



INTENTIONALLY LEFT BLANK

Open Space  
Parks and Recreation

for  
Lane County

Preliminary Draft  
for Review Purposes Only

Lane Council of Governments  
January 1974

Katherine Neuswanger  
Howard Horourty  
Fred Culbert  
M. Nagler  
Leah Fhrohnmayr  
Paul Beistell

U. of O  
Citizens Advisory Comm. 342-2741  
Ch. Alton Baker Pl. Adv. Comm. 3449535  
County Planning Depart. 3421311  
Lane Co. Parks 3421311 X253

Stan Specht

Willamette N.F. 6876597  
U.C. Forest Sciences 9-1-672-6601  
U.S.F.S. - Roseburg 672-6601  
Box 1808 Roseburg 97470

Erl Swanson

Gene Healdaker

Corps of Engineers 9372131

Bob Ledeman

Eugene Parks 6875355

Ron Bramble

BLM, Eugene 6876656

RW Chave

L-Log-Planning director

Gary Kryszak

Willamalone 7461669

Gary Walker

Mapleton 97453

Gene Pierson  
(comments by P.B. Wickham)

U.S.F.S. - Siuslaw 2684428

Mal Jackson

Lane Co. Willamette  
Greenway Assoc. 6875304

Feb: Notify County Parks  
Eugene Parks  
Citizen advisory  
(?) Bob Chave

Feb. 6, 1974  
to submit their  
written comments

(A)

(B)

also contact  
by Feb. 6, 1974

BLM  
Siuslaw  
Unaqua } for addit. listing  
of potential sites

Table of Contents

	page
Introduction.....	1
Summary Recommendations.....	3
Part I--Open Space.....	6
• Definitions and Functions.....	8
• Landscape Management Areas.....	10
• Scenic Highways.....	12
• Scenic Waterways.....	15
Part II--Regional and Local Parks.....	25
• Regional Parks.....	25
• Scenic Hillside.....	30
• Local Parks.....	34
• Bikeways and Pathways.....	42
• Historical Preservation.....	44
Part III--Implementation.....	47 49
Part IV--Blight.....	54
Appendix.....	60

Note: (a) The following 36 maps and illustrations are not available at this time.  
(b) The illustrations accompanying this preliminary report are samples only.

- (1) • One county-wide index map
- Eight regional park maps
- One county-wide map including: Scenic waterways  
  Scenic highways  
  Major trails  
  Landscape Management Areas
- One subarea map with school locations
- One sketch map
- (2) • Nineteen community maps, including: Dunes City--Florence--Mapleton--  
  Veneta, Elmira--Junction City--  
  Coburg--Marcola--Lowell, Dexter--  
  Creswell--Cottage Grove--Blue  
  River--Oakridge--and seven maps  
  for Eugene-Springfield.
- (3) • Five Recreation, Origin-Destination maps

Greenway Assoc. - Jackson - Good

Many people look at Open Space, Parks and Recreation and the issues of environmental quality as luxuries which we can ill afford in light of other and more urgent priorities. This report does not.

It is of the opinion that open space considerations and recreational opportunities perform a social function, related to public health and the preservation of natural resources.

Recognizing the need for additional park, recreation and open space lands and its concern for the continuous livability and quality of the environment, the Lane Council of Governments' governing board authorized an application for funds from the Department of Housing and Urban Development to help finance this county-wide program.

More specifically, the application requested funding for the preparation of a Regional Parks and Recreation Plan for that part of Lane County beyond the thirty-minute driving range from Eugene-Springfield and needs for future neighborhood and community parks in all cities and unincorporated areas in Lane County.

The following discussions and subsequent illustrations are intended to:

- outline regional park and open space issues in terms of county-wide goals, policies and recommendations;
- serve as a general guide for the identification of existing and potential recreation resources;
- outline recreation needs and deficiencies in terms of acquisition and/or development;
- and finally, these pages are intended to detail in more specific terms the park, recreation and open space proposals contained in the Lane County General Plan and the Communities Report.

#### The Need for a Park, Recreation and Open Space Plan:

The scenic and recreational resources of Lane County are of unusual quality and its spectacular beauty includes the Wilderness of the High Cascades, lakes and meandering valleys with sparkling mountain streams, rich green farmlands and impressive vistas from the headlands of the Pacific.

But under the pressures of urbanization and the need for development, many of the open space resources are being threatened in a number of ways. Some of the best scenery in the Willamette Valley is largely dependent on the continuation of agriculture, which is struggling for survival and threatened by urban sprawl.

← The problems begin when we allow urban growth to occur without consideration for the physical characteristics and limitations of the land by allowing haphazardly scattered developments in the rural landscape, connected by endless miles of costly roadways and utilities. It is at

Womens League of Voters - open space in the protection of air quality within the valley air shed. Population increase is a contributing factor to air degradation.

Culbert - Alton - Baker - insert "of land" between quantity <sup>3</sup> needed; in phrase "their quality and considered distribution" change to "the quality and considered distribution of land".



this point that we are in danger of damaging the livability of the area while creating problems which are expensive to solve. Once formerly productive soils are paved over, built upon or degraded, these areas almost never become open space again.

We can accept the fact that additional land for development will be needed to accommodate the anticipated increase in population. At issue is:

--how to protect the overall attractiveness of our living space in light of the anticipated urbanizing and economic pressures, and

--how to provide for a variety of recreation opportunities for a population which is enjoying more leisure time while experiencing less mobility in view of growing energy problems.

Obviously, not all open lands are threatened by development. As a matter of fact, there appears to be plenty of open space lands. Of the 2,926,720 total acres within Lane County, almost seventy percent of the land is in public ownership.

Why then worry about the disappearance of open space?

The problems are not only population growth (the 1970 population of 215,000 is anticipated to reach about 350,000 by 1995) and the quantity of land needed for open space, park and recreation facilities, but the ~~the~~ quality and considered distribution <sup>land</sup> throughout the county as an interconnecting link available and accessible to all the people.

The following proposals are recommended not because they are easily obtained, inexpensive or the easiest to implement, but because the citizens of Lane County have a right to environmental qualities and recreational opportunities. The following pages and subsequent recommendations are proposed to achieve this purpose.

Siuslaw Wickham - financing for dev. & maintenance, operation, & administration

women league of voters - "All" - that's good.

women league of voters - provide for condemnation by eminent domain

Culbert-Alton-Baker - in regards to word "developed" he asked for what? - parks?

Culbert Alton-Baker - is logging "development"?

women league of voters - for practical or political reasons?

Siuslaw Wickham - IS zoning considered a "means of acquisition"?

Culbert Alton-Baker - what about greatest immediate need?

Siuslaw Wickham - could private dev. of recreation facilities be a viable alternative?

women league of voters - that leaves open the wedge for losing them - "size, quality, development, proximity, and cost" - that usually stops 'em.

Alton-Baker - does that mean along roads?

Siuslaw Wickham - A cooperative land exchange program with Forest Service, BLM, etc. to achieve this?

Alton-Baker - Culbert - criteria should relate to type, character, quality - existing conditions, ( ? ) value in uniform criteria - broad guidelines OK as check list.

### Summary Recommendations

- ← • To create and maintain a variety of park, recreation and open space systems in a manner which best serves the diverse interests of all the people in Lane County.
- To create and maintain a park, recreation and open space system balanced with other land uses, so as to enhance the present and future environment of Lane County.
- ← • To protect and enhance all natural, scenic, recreational and cultural resources which are unique because of their scarcity, scientific value and esthetic quality.
- To protect all land and water areas which are economically significant and/or present a potential threat to public safety.
- ← • Support legislation that will provide for the retention of open space through means that will be economically feasible for public and private interests.
- ← • Lands which are likely to be developed first should be acquired first to reduce increasing costs, especially if such lands are on the open market and/or have outstanding natural features.
- ← • Lands which do not experience urban encroachment or development pressures because of topographic reasons, soil conditions or other self-preserving natural features shall have lowest acquisition priority.
- ↑  
↑ • Lands should only be purchased if other means of acquisition fail to assure permanent preservation.
- ← • Multiple open space, parks and recreation uses shall have funding priorities.
- ← • Whenever the cost of acquisition is beyond the financial capability of an agency, alternative sites with similar resources and for similar purposes shall be encouraged.
- ← • Open space, park and recreation lands lost to other purposes shall be replaced in size, quality, development and proximity.
- ← • On a county-wide basis, emphasis should be placed on providing conservation and recreation areas along the major scenic and recreation opportunity areas.
- ← • Coordinate the Scenic Highway proposals with those on Scenic Rivers and Landscape Management practices in order to preserve a continuous system of regional recreation and scenic land preservation corridors.
- ← • Establish common criteria and guidelines for scenic highway design and landscape management areas.

Willamalane - Walker - Includes area from Dennis to Pisgah  
on south bank of middle Fork.

Women League of Voters - Good!!

Alton-Baker-Culbert - How is open space defined? As  
synonymous with parks?

Willamalane - Walker - ? - Could be equally as important as  
internal community needs.

Alton-Baker - Culbert - Why wait - outside development  
could encourage local

Alton-Baker - Culbert - should be with or be combined  
with similar items on page 3.

- " - " - where serving or enhancing  
environmental assets are obviously predominate  
factors, such impact statements would be unnecessary

BLM-Bremble - NO! - complete full blown Impact statement  
should not be required for every little podunk project.  
A semi-formal analysis of potential impacts should  
be made. Reserve impact statement for projects that  
have major impact.

Women League of Voters - what about Fern Ridge?

- ◀ • Adopt the Greenway proposal and consider the proposed urban Riverfront Park development of both banks of the Willamette River between the confluence of the McKenzie River and Mt. Pisgah as the highest priority.
- ◀ • Prepare and adopt a rehabilitation ordinance for park and recreation purposes for all existing and proposed sand and gravel mining operations.
- Utilize the findings of the Lane County Parks and Recreation Survey and continue to identify areas and resources near communities to satisfy the regional park and recreation demands.
- Provide for mass transit and bike paths from the Eugene-Springfield Metropolitan area to Fern Ridge Reservoir and provide for a variety of recreation oriented rental opportunities.
- Support the creation of open space preserves in urban fringe areas if such preserves provide greenbelts or buffers between incompatible developments and/or serve to insure individual community identity.
- To provide for a balanced variety of local open space, park and recreation facilities for all cities and unincorporated communities and to meet the needs for both active and passive recreation for persons of all ages.
- To strive for an environment which is functional and visually attractive and which encourages the best principles of urban design.
- To encourage the preservation of distinctive qualities and visible ties to the past which foster a sense of identity in our communities.
- To preserve and enhance all significant historical buildings, structures and sites.
- ◀ • In view of the energy crisis, emphasis should be placed on the development of local park, recreation and open space programs.
- Acquire and develop centrally located community and neighborhood parks near or adjacent to existing and proposed schools.
- ◀ • Develop bicycle and riding paths from communities to nearby regional recreation areas after the internal community needs for such facilities are met.
- ◀ • Encourage the establishment of a long-range acquisition program of park and recreation areas with priority given to those areas possessing special physical features and/or those under pressure of being developed.
- ◀ • Require the preparation of complete environmental impact statements on all projects presented for review and provide for the distribution of these statements to all concerned parties prior to review.

Alton-Baker-Culbert - what does implementation mean in this case?

Women League of Voters - "continuous progress toward" could be dropped from that phrase to make it more forceful

## Food point

Willamette - Walker - additions to list -

Encourage the development of large, regional parks within 30 min. travel time of the metro core.

Bike path for recreational purposes linking Alton-Baker Island Pk, Dorris, & Mt. Pisgah.

← ° Seek citizen representation from a diversity of special interest and socio-economic groups with a wide geographic distribution in all phases of planning programs and the implementation of these programs.

← ° To strive for continuous progress toward the elimination of man-made blighting influences including noxious odors, air-, water-, visual and noise pollution.

←

INTENTIONALLY LEFT BLANK



Part I

Open Space

To summarize the county-wide natural resource analyses in preparation of the Lane County General Plan, elements of topography, geology, soils, hydrology, vegetation, climate, fish and wildlife habitats were identified, mapped as overlays and analyzed in terms of "liabilities" (such as flood plains and ponding areas, geological hazards, steep slopes, soil suitability for septic tanks, etc.) and "assets" (such as timber resources, prime agricultural lands, critical wildlife habitats, naturally unique areas, etc.) and evaluated in relation to ownership, parcel size, development activities and existing land use. The findings were then matched against the goals and recommendations developed by C-PAC (a citizen County Planning Advisory Committee) in order to prepare the following documented preliminary land-use categories contained in the County General Plan:

Forest Lands (public and private)  
Agricultural Lands  
Rural-Woodland-Grazing  
Conservation Areas  
Rural Residential Areas

All urbanized areas were identified in the Small Community Report and 1990 Plan (Eugene-Springfield Metropolitan Area) as to existing and proposed land uses.

Residential  
Commercial  
Institutional  
Industrial  
Parks

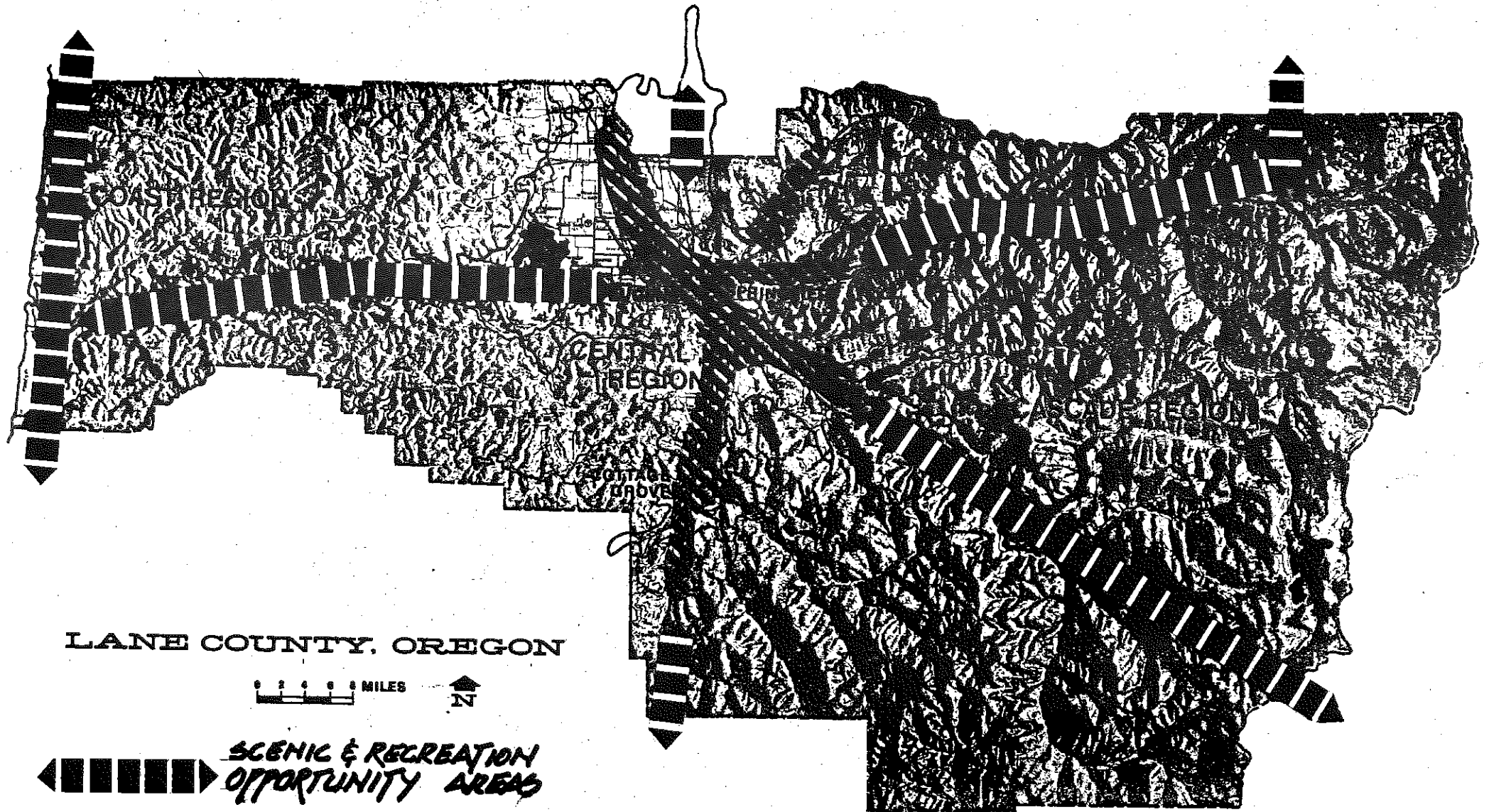
In view of identifiable constraints as those imposed by existing and proposed urban development, frequent checkerboard patterns of public and private lands, terrain limitations, highway and road construction, let us now take a closer look at some of the regional open space issues and how they relate to the recreational amenities offered in the rural landscape.

If we were to summarize the county's major open space and recreation opportunity corridors along the watersheds of our major river basins, we would arrive at a base sketch similar to the one below, including the many publicly managed mountain sides; and the valley floors with their rivers, urbanized areas, agricultural lands, transportation routes and recreation sites. As such, the sketch allows the reader to appreciate existing and potential conflicts between preservation and development, and to help clarify the interrelationship of the subsequent discussions and illustrations.

?

Where does this fit in?

INTENTIONALLY LEFT BLANK



LANE COUNTY, OREGON



**SCENIC & RECREATION OPPORTUNITY AREAS**

**GREENWAY PROPOSAL & POTENTIAL ADDITIONS (see text)**

Women League of Voters - What is an ecological area?

Women League of Voters - There is some question about the wisdom of attracting tourists - both from the point of view of immediate economic gain & long range population growth.

## Definition and Function--

Open space within this generalized sketch includes all land and water areas not covered by structures, and is defined in terms of rural open space such as agricultural lands, airports, or ski-slopes, etc.; and urban open space, such as plazas, golf courses, cemeteries, parking lots, or playgrounds, etc. Open spaces may be large, small, private or public, multi-purpose or single purpose, intensively used or undeveloped, as is the case of wilderness areas.

From the above, it appears that open space on the regional level does and can perform one or more of the following functions, listed here in their order of importance:

### --Protection of public health and safety:

Examples include open space which assures air and water qualities, reservoirs, watersheds, floodplains, airport clear zones, geologic hazards, etc.

### --Conservation of natural resources and life processes:

Examples are agricultural lands, mineral deposits, land and water wildlife habitats.

### ← --Recreational and educational opportunities:

Examples include all types of parks and recreational sites and facilities, ecological areas, etc.

### --Areas of scenic and historical values:

Examples include areas of outstanding natural beauty, historic structures and sites, and archaeological areas.

### ← --Enhancement of the economy:

Such as open space or recreational facilities which attract tourism or open spaces as urban form determinants which reduce utility and service costs.

### --Preserve or create community scale and identity:

Examples are open space areas which shape and determine the expansion of urban areas and which act as buffers between communities.

