude  
52 Low blood pressure, Moist skin, Wavy hair.  
53 Easy to access natural things without being totally off grid in the wilderness.. There is always info available on  
features and activities.  
54 Fresh air, wind, sand- it's a mood lifter, it revitalizes my soul, nurtures a sense of wonder of nature and the world.



13 More protected and private individual camping spots...keeping them as wild as possible.  
14 I would hope that campgrounds would improve and be upgraded rather than close or let them deteriorate.  
15 More spaces at Beachside.  
16 Some "ocean view" camping sites so people can enjoy the tremendous view.  
17 More plants, wheel chair path accessible.  
18 My husband can't walk well so doesn't get to go on the beach.  
19 It would be helpful to know what THE PLAN is.  
20 Maybe a campground at Yachats. We use to stay there but the cabins were changed to condos.  
21 Bike paths to make the parks and surrounding communities more accessible to each other.  
22 More yurts....dog friendly.  
23 Some restrooms are in bad shape.  
24 Some of the campgrounds have way to many trees. Makes them cold dark and wet.  
25 Don't know the plan, so I cannot comment.  
26 Strange Question. Cleaner restrooms.  
27 Change? Don't fix if not broke.  
28 I realize space and money are connected, but you asked...I'd like more space between myself and my fellow campers.  
29 We LOVE yachats and would love for there to be more RV campsites available! Right now we use a private RV park in Yachats.  
30 Beverly Beach is too shady. Cold! Sun unable to get thru the thick trees.  
31 More hiker biker sites that are separate from the drive-ins, like Honeyman.  
32 More nature play areas, more events.  
33 I don't like it when the trailer parking is right next to the yurts. Different 'camping' values with these two groups of people...  
34 There is too much dog waste everywhere. Recently took photos of mushrooms and wildflowers. Sadly, dog poop appears in most images which ruins the experience.  
35 More updates to yurts: fix the windows so they can open; more thorough cleaning...  
36 Parks are a little run down and could use a sprucing up.  
37 Easier access to Seal Rock Recreation area.  
38 Increase the number / length of trails.  
39 Beverly beach needs to be enlarged. it is one of the only parks with beach access and it is small and the roads are very narrow. Newer model RV's have a difficult time navigating in this park.  
40 Some of the parks are feeling too big. Like camping right next to someone. Our favorite parks are the one well planned and laid out so that you are not right on top of other people.  
41 More sites with cable and a stronger ranger presence .  
42 Need to upgrade the parks. You are losing business from those that offer big rig sites.  
43 Pretty satisfied unless you can acquire more land.  
44 Pet policy in yurts to allow pets.  
45 Widen roads and lengthen campsite spots to accommodate our larger RV's. Maybe separate RV's and tent campers.  
46 There are approximately 32 state parks/rec areas between LC and Yachats, but, I believe, only 3 with campgrounds.  
47 Easier beach access.  
48 Change out picnic tables to recyclable plastic for easy cleaning.  
49 Update the restrooms, like the ones at Memaloose. Those are so nice!  
50 I wish campsites were a little further away from one another- there's no privacy and it's awkward to be so close to neighbors you don't know.  
51 Minimize development, perhaps remove all but picnic benches and parking places.  
52 Too many RVs and trailers... generators going all night and people who are less interested in actually enjoying the outdoors!  
53 Just don't take away ANY PARKS>>>> if you do anything add parks!  
54 Upgrade/renovate facilities.  
55 Don't expand campgrounds or densify campsites...  
56 Programming for education involving diversity of campers.  
57 Increased protection of parks and surrounding areas that impact adjacent park lands.



15 Additional bike paths. More vegetation in the campgrounds and more loops open.

16 Only those services and amenities needed to protect and enhance the natural character of the parks.

17 I can't think of anything vital. I really enjoy our state parks and hope they won't be yuppified or glammed up... I go to unplug.

18 More easy trails.

19 More Yurts or other cabin like structures. Grills under covered pavilions.

20 More Ranger time on the beach.

21 Nothing, just stay the way they are now.

22 More educational programs for youth during the summer.

23 I know this is terrible... but.... more CATV and WiFi access points.

24 At least one place for handicapped people to reach the beach. Not see it from afar but get to it.

25 I would like to see more protected coastal forests with hiking trails to the beach.

26 More yurts with dogs allowed. I would visit in the off season if I was lucky enough to get a yurt that allows dogs...

27 More camping cabin/yurt options so more traveling families can enjoy the coast in affordable accomodations.

28 Between South Beach and Yachats, put in additional parks or expand some of the existing ones.

29 Large chess sets like Europe has.

30 More affordable yurts, electrical plug ins for hiker-biker camps mostly for cell phone charging.

31 A walkway to make getting to the ocean easier for older people.

32 Another park like Beachside. Smaller in scale and very close to the beach.

33 Not really sure. I do love bike paths, the longer the better. Not sure how that could be achieved.

34 Have you considered installing adirondack shelters as in-between the harshness of tent-camping and the comfort of heated yurts?

35 More RV (full hook-up sites).

36 Are you kidding? Except for updating some facilities, don't mess with perfection! Don't overdo. Keep it wild.

37 Visitor information including places that have kid friendly shallow beach areas or lagoons.

38 Pie in the sky dream - ocean front spots with a view would be worth paying more. :)

39 I'm interested in the health of the beaches and the environment at the parks.

40 Carefully made tsunami evacuation maps...

41 More info on tides and water hazards and dangers for those of us who don't know the ocean well.

42 Intimate smaller campgrounds, day use parks, and noninvasive structures.

43 Understanding resources are limited, would love to see camping added to Fogarty Creek....

44 More group sites, so the boring/quiet campers like us don't have to risk getting stuck next to a big, loud group.

45 More yurts, I am getting older and it makes it easier than a tent and cheaper than buying a trailer.

46 A bike path physically separate from and roughly paralleling highway 101 with safe access to motels, campgrounds, and restaurants.

47 I would like to see more Dog friendly Yurts. And you should play the movie "Jaws" on the 4th of July weekend.

48 More hike-in tent sites.

49 Increase site sizes and improve sites at Devils Lake, more sites. Another campground in the Lincoln city area would desirable.

