

PILOT BUTTE
State Scenic Viewpoint

MASTER PLAN
1995

OREGON PARKS AND RECREATION DEPARTMENT

Acknowledgements

Director: Bob Meinen

Staff: Larry Miller, Area Manager
Curtis Smith, Management Unit Manager
Kathy Schutt, Master Planning Coordinator

**Steering
Committee:** Pilot Butte Planning Partners Group

Contacts: Pilot Butte State Scenic Viewpoint is administered by the High Desert Management Unit office of Oregon Parks and Recreation Department State Parks System, in Bend, Oregon.

Or contact the Area 8 Managers office, in Bend; or the Master Planning Team Leader in the Salem office of the Oregon Parks and Recreation Department.

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INTRODUCTION - Chapter One

This document is the master plan for the future use and management of Pilot Butte State Scenic Viewpoint, an Oregon Parks and Recreation Department property. This plan is an updated amendment from the 1986 Deschutes County State Parks Master Plan for Pilot Butte. The plan document includes narrative on the master planning purpose and process. It also contains descriptions of the existing conditions, suitability for public recreational use, issues related to the property and recommended goals and objectives for the property. **More detailed implementation and management guidelines and a business strategy are prepared as separate documents.**

Master Plan Purpose

The Oregon Parks and Recreation Department (OPRD) prepares master plans for its properties as mandated in ORS 390.180. The purpose of each plan is to determine the carrying capacity of the lands and resources and to guide appropriate use of the property. The plan is also intended as an information source regarding resources; land use suitability; and use and management issues goals and objectives.

The master plan preparation and review process satisfies the department's obligation under ORS 736 Division 70 (State Agency Coordination Rule), to coordinate planning efforts with affected agencies. It also provides a basis for preparing land use compliance requests, partnership agreements, budget priorities and management plans.

Master Planning Process

1. OPRD planning staff conduct introductory meetings to collect public and governmental opinions about use and management issues, problems, needs and opportunities for Pilot Butte. Ideas, comments and concerns collected from these meetings serve as a beginning point for problem-solving and for setting use and management goals and objectives for the property. For Pilot Butte, an energetic steering committee formed to provide input to the planning process. The committee called themselves the Pilot Butte Planning Partners. They will also assist in implementing the final plan.
2. Staff complete a detailed resource inventory for the property, including an assessment of its carrying capacity or suitability for public recreational use.
3. Staff collect information regarding recreation needs and resource issues.
4. The local volunteer Planning Partners group, or steering committee, reviews the available information and issues; and recommends use, management, development and acquisition goals for the property.
5. Staff complete a draft plan document and circulate it for larger public and governmental review and comment. Staff hold an introductory and public comment meeting regarding the draft plan. A comment period follows the meeting.
6. Staff complete a final plan document for review and comment by OPRD administration, and by the Oregon Parks and Recreation Commission. The Commission recommends to the Director changes to

the plan or approves it. Commission discussion and recommendations are made in public meetings with opportunities for public comment.

7. The plan proceeds through the state administrative rule-making process and becomes adopted as a rule. Opportunities for public comment are included in this process.
8. OPRD proposes to local planning jurisdictions inclusion of the master plan in their comprehensive plans and zoning ordinances.
9. Staff prepare implementation guidelines, management guidelines and business strategies for implementing the master plan goals and objectives.

EXISTING CONDITIONS - Chapter Two

Location: Pilot Butte State Scenic Viewpoint is located on U.S. Highway 20, about 1 mile east of U.S. Highway 97, in Bend, Oregon.

Size: 100.74 acres

Classification: State Scenic Viewpoint

Description: This property includes a prominent cinder cone, which has been a well-known landmark in central Oregon for hundreds of years. The cone rises about 400 feet above the surrounding desert and City of Bend, to an elevation of 4,138 feet. Early Oregon settlers and explorers named Pilot Butte, as it was used to guide them from the plateau of central Oregon to a safe ford on the Deschutes River.

The summit of Pilot Butte offers a broad panorama of the surrounding high desert and mountains.

100 acres of this property was donated for park purposes to the state of Oregon in 1927.