### --Future growth determinants:

Examples are those lands which appear to be suitable for urban expansion at some future day, or which are needed for utility and transportation rights of way.

Alton-Baker-Culbert - not necessarily so -  $\frac{2}{3}$  how much of what kinds of open space is needed?

BLM-Brantle - when are the following recommendations applicable?

Women League of Voters - How? - spell out method(s) of implementation

Alton-Baker-Culbert - how about plant nurseries - horse raising, fur  $\frac{2}{3}$  wool animals - hops?

Sustaw-Wickham - should be ameliorated by factors of adequate water, drainage, fertility, etc.

BLM-Brantle - insert reasonable - between 2nd & 3rd word - What's reasonable? That's the bone of contention. - (in reference to paragraph) - over-simplified statement. (at end of paragraph) - Every human should drop dead.

Alton-Baker-Culbert - what if someone owns a steep slope with some plant communities  $\frac{2}{3}$  wants to grow grapes on it?

Sustaw-Wickham - including Nat. Forests, Public Domain lands, etc.? - OUR NATIONAL FOREST is managed for the production of goods  $\frac{2}{3}$  services.

Alton-Baker-Culbert - regardless of its conditions or quality?  $\frac{2}{3}$  just how is it proposed to protect and preserve all ~~private~~ privately owned open space ~~with~~ ~~out~~ ~~to~~ ~~heavy~~ ~~industry~~ ~~uses~~ ~~or~~ ~~perhaps~~ ~~a~~ ~~race~~ ~~track~~?

Alton-Baker-Culbert - such as ( ) to heavy industry use or perhaps a race track?

← If open space does indeed perform a significant social function, related to public health and the preservation of diminishing natural resources, then it is equally implied that the preservation of the open space resources within the watershed determines the degree of livability of the entire area.

← Throughout the subsequent discussions, it is therefore recommended that, wherever applicable, the following policies regarding natural and cultural resources be adopted for open space preservation.

↖  
↖  
↖  
← --Maintain all agricultural lands suited for food and seed crop production.

← --Ensure the protection of all estuaries, beaches, shorelines, floodplains, watersheds, lakes, reservoirs, river valleys, steep slopes, fish and wildlife habitats, riparian vegetation, plant communities and resources which are unique because of their scarcity, scientific value and esthetic quality. Any uses of those resources, whether economic, recreational or educational shall be prohibited unless their ecological processes, life cycle, visual quality and scientific values are not threatened.

← --Protect and preserve all existing and proposed public and private open space, park and recreation areas, all publicly owned land with scenic assets, all historically important buildings, structures and sites, and all airport clear zones.

← --Maintain in permanent open space all land and water areas where conversion presents a potential threat to public safety.

women League of Voters - who says "it is impossible"?

Siuslaw - Wickham - need for land exchange

BLM - Bramble - in 4th line - change impossible to impracticable -  
very true under the present administrative climate. Would  
it be desirable to change this climate?

Altam-Baker - Culbert - word "common" needs explanation

BLM - Bramble - with reference to sentence "Land so managed  
should obviously ..." - very important ←



## Landscape Management Areas

As public interest in the visual appearance and sentiments for environmental issues of our forest lands have increased, management concerns have also been influenced.

Each of the three national forests (Willamette, Siuslaw, and Umpqua National Forest) and the Bureau of Land Management have, and are continuing, the identification of areas in which scenic considerations are an important part of their management practices. It should be stressed, however, that there is considerable public disagreement on what is and is not a scenic forest area, and what is and is not desirable or feasible as far as management practices are concerned.

Some of the major issues include logging practices with all their ramifications on economic, visual and environmental impacts, and a lack of common criteria and guidelines for identifying scenic elements. Yet another problem concerning landscape management of forest resources out of potential lumber production. This is a bitter public issue even on public lands. On privately owned lands it is impossible to require a scenic management without just compensation to the land owner.

Scenic management of forest land is obviously easier where all the land lies in public ownership, but the fragmented pattern of private and public lands in many areas makes the provision of continuous corridors of scenically managed forest land almost impossible. Nearly all the land designated for scenic management by the Bureau of Land Management, as well as much of that so designated in the Siuslaw National Forest, is in a checkerboard pattern with privately-owned land, and exchanges of public for private timberland are difficult to achieve.

What then might be done if we are to work toward maintaining some continuous corridors of landscape managed forest land along our scenic highways? The first step would be to undertake a detailed study along these highways to identify areas where landscape management might be desirable from an esthetic viewpoint. Such a study, which should include common criteria, similar to the one developed by the Willamette National Forest as to foreground, middleground, and background, could be a combined effort of the various forest agencies in the county, the County Planning Department, Lane County Parks and Recreation Department, and the Lane Council of Governments. Where private land is involved, identification of the minimum corridor to achieve continuous landscape management objectives is desirable. Upon completion, an education program directed towards land owners should be undertaken to show how the corridors can be maintained. Finally, whatever legal means can be used, should be employed to help achieve continuous systems of landscape management. This might include the purchase of easements, public and private land exchanges, and voluntary agreements by private owners to "landscape manage" selective areas. Land so managed should obviously not then be taxed as timberland. In addition, legislation with regard to such environmental concerns as erosion, slash disposal, and stream protection will also result in some visual improvement in how private forest land is managed.

Women League of Voters - No. Penalize (tax) those who don't  
You said usually get easements without condemnation.

BLM - Bramble - Are county commissioners willing to  
sacrifice O&C timber production lands to gain  
senic protection lands?

Alton - Baker - Culbert - in regards to word "guidelines" - about  
what?  
Women League of Voters - Good.

BLM - Bramble - too simplistic and all include a statement.  
Most timber production produces adverse  
environmental and scenic impacts. The issue is the  
degree of impact, and alternative methods that  
reduce impact to a relatively low level, or we  
may decide to simply accept the environmental  
impacts because of overriding economic considerations.

Alton - Baker - Culbert - in regards to "Protect all forested  
areas" - what does that mean? Now?

Achieving an objective of continuous corridors of scenically managed forest land along selected scenic highways is an ambitious aim. But it is one which, if properly studied and pursued, might achieve considerable voluntary support by the public (please refer to page for scenically managed forest lands).

#### Goals, Policies and Recommendations

##### \* Goal

TO ENCOURAGE THE INCLUSION OF VISUAL CONSIDERATIONS IN THE MANAGEMENT OF FOREST AREAS.

##### \* Policies

--Encourage a landscape management approach for all forest lands, in areas of critical scenic value.

--Encourage the extension of the Forest Service and Bureau of Land Management landscape management studies to include private lands within the same scenic corridor.

← --Seek compensation for owners of forest land which is designated for scenic controls.

← --Utilize easement acquisition, land exchanges and voluntary cooperation to preserve the scenic values of selected forest areas.

##### \* Recommendations

← --Establish common criteria and guidelines for all forest lands and for public lands in particular.

← --Undertake a detailed study of scenic highway routes and scenic waterways to identify where landscape management of forest and agricultural resources ~~and~~ significantly enhance scenic values.  
*can*

← --Protect all forested areas and ensure that economic timber production can be accomplished without adverse environmental and scenic impact.

INTENTIONALLY LEFT BLANK

## Scenic Highways

Many of the problems associated with scenic resource protection and environmental qualities relate to road and highway projects. The up-to-now unrestricted mobility to more people and goods from one place to another has not only shaped our urban form and influenced our social and economic life styles, but in doing so created a frequently intolerable conflict between man and the potential quality of his environmental assets. Loss of open space for roads and parking spaces, visual-, noise- and air pollution, proliferation of developments along these routes, solid waste problems, litter, congestion and increased public costs for construction and maintenance are some of the problems associated with roads and highways.

Yet, it is important that we recognize that our highways are not simply a means for travel but are of considerable potential significance for the kind of traveling experience they provide. It is while driving along our roads that we and our visitors enjoy the variety of the magnificent natural beauty of the country. But it is along these same roads that this scenery is seriously threatened. Highways cease to be scenic if lined with continuous ribbons of residential and commercial developments and cluttered with billboards, junkyards and nervously-twitching signs which urge the traveler to hurry on past.

The State of Oregon in 1961 led the nation in establishing a Scenic Area Board, which has the responsibility of sign controls along certain sections of highways found to have unusually scenic qualities. The law specifically limits "scenic area" to "...an area adjacent to a public highway.....which is within a federal or state park, is a site of historical significance or affords a view of unusual natural beauty." It specifically excludes areas within the boundaries of an incorporated municipality; other areas where the land is legally designated for commercial, industrial or manufacturing use; and areas which already have a significant amount of commercial development. Because of the above criteria, the system is limited to certain unique segments of the McKenzie Highway, Route 58, Route F, Route 36 and Route 101 along the Oregon Coast.

If we are to preserve and enhance our scenic values we must come to a whole new way of thinking about highways and development policies.

In addition to the just-mentioned sections of highways, the plan proposes the inclusion of those highways along all National Forests and areas of the Bureau of Land Management, especially along those sections identified as landscape management areas, highways linking most of the major recreation resources and highways which provide a variety of vistas of agricultural, forest and urban scenes. Attention should also be given to designate those sections of highway within communities which may serve as links but which are not yet of particularly outstanding character, if for no other reason than to work toward the elimination of detracting factors along its route (see page        for proposed Scenic Highway Designations).

Greenway Assoc. Jackson - in view of the energy crisis, this entire area of scenic highway maybe in jeopardy.

Altam. Baker - Culbert - is rural development always bad?

Women League of Voters - Good!

BLM - Bramble - FS? BLM timber access roads??

← It is recommended that a subsequent study can analyze in detail criteria for scenic highway design; however, some major guidelines are warranted at this point.

--All highway projects should involve landscape architects in the initial planning and design stages.

--There should be a minimum of disturbance of terrain and natural vegetation.

--Highways should take maximum advantage of scenic characteristics of the landscape.

--Scenic highways should not be designed with only maximum speed in mind but offer a variety of experiences which may relieve the element of monotony.

← --We should carefully analyze the need for paving improvements of many of our gravel and dirt roads and thereby contributing to the  
← further proliferation of rural developments.

#### Goals, Policies and Recommendations

##### \* Goal

TO PRESERVE AND DEVELOP A SYSTEM OF SCENIC HIGHWAYS AND PARKWAYS.

##### \* Policies

--Complement state and county scenic highways with appropriate building and land use regulations, including restricting urban development to a minimum where a scenic highway passes through rural lands and permitting only those commercial uses related to the needs of travelers or local residents.

--Restrict commercial development on scenic highways to designated interchanges, intersections and other special locations.

← --Encourage the "scenic route" designation to those community roads which serve as direct connector roads to existing or potential scenic highways.

--Establish controls over building heights and building setbacks so as not to obstruct important views.

--Maintain the existing character of pastoral and forest land along scenic highways.

--Designate future scenic highway routes ahead of construction and design accordingly.

--Establish controls for outdoor advertising and other detracting features along all scenic highways.

Altm-Baker-Culbert - a "How-to-do-it" manual?



- Require road design standards for scenic highways to be in keeping with the nature of the respective urban or rural landscape.
- Ensure that landscape architects are involved in the planning and design stage of all significant highway projects.
- Ensure that in highway maintenance operations along scenic highways, weed control and management of roadside vegetation is undertaken in a selective manner.
- Ensure that a concerted effort is made to develop a system of interconnected scenic highways as opposed to developing minor stretches of scenic highway routes at various points in the county.
- Coordinate the scenic highway proposals and policies with those on scenic rivers and landscape management of forest resources, in order to preserve a system of regional recreation and scenic land preservation corridors.

\* Recommendations

- Adopt the entire proposed scenic highway system as a state/county system of scenic highways.
- ← --To develop detailed criteria for scenic highway design and construction.
- Undertake further studies of the proposed system and develop specific recommendations for protecting scenic values.
- Formulate and adopt controls on blighting features, land use and architectural regulations in order to preserve scenic values along scenic highways.

INTENTIONALLY LEFT BLANK

## Scenic Waterways

### The Greenway--

Whether it is called a "Greenway" or the "Willamette River Park System," the overall project is truly an ambitious scheme to preserve and enhance the natural beauty of the Willamette River and leave it an unspoiled "wilderness" for future generations--extending from the upper Willamette, through Eugene, past Lane County and down the length of the valley to Portland and the Columbia River.

"The Willamette River is only minutes away from home for most Oregonians. It can provide easily accessible family recreation after work hours," said former State Treasurer Robert Straub in 1971. And he continued that recreation should "...not take what's left" when it comes to development along the river frontage, nor would piecemeal development of the Willamette River Greenway be enough to preserve the river banks in their present natural beauty.

The fact that over 70 percent of all the people in Oregon reside in the Willamette Valley emphasizes the significance of this program. The Central Lane Region accommodated in 1970 about 93 percent of the total population of Lane County. By the year 1990 this percentage is expected to increase to 97 percent or a population of nearly 350,000. Conversely, estimates of recorded park and recreation attendance is expected to double from five million, in 1970, to nearly ten million by 1990. In view of these figures, the urgency for recreation land acquisition is real, and with about 450 miles of river banks, this concept is indeed a logical source for the single most important open space and recreation program in Lane County.

--The Oregon Legislative Assembly, in 1967, recognized and declared that "In order to protect and preserve for the present and future generation of citizens the natural and scenic and recreational value of the Willamette River, it is in the public interest to acquire and develop along the Willamette River a recreation system to be known as the Willamette River Park System" (House Bill 1770)

Criteria projected to secure lands or rights in lands suitable for scenic and recreational purposes as recommended to the Governor by the Willamette River Task Force and listed below, shall be considered as priority projects by the State.

#### A River Camp System

A system of river recreation camps where the boater may disembark and enjoy camping, picnicking, and other recreation experiences. River recreation camps would be situated along the entire length of the river, and some would be accessible only from the river or from trails.

#### A River Access System

River recreation areas and boat-launching sites to permit non-boaters to picnic and enjoy other recreation pursuits along the river and to permit boaters maximum opportunity to launch and retrieve their craft.

Alton Baker - Culbert - or for passive recreation sites for single purpose parks, in areas of special natural conditions or of unusual scenic qualities.

Granway Assoc. - Jackson - consider contour distinctions

" " - " - wildlife restrictions must be stronger

These sites would vary in size from large multipurpose recreation areas to smaller sites designed primarily for boat launching.

#### A Recreation Trail System

Recreation trails would be developed along the river to permit hiking, cycling, and riding activities. At places, the trail will diverge from the riverbank to follow old river channels or other interesting landscape features, or on roadways or subdivision streets where it will be necessary to circumvent existing developments. Within and immediately adjacent to existing developments, recreation trails could be developed to tie in with other trails and parkways.

#### A Scenic Drive System

A system of existing parkways and public roads would be identified which extends along portions of the Willamette River and from which a scenic view of the river may be enjoyed on pleasure drives. Protective measures would be undertaken to preserve the scenic values of the roadways.

#### A Recreation Tract System

Acquisition of recreation tracts of varying sizes for the following purposes is proposed:

- ← --Sites for multipurpose regional parks in urban and rural areas for intensive development for a wide range of recreational and historical attractions.
- ← --Scenic areas to preserve a scenic hillside behind the river and to provide dramatic viewpoints of the riverscape.
- ← --Large tracts of undeveloped lands in the river's floodplain which should be primarily and permanently retained in a natural state for wildlife reservations and for future recreational developments.

#### A Scenic Conservation Easement System

Easements would provide for the protection of scenic qualities along the riverbank in numerous places where land is not needed for recreation development, but protection of its visual qualities is necessary. This would permit the continuance of other compatible uses without diminishing the Greenway concept.

2 --To further the state policy under ORS 390.010 to provide for the development and maintenance of the Willamette River Greenway, the 1973 Legislature (HB 2497):

- Recognizes the need for a coordinated plan for the Willamette River Greenway through cooperative efforts of state and local governments.

Sussex-Wickham - presently has lack of funds & personnel  
to administer scenic waterways.

Greenway Assoc - Jackson - Is this part of 2497?

Greenway Assoc - Jackson - Could be worded better.

- Recognizes the need of Oregon people for existing residential, commercial and agricultural uses of lands along the Willamette River, but limits intensification and change of such lands so that such uses will remain compatible with the Willamette River Greenway.
- Recognizes agricultural uses are compatible with the Willamette River Greenway and should be continued without restriction.
- Recognizes lack of need to acquire fee title to all lands along the Willamette River for recreational use by public and limits area within boundaries of the Willamette River Greenway that may be acquired for such purpose.
- ← ◦ Makes the State Highway Commission responsible for the coordination of the development and maintenance of the Willamette River Greenway.
- Defines Willamette River Greenway--that portion of the Willamette River including all channels of the Willamette River, from its confluence with the Columbia River upstream to Dexter and Cottage Grove Reservoirs.
- ← ◦ Recommends that local governments in cooperation with the State Highway Commission prepare a plan for the development and management of the Willamette River Greenway.
- Recommends that the plan may be prepared and approved in segments. The plan shall specify the boundaries of the Willamette River Greenway and all lands and interests in lands situated within such boundaries to be acquired in the development of such a Greenway. The plan shall identify boundaries of all state parks and recreation areas and all known gravel deposits. There shall be included within the boundaries of the Willamette River Greenway all lands situated within 150 feet from ordinary low water line on each side of each channel of the Willamette River and such other lands along the Willamette River as the Commission and local governments consider necessary for the development of such Greenway.
- ← ◦ Recommends that the Plan limits Greenway to 320 acres per river mile. The Plan shall include all state parks, recreation areas, and islands situated along the Willamette River; however, they shall be excluded from figuring the maximum acreage.

Action Prior to the Plan Approval--After October 5, 1973, the Commission may, to preserve the natural and scenic qualities of the Greenway, condemn for scenic easements any lands within 150 feet from ordinary low water along the Willamette River which are not actively being farmed. If non-farm use reverts to farming, any easement obtained through condemnation is suspended while the land is being farmed. Prescribes easement terms.

The State Highway Commission may, after October 5, 1973, acquire a scenic easement from any willing seller. If the use on the remainder of the easement-acquired tract becomes inconsistent with the easement, the Commission may acquire the remainder in fee.

Siuslaw-Wickham - Should try to encourage private means of achieving recreation needs



← Action After Plan Approval--Upon approval of the Greenway Plan, the Commission may:

- Condemn for scenic easements within the Willamette River Greenway all lands except those in active farm use. Any change from farm use allows Commission to immediately condemn for scenic easement. Each scenic easement must specify use of land existing on date of acquisition of the easement and permit the continuation of such use while the land is subject to such easements. Scenic easements must prohibit use or access by public. If non-farm use reverts to farm use, any restrictions are suspended while engaged in farm use. No change in use in lands under easement permitted without consent of the Commission;
- Acquire public easements for public access and use on a willing seller basis;
- Acquire lands and interests in lands outside the Greenway boundaries on a willing seller basis for the preservation of natural and scenic qualities in conjunction with the Greenway;
- Land having easements on it shall be assessed true cash value, less value of easement. Easement values are to be exempt from taxation.
- The State Highway Commission may enter into contracts to restore vegetation on easement held lands, damaged from natural causes or to perform natural vegetative landscaping on such lands, as provided in easement terms.