50 An amusement park would be nice. You thought I was going to say yurts. (well that too) a frisbee golf course is always cheap and brings guests.

51 Hiking/biking trails, group camp areas, canopied/covered shelters in common areas.

52 Yurts and eco-friendly bathrooms, bike paths.

53 Crabbing or fishing docks.

54 More Nighttime programs -- for a longer period of the year.

55 More safety signage for tsunami.

56 Fruit trees. Why not?

57 More trails, espresso kiosks in the parks during summer, more evening programs in the middle of the week (when I usually come).

58 Add more historic interest sites... how people lived on the coast in the previous century, what daily life was like...

59 More kayak outings, with kayaks supplied.

60 Adding more dump sites would be nice. Bike trails to the nearest town for supplies.

61 Coastal hiking trail that never goes on the road. More tent camping, less RV centric camping.

62 Dedicated mountain bike trails.

63 Beaver creek is an awesome place, wish there were more natural areas like it.

64 More staff - hosts, volunteers - for public education and visitor management.





- the natural beauty. Please don't ever change the rules for yurts.
- 14 Open access to so much of the beach area; the wonderful campsites.
- 15 A focus on nature and land preservation.
- 16 The friendly Oregon feel.
- 17 The natural character of the coastline and ecosystems.
- 18 Beach access.
- 19 Comfortable semi rustic camping experience.
- 20 Ranger/naturalist evening shows.
- 21 High standards for upkeep and staffing.
- 22 Yurts and affordable prices.
- 23 Everything that is beautiful.
- 24 Beachside atmosphere.
- 25 The overall cozy feel the parks already have.
- 26 Trying to improve.
- 27 I would expect the maintenance of facilities kept up and improved. Beverley Beach State Park dates from 1942!
- 28 Their movie theatre going, the kids love it!
- 29 Everything, they're beautiful the way they are.
- 30 Being natural with well planned and scenic sites.
- 31 Current facilities.
- 32 The rough and wild feel that represents the true nature of the place.
- 33 Just keep it simple, we are getting away from all the hustle do not need wifi or cable.
- 34 Status Quo thank you!
- 35 Wetland reserves, wilderness areas. Keep it from construction and development.
- 36 Clean restrooms and hot showers! JR Beaver programs!
- 37 On being there for years to come.
- 38 What you have, don't build more things we can't maintain. Look at the next generation and don't expect the need for the monster rv sites. They are going smaller.
- 39 Simplicity. It's the beach so don't overthink it. The mixed use of the parks. Fisherman, Portlandia folks, seniors and everything in between all come together in the campgrounds and day use areas.
- 40 Keep the parks free of advertising, commercialization, privatization, and outsourcing. Keep camping costs affordable.
- 41 The beautiful vistas, the information of what is happening with nature (migration of whales, seals, etc.), and your pleasant and informative hosts.
- 42 Accessibility.
- 43 the gorgeous rest stops. Maintaining the rest stops should be a major budget item also.
- 44 Keep our parks woodsy.
- 45 Campgrounds and beach access.
- 46 Their beauty and charm.
- 47 Access to restrooms and showers when possible.
- 48 Many public spaces open for the public to explore and rest. Functioning restrooms as financially possible.
- 49 Maintaining a healthy ecosystem for wildlife.
- 50 The enchantment.
- 51 I enjoy how they are secluded from the highway.
- 52 The character of the Oregon Coast.
- 53 Everything beautiful and clean.
- 54 Interpretive sites and visitor centers.
- 55 The beaches open, clean and free.
- 56 Campgrounds, Free parking, Supporting the economy along the coast.

## Appendix B



### Oregon State Parks: Integrated Park Services Division

#### *South Beach and Beverly Beach Management Units Plan*

#### *Advisory Committee I Meeting Notes*

February 18, 2015

Meeting began at 1:00pm and ended at 2:00pm.

OPRD staff in attendance: Claude Crocker, Patti Green, Dylan Anderson, JR Collier, Ben Hedstrom, David Weisenback, Dani Padilla, Allan Freudenthal, Jaime English, Ian Matthews.

See sign in sheet for AC attendance.

OPRD Planning staff Jaime English and Ian Matthews introduce themselves and welcome people to the meeting.

Introductions are made around the room.

JE describes the scope of the plan, and goals for today:

- 1) OPRD Mission
- 2) Overview of the state park planning process
- 3) The Parks
- 4) Discussion and Comments
- 5) Next Steps

IM gives a brief overview of some of the qualities of each park included in the plan (Beverly Beach MU and South Beach MU)

JE describes the survey that attendees have been asked to fill out.

Question: Is this process being done throughout the state?

We are working around the state for this management unit planning process. We just got done planning for the Gorge, and next we will be on the eastside in the Blue Mountains.

Question: How long is the vision for this plan?

The way we see it is that the plans have a 100 year vision but are realistic about what can be done in the next 10-20 years. The plan will contain more specific plans for the near future, while considering and remaining flexible for the future.

Group Discussion: The audience was asked to reflect on the following questions. This survey is also available online at [southbevparksplan.com](http://southbevparksplan.com).

*The first thing that I think of when someone mentions the Central Oregon Coast is?*

- Wilderness
- Beauty
- Beaches
- Abundant wildlife and natural resources: salmon, forests
- Public beach access
- Rocky shores
- I've lived here 13 years and what strikes me is the connected natural beauty with human habitat tucked in, a string of parks
- Coast highway, 101
- Bridges, small but vibrant coastal communities
- Fishing industry and the communities that it supports
- When we think of natural resources we need to consider the economic struggles in the community with the reduction in logging, there is a need for people to find meaningful employment
- Changes in the economy and the stability of economy for locals
- Tourists always say the beautiful beaches, great state parks, and they're all free.

*The thing I value most about State Parks on the central coast are?*

- Access, free access.
- Unique natural and built features: The bay, creek, Yaquina lighthouse, the nature and ecosystems the natural features support
- The value that state parks provide to bring people to the coast, its affordable and the tourism draw for local communities
- Hiker biker spots are personally and financially valuable. They are pretty good here compared to other areas on the coast, but could be improved.
- Value that people and children can be outdoors in the natural world; unplug
- The abundance of parks (27 sites in one area, incredible)
- Protection of natural resources, that they aren't all developed.
- The educational value, the ability to share information about these places. All kinds of subjects can be shared in a state park: Environmental and science history, writing, art,
- Free, uninterrupted access to the coastline is what differentiates Oregon from BC Washington, CA. There is marketability in that and it is very valuable to communities who rely on tourism.
- I value that we don't allow cars on beaches in the central coast.
- I appreciate the requirement that dogs be on leash for protection
- The value of recreational assets: trails, benches, campsites. There is a cost for these and the cost needs to be accounted for.

*The benefits I get from visiting state parks on the Central Coast?*

- Educational use of state park sites
- Personnel that can provide the programs

- Health, a lot of people walk the beaches
- Health: defined as mental physical and spiritual
- Recreational opportunities, surfing, chasing rocks, etc.
- Play
- Economic benefits
- A connection with nature
- Inclusive in access to natural benefits
- Example that is set to other states: we've preserved the habitats, made them accessible and there has been a benefit, a benefit to more than just Oregon.
- My kids learned how to ride a bike at South Beach, on the paved path.

### *Changes?*

- Need to have more natural resource protection
- There are places in parks that don't always have to be open to recreation
- I appreciate Beaver Creek and the new sites, but we need to take care of places we have with better access, improved restroom
- Combine capital needs with ODOT. The Spencer Creek Bridge has erosion right up to edge of the structure. We need to engage to reach solutions to maintain the infrastructure. We may have some of the same needs as partner agencies and can take these challenges on together.
- Parks need wisely-planned multimodal paths, away from sensitive areas, etc. Aging demographics need safe places to use.
- There is a need for a seamless recreation experience
- Acknowledge safety and risk, but also hazards, like tsunami debris and safe removal of ocean debris.
- Increased staffing needs. Natural resource interpreters like the Whale Watch program are great, but there is a need for more of a presence at place like South Beach State Park to combat littering, and destructive behavior. The presence of staff can help people be safe, and this could be volunteers.
- Onsite interpreters can allow for more compliance with guidelines for preservation and more can be done with volunteers in the community.
- Draw the line with invasive species as we are losing habitat on the coast.
- At Otter Rock there used to be interpretive signs and they help visitors learn, especially with low staff. There are good examples of signs without too much information out there.
- Visitors want to learn about the local experience and history. They've travelled to see it.
- Parks should be more accessible to people of all languages; they should be equally accessible to everyone.
- Is there an adopt-a-park program? This could be an effective way to help problem areas in parks.
- There is a substantial increase in usage which effects access and the quality of the parks.

- Evolve ways we interact with parks, defining bike paths. Currently its passive interactive but people need to be able to engage more. Tailored facilities for specific recreation. Example, board racks. Mill towns have been revitalized by downhill biking, maybe there can be corridors between parks. Kids need inexpensive places to go. If they can get there on bikes it helps a lot, The park can be a centralized location.
- I don't think people recognize this is a surfing Mecca, we have one shower for 100 people surfing. In CA they have some of these facilities.
- 101 is the most cycled route in North America, with tons of international groups. Roughly 6,000 groups a year. It is very important that the parks are there but these groups need bi-lingual signs.
- We need amenities like Surfboard racks, showers, changing stalls, bike tool stations. South Beach is forgotten as there's no bathroom or facilities at the Jetty. You aren't recognizing the users there. The hikers. It's a hotspot. Huge for birdwatchers, fishing diving, equestrians, spear fishing, etc.

Question: Will past plans be referenced? The south beach plan address a lot of that.

Yes, we will be referencing existing plans in this Management Unit Plan.

- There should be electric car charging stations. Especially at camp sites.
- We need phone charging stations at the hiker/biker camps

*Keep?*

- Free access
- Hiking trails
- Courtesy rules signs. Essentially they are a list of 'do not' but they streamline the info in a useful way. I like that there are not a lot of signs.
- Keep the resources as pristine as possible.
- Keep working on habitat improvements.

*Any other thoughts?*

- Something that has changed since the last plan for South Beach, is that there will be a big earthquake, a lot of people go there. Coordinate with OMSI since there needs to be a better route to the high ground for people.
- Incentivize state park staff to stay around; they have a lot on their plate. There are practical benefits to having them in the community.
- Interagency partnerships are important.
- Utilize volunteer and non-profit resources that are here to help like Surfrider, and scientific resources.

JE described the next steps and how to stay involved.

At the next meeting OPRD will:

- Share assessments of the natural, cultural, scenic, and recreational resources in the parks
- Double check the values and benefits that were heard through the public process
- Ask the public to weigh in on the initial park needs, opportunities, and constraints



## Oregon State Parks: Integrated Park Services Division

### *South Beach and Beverly Beach Management Units Plan*

#### *Public Meeting I Notes*

February 18, 2015

Meeting began at 5:30pm and ended at 6:30pm

OPRD Staff in attendance: Patti Green, JR Collier, Jaime English, Ian Matthews, Ben Hedstrom.

See sign in sheet for public attendance.

OPRD Planning staff members Jaime English and Ian Matthews introduce themselves and welcome people to the meeting.

Introductions are made around the room.

JE describes the scope of the plan, and goals for today:

- 1) OPRD Mission
- 2) Overview of the state park planning process
- 3) The Parks
- 4) Discussion and Comments
- 5) Next Steps

IM gives a brief overview of some of the qualities of each park included in the plan (11 properties in the Beverly Beach MU and 15 properties in the South Beach MU)

JE describes the survey that attendees have been asked to fill out.

Question: Are all these properties identified on a state highway map?

The ones with formalized access are.

Group Discussion: The audience was asked to reflect on the following questions. This survey is also available online at [southbevparksplan.com](http://southbevparksplan.com).

*The first thing that I think of when someone mentions the Central Oregon Coast is?*

- Scenery
- Beaches
- Agate hunting
- Friendly people you meet
- Coastline

- Public Access, significantly more than other states
- Views
- Sunsets
- Dramatic
- Fishing and shellfish
- Diversity of this area, a lot of public access trail systems, large variety of recreation activities and this is unique.