#### ~~Funding~~

- The original program as established by the 1967 Legislature was a grant-in-aid program to assist the local governments in acquiring lands or rights in lands along the Willamette River for recreation or scenic purposes. This program places ownership with the city, county, park and recreation district. It is financed by 50% Federal Land and Water Conservation funds, 25% by State funds, and 25% by local funds.
- The second program, which is supplementary to, but not a part of the original Willamette River Park System recited above, is the state parks program along the river. The Oregon State Highway Commission, with the concurrence of both the State Parks Advisory Committee and the Willamette River Park System Committee early in 1971 authorized the establishment of five major state parks bordering one or both sides of the Willamette River. These parks will range in size from 500 acres to 1500 acres, including Dexter State Park. These parks will be funded by 50% state parks funds and 50% Land and Water Conservation funds.
- The newest effort for placing long reaches of the Willamette riverfront lands in public ownership is through the state corridor program. This is a 50-50 matching grant program between the Federal

Siuslaw-Wickman - has adequate consideration been given to alternate sources of rock? what these would do to esthetics of other areas, or alternative impact of using sub. for rock?

Siuslaw-Wickham - Great!

and State programs under the State Parks section of the Highway Division. It is intended primarily to be used for lands away from the metropolitan areas where the lands are less expensive and larger reaches are available. Also, it is in these areas that it is easier to protect the natural scenic environment of the river.

The Legislature, creating the "Greenway," did not include the lower McKenzie within the project, nor did the "Central Lane Parks Study" include it for consideration. This section, as indicated on pages to , is still fronted by agricultural lands and floor plains, but its close proximity to the metropolitan area makes this exclusion a serious omission. Therefore, strong efforts should be made to amend the Greenway Bill, to include:

- the McKenzie River from the confluence with the Willamette to Hendricks Bridge, east of Springfield. Serious consideration should also be given to Phase II program which would include the entire lower McKenzie River from the confluence with the Willamette River to Leaburg Dam;
- the Mohawk River;
- that portion of the Row River between the confluence of the Coast Fork of the Willamette and Dorena Reservoir, and;
- that portion of Fall Creek between the confluence of the Middle Fork of the Willamette and Fall Creek Reservoir.

Should the inclusion of the Lower McKenzie first occur, agricultural uses along these rivers should be encouraged until public agencies can purchase key sites.

← Finally, it should be pointed out that since the 1968 publication of "Sand and Gravel," prepared by the Central Lane Planning Council, there have been no revisions to the Lane County Sand and Gravel ordinances which specifically address themselves to pre-planned rehabilitation of excavated resource areas for recreational uses. It is therefore recommended that rehabilitation plans within the flood plain be required as a condition of governmental permission to extract the resource, and especially in areas of the proposed Greenway project.

← The overall requirements for qualifying under the Oregon Scenic River Act are too rigid for most streams in Lane County; however, a Lane County Scenic Rivers designation should be considered to maintain wildlife habitats and an unspoiled river environment for scenic and recreational enjoyment along our major waterways.

The accompanying map, page , illustrates a series of proposed scenic waterways for Lane County, which in addition to the Greenway, would range from wilderness streams to rivers passing through urbanized areas. They include:

U.S.F.S. Swanson - What happens to Kew River upstream?

Sturlew-Wickham - soil problems should be an integral part of scenic highway planning

Greenway Assoc. - conflict

- the McKenzie River, upstream from Leaburg Dam,
- the South Fork of the McKenzie,
- the Middle Fork of the Willamette upstream from Lookout Point Reservoir,
- the North Fork of the Middle Fork of the Willamette,
- Salt Creek,
- Fall Creek upstream from Fall Creek Reservoir,
- the Coast Fork of the Willamette upstream from Cottage Grove Reservoir,
- ← ◦ Row River upstream from Dorena Reservoir,
- the Siuslaw River, and
- Lake Creek below Triangle Lake.

← Aside from some conflicting land uses along several of these rivers there are conflicts between highways and scenic rivers which should be noted. From the point of view of people boating, the proximity of the highway is frequently undesirable. The presence of the highways means noise which detracts from the scene. It also means highway cuts and fills and possibly intensive riverfront development. On the other hand, from the viewpoint of the motorist, it is highly desirable to be able to view the river from time to time. Thus there is a critical need to carefully plan and regulate development as viewed from both the river and the road. This should include both provision of access and pull-outs at some points of contact between the highway and the river, and in other areas the maintenance of a vegetation barrier between the highway and the river.

In view of the desirability for a Lane County Scenic River designation for the above-listed waterways, public acquisition should concentrate on the acquisition of scenic easements and public access in more developed areas. In new developments adjacent to scenic waterways, the dedication of a lineal strip along the waterway and common access points for the public and owners of the development should be encouraged.

#### River Access Points

The Marine Board indicates a 51 percent increase of registered boats in Lane County from 5,900 in 1962 to over 11,500 boats in 1972 (not including kayaks, canoes, sailboats under twelve feet, rubber rafts and innertubes). The state-wide numbers for fishing licenses during the same period show an increase of 71 percent or 590,000 to 830,000. Projections of the above to the year 1990 would approximate the following:

Wickham - Siustaw - encourage private boat ramps ~~to~~ by  
fee privilege, tax breaks, etc.

Blm - Bramble - log jams included? conflict with  
Neil Jackson

- 1972 registered boats in Lane County, 11,500; 1990, about 39,000 boats (an annual increase of about 7 percent).
- 1972 statewide fishing licenses: 830,000; 1990, about 1,700,000 (an annual increase of about 4 percent).
- 1972 statewide fishing-hunting combination licenses, 195,000; 1990, about 470,000 (an annual increase of about 5 percent).
- Or, a total of fishing, fishing and hunting combination licenses of over two million by 1990.

Because of the rising demands for additional public boat landings along the major fishing streams, private organizations have largely contributed to the inventory of existing and potential river access points, as indicated on pages through ; and suggested the following recommendations:

- ← --Distribute boat launching sites at about three mile intervals for heavily used fishing streams; and five to ten mile intervals for less popular streams;
- Avoid boat launching sites (river access points) in or near critical wildlife habitats;
- Request the County to acquire, where possible, some private boat launching sites to assure their perpetual availability to the public;
- Minimize the visual contact and noise problems between boat-trailer parking areas, the river and the road by naturally screening the parking sites;
- Coordinate the boat landings so as to take advantage of car access points;
- To permit direct contact between automobiles and streams only when related to boat launching sites;
- Provide for frequent and safe highway "pull outs" in scenic areas;
- Utilize sloughs, wherever possible, as access points, especially for the inexperienced boaters;
- To provide for identification, directional and hazard signs along the popular boating rivers, designed in a manner so as to be complementary to the river environment;
- Provide for public portage access around dangerous rapids;
- ← --To prohibit the removal of natural river hazards from the streams.

Note: In addition, the following goals, policies and recommendations and those developed for the Lane County General Plan and the Water Quality Report should further strengthen the preservation of all of our waterways.

Siuslaw-Wickham - Develops means to have water areas, facilities, land, etc. made an integral part of school districts for outdoor ed., outdoor classrooms, etc. - The Forest Service has machinery to cooperate in outdoor education, providing expertise on selecting areas, developing nature trails, & developing outdoor ed. councils. This avenue for specific achievement should be encouraged by the report & follow up. - Provide legal expertise & sample for cooperative fee. Districts to be developed and managed by the included property owners. Establish a pilot project through education and public involvement. Govt. can not achieve these goals alone!

Greenway Assoc. - Jackson - Good

Siuslaw-Wickham - tax incentives, zoning, etc

Greenway Assoc. - Jackson - wording aid, development twice with 2 meanings

Siuslaw-Wickham - and inclusion of small pk. areas & rec areas, bike trails

Greenway Assoc. Jackson - change "Encourage" to "Require"

Greenway Assoc. Jackson - poor wording

Greenway Assoc. Jackson - change "Permit" to "Control"



## Goals, Policies and Recommendations

### \* Goal

← TO PRESERVE THE SCENIC, RECREATIONAL AND EDUCATIONAL QUALITIES OF WATERWAYS.

### \* Policies

- Encourage recreational use, fish and wildlife protection and enhancement as the dominant purpose in scenic waterway corridors.
- Require special review of future additional water impoundment and river channel projects on scenic waterways.
- ✓ ◦ To require adequate public access, parallel to the river throughout the urbanizing areas of the Greenway project prior to the issuance of building permits.
- Control development in areas visible from county scenic waterways.
- ← ◦ Complement scenic waterways with appropriate building and land use regulations, requiring high development standards for river, lake, and coastal development.
- Restrict outdoor advertising and other detracting features along scenic waterways.
- Encourage acquisition of public recreation and open space land along scenic waterways in developed areas, and at significant recreation and scenic points elsewhere.
- ← ◦ Encourage subdivision design which provides for common access to rivers and lakes.
- Ensure that future highways adjacent to scenic waterways do not detract from the waterway by unnecessary elimination of stream bank vegetation, or the production of excessive noise, or the encouragement of incompatible development.
- Protect and encourage abutting agricultural lands to continue in the production of food and seed products.
- Provide protection for private lands and properties which are in close proximity to public use areas.
- ← ◦ Notify the Highway Commission and require review of all building permits adjacent to the proposed scenic rivers prior to the issuance of such permits.
- ← ◦ Permit the extraction of minerals and sand and gravel resources, providing that such extraction has no adverse impact on aquifers, streams, lakes, and scenic values; and require site restoration and appropriate inspection following the mining operation.

Greenway Jackson - could be 1 item

Sustaw - Wickham - tax incentive for removal & cleanup?  
Greenway - Jackson poor wording

Blm - Bramble - "regulate" is a more realistic &  
reasonable recommendation.

## Recommendations

- Adopt the Greenway proposal in its entirety as submitted by Lane County to the State of Oregon, and
- Amend the Greenway Plan to include the following:
  - The McKenzie River from the confluence with the Willamette River to Hendricks Bridge and possibly to Leaburg Dam;
  - The Mohawk River;
  - Fall Creek from the confluence of the Middle Fork of the Willamette River to Fall Creek Reservoir;
  - Row River from the confluence of the Coast Fork of the Willamette River to Dorena Reservoir.
- Consider for inclusion under the provision for land acquisition outside the Greenway boundaries sections of the Coburg Ridge, Camp Creek Ridge and Mt. Schuffle for park development (as indicated on page       ).
- Implement the Greenway acquisition under the following priorities:
  - (1) Consider the proposed Urban Riverfront park development of both banks of the Willamette River between the confluence of the McKenzie River to the upstream end of Mt. Pisgah as priority one;
  - (2) Consider scenic easements along the rest of the system as a minimum requirement;
  - (3) Acquire a continuous corridor from Dexter to Springfield;
  - (4) Acquire lands in other sections of the Greenway as opportunities permit.
- ← Provide for additional boat landings as Greenway acquisition allows.
- Acquire and develop all proposed boat landing sites as indicated.
- ← • Enforce the junk removal and weed control ordinance and continue to remove junk and debris from the riverbanks.
- Do not permit concrete "chunks" with exposed reinforcing bars to be used as bank stabilizers.
- Prepare and adopt a rehabilitation ordinance for park and recreation purposes for all land and gravel mining operations, and deny mining permits without rehabilitation plans.
- ← • Prohibit removal of all riparian vegetation along the Greenway project and scenic waterways.

Siuslaw-Wickham - This approach has failed in practice. What is needed is a plan for areas of similar values and constraints to be accompanied by an EAR? Then allow development that is compatible with the plan.

BLM - Bramble - Do you envision a NEPA type statement?

William Lane Walker - addition to list

Formulate & adopt rules for working with existing developments along the river for improvement of the bank for public access, trails, bike paths, scenic cameras, etc.

- Consider, where feasible, the construction of revetments far enough apart to allow for seasonal changes of the riverbed outside the urbanized areas.
- ← • Require environmental impact statements for all subdivisions and commercial enterprises along the rivers to assure compatibility with the river's environment.
- Preserve and enhance all historical buildings, structures and sites which are a part of the Greenway and Scenic River projects.
- Ensure the water quality of all rivers by the appropriate methods.
- Prohibit all dredging and filling in or near the waterways without proper permission by the appropriate agency.
- Adopt the proposed Lane County Scenic Waterways system.
- Undertake further studies of the proposed system, leading to specific recommendations for protecting scenic and recreational values and removing blighting features.
- Request the state to consider sections of Lane County's waterways for inclusion in the State Scenic Waterways program.
- Formulate and adopt controls on blighting features, and land use and architectural regulations, for application along scenic waterways to preserve scenic values.
- Provide for trails, campgrounds, picnic facilities, boating and swimming.
- Preserve all critical or unique wildlife habitats.
- Design and construct fish ladders so as not to visually detract from the natural environment.
- Follow the recommendations of the Field Guide to Oregon Forest Practice Rules, State of Oregon, Department of Forestry, 1973, where applicable to protect and enhance waterways.

Justin - 3 Wickham. Could legislation be enacted to require certain percentages of land within a given govt. administrative area to be devoted to use, open space, ed. areas, etc. and leave this up to the governing body to facilitate?

## Part II

### Regional and Local Parks

In Part I we proposed certain goals and recommendations as guidelines for the protection and enhancement of open space resources and recreational opportunities within our watersheds.

In the following discussions and associated illustrations we look in more detail at these areas in terms of regional and local parks, in and surrounding our cities and communities; to identify existing and potential regional recreation sites (pages            through            ); and to identify local park needs (pages            through            ).

A town's neighborhood and community park system provides an equitable pattern for the essential recreational needs of all residents. However, in addition to these facilities our society desires a wide variety of special recreational features which, for one reason or another, cannot be provided in the tightly organized spaces of local parks. They are either too big, too expensive, too specialized in appeal, or their function is derived from their unique location. We call these regional parks to indicate their broad coverage.

#### Regional Parks--

If the function of regional park facilities is to provide for quality recreational and educational opportunities in an environmental setting which attracts visitors from the distant parts of the County or greater region, then it is imperative that they are readily accessible to the County's population centers.

The objective of a well developed regional park system includes active recreation areas, the preservation of historical sites and sites of educational value, passive park lands, special recreation areas such as zoos, botanical gardens, cultural centers, etc. The amount of land required varies as to location, population densities, financial limitations and the appropriateness and compatibility of the recreational proposal to the existing environment and other nearby recreation sites. For these reasons, no size or minimum acreage requirements are suggested.

For selecting additional sites, considerations should also be given to further strengthen the open space proposals, as earlier discussed and to aim for a variety of recreationally suited environments. Some of the sites are expected to have resource-related improvements such as vista points, trails, picnic areas or boat launches, while other sites may be highly developed with golf courses, baseball diamonds, riding facilities, camping areas, etc.

In 1973 this agency published the Lane County Park and Recreation Survey to assist local park and recreation departments in the preparation of their development plans.

INTENTIONALLY LEFT BLANK



With a sampling of one to two percent of the County's population, the report's questionnaire identifies, among other data, recreation preferences, reasons for not participating, and the number of people participating in the various recreation activities by geographical location, as illustrated on the accompanying maps and tables.

The value of converting the data of the questionnaire into origin-destination line drawings and tables is the ability to visually follow the recreation movements of those who participate in a given recreation activity. We recognize certain patterns which enable us to draw general conclusions as to the popularity of various recreation areas, the need for additional recreation sites and facilities and what perhaps can be done to attract a larger number of the people to nearby facilities which, for various reasons, are not accessible to a certain sector of the population. For instance, Table A shows that:

- A large section of the respondents cannot participate in either boating, horseback riding or waterskiing because they cannot afford the sport.
- Nearly one out of four persons responding to family cycle indicated that they did not participate in most of the recreation activities because of cost or lack of transportation.

While these are random examples, it is not surprising that costs and lack of transportation are by far more frequently the reason for not participating than the reasons of not finding adequate facilities nearby (another item of the questionnaire but not listed in the table).

When it comes to geographic preferences for the ten most popular recreation activities, the accompanying tables suggest that:

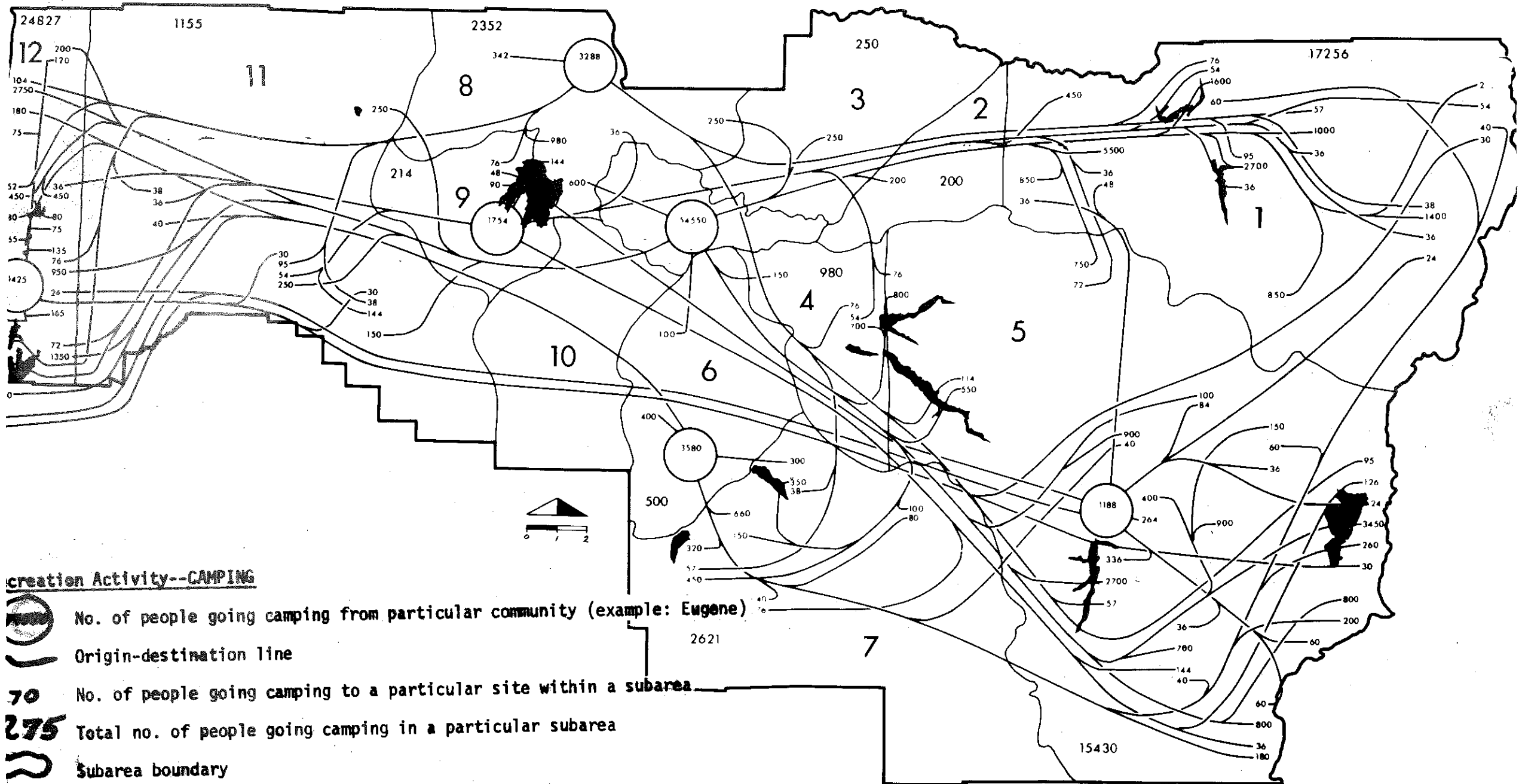
- On a county-wide basis the Coast and Fern Ridge Reservoir are preferred 3 to 1 over the rest of the county's subareas combined.
- The Coast and Fern Ridge Reservoir are the most popular recreation areas for almost all ten recreation activities listed.
- In sharp contrast to any of the water-related areas, Lookout Point Reservoir is the least popular area.