*The thing I value most about State Parks on the central coast are?*

- Public access to the shoreline
- No fees for day use and parking
- Maintain local access so you feel that it's a part of your town. In CA it's \$10-15 to park your car, and it makes locals feel like they don't belong.
- Huge value for economic base, year-round attraction. People come here that might not otherwise come
- The amount of accessibility for everyone, so many parks in the area, string of parks.
- The cleanliness of the beach
- Other park systems are fighting for funding, this is a resource that is like a fire department. It doesn't cost a lot, but hard to do without

*The benefits I get from visiting state parks on the Central Coast?*

- Mental health.
- Recreation.
- You feel a sense of belonging, connection to others.
- The diversity of people on the coast.
- Portal into the beach, a safe way to experience the beach (like another state park might be a portal into the wilderness)

*Changes?*

- Need to replace the interpretive panels at Devil's Punchbowl, and the panel that was vandalized at Otter Crest.
- Seal Rock and a couple others get crowded, maybe add parking? The campgrounds are full.
- Continue the element of affordability you want to maintain.
- It's nice to have a full range of people in the campsites, tents, bikes.
- More of a learning experience in the parks, more interpretive signs.
- The whale watching volunteers are a great asset.
- Volunteers are very impressive, they are very good and they help a lot.
- A need for safe bike riding routes. There is a huge lack of areas to ride bike on the coast. In Newport, the bay road works but otherwise you are taking your life into your own hands.

Question: Are you including all the properties in this plan?



Yes

Question: Have you received any requests to make the beach more accessible?

*One idea that has been tossed around is that we could make the beach more accessible for one day if not all days, with a temporary, scheduled ramp or other facility. But we will be looking at opportunities*

Maybe a concessionaire can provide a natural resource friendly accessible option, vehicles or otherwise.

*Yes we think that's a great idea.*

Does the parks department partner with organizations like the Surfriders and the Oregon Shores Conservation Program?

*Yes right now we have active agreements with Oregon Shores, Midcoast Watershed Council, Nature Conservancy, 4-5 with Surfrider, just off the top of my head. This is for debris removal, monitoring for natural resource needs, etc.*

Add?

Comment: Can you add more camping places?

Comment: My objection to adding campsites that is that we only have a two lane highway. You have to understand the impact on the local residents. We can't handle any more traffic at certain time of the year.

*The intention with Brian Booth was to add camping in the south county where congestion is not as much of an issue.*

Keep?

- Accessibility, we value it and everyone who comes here values that
- Day use accessibility, if you need to generate some cash sell coffee but I don't want to see everyone get nickel and dimed at every step of the way.
- Some locations may not have camping but there's not anything to eat near Seal Rock, that could be a way to make money.
- Let's maintain what we have, not sacrifice what we have to pay for a new site.

Question: Does state parks get any federal grants?

From time to time, Land and Water Conservation Funds, others.

Any other thoughts?

Question: Will this plan have anything to do with Tsunami zones?

*We will definitely be looking at emergency evacuation routes and how to plan for emergencies, and if there are opportunities to improve the current routes.*

JE described the next planning steps and ways to stay involved.

At the next meeting OPRD will:

- Share assessments of the natural, cultural, scenic, and recreational resources in the parks
- Double check the values and benefits that were heard through the public process
- Ask the public to weigh in on the initial park needs, opportunities, and constraints



## Oregon State Parks: Integrated Park Services Division

### *South Beach and Beverly Beach Management Units Plan*

*August 11 & 12, 2015 – Public Meetings Summary*

#### **Meeting Highlights:**

- Attendance was low overall. Eight people attended the Advisory Committee meeting on August 11<sup>th</sup> and three people attended the Beverly Beach public meeting on August 12<sup>th</sup>.
- Lots of support expressed for increased public awareness for natural resource protection, especially around tidepools. Comments that tidepool specialists should be prioritized at high use areas to give visitors information and help control damage to the ecosystems.
- 'Plan Values' were generally supported, with suggestions to include themes or sub-themes such as visual access, solitude, preservation, and valuing the natural environment for its own sake - not just as a resource for humans. Access value should include low income families.
- Several comments and support for more overnight camping on the coast, especially walk-in camping opportunities targeted at younger generation. Some concern about development in high value resource areas, such as at Beverly Beach.
- Enthusiasm for the idea of formal gardens at Yaquina Bay, and for updating that park in general as it plays an important role for Newport residents ('Golden Gate Park' of Newport).
- Several questions about when Brian Booth State Park is expected to open. Comment about need to include better reference to Brian Booth in this plan so that future campground buildout is considered when arguing the need for more camping within the two management units.
- Some concern about car break-ins throughout the Management Units – a volunteer ambassador program (as was suggested during the recent Columbia Gorge planning process) could be a solution.
- Interest in seeing natural resource reports prepared by OPRD staff. Links to the reports will be posted on the website.

#### *Partnerships and Outreach*

- There is a need to explore and strengthen OPRD's partnerships in order to provide improved education/visitor experience opportunities.
- A big opportunity to work with schools to expand environmental education in parks because of recent legislation passed authorizing statewide outdoor schools. Parks

provide low cost classrooms - this should be supported in the plan with increased picnic shelters, yurts, parking for buses, etc.

- US Forest Service has been a great partner with regard to providing interpretive volunteers.
- Surfrider has had good success with stewardship focus days—water quality, clean up after fireworks. They provide a platform to present to park users and give them the opportunities to be a park steward. Discussion about expanding this model to include educational or interpretive stewardship programs.

## **Beverly Beach Management Unit**

### Gleneden Beach

- Comment that WorldMark Resort is overwhelming the park; guests have private gated access to park. Suggestion that OPRD needs to do more to understand impacts of adjacent development during planning process.

### Fogarty Creek

- Opposition as well as support for the idea of adding camping to the park, potential to build sites such as walk-in sites that appeal to a new generation of campers.
- Comment that there is a sewage leak in the park, but this has not been verified by OPRD staff. Smell may simply be fumes from the pipeline.

### Boiler Bay

- Comment that the sandstone outcrops have a lot of erosion from walking. Boardwalks might be a better way to provide walking areas and lessen the erosion.(Examples Yaquina Bay, Yaquina Head, Seal Rock).
- Comment that coast aquarium has current interpretive exhibit about Boiler Bay in shipwrecks exhibit.

### Otter Crest

- Suggestion to add permanent public restrooms (currently only porta-pots). Staff: does not appear to be enough room to build a permanent restroom building.
- Suggestion to add barriers on the curve of Otter Crest Loop to improve separation for pedestrians and increase safety. This could work better and be a lot cheaper than building a whole new trail.

### Devils Punchbowl

- Suggestion for a tram or tow rope to get surfing gear up and down.
- Comment that showers at this facility are great and public is glad to have them.
- Agreement that there are significant wayfinding needs - the north trail in particular is difficult to find. Also a suggestion that signage about tidepool ethics would be good and that tides come in fast and can strand people, so warning signage would be helpful.
- Suggestion for an access ladder to aid rescues on the south side of the park because this is where majority of surfer rescues happen.

### Beverly Beach

- Concern from a neighbor about ODOT's plans to reroute highway 101 as Phase 2 of Spencer Creek bridge construction, suggesting the park entrance will be destroyed.
- Question about replacing group camps with yurts. Staff: group camps are not being utilized enough, Beverly Beach has 21 yurts with a 90% occupancy rate during the year, which makes them a very good investment, and the footprint is light.
- Comment that State Parks needs to consider natural resources in the park and how camping impacts them. Suggestions to redirect some of the pedestrian trails away from the creeks, add vegetation between campsites, and provide tent platforms for walk-in campsites.

### Yaquina Bay

- Comments that the park has too many trails, transient presence, and too much traffic moving through.
- Support for the idea of establishing a formal garden – offer from Job Corps representative to partner on this effort and provide work crews.

## **South Beach Management Unit**

### South Beach

- Questions about siting disc golf course in sensitive dunal area. Staff explained potential to restore loose sandy native dune environments by establishing disc golf course in degraded areas and allowing players to trample established non-native vegetation, while also protecting areas in good condition.
- Question about adding bay access along the jetty. Staff: the jetty is under Army Corps of Engineers' jurisdiction, there are two access points near the bridge that are currently under planning with ACOE.

### Seal Rock

- Problem with school groups and increased visitation in general degrading the tidepools. OPRD maintains an interpretive presence as much as possible during minus tides, but cannot supervise tidepools at all times.
- Many school groups (from out of county) just show up unannounced – maybe there is a way to coordinate school visits statewide.
- Need for more staff and volunteers to protect tidepools. Hand out pamphlets or increased educational signage. Can groups be redirected elsewhere? Currently, Yaquina Head gets overloaded and directs groups to places like Seal Rock.

### Collin's Creek

- Several comments that this is a local beach and there is no need to change that, although seems the word may be getting out.

### L. Presley & Vera C. Gill (Hidden Lake)

- Suggestion to direct people here from Driftwood Beach as a day hike option rather than build a new parking lot adjacent to the highway.

### Governor Patterson

- Comment about septic system – there is sewer available across the highway.
- Acquisition potential across the highway and just south. There are some development constraints because of limited access due to ODOT waystation as well as wetlands, but it seems like it could be a nice campsite. Possible access under the highway.

### Yachats

- Comment about erosion problems roads at Yachats and Yachats Ocean Road. Need to have cooperative management between OPRD/county/ city to address erosion issues and possible road realignment.
- Keep the two-way system at Yachats Ocean Road – it is working well because it is so narrow that it keeps the traffic slow and careful.



## Oregon State Parks: Integrated Park Services Division

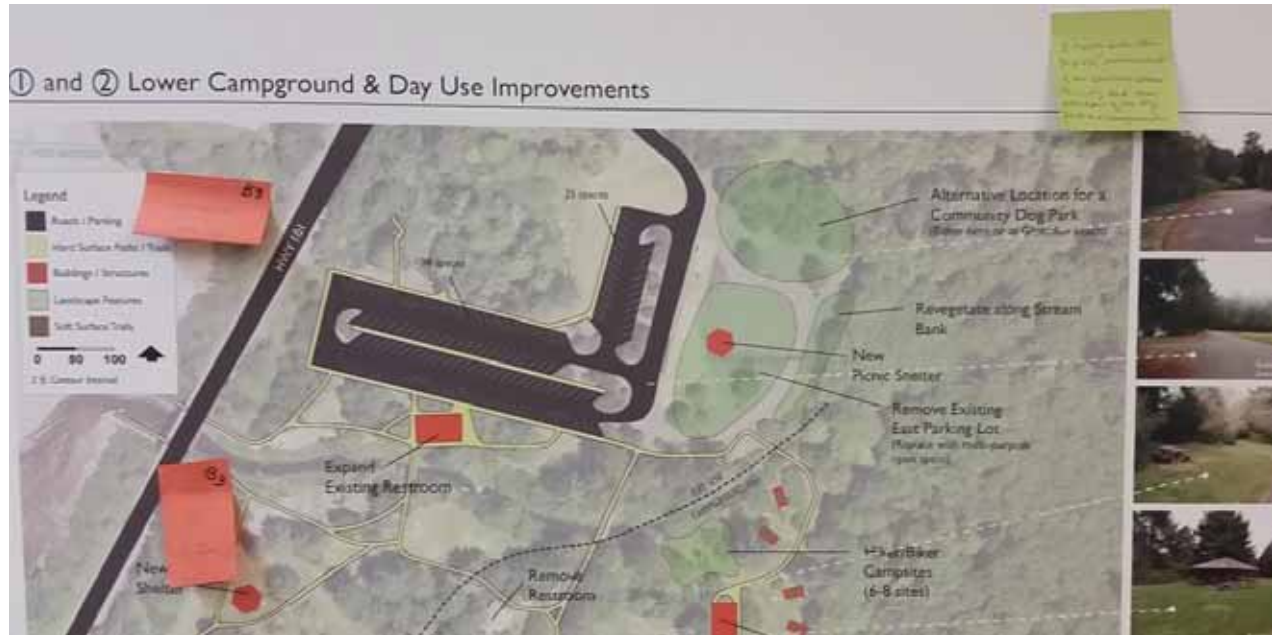
### *South Beach and Beverly Beach Management Units Plan*