In brief, the illustrations serve to identify not only the popularity of a given sub-area, lake or reservoir but suggest regional recreation deficiencies.




If we assume that boating activities increase by nearly 29,000 as earlier predicted for 1990 and that we will accommodate those people who would like to boat and sail but cannot afford the sport, the following may occur:

--a certain percentage of the anticipated increase in boat users will continue to seek Fern Ridge Lake because of its proximity to the metropolitan area;

INTENTIONALLY LEFT BLANK



**Creation Activity--CAMPING**

-  No. of people going camping from particular community (example: Eugene)
-  Origin-destination line
- 70** No. of people going camping to a particular site within a subarea
- 275** Total no. of people going camping in a particular subarea
-  Subarea boundary
- 1** Subarea no. (example: Upper McKenzie)

INTENTIONALLY LEFT BLANK

MOST POPULAR RECREATION ACTIVITIES IN ORDER OF PREFERENCE		CAMPING		SWIMMING		PKHICKING		FISHING		BIKING		DRIVING FOR PLEASURE		BOATING & SAILING		BACKPACKING & HIKING		HORSEBACK RIDING		WATER- SKIING	
		cannot afford	no transport.	cannot afford	no transport.	cannot afford	no transport.	cannot afford	no transport.	cannot afford	no transport.	cannot afford	no transport.	cannot afford	no transport.	cannot afford	no transport.	cannot afford	no transport.	cannot afford	no transport.
FAMILY CYCLE	young married	5				30								50				65		15	
	child bearing					20				50	15	15	80					45		80	
	child rearing	5	5	10		5	30	10	15	10	10	30	10	50	5	10	10	40		40	10
	child launching		5							25		30		65		30	20	50		30	15
	aging parent		10				20			15	20	20	30					20			
	surviving member	10	5	15			25	100				50		20	20						
	young unmarried	25	25	15		30					50			75				30			
	average individual %age for not participating	11	10	13		21	25	55	15	18	31	29	15	53	13	20	15	42		41	13
	combined average %age for not participating for each recreation activity	11		13		23		30		24		22		33		18		42		28	
	combined total average %age for not participating for all ten recreation activities	24%																			
SOCIO-ECONOMIC	higher executives	5	10	30										30				50		40	15
	business manager	10	10			20								55		10	10	60		40	5
	administration	10	5				25		15		15	15		40	10	10	20	50		20	10
	clerical sales	10	5	10				15	15	10	10			60		20		30	10	30	10
	skilled manual	10	20				55	10		10	15			50			10	40		50	
	machine operator	5	10	10			15		15	30		45	10	65			10	40		50	
	unskilled			10	10		50	20	25	30		50	30	60		25		50		50	10
	average individual %age for not participating	8	10	15	10	20	36	15	18	20	13	37	20	51	10	16	13	44	10	54	10
combined average %age for not participating for each recreation activity	9		13		28		16		17		29		26		14		27		32		
combined total average %age for not participating for all ten recreation activities	21%																				

TABLE A

INTENTIONALLY LEFT BLANK

**TABLE B - PREFERENTIAL ORIGIN-DESTINATION ACTIVITIES BY SUBAREAS**

10 MOST POPULAR RECREATION ACTIVITIES	LANE COUNTY			EUGENE			VENETA			JUNCTION CITY			COFFAGE GROVE			OAKRIDGE			FLORENCE		
	PREFERENCE			PREFERENCE			PREFERENCE			PREFERENCE			PREFERENCE			PREFERENCE			PREFERENCE		
	1st	2nd	3rd	1st	2nd	3rd	1st	2nd	3rd	1st	2nd	3rd	1st	2nd	3rd	1st	2nd	3rd	1st	2nd	3rd
<b>CAMPING</b>	12 24827	1 17256	5 15430	12 21100	1 16500	5 13000	5 454	12 414	1 252	9 1322	12 1016	1 266	7 1400	12 860	5 780	5 900	12 132	1 108	12 1305	11 60	1 30
<b>SWIMMING</b>	9 7150	12 3091	7 2707	9 4750	12 1000	1 850	9 918	10 630	11 54	9 1482	11 133	10 76	7 2100	6 1560	5 80	5 1368	1 60		12 2015		
<b>PICNICKING</b>	12 13062	9 8263	1 7748	12 9250	1 7550	9 6700	9 594	10 486	12 428	9 969	12 760	5 114	7 2500	6 400	12 380	5 1344	1 84	12 24	12 2220		
<b>FISHING</b>	12 9347	1 4497	9 3568	12 7350	1 4150	5 2450	12 342	9 270	10 270	9 1254	12 323	10 76	7 1200	6 740	12 180	5 744	1 72	9 24	12 1140	5 45	1 30
<b>BIKING</b>	9 4484	6 1910	12 1672	9 1950	6 250	1 400	10 864	9 558	11 18	9 1976	10 38	11 19	6 1400	7 880	5 80	5 960	1 86		12 1245	6 60	
<b>DRIVING FOR PLEASURE</b>	12 8919	9 3578	1 3426	12 7115	1 3250	9 2000	9 270	10 270	12 132	9 1254	12 304	7 76	7 1160	6 740	12 180	5 342	1 76	12 48	12 1140	5 45	1 30
<b>BOATING &amp; SAILING</b>	9 8698	12 4203	7 3168	9 8050	10 2750	4 2650	9 252	10 202	12 108	9 361	5 95	12 95	7 1180	12 240	11 80	5 528	1 48	4 48	12 1410		15
<b>BACKPACKING &amp; HIKING</b>	5 7510	1 6570	12 2468	6 6350	1 6300	12 1850	10 252	5 216	1 108	5 140	12 100	1 80	7 1240	5 240	6 200	5 564	1 12		12 360	11 45	1 30
<b>HORSEBACK RIDING</b>	9 2655	6 1450	8 1358	9 1650	8 1350	6 950	10 396	9 234	11 36	9 741			7 800	6 500	5 60	5 264			12 265	11 45	9 30
<b>WATERSKIING</b>	9 5702	7 3010	10 2304	9 5200	10 2250	7 2050	9 198	10 54		9 304			7 960	6 300		5 372	1 48		12 855	11 75	

NOTE: NO VISITS WERE RECORDED AS THE FIRST THREE (3) PREFERENCES FOR SUBAREA 2 (LOWER MCKENZIE) AND SUBAREA 3 (MOHAWK-CAMP CREEK)

SUBAREA 1	UPPER MCKENZIE
SUBAREA 4	LOWER MIDDLE FORK-WILLAMETTE
SUBAREA 5	UPPER MIDDLE FORK-WILLAMETTE
SUBAREA 6	LOWER COAST FORK - WILLAMETTE

SUBAREA 7	ROW RIVER - LONDON
SUBAREA 8	LONG TOM - FERN RIDGE
SUBAREA 9	SPENCER CREEK - LORAYE
SUBAREA 10	WILLAMETTE - LONG TOM

SUBAREA 11	SINSLAW - LAKE CREEK
SUBAREA 12	COAST
	(NOTE) NO ACTIVITY IN ANY OF THE SUBAREAS
12 5200	(NOTE) INDICATES NO. OF VISITORS (5200) INDICATES SUBAREA (12)

INTENTIONALLY LEFT BLANK



MOST POPULAR RECREATION ACTIVITIES IN ORDER OF PREFERENCE	COAST WEST OF NY. 101	COAST EAST OF NY. 101	FERN RIDGE	DORENA	COUGAR	FALL CREEK	MILLS CREEK	COTTAGE GROVE	WALDO	DEXTER	BLUE RIVER	TRIANGLE	LOOKOUT POINT
	CAMPING	1 21094	3 3733	6 1938	11 688	5 2031	8 876	4 3095	10 827	2 3985	9 860	7 1790	12 750
SWIMMING	2 2126	4 965	1 5863	7 440	10 300		5 930	5 1030	8 350	6 550	11 100	9 333	
PICNICKING	1 12031	11 103	2 8950	8 780	7 1114	4 1697	5 1378	6 1350	9 490	3 2808	12 100	10 288	
FISHING	1 8521	3 826	2 1728	8 488	5 618	6 550	7 516	9 426	11 320	10 337	4 650	12 65	
BIKING	2 912	3 760	1 1036	4 140			6 100	5 120	7 50				
DRIVING FOR PLEASURE	1 8309	4 610	2 1728	9 400	5 600	6 500	7 466	8 428	10 300	10 300	3 650		
BOATING & SAILING	2 2937	5 1266	1 11470	6 998	8 800	10 398	9 707	4 1780	7 930	3 2338	13 50	11 311	12 250
BACKPACKING & HIKING	2 2158	9 310	12 108	10 200	5 572	4 818	3 832	11 130	1 2624	7 350	8 320	6 356	
HORSEBACK RIDING	2 235	5 70	1 351	4 200	7 50			3 220	6 62				
WATERSKIING	5 775	8 430	1 8163	4 780	11 100	7 400	9 216	2 1960		3 1400		6 525	10 200

**TABLE C - PREFERENTIAL RATING OF COASTAL AREA - LAKES & RESERVOIRS**

1
2
3

HIGHEST USE  
2<sup>ND</sup> HIGHEST USE  
3<sup>RD</sup> HIGHEST USE

10
572

UPPER NUMBER INDICATES RANKING ORDER  
INDICATES NO. OF VISITORS

INTENTIONALLY LEFT BLANK

--in order to provide such amenities as boating and sailing for a public which cannot afford the sport, rental services may increasingly become necessary;

--alternatives for recreation opportunities for those who lack transportation in order to boat, sail or participate in general recreation include: (a) public transportation opportunities to our major recreation areas near the metropolitan area and Fern Ridge Reservoir in particular; and (b) the construction of bike paths leading to nearby facilities.

If we further assume that rental and mass transit opportunities are to be implemented, especially on weekends and holidays, these recreation sites will attract additional people. Therefore, it is likely that: (1) a major regional park facility such as Fern Ridge Reservoir can become overcrowded; (2) recreation activities become increasingly incompatible, such as motorboating-waterskiing and sailing; and (3) an increasing number of people will seek alternative recreation sites elsewhere.

Earlier we made mention of a likely slow-down in recreational mobility, resulting from the energy crisis. It is therefore imperative that we re-evaluate our recreation needs by acquiring and developing recreation resources within and in close proximity to our population centers. On a regional level these recreation resources include all of our reservoirs, the completion of the Greenway Project, and an interconnecting link between our regional facilities and local parks.

#### Scenic Hillsides--

Contrary to the endless disputes concerning the significance of the ridge lines to the south of Eugene, publications including the 1990 Plan--the Quest for Scenic Quality--Hillside Development--and the recently completed preliminary South Hills Study are unanimous in their concern for the protection of hillsides and ridge lines surrounding our communities, and offer recommendations as to best guide residential developments in and near the study area.

All agree that the surrounding topographically significant features constitute unique and irreplaceable community assets, that the hills give a sense of identity to the city, that they provide for further park sites and open space for a variety of additional and accessible recreation opportunities, and that the hills and ridge lines in fact delineate the urban form and edge of the city.

The distinction of these hills lies not only in their topographical juxtaposition to the Willamette Valley but because many of these areas are still relatively undeveloped and characterized by extensive vegetation.

In view of the above factors, any areas recommended for park usage within the 9,000 acre site should serve at least one of the following purposes:

INTENTIONALLY LEFT BLANK

- To insure preservation of those areas most visibly a part of the entire community;
- To protect areas of high biological value in order to provide for the continued health of native wildlife and vegetation;
- To insure the provision of recreational areas in close proximity to major concentrations of population;
- To provide connective trails between major recreational areas;
- To provide connective passageways for wildlife between important biological preserves; and
- To contribute to Eugene's evergreen forest edge.

#### Specific Recommendations

- ° That all vacant property above an elevation of 901 feet be preserved from development through one of the following means:
  - Acquisition
  - Transfer of development rights
  - Scenic easements
  - Dedication
- ° That the City pursue acquisition of major parks to serve recreational purposes in the following areas:
  - In the present Skyline Park area east of Amazon and south of 30th Avenue;
  - In the area south of Amazon Drives (between the Skyline Park area and the present Spencer Butte Park);
  - In the area west of Willamette Street and the present 52nd Avenue (the old garbage dump site);
  - In the area of Crest School; and
  - In the Hawkins Heights area.
- ° That all proposed developments in the south hills study area be reviewed to determine if connecting linkages are possible between various park sites, particularly north of Skyline Park to Hendricks Park and between Blanton Heights and Hawkins Heights.
- ° The City should adopt an ordinance concerning the removal of vegetation.

INTENTIONALLY LEFT BLANK

In addition to the most recent efforts by the City of Eugene and the University of Oregon regarding the South Hills, this report recommends that public agencies consider a similar study and subsequent acquisition to preserve such hillside and ridge line areas as the Coburg Hills, the Camp Creek Ridge and Mt. Schuffle, as previously stated.

The inclusion of these hill sites into an interconnecting recreational network consisting of the South Hills, Spencer Butte, the Howard Buford Recreation Area and the entire Greenway would constitute the most significant and readily accessible park and open space system for Lane County.

### Goals, Policies and Recommendations

#### \* Goals

- ° TO PROVIDE FOR A VARIETY OF REGIONAL RECREATION SITES.
- ° TO PROVIDE RECREATION OPPORTUNITIES FOR ALL PEOPLE.
- ° TO PROVIDE FOR RECREATION OPPORTUNITIES NEAR OUR POPULATION CENTERS.

#### \* Policies

- ° To assure that a variety of recreation opportunities are available to those citizens who presently cannot afford to participate in outdoor recreation and/or who cannot participate because of lack of transportation.
- ° To develop multi-purpose recreation areas throughout Lane County in order to relieve future "over-use" of recreation sites and facilities along the coast, Fern Ridge and Dexter Reservoirs.
- ° To preserve scenic hillsides surrounding our communities.

#### \* Recommendations

- ° Implement the Greenway Project as earlier discussed.
- ° Provide for public transportation to Fern Ridge and Dexter Reservoirs and points within the Greenway on weekends and holidays.
- ° Develop a subsequent study to determine the feasibility and schedules for such transportation.
- ° Encourage full rental opportunities with nominal fees at Fern Ridge and Dexter Reservoirs, especially for boating, water skiing and horseback riding.
- ° Provide for bicycle paths to Fern Ridge and Dexter Reservoirs and adopt the recommendations as delineated in a later section of this report.

INTENTIONALLY LEFT BLANK



- ° Continue to analyze the variety of regional recreation amenities, especially in presently less popular areas for several of the ten most popular outdoor recreation activities.
- ° Adopt the preliminary recommendations of the South Hills Study.
- ° Following appropriate studies, acquire portions of such hillsites as the Coburg Hills, the Camp Creek Ridge and Mt. Schuffle.
- ° Provide for an interconnecting link of hiking and riding paths between nearby regional and community parks; and provide for two major hiking trails from the Eugene-Springfield Metropolitan Area as delineated on page .

Williamaine-Daller - I suggest statement such as:  
"Because Parks serve a less organized purpose than schools, an additional consideration should be made regarding easy access to a neighborhood park for all children."

## Local Parks

Comprehensively planned systems of neighborhood and community parks for all cities, unincorporated communities and urban fringes do not only serve the various local recreation needs, but collectively they become a significant element in the overall regional park and open space program.

One of the resulting factors following population growth and the expansion of cities is a frequent reduction in the livability of that city in terms of adequate open space and recreational opportunities, especially when existing facilities cannot be expanded. In addition, population growth means annexation of new areas and therefore further demands for additional facilities.

It is therefore recommended that additional lands are secured in the urban core, as well as adequate acreages be selected in the urban fringe area before the land is committed to other land uses and while land prices are relatively low.

In discussing equitable recreation services for our communities and rural urbanizing areas, the problems of providing adequate recreation facilities are not unlike those facing school boards in providing centrally located educational facilities.

← For the same reasons that an elementary school serves a neighborhood of about 2,000-4,000 residents and a junior high and high school serve three or four neighborhoods, or about 10,000 residents, it has been found that neighborhood parks should be established for each neighborhood and a community park for each equivalent group of neighborhoods: that is, to provide for centrally located park and recreation facilities which are easily accessible and of sufficient size to accommodate the required amenities.

For purposes of this discussion, it should be recognized that any standards suggested here can only serve as a guideline for the decision-making process. No two communities are exactly alike, and to dictate any one standard could easily indicate artificially-created deficiencies.