*July 9th & 12th, 2015 – Public & Advisory Committee Meetings Summary*

#### **Meeting Highlights:**

- There were a total of three public meetings held in Lincoln County. There were two open house format meetings on July 9th in Newport (11:30am – 2:30pm) and Gleneden Beach (5:00-7:00pm). An Advisory Committee Meeting was held on July 12<sup>th</sup> at Beverly Beach State Park from 10:00am – 12:00pm.
- Attendance was relatively high compared to previous meetings. 17 people attended the meeting in Newport from 11:30am – 2:30pm on July 9<sup>th</sup>. 13 people attended the meeting in Gleneden Beach from 5:00pm – 7:00pm on July 9<sup>th</sup>. 11 people attended the Advisory Committee meeting on July 12<sup>th</sup>.
- There was a high level of support expressed for the proposed 18-hole disc golf course at South Beach State Park. Some concern was also expressed about the potential impact of the course to natural resources and wildlife, as well as OPRD's natural resource management strategy of encouraging interior dunes to return to open, sandy condition.
- There was support for the idea of reducing the size of parking lots in several parks.
- Neighbors around Gleneden Beach State Recreation Site expressed concerns about the erosion at and around the park property, with many of those who attended the meeting in Gleneden Beach requesting that OPRD stabilize the bank by riprapping it.
- There were several comments in support of adding overnight camping opportunities at Fogarty Creek, and in particular the unique visitor experience that would be gained from proposed cabins and walk-in sites.
- There was general support for proposed additional trails in parks, as well as a desire for additional community amenities such as playgrounds and picnic shelters.

**Public Meeting Notes – July 9<sup>th</sup>, 2016 – Newport, OR & Gleneden Beach, OR**  
 (meeting comments from both meetings are listed below and organized by park, *the location of Post-It note comments placed on concept design boards is described in italics when relevant*)



**Gleneden Beach**

Flank trail with plant markers to children’s treehouse and community garden, refurbish trail

Who maintains the creek? When it changes course, it sometimes runs close to the bank which makes people climb the bank adding to the erosion of our beach

Gleneden dog stations with bags

Need to riprap and overplant with grass soon or it will be too late.

Riprap would save the park and the access PLEASE

We need riprap to protect our beach and our park soon

Add riprap

Add riprap – too much land loss

**Fogarty Creek**

Children’s playground at the sand (*on the beach*)



Picnic shelter playset and BBQ *(on the beach)*

Play area *(near proposed picnic shelter)*

I really like the possible enhancement of the current restroom facility and the addition of the dog park and campground

Love the idea of more secluded tent only campgrounds. Love multiuse trail system and mountain bike trails. The more biking trails in the area the better

Campground will cause even more congestion

### **Beverly Beach**

Extra parking is essential during the summer months. Additional trails would give user groups more to do while camping

I like the idea of additional cabins/yurts, however I think that group camping is still a nice amenity

### **Agate Beach**

I like the multiuser sports field. The direct pedestrian connection is a nice improvement.

Children's play set please or climbing rock pile *(on beach)*

### **Yaquina Bay**

Plant trees to enclose

Yaquina children's park with fence *(in area designated for community gathering space)*

### **South Beach**

Disc Golf is a great way to meet people and build community. It's a fun way to get exercise and is a rapidly growing sport

State parks, our disc golf community in Lincoln County would benefit significantly from this proposed championship course. Furthermore, it would bring in more tourist, money, to the area as a destination park.

Let's help grow the sport of dis golf; a pastime that can be enjoyed by all ages and all ability levels.  
COCDGC

Disc golf continues to grow, a new championship course will benefit our local economy. The Wilder course already draws disc enthusiasts to our community. I feel this course will enhance the park by adding extra activity to go with hiking and beachcombing

Last year disc golf became one of the most rapidly growing sports in the world. It has become professionalized and featured on ESPN and has its own international organization and protocol. This course, in addition to beginner courses in SB and Toledo would create the only beach course (legitimate) on the west coast. Please support this course with that in mind. Think big and support local

Disc golf is an excellent sport for all ages and good exercise for seniors

Disc golf – ample parking and permanent bathrooms will generate interest and maintenance to support championship and pro tour level disc golf on the coast. National attention would generate dollars, tourism, new business opportunities and promote healthy lifestyles and environmentalism among local children, families and community. Please help support this rapidly growing sport

Disc golfers from other places bring dollars for local business. Disc golf establishes walking trails. I would use a SB course

Great health benefits, attracts players of all age range. The local disc golf club supports the well care of the properties we play

### Driftwood Beach

Children's driftwood play sculpture please

### L. Presley & Vera C. Gill

Great trail system

**Advisory Committee Meeting Notes**  
**Tuesday, July 12<sup>th</sup>, 2016, 10:00am – 12:00pm**  
**Beverly Beach State Park**

Staff began by reviewing OPRD's park planning process and the timeline for this plan. Discussion was subsequently focused on park development concepts.

AC: Will the plan require local approval?

*OPRD: OPRD will obtain approval of the plan from all affected local jurisdictions before it can be formally adopted under state rule. Approval in this case means that the plan is determined to be generally consistent with local comprehensive plans and codes.*

AC: Will the plan contain a priority list and cost estimates?

*OPRD: Yes, the final draft plan will contain a project list for each park with cost estimates and prioritization.*

*OPRD: Wanted to point out that many of these projects will be phased to coincide with required maintenance. For example, proposed reductions in parking lot size would be implemented when we get to the point of having to repave the parking lot.*

### **Gleneden Beach**

AC: Assuming the erosion at the park continues, when would you consider stabilizing the bank?

*OPRD: Per the agency's general policy when it comes to coastal erosion, if major park facilities or infrastructure is threatened, we would consider options to stabilize the eroding bluff. We don't let homeowners riprap to save a yard, but we do allow riprap to save homes built before the cutoff date. That is the standard we would stick to for our parks, as well.*

*OPRD: Park facilities are located 150 yards back from the cliff, so erosion would impact the nearest cross street to Wesler Ave. before it impacts park structures. It would be addressed at that point.*

### **Fogarty Creek**

AC: Are you considering trail connections between parks as part of the this planning process? Are there ways to get people off the road?

*OPRD: We have looked at opportunities for trail connections, but off-highway trail connections along the coast are difficult because so much of the land is in private ownership and would require property purchases or easements. For example, we looked at the possibility of connecting Fogarty Creek to Boiler Bay, but it would require purchase of property or easement to complete the trail.*

AC: Maybe referencing trail connections in your plan would be a good idea.

AC: Are you looking for acquisitions to replace properties like Gleneden Beach or others that you are going to lose in the next 20 years from climate change and sea level rise?

*OPRD: We develop a list of properties of interest during the planning process, however we don't include this list in the final plan document. We recently acquired a lot of new land for the creation of Brian Booth State Park. Acquiring additional properties may be less of a priority in this area because of that recent purchase.*

AC: You might want to put a general statement in the plan to the effect that OPRD is generally interested in new acquisitions along the coast so that people are aware and may be interested in offering their properties for sale.

AC: How tightly you pack in campsites should be a very important item to think about.

*OPRD: We have considered spacing in the campground, we conducted a survey at the beginning of the planning process that highlighted people's desire not to feel crowded when camping. Compared to earlier standards, the spacing proposed in current plans is significantly more generous and intended to give campers sufficient privacy.*

AC: Regarding Boiler Bay, the City of Depoe Bay's transportation system plan is being updated and the sidewalk will be extended by OPRD's property boundary.

## **Beverly Beach**

### **Agate Beach**

AC: It makes sense what you're doing in this entire plan – reducing parking lots where feasible. However, the sports field at Agate beach seems like it could be an issue. This is a surfer beach and I'm wondering where they will park when there is a sporting event?

*OPRD: The parking lot is currently so underutilized that we felt there would still be enough parking, even with the addition of a field.*

AC: Most surfers actually access Agate much further up.

AC: I question whether there is a need for a sports field here... You're looking for a new demand that is not there.

*OPRD: The open space would be multi-purpose (we should consider dropping the term "sports field"). OPRD generally does not have dedicated sports sites. The space could be used for picnicking and other activities as well. In conversations with the City of Newport it was suggested that there is a demand throughout the city for fields and open spaces where people can play sports. This space would fulfill that purpose and could be used by people in the*

*neighborhood, there are currently few areas in this part of the city that could serve that purpose.*

AC: Agree that informal open field areas are needed, but I am concerned about the crossing. Would the tunnel be closed?

*OPRD: We considered the possibility of closing the tunnel but after discussions with the City and others it was felt that leaving it open would be a better option. However, the more direct access to the beach would be the proposed crosswalk connection from the where the restroom is located.*

AC: It's hard to see the tunnel if you haven't experienced that area and you tend to cross the road. Is there a way to make the tunnel more visible?

*OPRD: The hotel uses the crosswalk for access. The idea is to build a nice graded trail down to the bathroom from the crosswalk. We would sign the crosswalk. People already use this route because it is the most direct.*

AC: A lot of folks are looking for picnic areas and rain cover.

OPRD: We considered proposing a picnic shelter here but the problem is that the park is not staffed and there are already homeless issues in the vicinity, it seems likely that any shelter would be a draw for homeless people. Maintaining a shelter in this location would be difficult as well.

AC: I don't think it's a big enough area for soccer.

AC: Need signage by the tunnel under Highway 101 for City's path.

*OPRD: The city of Newport has a kiosk but it does not appear to be maintained. We could do a better job of signage and directing people to the City's trail at the bathroom.*

AC: Yaquina Head ONA is in need of housing for seasonal staff. Is there any chance this site could be used as temporary housing for seasonal staff? There may be things that the BLM could offer OPRD in exchange...

*OPRD: We would have to take to back to our executive team, but it could be a possibility. Having eyes on the site would be a benefit and the location is close to the lighthouse.*

AC: That area is subject to flooding so keep that in mind.

## **Yaquina Bay**

AC: Please do not narrow the road in front of the interpretive kiosk. That is the start point of the marathon. Need the space to accommodate all of the runners as well as spectators.

AC: Will the northern beach access to be maintained?

*OPRD: Yes. The southern beach access has bigger issues because it floods at the bottom and we are exploring options to reroute it.*

AC: What about rerouting the road around the other side of the park?

*OPRD: We had not considered that possibility. The expense and archaeological sensitivity in the area would make rerouting the road difficult. The existing road is also an extremely popular scenic option for vehicles, and there is room to expand it inland, so a complete re-route of the road does not seem necessary.*

AC: When would proposed landscaping around the lighthouse occur – is that planned for 20 years from now?

*OPRD: We are actually looking at that now. Projects are subject to funding but initial efforts are underway and we are hoping to complete much of the work as soon as possible.*

AC: With regard to the park interior, are you contemplating a non-profit to maintain and take it off your shoulders, maybe develop a botanical garden?

*ORPD: We have discussed the option of a botanical garden in the plan, and are open to the idea of having a group maintain it, but are not sure whether such a group exists or is interested in taking this on. For now, our concept is to make the area more gardenlike by selective vegetation management that focuses on retaining mature rhododendrons and other native species while removing much of the underbrush. Clearing the understory will also help with visibility and safety.*

AC: Is there any chance of moving the coast guard tower?

*ORPD: Does not seem likely in the near future. The Coast Guard does not have any plans to relocate it.*

## **South Beach Management Unit**

### **South Beach**

AC: If you are relocating the restroom please make sure the outdoor shower goes with it – it is very popular.

AC: With regard to the proposed disc golf course, it seems like a pretty big area to turn over to one small group. Is it common to do this?

*OPRD: We have many disc golf courses at parks around the state. Generally the local disc golf groups are very supportive and help to maintain the courses.*

*OPRD: The nice thing about disc golf courses is they are relatively inexpensive to put in and take out, so if it's not working we have the option of removing it.*

AC: I play disc golf and want point out that we are pretty rough on the landscape...

*OPRD: We have considered the natural resource impact and the plan would be to locate the baskets in areas with invasive beach grass, with the expectation that players would trample the grass and help restore the historic open, sandy conditions that native dune communities rely on.*

AC: How would access to the course be managed? Would people just come on to the course anywhere?

*OPRD: We would have the course signed to encourage them to access the start point instead of cutting in. If camping, it would be easier to access from the south. The topography, vegetation, and private ownership make it unlikely that people would be accessing the course from anywhere, since the designated entrance areas would be the most convenient.*

AC: Are you considering interfacing with Anchor Way at the north end of the park? You should consider it because it's a public right of way. A public trail leads down Anchor Way to Safe Haven Hill.