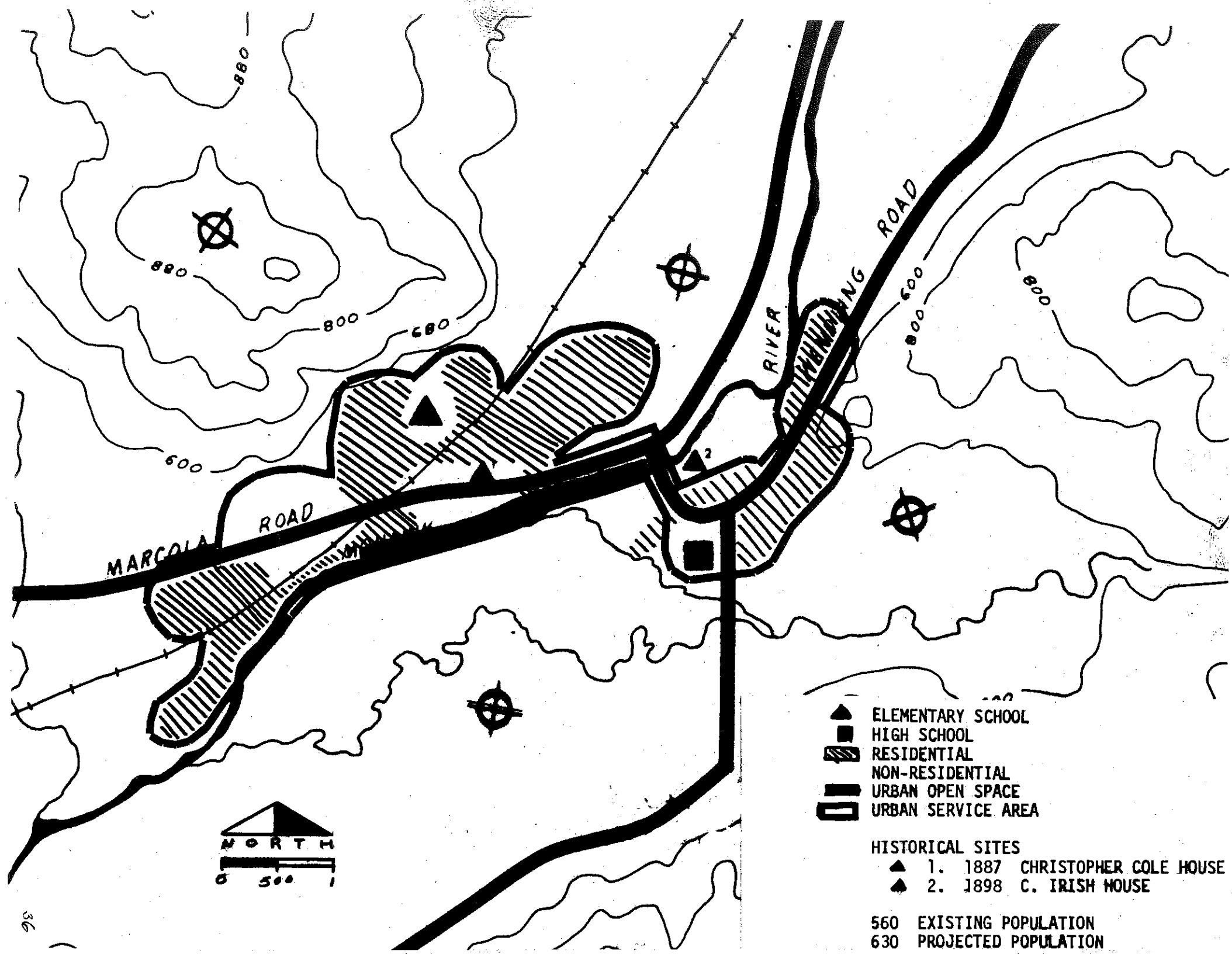
The subsequent illustrations, pages 36 through , delineate existing and proposed community and neighborhood parks and identify minimum standards for all cities, unincorporated communities and rural areas.

## Neighborhood Parks--

A neighborhood is considered the primary unit of the residential area, a space normally bounded by traffic arterials, prominent topographical barriers or land use belts not associated with residential use. Within this sphere of less than one square mile, the several thousand residents find their elementary school, park, church and shopping facilities.

The minimum size should be three acres if the park is to be integrated with an elementary school and five acres if the recreation site stands by itself. It should serve an area one quarter to one half mile in

INTENTIONALLY LEFT BLANK

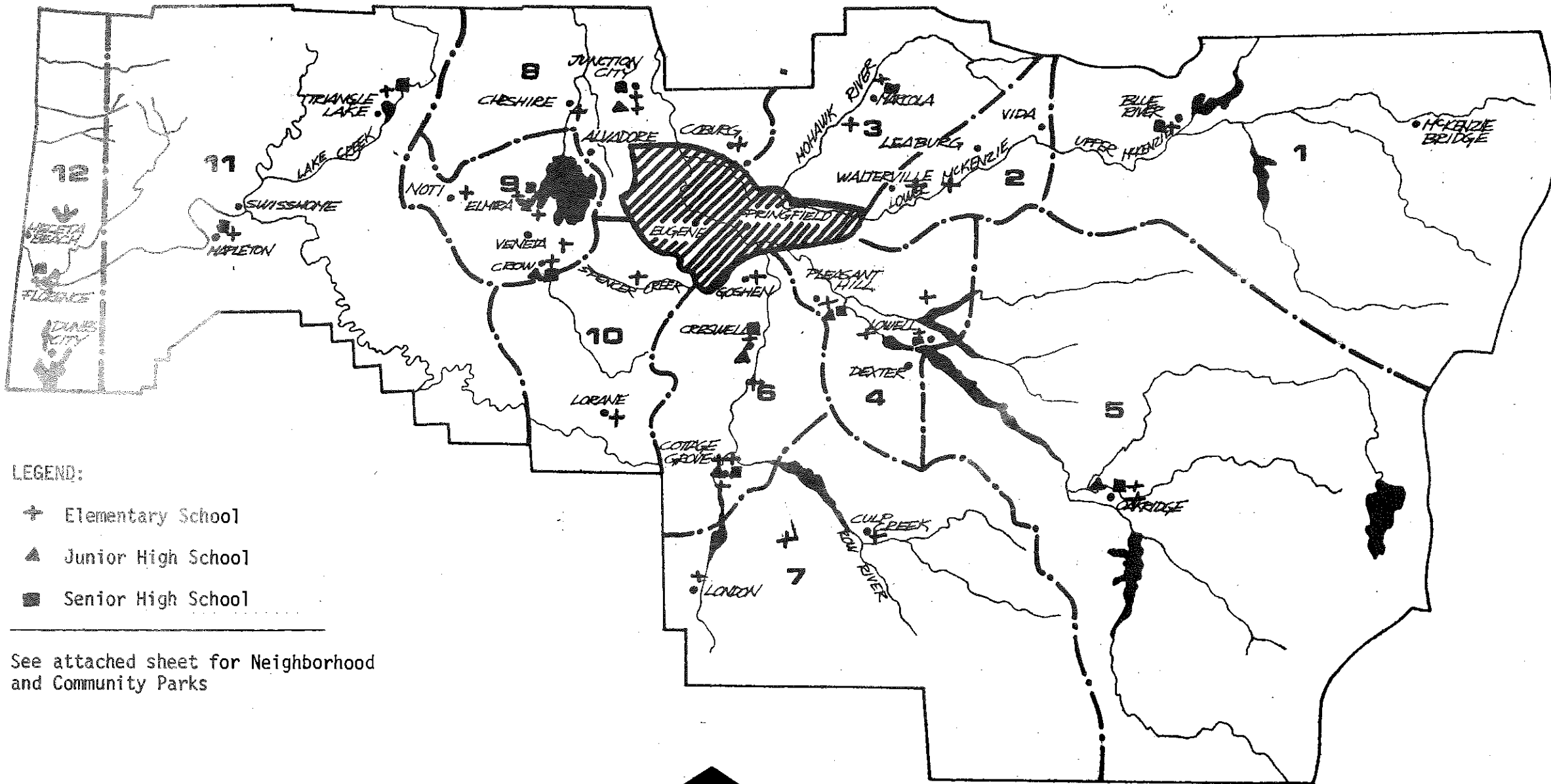


- ▲ ELEMENTARY SCHOOL
  - HIGH SCHOOL
  - ▨ RESIDENTIAL
  - ▩ NON-RESIDENTIAL
  - ▭ URBAN OPEN SPACE
  - ▮ URBAN SERVICE AREA
- HISTORICAL SITES**
- ▲ 1. 1887 CHRISTOPHER COLE HOUSE
  - ▲ 2. 1898 C. IRISH HOUSE
- 560 EXISTING POPULATION  
630 PROJECTED POPULATION



INTENTIONALLY LEFT BLANK

# SUB-AREAS: COUNTY PLAN



**LEGEND:**

- + Elementary School
- ▲ Junior High School
- Senior High School

See attached sheet for Neighborhood and Community Parks



SCALE IN MILES 0 1 2 3 4 5 6 7

INTENTIONALLY LEFT BLANK



		NEIGHBORHOOD PARKS					COMMUNITY PARKS				
SUBAREA	POPULATION		Total Number of Park Sites recommended	Individual Sites based on 5 acre min.	OR	Integrated site with Elementary School based on 3 acre min.	Total Number of Park Sites recommended	Individual Sites based on 12 acre min.	OR	Integrated site with J. High and/or S. High School based on 9 acre min.	
	1970	1995		Total recommended acreage per subarea		Total recommended acreage per subarea		Total recommended acreage per subarea		Total recommended acreage per subarea	Total recommended acreage per subarea
1	1600	1800	1	5	→	3	1	12	→	9	
2	2400	3500	1	5		3	none				
3	3000	4900	3	15		9	1	12		9	
4	6700	9700	4	20		12	1	12		9	
5	4800	5400	2	10		6	1	12		9	
6	16400	26900	6	30		18	3	36		27	
7	2000	2300	3	15		9	none				
8	10700	17600	4	20		12	2	24		18	
9	6900	11900	5	25		15	1	12		9	
10	3700	5400	2	10		6	none				
11	2800	3200	2	10		6	2	24		18	
12	6000	9800	2	10		6	1	12		9	

**NOTE:** The number of Community Parks in some Subareas were adjusted because of population forecasts and/or proximity of J. High to S. High Schools

**NOTE:** The above recommendations are independent from any other exist. or proposed local parks

Willamalone - Kryozak - with regard to "a swimming pool, a community center building" - this definition may be too broad

Willamalone - with regard to "under no circumstances should..." Good!

radius and include such amenities as play equipment, a ball field, multi-purpose court, wading pool, comfort stations, open lawns, trees and shrubs, etc.

The neighborhood park can, wherever possible or desirable, be incorporated into one of the larger community or regional parks, provided they meet the distant requirements and development standards listed above.

#### Community Parks--

The community park can provide recreation opportunities to three or four neighborhoods, and since it serves an area within a mile radius it is primarily used by those people who can ride bikes, walk, or drive to the facility.

← The site for this facility should include a minimum of nine acres when integrated with a junior or senior high school and a minimum of twelve or more acres when located by itself. The community park should include several sport fields and game courts, a swimming pool, a community center building, open free play areas, family picnic areas, off-street parking facilities and landscaped areas.

#### School-Park Coordination--

The use of school properties for recreational purposes in the community or rural urbanizing areas is not a new concept. As stated previously, schools and parks tend to have roughly the same service areas and provide certain similar facilities. Therefore, the considerations affecting the locations of school sites generally apply to park sites as well. This concept envisions the development of neighborhood parks near or in conjunction with an elementary school and community parks near or in conjunction with a junior high or high school. ← However, under no circumstances should the land requirements of schools substitute for neighborhood or community parks needs.

#### Planning Principles--

Planning for park areas and facilities for our urbanizing areas should be guided by the following:

- ° A recreation park system should provide recreation opportunities for all, regardless of race, creed, color, age, or economic status.
- ° Planning for recreation parks and facilities should be based initially upon comprehensive and thorough evaluation of existing public facilities, present and future needs, and trends; thereafter, periodic review, re-evaluation, and revision of long-range plans should follow.

Williamstone - with regard to last sentence - difficult

- Facilities and services provided by private agencies and institutions and commercial recreation enterprises to meet leisure needs of the population should be carefully evaluated by the public recreation agency so that a proper relationship between private and public facilities may be established and duplication avoided.
  - Planning for recreation parks and facilities should be undertaken with full citizen cooperation so that the recreation system may reflect the needs and interests of all groups.
  - Recreation parks and facilities for the city, county, special district, or metropolitan district should be planned as related parts of a unified, well-balanced system to serve the entire area of jurisdiction.
- The recreation plan, showing both existing and proposed recreation parks and facilities, should be integrated with all other sections of the general development plan for the locality.
- Planning for recreation parks and facilities should encompass areas beyond a city, county, or other jurisdiction that are related to it.
  - Each recreation center or recreation park should be centrally located within the area it is planned to serve and should be provided with safe and convenient access for all residents of the area.
  - Within a particular recreation park, the location, size, and design of activity areas and facilities should be regarded as flexible, so as to be adaptable to changes in the population served and in the recreation program offered to meet the changing needs.
  - Beauty and functional efficiency should complement each other and should be equally important goals of planning.
  - Land for recreation parks and facilities should be acquired or reserved well in advance of the development of an area in the same manner as it is reserved for other public purposes. This is especially true for areas which are likely to be annexed to an existing community.
  - Space standards for recreation parks should be met and the land acquired even if the limited financial resources of the recreation agency oblige it to delay complete development.
  - Selection or acceptance of sites should be based on their suitability for their intended purpose as indicated in the overall plan for the recreation system.
  - Recreation parks should be lands dedicated and held inviolate in perpetuity, protected by law against diversion to non-recreation purposes and against invasion by inappropriate uses.
  - And finally, the following should be considered in the design of each recreation area:

Willamalone-possibly the county might be encouraged  
on this effort?

Effective use of the entire site--Provisions of essential areas and facilities--Multiple use--Adequate space--Ease of supervision or operation--Convenience of access and circulation--Utilization of natural features--Safety--Economy in construction and maintenance.

### Goals, Policies and Recommendations

#### \* Goal

TO PROVIDE OPPORTUNITIES FOR ALL RESIDENTS AND TOURISTS TO PARTICIPATE IN OUTDOOR RECREATION AND ENJOY THE ENRICHMENT OF NATURAL AND MAN-MADE BEAUTY.

--All park developments shall reflect the interest and desires of the users, including socio-economic, age, sex and cultural characteristics of the people to be served, and must be compatible with the nature and purpose of such areas.

TO PROVIDE A BALANCED VARIETY OF LOCAL OPEN SPACE, PARK AND RECREATION FACILITIES FOR ALL CITIES AND UNINCORPORATED COMMUNITIES AND TO MEET THE NEEDS FOR BOTH ACTIVE AND PASSIVE RECREATION FOR PERSONS OF ALL AGES.

- \* TO STRIVE FOR AN ENVIRONMENT WHICH IS FUNCTIONAL AND VISUALLY ATTRACTIVE, AND WHICH ENCOURAGES THE BEST PRINCIPLES OF URBAN DESIGN.
- \* TO CREATE AND PRESERVE UNIQUE AND DISTINCTIVE QUALITIES IN OUR NEIGHBORHOODS.

#### \* Policies

*1979*  
*1/21/79*  
--Locate regional recreation facilities within convenient access to county residents.

--Encourage systems of outdoor recreation land and open space within communities, utilizing such natural features as rivers, streams, ponds, and ridges.

--Protect recreational land from potential adverse adjacent residential, commercial, industrial or other land uses which would detract from the recreational experience.

--Develop park sites in a manner best suited to serve the diverse interests of local residents and in areas of greatest need.

--Establish or maintain a sense of neighborhood identity.

← --Local park agencies should be authorized to purchase, prior to development need, park sites within projected growth areas that will eventually be annexed to the adjacent cities.

INTENTIONALLY LEFT BLANK



\* Recommendations

- Utilize the above-mentioned standards as a basis for providing community parks and neighborhood parks wherever practical.
- Coordinate recreation developments between public agencies and the private sector to assure their compatibility with land use considerations.
- Sidewalks should be installed by the developer for all new urban developments. Where sidewalks do not exist on developed property, plans, programs and methods of financing should be encouraged to provide sidewalks.
- Provide for adequate buffer strips around recreation areas to reduce visual and noise conflicts.
- Acquisition of adjacent vacant land must be considered in the site selection to allow for park expansion and to accommodate anticipated growth and increased demands.
- Park sites should be accessible to the general public and wherever feasible be accessible by means of public transportation.
- Sites should wherever possible be designed for multi-purpose use.
- Local school-park cooperative agreements and working arrangements must be initiated and continued to insure that permanent recreation facilities can be an integral part of neighborhood and community life.
- Adopt the community park and neighborhood park plan proposals.
- Park sites should preserve valuable natural and historical features.
- All improvements and site development should reflect environmental and ecological considerations.
- Permanent structures in the flood plain should be discouraged.
- Removal of native vegetation should be prohibited unless essential for construction. Replacement in kind must be provided for those trees removed.
- All excavation (cut and fill) areas are to be replanted immediately following construction of roads to reduce soil erosion.
- Encourage the best principles of urban design.
- ~~Emphasize the human scale in all developments.~~
- Site design should reflect a degree of ease of maintenance.
- All proposals should meet as nearly as is possible the standards described earlier.

Willamette<sup>Kryszek</sup> addition - local developers should be  
required to set aside suitable open space  
land and funds for its development in each  
new subdivision or PUD

- All structures should relate to the site, including scale, size, and intended function, and be accessible from local roads or streets.
- All site planning proposals for park and recreation areas shall be done in cooperation with qualified engineers, landscape architects, architects and planners.
- Local parks should be acquired and developed in need areas. Such facilities should be located within easy walking distance of homes.
- Automobiles shall, wherever possible, be separated from pedestrian travel by providing linear parks with safe pedestrian and/or riding paths, and bikeways to connect with other recreation areas, schools, or shopping areas.

←

INTENTIONALLY LEFT BLANK

## Bikeways and Pathways--

Estimates by the Bicycle Institute of America indicate that there are about 78 million bicycles in the United States, or that one of every three persons owns a bike. Assuming this ratio, the total number of bicycles owned in the state is estimated at over 700,000. There are various reasons for its growing popularity, including physical fitness, recreation, the cost of gasoline, frustrations with traffic jams in urban areas, and so on. It is not surprising that this rapidly-growing interest is causing public pressure for adequate and safe bicycle routes.

Realizing that the bikeway is a related element in the transportation system, the Oregon Legislature in 1971 (HB 1700) adopted a Recreation Trails System Act which created a commission charged with providing and administering state footpath, horseback riding and bicycle trails both near urban areas and to provide access to more distant scenic areas. The emphasis of the act is not so much on acquiring new public rights-of-way but on building trails on existing public lands, mainly in and to recreation and scenic areas. This state legislation should be utilized to help provide some of the sections of possible bicycle and pedestrian pathways as shown on the Eugene-Springfield Metropolitan Area Map, page .

In order to ensure the effectiveness of any bikeway proposal, there must be adequate short and long distance demands to warrant its construction, the routes be located near existing traffic generators, and the interconnecting links must provide advantages over the present transportation system.

Aside from the aspect of planning future bicycle routes, considerations must also be given to the types of bicyclists those are to serve in order to establish priorities for construction. These include cycling for general recreation purposes and utility cycling in which the objective is to reach a specific destination, such as school, home, office, etc., on direct and safe routes, minimum grades, and with a minimum of delay.

Since schools, colleges, central business districts, recreation centers and major employment centers appear to be major bicycle generators.

- The first priority is the establishment of urban commuter routes, usually no more than five miles in length;
- followed by the construction of short recreation bikeways near population centers (average of 15 miles in length).
- the third priority is touring routes over long distances.

The ultimate objective is a combination of all three types of bicycle paths in which urban and short recreation bikeways also serve the third priority. Economic studies conclude that from a point of operation and time cost, bicycle trips of less than five

Willamette - Kryzale - not so sure about horse

Willamette - bike path - Alton Baker, Island, Dennis, Pisgah

miles have comparative advantages over the automobile, including a reduction of traffic congestion and reduced parking and walking time.

With the exception of Coburg and the Eugene-Springfield Metropolitan area, most Lane County communities have not identified local bike path needs.

The Lane Council of Governments is presently preparing a bicycle master plan; however, there are no immediate plans for bicycle routes between communities and it appears unlikely that cross-country bike routes will be realized within this planning period.

In any case, the following recommendations should be considered as preliminary proposals subject to public discussion.

#### Goals, Policies and Recommendations

##### \* Goal

← TO PROVIDE A SYSTEM OF TRAILS (PEDESTRIAN, BIKING, AND HORSE) FOR SAFE, CONVENIENT AND PLEASANT TRAVEL FOR BOTH RECREATION AND TRANSPORTATION.

##### \* Policies

- ° Provide specific projects for bike, pedestrian, and horse travel.
- ° Ensure that the need for bikeways and pathways is considered in the formulation of highway plans, and incorporated with highway construction where feasible, but not necessarily on the shoulder of the highway if there is a more appropriate location.
- ° Integrate the planning for bike and pathways with the scenic highway and scenic river proposals where appropriate.

##### \* Recommendations

- ° Complete a bikeway-pathway plan which supports the Eugene-Springfield Plan and the Lane County Plan.
- ← ° Upon completion of the plan, designate a county-wide system of pathways for bicycle, pedestrian, and horse travel.

INTENTIONALLY LEFT BLANK



## Historical Preservation--

It was little more than one hundred years ago that men like Skinner, Bristow and Scott arrived in the Willamette Valley and Lane, the first Territorial Governor, created and organized the county. Events during this period included the bill creating the Territory of Oregon in 1848; the Lost Wagon Train; the first flow of pioneers crossing the Willamette Pass, near Oakridge, in 1853; the first stagecoach between Corvallis and Eugene in 1855; the steamboat "James Clinton" arriving in Eugene in 1856; Oregon's Statehood in 1859; the tracks of the Oregon and California railroad reaching Eugene in 1871; and finally in 1926, the American Express in Eugene retired its last horses to make way for new things to happen.

The reason for including a section on historical preservation in this report is twofold. First: One of the more popular outdoor recreation activities listed in the earlier mentioned Lane County Park and Recreation Survey was museum and historical site touring. Second: Since tourism is one of the few economic potentials of many small communities, the preservation of historical sites and the development of historic pageants can add considerably to the community's tourist appeal, local pride and variety to the urban scene.

The potential role which historical preservation can plan in enhancing the visual appearance of a community can be seen in Jacksonville and Brownsville, where, through tasteful restoration, the development of museums and the staging of local events has added to the interest of the community. To a lesser extent, some communities in Lane County are working toward similar goals through the development of local pageants, such as Junction City's Scandinavian Festival and the Bohemia Mining Days in Cottage Grove.

Unfortunately, as historical sections of communities are encroached upon by new development, they are either destroyed or gradually lose their character through insensitive modification or adjacent incompatibility. Where entire historical sections still remain, such as the old waterfront in Florence or the area near the railroad station in Eugene, strong efforts should be made to preserve significant buildings and ensure that the design of new buildings is in harmony with the existing ones. Toward this end, the Arts Advisory Committee of the Lane Council of Governments has inventoried significant historical buildings and the City of Eugene has adopted an ordinance which would identify and preserve entire neighborhoods for reasons of uniqueness or historical value.

In addition to the preservation of historically significant buildings is the categorical preservation of all covered bridges throughout the county. And some of the structures which we tend to accept as commonplace are worth preserving. In twenty years will someone born today know what a wigwam burner looks like?

The history of the county should be developed throughout the county, but some aspects should be preserved and developed in museums. Lane County presently operates the Pioneer Museum at the County Fairgrounds.

INTENTIONALLY LEFT BLANK

The role the county government takes in explaining and enhancing the history of the county could be further increased by using the Pioneer Museum facilities and staff to devise ways to increase our knowledge of local history. This could include traveling exhibits to communities throughout the county (especially at the time of local festivals) and the identification and marking of historical sites and structures. Some communities, notably Junction City and Cottage Grove, have already established local museums, and in Florence there is an effort underway to establish a museum on the old waterfront area. The establishment of such facilities in the major communities throughout the county should be strongly encouraged.

It is hoped that the major historical sites, buildings and structures. Some communities, notably Junction City and Cottage Grove, have already established local museums, and in Florence there is an effort underway to establish a museum on the old waterfront area. The establishment of such facilities in the major communities throughout the county should be strongly encouraged.

It is hoped that the major historical sites, buildings and structures as indicated on the accompanying community and Regional Park maps can assist in developing local and county-wide programs for their ultimate preservation or restoration. For additional information on covered bridges, see pages 60 through 62 .

#### Goals, Policies and Recommendations

##### \* Goal

TO ENCOURAGE THE PRESERVATION OF THE DISTINCTIVE QUALITIES AND VISIBLE TIES TO THE PAST WHICH FOSTER A SENSE OF IDENTITY IN OUR COMMUNITIES.

##### \* Policies


- ° Restore historical sites and structures which can be preserved for the education and enjoyment of the public, utilizing private local funds and federal programs.
- ° Encourage private citizen education and information programs concerning historical preservation.
- ° Stimulate communities to emphasize their historic, scenic, geographic or other unique qualities through such measures as local pageantry and community design and improvements.
- ° Establish historical zones to maintain the character of buildings and natural features in historically significant areas.
- ° Allow for special building code exemptions consistent with the intent of maintaining historically significant structures.
- ° Encourage the development of local history museums in all the major communities of Lane County and help foster their role by providing "traveling" county exhibits.

INTENTIONALLY LEFT BLANK

\* Recommendations

- ° Continue to undertake a survey of visually and historically significant sites in Lane County.
- ° Designate all the remaining covered bridges in Lane County as historical sites to be actively preserved and protected at their existing locations.

adoption of plan  
& how,  
what are agencies supposed to adopt



what happens now, what is likely to happen

BLM - Brambles - Should there be some effort in diverting some pressure from the major existing opportunity areas in order to spread the load?

*There are ways of Funding*

*specific actions leading to acceptance of plan*

Part III

Implementation

It is one of the responsibilities of the Lane Council of Governments to review and to determine the eligibility of all local funding applications, public or private, directed at the state and federal levels for grants-in-aid assistance.

In order to determine the area-wide significance, compatibility and consistency of any open space, park or recreation proposal with the county-wide goals, as documented in the County Plan, it is suggested that the policies, recommendations, priorities and standards of this report serve as guidelines in the review process.

Since limited funds for acquisition, preservation or development of recreational and open space lands will continue to be a perennial source of frustration, the following priorities and means of financing are suggested for consideration.

Priorities

- ° Lands which are likely to be developed first should be acquired first to reduce increasing costs, especially if such lands are on the open market and/or have outstanding natural features.
- ° Lands which do not experience urban encroachment or development pressures because of topographic reasons, soil conditions or other self-preserving natural features shall have lowest acquisition priority.
- ° Lands should only be purchased if other means of acquisition fail to assure permanent preservation.
- ° Multiple open space, parks and recreation uses shall have funding priorities.
- ° Whenever the cost of acquisition is beyond the financial capability of an agency, alternative sites with similar resources and for similar purposes shall be encouraged.
- ° Open space, park and recreation lands lost to other purposes shall be replaced in size, quality, development and proximity.
- ← ° On a county-wide basis, emphasis should be placed on providing conservation and recreation areas along the major scenic and recreation opportunity areas, as earlier delineated, because of their public accessibility, popularity, and environmental amenities offered.

INTENTIONALLY LEFT BLANK



## Acquisition

On a regional basis it is not assumed that the open space and park program will result in a net loss of assessed values, rather would the results be of a nature of value transfer. That is, lands which are removed from the available supply of land will invariably increase the values of other lands.

## Purchase

Preserving open space for urban form determinants, recreation and conservation through outright purchase is perhaps the most costly means of acquisition, initially, although it offers the most effective and permanent solution, especially in view of inflated land prices. Although exaggerated, an example thirty years from now could be the difference in monetary value and social benefit derived equal to the thirty years since the purchase of Central Park in New York City.

Purchases may include lease-backs or sale-backs for the use by other parties, providing such uses are compatible with the open space or recreation objectives of the original acquisition or which may stipulate certain covenants regarding development rights. These means, together with the right of access, such as easements, not only lower the costs of acquisition but keep the land in multiple use, including conservation, food, seed and timber production--and on the tax rolls.

## Gifts

Many municipalities and the state have acquired land for conservation, open space and recreational development through private donations, foundations, non-profit corporations or trust grants. Although the reliance of such gifts do not necessarily ensure the proper location or size requirements for particular demands, it is nevertheless recommended that the continuance of such donations be encouraged.

## Federal Funds

--The primary federal funding sources include:

- The 1965 Land and Water Conservation Fund, administered by the Bureau of Outdoor Recreation--Department of the Interior. These grants are available for the acquisition of open space lands on a 50-50 matching fund basis.
- Grants available through the Housing and Urban Development (HUD) Act of 1965 will match up to 50 percent of the acquisition and development cost; however, these funds are presently not available for the development costs for lands which were not initially purchased with federal monies. It is suggested that the definition for qualification of such grants be amended to include development funds on an equal basis for such lands not originally acquired through federal assistance.

*will the  
available  
of these  
programs  
exist  
next  
year?  
↓  
funding  
sources  
change*

INTENTIONALLY LEFT BLANK

- ° The Legacy of Parks Program, which includes the Department of Housing and Urban Development, Open Space Land, Urban Beautification Program and Historic Preservation programs, provides matching grants of up to 50 percent for acquisition, development, improvements and restoration. It also provides grants to state and local agencies for up to 75 percent for acquisition costs of undeveloped lands which are significant in determining economic and urban growth and form patterns.

#### Regulatory Methods

- ° Preferential assessments, tax exemption, deferrals and inducements are additional means of preserving open space; however, these offer only temporary solutions and are inadequate in their intent for long-range considerations. The 1971 Legislature, ORS 308.740 - 308.790 provides for special assessment of open space land, providing the purpose and characteristics of the land comply with the criteria of the provision. The Act also states that penalties of property taxes be levied against those lands which revert to other than open space uses.
- ° Zoning regulations, although subject to changes, political, and legal interpretations, can assure the preservation of open space resources, especially in floodplains and geologic hazard areas where public health and safety are involved. Building and zoning permits for new residential subdivisions and "cluster" developments requiring park or recreation areas should be employed as already discussed. New subdivisions adjacent to existing parks should be required to pay an appropriate fee equal to the cost of the recreation area and development cost of facilities not provided.

#### --Other Methods

- ° Although a combination of outright purchase and zoning may prove to be the most practical, the Pennsylvania Legislature permitted the use of compensable regulation as a means to preserve open space.

In brief, lands retained in privately-owned open space would be zoned for a specific use, such as farming. The method assures the continuation of the land in open space use and the owner would be guaranteed the price of the land, adjusted to current dollar values, whenever the owner sells his land. In cases where prices are less than the guaranteed value, the owner would be paid the difference. Furthermore, an owner would only be taxed on the open space use of his land, thereby reducing tax hardships.

In addition to the above, Lane County and its municipalities could secure partial funds for open space, park and recreation preservation, acquisition and improvements through foreclosures of tax-delinquent properties, revenues from room taxes, user fees of overnight and specially-developed recreation facilities, real estate transfer and gasoline taxes.

INTENTIONALLY LEFT BLANK

Whatever means are appropriately employed, it is apparent that no one avenue for acquiring funds can accomplish the task of providing for all the necessary recreational and open space needs but that all funding sources be considered well ahead in time because of competition for similar funds.

### Goals, Policies and Recommendations

#### \* Goal

TO REALIZE THE RECREATIONAL PROPOSALS OF THIS REPORT

#### \* Policies

- ° Implement a system of open space preservation and conservation by means appropriate to each circumstance--outright purchase, easements, zoning and tax policies.
- ° Acquisition of outdoor recreation areas and open space with conservation assets shall be given priority. Development shall be undertaken as funds become available.

#### \* Recommendations

- ° Publicly acquire adequate local recreation sites for community recreation needs within rural communities.
- ° Initiate and encourage preferential property tax treatment for all forms of open space.
- ° Examine the possibility of acquiring tax delinquent property for public recreation potential.
- Develop or assist in the development of recreation facilities through appropriate funds only after satisfactory provisions have been made for their adequate maintenance.
- Accept gifts of land offered for recreation purposes only when the location and intended use of the site conforms to the recreation plan or when costs for development are justified for the anticipated use.
- Funds for joint recreation development should only be appropriated after written agreements clearly state the responsibilities of the parties concerned.
- ° Cities and Lane County shall encourage the development of recreational facilities by private enterprise.
- ° Private subdivision developers shall be required to provide open space or recreation areas, including landscaping and provisions

INTENTIONALLY LEFT BLANK

for recreation equipment as a prerequisite for site review and the issuance of building permits by the appropriate agencies having jurisdiction over the application, or pay a fee in lieu of such dedication for park site acquisition that would serve the subdivision.

- In order to determine the eligibility or feasibility of a request for acquisition or development, a complete environmental impact statement should be prepared prior to its review. The result of the findings must indicate a net beneficial environmental impact, which is both short-term and long-term in nature.
- Publicly acquire adequate local recreation sites for community recreation needs within rural communities.
- Publicly acquire parks of unique and regional significance, particularly sites which are needed to provide access to riverbanks, lake shores and coastal beaches.
- Establish a county-wide private non-profit organization for the receipt of gifts of land and monies for specific outdoor recreational uses.

INTENTIONALLY LEFT BLANK



## Capital Improvements Programming

Capital improvements programming is a budgetary planning process, to provide a comprehensive, long-term program for the development of necessary public improvements. Recognizing that the County must anticipate a continuing and increasing need to provide a wide range of public improvements, a capital improvements program places these needs into a long-term perspective and thus provides one means of implementing a Comprehensive Plan. Based upon a factual analysis of each of the functional areas of facilities planning - their current status and projected needs - a unified plan establishing capital projects priorities and the allocation of revenue can be adapted. This "plan" is the Capital Improvements Program.

The advantages of such long-term programming are that:

- ° It establishes project priorities and provides a single comprehensive schedule covering all proposed projects.
- ° It tends to eliminate duplication and poorly planned expenditures.
- ° It requires operating departments to project their future needs and to summarize their proposals.
- ° It promotes closer cooperation and coordination among departments, thereby bringing about better understanding and coordination of the overall program.
- ° It schedules work so that sound planning and design can be accomplished without overloading operating departmental staff members.
- ° It provides for a scheduled purchase of land in advance of actual need, thereby minimizing costs to the county.
- ° It provides information required for financial analysis so that budget needs can be anticipated and adjustments can be made without undue fluctuations in tax rates.
- ° It provides a means of informing the taxpayer of the capital improvements that he will receive for his tax dollar and gives him an opportunity to express his desires regarding these or other projects.
- ° It informs other agencies of government, private utilities, developers, and other investors as to the county's project construction timetable and allows them to plan their own developments accordingly.
- ° It provides a measure of county needs and an implementation of the Comprehensive Plan.



BLM- Bramble- This section is the guts of the plan. What are the specific priorities for development?

It indicates in some instances, the need for increases in operational budgets resulting from increased or changed levels of service.

The process is ongoing, and is organized in three stages:

Stage 1: itemizes the projects, revenue expenditures and anticipated revenue offsets for the current fiscal year and is part of the county's budget for that year.

Stage 2: covers the next four years and itemizes for each year projects and anticipated revenue offsets.

Stage 3: covers the second five years and includes a general listing of projected future needs and present needs with low relative priority.

Each year the Capital Improvements Program is reviewed, updated and extended one year.

Summary--Capital Improvements for Lane County

1973-1978	\$10,000,000
1978-1983	<u>\$10,000,000</u>

Approximate total of \$20,000,000 for Park development and acquisition.

1973-1983                      \$    50,000 for boat landings.

Note: for more detailed information please refer to appendix.

INTENTIONALLY LEFT BLANK

## Part IV

### Blight

The recommendations outlined in this report, while offering additional recreation opportunities and a change of pace, would do little to further this goal as long as pollution remains one of the vilest signs of man's presence.

The vulgarity, neglect, shoddy development, the uncontrolled spread of advertising signs, junk, litter and contempt for the environment and the rights of others are very real problems which must be corrected.

Junkyards and abandoned cars are unsightly features in the landscape and unpleasant neighbors to adjacent land uses. Depending on the price for scrap metal, the cost of removal of these abandoned vehicles can be prohibitive, especially when submerged or filled with debris along the banks of our waterways. Aside from developing and strictly enforcing the appropriate ordinances (such as junk removal ordinances in various communities) some improvements in reducing these problems may perhaps be accomplished through franchised haulers or an ordinance requiring mandatory deposit on all new cars.

Uncontrolled outdoor billboards and on-premise signs are another major nuisance which spoils our visual environment. Other than the 1971 state legislation for sign control along state highways, designated scenic highways and on-premise outdoor advertising signs within 660 feet of state highways--including interstate routes and the federal aid primary system, Lane County has little control over on-premise signs and billboards. There are on-premise limitations in zoned areas but they need to be refined.

Outdoor advertising and on-premise signs must be carefully controlled according to strict standards and the recommended land use, whereas billboards and outdoor advertising signs, other than on-premise signs, should be entirely prohibited in designated scenic areas.

Some land uses have particularly noxious characteristics. There are, for example, the odor problems associated with kraft paper mills and feedlots; dust problems from mining and sand and gravel operations; visual pollution and health and safety hazards from dumps and junkyards; and the potential air and water pollution problems with some industrial operations.

To eliminate such potential conflicts with other land uses, full consideration should be given to avoid odor, dust, visual pollution, health hazards, and air and water pollution problems prior to approving changes in land use.

Finally, there are serious problems associated with increasing levels of noise pollution. Noise pollution is largely, but not exclusively, an urban problem. Major sources of community noise pollution include

INTENTIONALLY LEFT BLANK

vehicular traffic, trains, airplanes, and industrial and construction activity. Not only urban areas are being subjected to increasing noise levels. Even in some of the remotest parts of the county excessive noise arises from such sources as beach buggies, snowmobiles and trail bikes.

There are several serious effects resulting from excessive noise. People exposed to extensive and persistent high noise levels--such as occur in some factories, manufacturing plants and sawmills, transformer stations, truck and rail traffic, construction activities, such as pneumatic drills and jackhammers, along airport landing zones and from loud music--can suffer serious hearing loss. Excessive and persistent noise also can cause physiological and psychological impacts which can help produce hypertension and various medical impairments. Finally, noise pollution also results in a general loss of livability.