*OPRD: We are looking at the possibility of connecting the park to Anchor Way. We may not want to direct day users into the campground, however, it could be used as an evacuation point. We have also spoken with OMSI about using their property as an emergency exit from the campground.*

AC: What about wildlife impacts in the proposed disc golf area?

*OPRD: Our wildlife biologist has not mentioned any concerns. There would be some impacts to wildlife from the increased use, but we are not aware of any sensitive or endangered wildlife species currently in that area.*

AC: What would be the end point be for the Sea-to-Sea trail? Is it South Beach or Ona Beach?

AC: The C2C trail committee has hoped that the eventual endpoint for the trail would be South Beach. The trail would go north along the east side of highway 101 and access the park under the bridge at the South Jetty.

AC: What's the annual visitation day use / campground?

OPRD: I would have to look that up, but it's very high, around 500,000 per year.

AC: Would like to make sure that a dedicated equestrian parking area is retained at the South Jetty. The current equestrian parking is very popular.

AC: At some point is there going to be camping expansion?

*OPRD: There is no increase of capacity planned beyond what is proposed here (addition of approximately 10 yurt sites in the existing campground).*

## **Seal Rock**

AC: The beach and tide pools are getting trampled badly. Can you limit access from points outside the parking area?

*OPRD: We don't control all the accesses – some are county and road right-of-way, and some may be private. We can only control access inside the park.*

*OPRD: We have talked about having additional staff at peak times to help educate people and control impacts to the tide pools.*

AC: Will there be interpretive signs to help protect the ecosystem?

*OPRD: Yes, we are working on that now. We haven't addressed interpretive signage for the ocean shore in the plan because it is being addressed through grant-funded projects that are currently in development.*

## **Presley & Gill**

AC: How large is the park?

*OPRD: Somewhere around 20 acres, about the same size as Driftwood Beach.*

AC: Governor Patterson – there is a possible access relocation that will be needed to align with Ocean Hills Drive across the highway. Also, there is the potential for pedestrian access under the highway. It would be nice to see the onsite waste system go away and hook into the city sewer at some point in the next twenty years.

## **Beachside**

AC: Will the restrooms be available in winter under this plan?

*OPRD: Yes.*

OPRD: We are hoping to hold the next public meetings in November where we will present the full draft plan document.

AC: When are comments due?

*OPRD: Deadline for comments is usually 21 days (correction, comment deadline is 30 days after a meeting), but you can submit comments any time within the next two months and they will be incorporated into the draft plan.*

Meeting adjourned at 12:00 p.m.





## Oregon State Parks: Integrated Park Services Division

### *South Beach and Beverly Beach Management Units Plan*

*May 24th & 31st, 2017 – Public & Advisory Committee Meetings Summary*

#### **Meeting Highlights:**

- There were a total of three public meetings, an Advisory Committee meeting and public meeting held at Beverly Beach State Park in Lincoln County on May 24<sup>th</sup>, and a public meeting held at the Wilsonville Public Library in Clackamas County on May 31<sup>st</sup>.
- Attendance was moderate at the May 24<sup>th</sup> meetings (8 members in attendance at the Advisory Committee meeting, 9 members of the public in attendance at the subsequent public meeting), and was low at the May 31<sup>st</sup> meeting (only 1 member of the public in attendance at that meeting).
- Attendees expressed support for most park management and development proposals outlined in the Draft Master Plan.
- There were some suggestions / concerns about improving beach access at various parks including Gleneden Beach and Agate Beach.
- Several attendees at the public meeting on May 24<sup>th</sup> expressed opposition to the proposed Disc Golf Course at South Beach State Park, citing concerns about safety, natural resource impacts, and exclusion of other uses.

#### May 24, 2017 - Advisory Committee Meeting Comments:

##### Agate Beach

- Trail to be constructed by the City of Newport in the southeast corner of the park should be added to the concept design illustration.
- Can the crossing be improved at the existing beach access (currently just a few boards placed over the creek)?

##### Yaquina Bay

- Would like to retain the existing road width in front of the lighthouse in order to accommodate the beginning of the Newport marathon.

##### Boiler Bay

- ODOT is planning to construct a sidewalk along the front of Worldmark in Depoe Bay – wondering if OPRD would consider connecting Boiler Bay to the sidewalk via a pedestrian route through the park.

## May 24, 2017 – Public Meeting Notes

### Gleneden Beach

- Need for better wayfinding (people are not aware that there is an official beach access in the park and try to scramble down the bluff at the end of the road)
- Question about what plants could work for erosion control

### Fogarty Creek

- Question about whether the plan addresses security/crime issues from a management and coordination perspective (answer was no, this would be a management issue handled at the park level)
- Comment that state park campgrounds generally feel too crowded and question about what the spacing would be like at the proposed campground (answer was that OPRD's design philosophy now prioritizes more spacing between campsites to allow for privacy and improved visitor experience and the campground at Fogarty Creek would be consistent with this approach)

### Agate Beach

- Comment that the existing beach access looks like it could and should be improved with a permanent crossing

### South Beach

- Several comments in opposition to the proposed 18-hole disc golf course for a number of reasons, including:
  - Feeling that there are already ample disc golf facilities in the area
  - Suggestion that the best use would be hiking trails and education about natural resources (especially given nearby OMSI presence)
  - Concern that trampling soil will introduce weeds
  - Feeling that the disc golf course has been "railroaded" through
  - Suggestion that funds would be better used to improve existing beach access points
- Question about whether there are plans to have an increased OPRD staff presence at the end of the South Jetty Rd because of issues with people camping, partying, etc.
- Question about whether there are plans to address eroded/sunken areas along the jetty structure (answer – nothing in the plan, but the proposed development along the South Jetty Rd. would be done in partnership with the U.S. Army Corps of Engineers so there could be opportunities to address those kinds of issues)
- Suggestion that there could be improved parking / handicapped access to the beach for campground users

May 31, 2017 – Public Meeting Notes

Fogarty Creek

- Suggestion to have more covered smaller picnic shelters for small groups