Vehicular traffic is usually the principal source of community noise and usually prompts the most complaints. Trucks, particularly diesel trucks, have been found to be the worst offenders. Major highways particularly are sources of excessive noise levels which can have all sorts of adverse effects on livability. A freeway through a residential area makes backyard activities less enjoyable, it can destroy the peacefulness of adjacent parks, and disrupt school and working environments. Where major highways exist or are inevitable, these problems can be reduced by such measures as -- berms and planting evergreens to reduce the noise features, depressing highways, and keeping development away from freeways, with 500 feet as a desirable setback for development.

A wide area around airports, particularly Mahlon Sweet Field, is exposed to a high level of noise. Such land uses as residential development, schools and hospitals are incompatible with airports. When residential development takes place it can lead to complaints which may curtail the operation of the airport.

Lane County's "Airport Needs Study" found that fortunately the problem of noise near Mahlon Sweet Field has so far not been serious. "However, the public investment in Mahlon Sweet Field can be lost if additional incompatible developments are permitted to develop near the airport, particularly in line with the runways;" the study further points out that the simplest way to reduce the problems of urban development and airport noise is to surround the airport with a buffer of open land. In the case of Mahlon Sweet Field, the city of Eugene already owns the clear zone property for the main runway and it preserves the approaches by leasing this land for agricultural use.

INTENTIONALLY LEFT BLANK



Finally, recreational activities which are a source of enjoyment to some become a source of annoyance to others. Drag races, auto and cycle races have an impact on people who live in the vicinity of the track. Such activities should be located at a considerable distance from populated areas and tracks should be fenced with noise barriers and surrounded by vegetation. Another recreational noise source are boat races, most notably the hydro-plane races held on Dexter Reservoir.

The impact noise has in reducing general livability was largely overlooked in the past. But the federal and state governments as well as some local governments have come to recognize noise pollution as an increasingly serious environmental problem.

At the federal level, the Environmental Protection Agency has become involved in noise control as a result of an amendment to the 1970 Clean Air Act. Federal legislation in 1972 provides EPA with the authority to limit the noise-generating characteristics of a range of equipment and products.

In 1971 the Oregon legislature (HB 1669) found "that the increasing incidence of noise emission in this state at unreasonable levels is as much a threat to the environmental quality of life and health, safety and the welfare of the people of this state as is pollution of the air and waters of this state." In response to this act, the Department of Environmental Quality has begun the development of a comprehensive noise pollution program for the state.

At the local level, the City of Eugene has a noise ordinance dealing with "unreasonable and raucous noise" from specific sources; however, Lane County has no ordinance dealing specifically with noise. An ordinance should be designed to cover all of the metropolitan area with specific standards, especially for vehicular noise. Such an ordinance should then be adopted by Lane County. The Lane County version of the ordinance should consider the nuisance type excessive noises which are inflicted on the rural areas. If, as seems likely, the Oregon Department of Environmental Quality is going to provide the leadership in helping design such an ordinance, the communities of the metropolitan area should work in cooperation with the state in formulating and adopting such an ordinance. In addition to noise control ordinances, local governments can reduce the adverse effects of noise by control of the location and design of certain noise-generating facilities such as major highways, airports, and industrial development.

#### Goals, Policies and Recommendations

##### \* Goal

TO MAINTAIN CONTINUOUS PROGRESS TOWARD THE REDUCTION OF ALL MAN-MADE BLIGHTING INFLUENCES

TO ENCOURAGE MEASURES AIMED AT PREVENTING AN INCREASE IN NOISE POLLUTION

INTENTIONALLY LEFT BLANK

\* Policies

- Discourage any additional junkyards in scenic areas, particularly along major roads, scenic highways, rivers and pathways.
- Endeavor to eliminate or screen existing junkyards along major roads, scenic highways, rivers and pathways.
- Encourage programs allowing for the economic disposal of abandoned vehicles.
- Permit outdoor advertising (billboards) only in commercial and industrial zoned areas in controlled quantities.
- Discourage any outdoor advertising in scenic areas even if some portions are zoned for commercial and industrial use.
- Exercise control over on-premise signs, particularly in scenic areas.
- Encourage all the incorporated cities of Lane County to formulate and adopt sign control regulations.
- Encourage community beautification programs, such as the existing RC and D beautification contest, through publicity, recruitment of volunteers and provision of expertise.
- Review the effects of road widening proposals on trees, streams and structural setbacks and modify standards where appropriate.
- Encourage public and private interests to retain and plant the maximum number of trees and other indigenous vegetation within communities, particularly on hillside properties.
- Encourage anti-litter education programs and periodic community clean-up campaigns, and investigate the necessity for a county anti-litter ordinance.
- Require that land use and zoning decisions involve adequate consideration of the noxious characteristics of potential land uses.
- Review future arterial locations affecting vehicular movement, particularly trucking routes, to determine conflicts with adjacent land uses.
- Encourage berms, tree plantings and other noise-reducing features in conjunction with highway and arterial designs for future residential areas.
- Require that planning for future airport locations, approachways and flight paths consider the noise effects on existing and future residential areas.

INTENTIONALLY LEFT BLANK

- Require building and housing codes and land use controls within airport vicinity zones to consider aircraft engine noise.

\* Recommendations

- Review the adequacy of esthetic considerations in the existing junkyard ordinance and strongly enforce the ordinance.
- Formulate and adopt a comprehensive county sign control ordinance to control the height, size, location and character of outdoor advertising and on-premise signs compatible with the minimum necessary for visibility.
- Establish a county program to give recognition for outstanding achievement in community design and other improvements in environmental qualities. The program should include recognition of organizations, individuals and firms which through achievement in fields such as landscaping, architecture, and community beautification help enhance our environment.
- Formulate and adopt industrial performance standards to cover potential blighting and noxious effects of industrial development.
- Formulate and adopt an ordinance that all public capital improvements be reviewed by the planning commission in order to help ensure that such improvements do not adversely affect environmental qualities and esthetics. Encourage other planning commissions to do likewise for their jurisdiction.
- Develop and adopt a comprehensive noise control ordinance, working in cooperation with the Oregon Department of Environmental Quality and the cities of Lane County. The noise control ordinance should include regulations to reduce the potential adverse effects of vehicular noise on adjacent land uses.

Much can be done to improve the appearance of some of our communities and rural areas with some organization and voluntary manpower. The annual beautification contest of the Upper Willamette Resource, Conservation and Development program, for example, has had some excellent success in stimulating increased local pride and improved community appearance in participating communities. This annual contest in beautification programs between rural towns and communities has produced results ranging from the cleaning up of junk and litter to the repainting and fixing up of a whole "downtown." These and similar measures, such as: the clearing of vacant overgrown lots, the planting of street trees, and the repainting of "street furniture", are relatively simple measures which can have dramatic effects in improving community appearance.

The RC and D program and similar efforts at community beautification should be strongly encouraged. Lane County could strengthen such efforts aimed at both encouraging community beautification programs and good design by instituting its own program which gives recognition to outstanding achievement in these areas.

INTENTIONALLY LEFT BLANK

APPENDIX

INTENTIONALLY LEFT BLANK



## Covered Bridges of Lane County

### Earnest Covered Bridge

Howe truss

Five miles N.E. of Marcola; over Mohawk River. Built in 1938; length 75 feet.

This is a typical Lane County covered bridge; all white, high strip windows, curved portals.

### Goodpasture Covered Bridge

Howe truss

One mile west of Vida; over McKenzie River. Built in 1938; length 165 feet.

One of the longest covered bridges in Lane County. This bridge was designed by the State Highway Department; the gothic-type windows are typical of State covered bridge design.

### Horse Creek Covered Bridge

Howe truss

One mile south of McKenzie Bridge; over Horse Creek. Built in 1930; length 105 feet.

This bridge is the most easterly located covered span in Oregon. Metal roof; the covered bridge is bypassed and no longer open to cars. With wood support piling, and the typical Howe truss used for all Lane County covered bridges with an extra side window that was sometimes located facing a curve in the road for driver visibility.

### Lowell Covered Bridge

Howe truss

One-half mile south of Lowell near Highway 58.

Over the Willamette River; length 165 feet. Built in 1945. The widest covered bridge in the west; one of the longest spans in Lane County.

### Meadows Covered Bridge

Howe truss

11 miles N.E. of Florence; North Fork of the Siuslaw. Built in 1922; length 105 feet.

Typical slit windows at the top and one side view window; similar to Coyote Covered Bridge with the portal flying buttress.

### Mosby Creek Covered Bridge

Howe truss

Four miles east of Cottage Grove; over Mosby Creek. Built in 1920; length 90 feet.

Oldest covered bridge in Lane County.

INTENTIONALLY LEFT BLANK



INTENTIONALLY LEFT BLANK

Dorena Covered Bridge

Howe truss

South of Dorena Reservoir; over Row River. Built in 1949; length 105 feet.

One of the few wooden bridges to replace a steel one; the high slit windows are typical but the square portal design is not quite so common in covered bridge design.

Office Bridge

Howe truss

At Westfir; over North Fork of the Willamette River. Built in 1944; length 180 feet.

The covered bridge spans the Willamette connecting the company's mill and office operations of Hines Lumber Company from which it derived its name. It is a private covered bridge. Only remaining covered bridge in the west with a separate covered walkway. It is the tallest covered bridge in Oregon--built to accommodate the large log trucks.

Parvin Covered Bridge

Howe truss

One mile south of Dexter; over Lost Creek. Built in 1921; length 75 feet.

Second oldest covered bridge in Lane County.

Pengra Covered Bridge

Howe truss

Three miles S.E. of Jasper; over Fall Creek. Built in 1938; length 120 feet.

The upper and lower chords are one-piece chords. The lower chords are two of the longest Douglas fir sticks ever hand-hewn for an Oregon covered bridge. They were cut from the old Booth-Kelly timber holdings near Hendricks Bridge. The two lower chords are 16" x 18" x 126". Lane County bridges used mostly one-piece hand-hewn chords throughout the 1930's.

Stewart Covered Bridge

Howe truss

Six miles S.E. of Cottage Grove; over Mosby Creek. Built in 1930; length 60 feet.

Unity Covered Bridge

Howe truss

Two miles north of Lowell; over Big Fall Creek. Built in 1936; length 90 feet.

Wendling Covered Bridge

Howe truss

At Wendling, over Mill Creek. Built in 1938; length 60 feet.

Only covered bridge that you can still see remains of circus posters on the interior of the bridge.

INTENTIONALLY LEFT BLANK

Wildcat Covered Bridge

Howe truss

Two miles east of Linslaw; over Wildcat Creek. Built in 1925;  
length 75 feet.

Typical slit windows at top and view window to see curve in the  
road. Located near Route F.

INTENTIONALLY LEFT BLANK



Site No.	Name of Site	Operating Agency	Recreation Activity				Exist. Acreage	Proposed Additions to Exist. Recreat. Areas			Proposed Parks		
			Camp.	Boat.	Picnic.	Swim.		Acres	Develop. Cost	Total Cost	Acres	Develop. Cost	Total Cost
1	Huckleberry Lake Campground	WNF	X				4						
2	West Lava Campground	WNF	X										
3	Scott Lake Campground	WNF	X	X			10		150,000	150,000			
4	Frog Campground	WNF	X				2		181,100	181,100			
5	Alder Springs Campground	WNF	X				2						
7	Limberlost Campground	WNF	X				3						
8	Olallie Campground	WNF	X		X		8		54,000	54,000			
9	Paradise Campground	WNF	X		X		80		10,100	10,100			
10	Jennie B. Harris Wayside	OSHD			X								
11	McKenzie Bridge Campground	WNF	X		X		13		73,400	73,400			
11a	Belknap Bridge Boat Ramp	private		X									
11b	Rainbow Boat Ramp	private		X									
12	Horse Creek Campground	WNF	X		X		8		7,000	7,000			
13	Roaring River Campground	WNF	X				3						
14	Frissel Crossing Campground	WNF	X		X		2						
15	Twin Springs Campground	WNF	X		X		2						
16	Homestead Campground	WNF	X		X		3						
17	Dutch Oven Campground	WNF	X		X		1						
18	French Pete Campground	WNF	X				3		21,900	21,900			
19	Slide Creek Campground	WNF	X	X	X	X	9						
20	Echo Picnic Ground	WNF		X	X	X	3						
21	Delta Campground	WNF	X		X		16		149,400	149,400			
21a	South Fork Boat Ramp (proposed)	OSH		X									
22	Blue River Road Access	OSHD		X									
23	Mona Campground	WNF	X	X	X	X	13		57,300	57,300			
24	Chinquapin Campground	WNF	X	X	X						28	524,500	524,500
25	Blue River Park	Lane Co.			X		18						
26	Forest Glen Landing	OGC/L.Co.		X									
27	Finn Rock Rest Area	OSHD			X								
27a	Finn Rock Boat Ramp (proposed)	private		X									
28	H.J. Morton State Park	OSHD			X								
29	McMullins Landing	OGC		X									
30	Shephard Landing	OGC		X									
30a	Hawthorn Boat Ramp	private		X									
31	Silver Creek	OSHD		X									
32	Rennie Landing	OSHD		X									
33	South Bank McKenzie	BLM									15		
34	Bear Creek	BLM											

Recreation Sites  
McKenzie Basin

INTENTIONALLY LEFT BLANK

Site No.	Name of Site	Operating Agency	Recreation Activity				Exist. Acreage	Proposed Additions to Exist. Recreat. Areas			Proposed Parks		
			Camp.	Boat.	Picnic.	Swim.		Acres	Develop. Cost	Total Cost	Acres	Develop. Cost	Total Cost
35	Martin Rapids County Park	Lane Co.			X		52						
36	Ben and Kay Dorris State Park	OSHD	X	X	X	X							
37	Whitewater County Park	Lane Co.			X		62						
38	Prince Helfrich Landing	Lane Co.		X									
39	South Bank McKenzie	BLM									20		
40	Gate Creek Site	Lane Co.									40		
41	Water Board Park	EWEB		X	X		136	85					
41a	Weyerhaeuser Park Boat Ramp	private		X									
42	Hatchery Landing	OGC		X	X								
43	Miller Creek Landing			X									
43a	Greenwood Drive Boat Ramp	private		X									
44	Stockpile Site	OSHD		X									
45	Deerhorn County Park	Lane Co.		X	X		7						
45a	Deerhorn County Park & Boat Ramp	Lane Co.		X									
45b	Deerhorn North Bank Boat Ramp	OSH		X									
45c	Deerhorn Road Boat Ramp	?		X									
46	Walterville Island Site										126		
47	Walterville Ramp	EWEB		X									
48	Emmericks Landing	Lane Co.		X									
49	Hendricks Bridge Wayside	OSHD		X	X	X	12	24					
49a	Hendricks Bridge Boat Ramp	OSH		X									
50	Bellinger Landing	Lane Co.		X									
51	Myers Tract Park Site						7				7		
52	Hayden Bridge Landing	Lane Co.		X									
53	Mohawk Wayside	BLM			X						6		
54	Homestead Site	BLM									100		
55	Shotgun Site	BLM									180		
56	Mabel County Park	Lane Co.			X		5						
56a	Mohawk Boat Ramp (proposed)	private		X									
57	North Island Park Site										76		
57a	Harvest Lane Boat Ramp (proposed)	Willamalane		X									
58	Deadwood Ferry Site	Lane Co.											
59	Coburg Caves Park										240		
60	Armitage State Park	OSHD	X	X	X	X	41	65					
60a	Armitage Park Boat Ramp	OSH		X									

INTENTIONALLY LEFT BLANK

Site No.	Name of Site	Operating Agency	Recreation Activity				Exist. Acreage	Proposed Additions to Exist. Recreat. Areas			Proposed Parks			
			Camp.	Boat.	Picnic.	Swim.		Acres	Develop. Cost	Total Cost	Acres	Develop. Cost	Total Cost	
61	Smith Creek													
62	Walker Creek Ob. Site										10	150,000	150,000	
63	Hidden Lake										1			
64	Rebel Creek										7			
65	Two Rivers										7			
66	Eastview Ob. Site										26			
67	So. McKenzie Delta										1			
68	Fallen Giant										10			
69	Chinook										9			
70	Greenside										14			
71	Hardy Creek										12			
72	Ollie Meadows										4			
73	Lowder Mountain										1			
74	Rebel Rock										1			
75	Beeler Spring										1			
76	Elk Creek I										1			
77	Box Canyon										1			
78	Lookout										1			
79	Ridge										16			
80	Tidbits										8			
81	Arrowhead Island										22			
82	Boone Creek										11			
83	Andrews										2			
84	Sunnyside										3			
85	Rider Creek Falls										5			
86	Elk Creek II										1			
87	Aspen Creek										4			
88	East Delta										9			
89	Saddle										16			
90	Wapiti										1			
91	Sundown										1			
92	Mahtlinnie										14	55,000	55,000	
93	Deer Creek										40			
94	Indian Knife										36			
95	Scott Creek										20			
96	Boulder Creek										10			
97	Foley Springs										10			
98	Castle Creek										22			
											5			

Potential Recreation Sites as prepared by the Willamette National Forest

McKenzie Basin Note: (1) Cost estimate for park development: \$3,500 per family unit; (2) 3.5 family units per acre

INTENTIONALLY LEFT BLANK



INTENTIONALLY LEFT BLANK



Site No.	Name of Site	Operating Agency	Recreation Activity				Exist. Acreage	Proposed Additions to Exist. Recreat. Areas			Proposed Parks		
			Camp.	Boat.	Picnic.	Swim.		Acres	Develop. Cost	Total Cost	Acres	Develop. Cost	Total Cost
1	Shadow Bay Campground	WNF	X	X	X	X	45						
2	Rhododendron Island Campground	WNF	X	X	X	X	2						
3	Islet Campground	WNF	X	X	X	X	50		2,400	2,400			
4	North Waldo Campground	WNF	X	X	X	X	53		3,600	3,600			
4a	Dam Campground	WNF	X	X	X	X					6	21,000	
5	Taylor Burn Campground	WNF	X				6						
6	Skookum Creek Campground	WNF	X				2						
7	Blair Lake Campground	WNF	X			X	3	10	35,000	35,000			
8	Kiahiane Campground	WNF	X				15	11	40,100	40,100			
9	Salmon Creek Falls Campground	WNF	X		X		9		2,900	2,900			
10	Willamette Ski Area	WNF/private					63		42,000	42,000			
11	Gold Lake Campground	WNF	X	X	X		7	12	1,500	1,500			
12	Salt Creek Falls Campground	WNF	X		X		7		16,800	16,800			
13	Salt Creek Safety Rest Area	OSHD			X		1						
14	Blue Pool Campground	WNF	X				9	8	29,700	29,700			
15	Indigo Springs Campground	WNF	X				3						
16	Sacandaga Campground	WNF	X				8						
17	Campers Flat Campground	WNF	X				2						
18	Secret Campground	WNF	X				5	28	98,000	98,000			
19	Sand Prairie Campground	WNF	X		X		8						
20	Bingham Boat Site	WNF		X			2						
21	Packard Creek Campground	WNF	X	X	X	X	43		140,000	140,000			
22	Cline-Clark Campground	WNF			X		2						
23	C.T. Beach Picnic Ground	WNF			X	X	4						
24	Green Water Park	Oakridge			X								
25	Ferrin Campground	WNF	X				3		4,400	4,400			
26	Landing			X									
26a	Hell's Gate Boat Ramp	?		X									
26b	North Fork Boat Ramp	private		X									
27	Shady Dell Campground	WNF	X		X		4						
27a	Shady Dell Boat Ramp	OSH		X									
28	Black Canyon Campground	WNF	X		X		41		113,400	113,400			
28a	Black Canyon Boat Ramp	WNF		X									
29	Hampton Landing	WNF		X			3						
30	Goodman Creek Park	WNF									25	238,000	238,000
31	Lakeview Forest Park	WNF									40	308,900	308,900
32	Ivan Oaks Park	Lane Co.		X	X		60						
33	Rolling Riffle Park	WNF									40		

Recreation Sites  
Middle Fork Willamette

INTENTIONALLY LEFT BLANK

Site No.	Name of Site	Operating Agency	Recreation Activity				Exist. Acreage	Proposed Additions to Exist. Recreat. Areas			Proposed Parks		
			Camp.	Boat.	Picnic.	Swim.		Acres	Develop. Cost	Total Cost	Acres	Develop. Cost	Total Cost
34	Landax Landing	Lane Co.		X	X		10						
34a	Landing	C of E		X									
35	Meridian Park										100		
36	South Beach Park Site	LC/C of E			X	X					4		
37	Lowell Park	LC/C of E		X	X	X	25		454,000	454,000			
38	Dexter Park	Lane Co.		X	X	X	60		225,000	225,000			
38a	Lower Dexter Boat Ramp	C of E		X									
38b	Hatchery Site Boat Ramp (prop.)	private		X									
39	Dexter State Park	OSHD	X	X	X	X					700		
39a	Lost Creek Boat Ramp (proposed)	OSH		X									
40	Dexter Extension	OSHD									693		
41	Winberry Campground	WNF	X		X	X	5						
42	Puma Creek Campground	WNF	X		X	X	6	13	45,500	45,500			
43	Bedrock Campground	WNF	X		X	X	13						
44	Nature Trail	WNF			X		1.3 mi						
45	Clark Cr. Organizational Camp.	WNF					6		76,800	76,800			
46	Big Pool Campground	WNF	X		X	X	1						
47	Broken Bowl Picnic Ground	WNF			X		10						
48	Dolly Varden Campground	WNF	X		X	X	1						
49	Fall Creek Park										110		
50	Peninsula Park		X	X	X	X	100				100		
51	Winberry Creek Park	LC/C of E		X	X		75		85,000	85,000			
52	North Shore Access	Lane Co.		X	X		10		20,000	20,000			
52a	Little Fall Creek Boat Ramp	Georg/Par		X									
53	Unity Park	Lane Co.			X		5						
54	Alder Creek Site	OSHD		X	X						127		
55	Jasper Cliffs				X						250		
55a	Cedar Mill Site Boat Ramp (prop)	private		X									
56	Jasper Park	Lane Co.			X		50	62	180,000	180,000			
56a	Jasper Landing	Lane Co.		X									
57	Landing			X									
58	Pisgah Extension	Lane Co.		X	X	X					500		
59	Clearwater Site	Lane Co.		X			90						
60	Mt. Pisgah State Park	OSHD	X	X	X	X					3,595	1,607,000	3,107,000
61	Doris Tract	WPRD			X	X					250		
61a	Pisgah Boat Ramp (proposed)	private		X									
61b	Pisgah Boat Ramp (proposed)	private		X									

INTENTIONALLY LEFT BLANK

Site No.	Name of Site	Operating Agency	Recreation Activity				Exist. Acreage	Proposed Additions to Exist. Recreat. Areas			Proposed Parks		
			Camp.	Boat.	Picnic.	Swim.		Acres	Develop. Cost	Total Cost	Acres	Develop. Cost	Total Cost
62	Timber Creek										12		
63	Station Butte										15		
64	Briem Bridge										28		
65	Deer Trail										10		
66	Little Fall Creek										9		
67	Portland Creek										19		
68	Springboard Bend										8		
69	Andy Creek										17		
70	Little Blanket										1		
71	Pernot										1		
72	Lone Wolf										1		
73	Johnny Creek										14		
74	Slick Creek										14		
75	Buckhead										15		
76	Burnt Bridge										10		
77	South Winberry										9		
78	Big Bend Org. Site										19		
79	Delp Creek Org. Site										7		
80	Cutthroat Org. Site										26		
81	Pocket Creek Org. Site										5	325,800	325,800
82	School Creek Boat. Site										6		
83	Gold Point Ob. Site										1		
84	Saddle Blanket Mts. Ob. Site										1		
85	Sardine Forks Ob. Site										1		
86	Patterson Mtn. Ob. Site										1		
87	Deception Rock Ob. Site										1		
88	Carpet Hill Ob. Site										1		
89	Bridge Creek Falls Ob. Site										1		
90	Dogwood										9	31,500	31,500
91	Narrows										21	6,500	6,500
92	Hiyu Saddle Ob. Site										1		
93	Lower Erma Bell										10		
94	Otter Lake										15		
95	Lower Quinn										9		
96	Helen Lake										4		
97	Happy Lake										2		
98	Photo Lake										2		
99	Salmon Lake										2		

Potential Recreation Sites as prepared by the Willamette National Forest  
Middle Fork Willamette

INTENTIONALLY LEFT BLANK

Site No.	Name of Site	Operating Agency	Recreation Activity				Exist. Acreage	Proposed Additions to Exist. Recreat. Areas			Proposed Parks		
			Camp.	Boat.	Picnic.	Swim.		Acres	Develop. Cost	Total Cost	Acres	Develop. Cost	Total Cost
100	Gander Lake										2		
101	Jumbo Rock										40		
102	Marilyn Lakes										21		
103	Black Meadows										5		
104	Glade Creek										25		
105	Southside										32		
106	Spirit Lake										17		
107	Diamond Peak Ob. Site										1		
108	Lakeview										21		
109	Crystal Waters										35		
110	West Winds										40		
111	Shadow Lake										5		
112	Twin Creek										32		
113	Upper Salt Creek										17		
114	Betty Lake										15		
115	Big Elk										18		
116	Breezy Point										26		
117	Shelokum										15		
118	Ranger Point										7		
119	Signal Point										10		
120	Klordahl Bay										6		
121	Enchanted Cove										3		
122	Shingle Beach										4		
123	Lower Eddeleo										20		
124	Kiwa Lake										5		
125	Wahanna Lake										15		
126	Upper Eddeleo										10		
127	Whig Lake										7		
128	Upper Rigdon Lake										5		
129	Torrey Lake										8		
130	Double Creek										8		
131	Upper Erma Bell										5		
132	Bongo Lake										5		
133	Last Lake										3		
134	Cardiac Lake										4		
135	Sump Lake										3		
136	Fig Lake										3		
137	Chetlo Lake										10		

Potential Recreation Sites as prepared by the Willamette National Forest  
Middle Fork Willamette

INTENTIONALLY LEFT BLANK



Site No.	Name of Site	Operating Agency	Recreation Activity				Exist. Acreage	Proposed Additions to Exist. Recreat. Areas			Proposed Parks		
			Camp.	Boat.	Picnic.	Swim.		Acres	Develop. Cost	Total Cost	Acres	Develop. Cost	Total Cost
138	Too Much Bear Lake										8		
139	Lorin Lake										2		
140	Dark Grove										15		
141	Upper Island Lake										4		
142	Abernethy Lake										2		
143	Lower Rigdon Lake										7		
144	Blue Heron										6		
145	Cedar Grove										18		
146	Moss Camp. Ob. Site										1		
147	Bingo Lake										1		
148	Harvey Lake										2		
149	Eastern Brook Lake										2		
150	Middle Erma Bell										2		
151	Middle Quinn										1		
152	Round Lake										1		
153	Long Lake										2		
154	Huckleberry Lake										1		
155	Devils Lake										1		
156	Moolack Lake										1		
157	Emma Lake										1		
158	Cupit Mary										1		
159	Short Creek Picnic Grounds										13		
160	Brock Creek Picnic Grounds										7		
161	Pryor										12		
162	McCredie Springs										7		
163	Redsides										20		
164	Meadows Org. Site										24		
165	Volcano Org. Site										16		
166	Canim Lake Org. Site										40		
167	Camp Five Org. Site										37		
168	Moraine Org. Site										34		
169	Saddlehorn Org. Site										9		
170	Trapper Org. Site										25		
171	Mountainview Resort Site										40		
172	Willamette Pass Ob. Site										1		
173	Cougar Mtn. Ob. Site										1		
174	Waldo Mtn. Ob. Site										1		
175	Upper Short Cr. Ob. Site										1		

Potential Recreation Sites as prepared by the Willamette National Forest  
Middle Fork Willamette

INTENTIONALLY LEFT BLANK



INTENTIONALLY LEFT BLANK

Site No.	Name of Site	Operating Agency	Recreation Activity				Exist. Acreage	Proposed Additions to Exist. Recreat. Areas			Proposed Parks		
			Camp.	Boat.	Picnic.	Swim.		Acres	Develop. Cost	Total Cost	Acres	Develop. Cost	Total Cost
1	Bohemia Saddle	Lane Co.			X		7						
2	Mineral Forest Camp	UNF	X		X		1	2	10,000				
3	Miner's Road Site	BLM									50		
4	Placer Camp Site	BLM									30		
5	Sharps Creek Wayside	BLM	X		X	X							
6	Sharps Creek Park	BLM			X	X							
7	Hobo Forest Camp	UNF	X		X								
8	Cedar Creek Forest Camp <del>ground</del>	UNF	X		X		5						
9	Rujada Campground	UNF	X		X		9						
10	Laselle D. Steward Park	Lane Co.			X	X	14						
11	Wildwood Falls County Park	Lane Co.			X	X	5						
12	Vaughn Park Site	Lane Co.					20						
13	Blake Stewart Park	Lane Co.			X		20						
14	Teeters Creek Park Site	Lane Co.					40						
15	Harms County Park	Lane Co.		X	X		17						
16	Row Point Park Site	Lane Co.					9						
17	Baker Bay County Park	Lane Co.	X	X	X	X	90	150	226,000	226,000			
18	Schwartz Park	C of E			X		13	20					
19	Mosby Creek Wayside	Lane Co.			X								
19a	Upper Mosby Park B.L.	G.-Pacific		X									
20	Blue Mountain Park	Lane Co.			X		284						
20a	Lower Mosby Park B.L.	G.-Pacific		X									
21	Row River Site	BLM			X			30					
22	Edwards Creek	BLM			X			15					
22a	Cougar Bend Park B.L.	Weyer.		X									
23	Martin Creek	BLM			X								
24	Wilson Cr. Recreation Area	C of E		X	X	X	12						
25	Pine Meadows Park	C of E	X	X		X	15	390					
26	Shortridge Park	C of E			X		12						
27	River Site	C of E		X	X						50		
28	Lakeside Recreation Area	C of E		X	X	X	10						
29	Cottage Grove River Front Park	City of CG			X		3	19					
30	Cottage Grove Park Site	City of CG			X		47						
30a	Cottage Grove Park Extension	City of CG			X			153					
30b	Cottage Gr. Park Boat Landing	OSH		X									
31	Gettings Cr. Safety Rest Area	OSHD			X								
32	Flood Plain Site	OSHD			X						265		

INTENTIONALLY LEFT BLANK



INTENTIONALLY LEFT BLANK



Site No.	Name of Site	Operating Agency	Recreation Activity				Exist. Acreage	Proposed Additions to Exist. Recreat. Areas			Proposed Parks		
			Camp	Boat	Picnic	Swim		Acres	Develop. Cost	Total Cost	Acres	Develop. Cost	Total Cost
1	Hendricks Park	City of Eug.			X		82						
2	Island Park	Willamalane			X		16	25					
2a	Island Park Boat Ramp	Willamalane		X									
2b	Springfield Sewer Plant	Lane Co.											
3	Alton Baker	Lane Co.			X		450	25	908,000	1,468,000			
3a	Alton Baker Park Boat Landing	Lane Co.		X									
3b	EWEB Boat Landing	EWEB		X									
3c	U of O Experimental Student Prop.										34.6		
4	Skinner's Butte	City of Eug.			X		67						
4a	Polk Street Boat Landing	Eugene		X									
5	Riverfront Park Lands	OSHD					32	330					
5a	Belt Line West Boat Landing	private		X									
5b	Belt Line East Boat Landing	Lane Co.		X									
6	Whitely Landing	Lane Co.		X	X		2						
7	Eugene Lake	OSHD			X								
8	Blue Star Safety Rest Area	OSHD			X								
9	Awbrey Park	Lane Co.			X		6						
10	Hileman Site	Lane Co.		X			30				62		
10a	Hileman Boat Ramp	Lane Co.		X									
11	Flood Plain Island Site	OSHD		X							689		
12	Marshall Slough Site			X	X						91	20,000	20,000
12a	Marshall Slough Boat L. (prop.)	Private		X									
12b	Christensen Boat Landing (prop.)	Lane Co.		X									
13	Browns Landing	Lane Co.		X									
14	Harpers Bend Site	OSHD		X							190		
15	Perkins Peninsula State Park	C of E		X	X		34						
16	Zumwalt Park	Lane Co.		X	X		109	24	895,000	895,000			
17	Applegate Park	Lane Co.		X	X	X					350		
18	Richardson Point State Park	LC/C of E		X	X	X	28	15					
19	Krugur Park	C of E		X	X	X						1,410,000	1,410,000
20	Kirk Park	Lane Co.		X	X	X						520,000	520,000
21	Orchard Point Park	Lane Co.		X	X	X	40	20	200,000	200,000			
22	Fir Butte	Lane Co.		X	X	X					400		
23	Gibson Island	Lane Co.		X	X	X	89						800,000
24	Alderwood Wayside	OSHD			X		80						
25	Washburn Wayside	OSHD			X								

INTENTIONALLY LEFT BLANK

Site No.	Name of Site	Operating Agency	Recreation Activity				Exist. Acreage	Proposed Additions to Exist. Recreat. Areas			Proposed Parks		
			Camp.	Boat.	Picnic.	Swim.		Acres	Develop. Cost	Total Cost	Acres	Develop. Cost	Total Cost
1	Siuslaw Falls Park	Lane Co.			X		80		20,000	20,000			
2	Frying Pan	BLM									50		
3	Panther Creek Site	BLM									30		
4	Sidog	BLM									150		
5	Haight Creek Recreation Site	BLM			X								
6	Farman Plat	BLM									140		
7	Siuslaw Bend	BLM									160		
8	Wolf Creek Falls	BLM									40		
8a	Wolf Creek B.L. (existing)	IP		X									
8b	Ford's Crossing B.L. (existing)	IP		X									
9	Clay Cr. Recreation Site	BLM	X		X								
10	Whittaker Cr. Recreation Site	BLM	X	X	X								
10a	Whittaker Park Boat Ramp (exist.)	BLM		X									
10b	Auste Ramp (B.L.)	IP		X									
11	Linslaw Park	Lane Co.			X		35						
11a	Linslaw Park Boat Ramp	Lane Co.											
12	Camp Lane	Lane Co.	X		X	X			120,000	120,000			
12a	Footbridge Boat Ramp	private		X									
12b	San Antone Creek B.L. (proposed)	private		X									
12c	Pat Creek B.L. (proposed)	private		X									
12d	Railroad Bridge Site B.L. (prop.)	private		X									
12e	Necoma Trestle B.L. (proposed)	private		X									
13	Turner Creek Campground	BLM	X		X								
14	Archie Knowles Campground	SNF		X	X		21						
15	Triangle Lake Landing	Lane Co.		X	X		1		5,000	5,000			
15a	Christensen's Resort (existing)	private											
15b	Blachly Lane Park (existing)	BLEC											
16	Lake Cr. Recreation Site	BLM		X									
17	Green Leaf Landing	OSHD		X									
17a	Nelson Mountain Bridge B.L. (prop)	private		X									
17b	Old Veneer Plant Site B.L. (prop)	private		X									
18	Deadwood Landing	OGC/OSHD/LC		X									
18a	West Fork Bridge B.L. (proposed)	Lane Co.		X									
18b	Burnett Access B.L.	Lane Co.		X									
18c	Green Creek B.L.	private		X									
19	Indian Creek Landing	OGC/SNF		X									
19a	Beer's Flat B.L. (proposed)	private											
20	Indiola Landing	Lane Co.		X									

Recreation Sites  
Coastal Drainage

INTENTIONALLY LEFT BLANK

Site No.	Name of Site	Operating Agency	Recreation Activity				Exist. Acreage	Proposed Additions to Exist. Recreat. Areas			Proposed Parks			
			Camp.	Boat.	Picnic.	Swim.		Acres	Develop. Cost	Total Cost	Acres	Develop. Cost	Total Cost	
21	Gravel Stockpile Site	OSHD		X										
21a	Horn B.L. (proposed)	private		X										
21b	Swisshome Bridge B.L. (proposed)	private		X										
22	Shindler Landing	Lane Co.		X										
22a	Swisshome B.L. (proposed)	private		X										
23	Tide Wayside	Lane Co.		X	X		2							
23a	Tide Waywide Boat Ramp	Lane Co.		X										
24	Thompson Creek Landing	OSHD		X										
25	Willow Patch Site	OSHD/SNF		X										
26	Siuslaw River Landing	SNF		X										
27	Farnham Landing	Lane Co.		X			3							
28	Mapleton Park	Lane Co.			X				17,000	17,000				
28a	Mapleton Bridge B.L. (proposed)	private		X										
29	Davis Tract	Lane Co.	X	X	X									
29a	Russet Boat Dock	private		X										
29b	C & D Trailer Court B.L.	private		X										
29c	Porters Landing	private		X										
30	Landing	Lane Co.		X										
30a	Cushman Store & Dock	private		X										
30b	Siuslaw Marina	Private		X										
31	Wilhelm Access	SNF		X							44			
32	North Fork Campground	SNF	X		X		11							
32a	Forest Service Boat Ramp (prop.)	SNF		X										
32b	Houghton B.L. (proposed)	Game Comm.		X										
33	Bender Landing	Lane Co.		X	X		1							
34	Holiday Harbour	P. of Sius.		X	X									
34a	Bay Bridge Marina	private		X										
34b	Coast Village	private	X											
34c	Campground	private	X											
34d	Siuslaw Pacific Marina	private		X										
35	South Shore Estuary Site			X										
35a	South Jetty Rd. Campground	private												
35b	Camp Cleawox	Girl Scout	X											
36	Harbor Vista Park	Lane Co.	X		X		240		386,000	386,000				
38	Heceta Beach Park	Lane Co.			X		2							
39	Ada Park	Lane Co.		X	X		91							
40	Ore. Dunes National Recreation Area Campground	SNF	X											

INTENTIONALLY LEFT BLANK