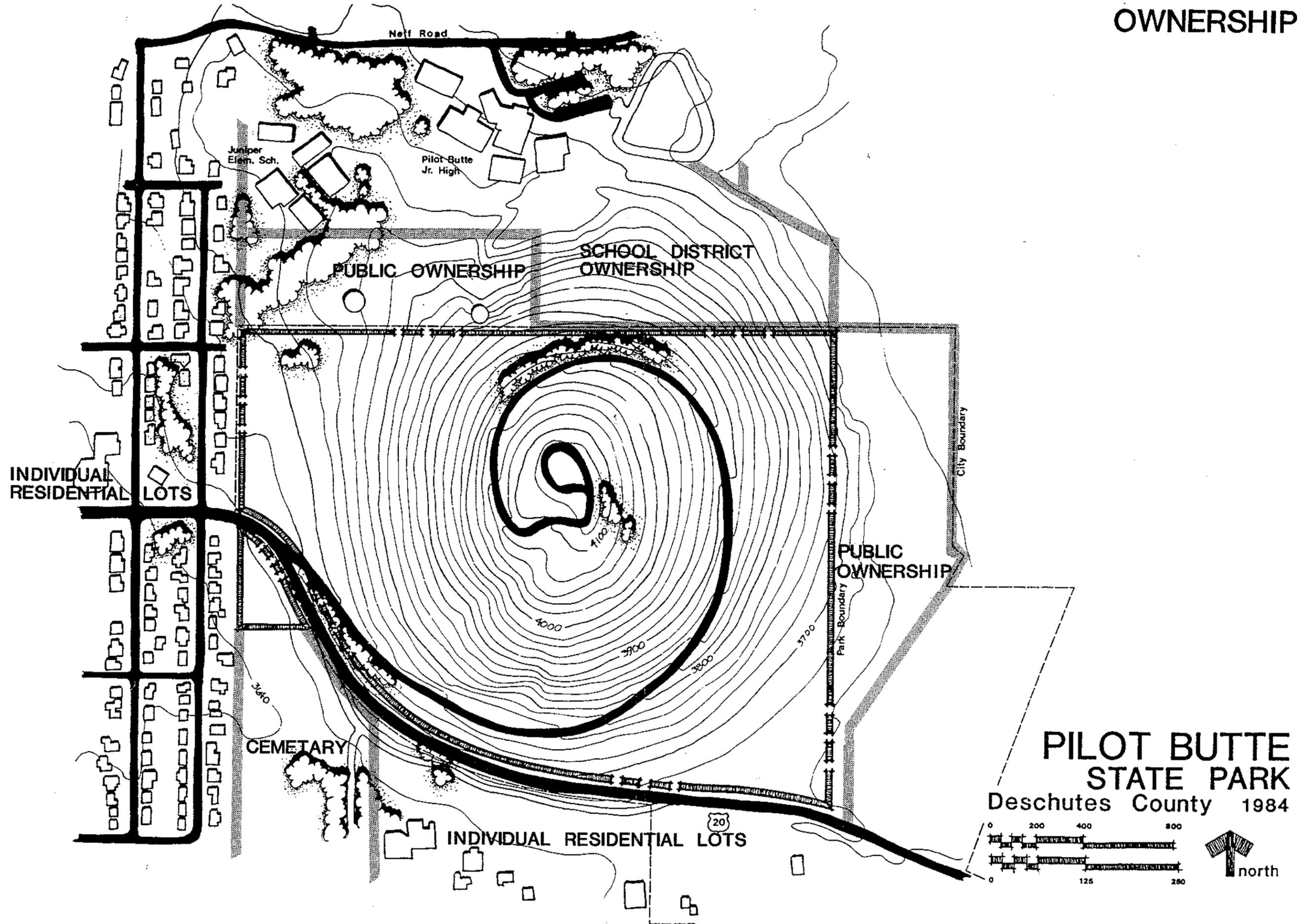
The property is currently a popular location for scenic drives, hiking and bicycling.

Facilities: A two lane paved access road winds around the butte from its southern side to the top viewpoint. The road was constructed in the 1920's. There is a gravelled parking area at the base, on the southwestern side and some parking available at the viewpoint. An historic viewfinder, commemoration plaques and a geodetic marker are located at the viewpoint.

Zoning: Currently: Deschutes County; Open Space and Conservation
After Annexation: City of Bend; Single Family Residential with park use conditional.

Other Classes: Setting: Primarily Natural within Urban Recreation
Deschutes County Historic Landmark: Terrance Hardinton Foley commemorative plaques located at the viewpoint.

OWNERSHIP



HERITAGE ASSESSMENT SUMMARY - Chapter Three

Regional Overview

The butte is important to central Oregon as an historic landmark, and as an historic, easily accessible and outstanding viewpoint. On a regional scale its wildlife, vegetation and geological resources are of local importance. However, within the context of the very rapidly growing city of Bend it will become increasingly important to the metropolitan area as an undeveloped open space and natural setting.

For central Oregon, the recreational activities with the highest net projected growth to the year 2000 are: trail use, nature experience and education, bicycle riding on the road and organized sports. (State Comprehensive Outdoor Recreation Plan, ((SCORP)), Region 10.) The 1993 SCORP Survey showed a strong public interest in community-based walking, picnicking, nature observation and outdoor cultural event opportunities, close to home. Pilot Butte has opportunities for scenic driving, trail use, nature/history enjoyment and interpretation, picnicking and scenic views. Some of the adjacent public land has opportunities for picnicking and trail connections, and as staging for events and interpretation.

Predominant Resource Type: *Scenic*

Pilot Butte is classified as a State Scenic Viewpoint, based on its importance in providing a 360 degree view of the central Oregon area. It is also visually important as seen from the surrounding city. Preservation of the visual or scenic qualities of this property are the prime objectives for management, use and development of the property.

Preserving the natural appearance of the cinder cone from excessive erosion and the forest cover is important in protecting the visual qualities of the butte. Protection of the historic access road as a visual element is also important. Any developments, other than the historic access road, should be visually subordinate to the natural appearance of the butte. There are three cinder pit scars on the butte; one on state property on the south side, and two on city or school property on the north and east sides. City of Bend water reservoirs can be seen on the lower, northwest flank of the butte from areas of Bend.

Natural Resources

The vegetation at Pilot Butte is typical of the more arid, excessively drained areas of central Oregon. The species present, and distribution and condition of the vegetation show modification by human use. The two main plant associations are: western juniper/ big sage and bitterbrush; and western juniper/ ponderosa pine. Blue bunch wheatgrass and Idaho fescue are the predominant grasses.

No unique or exceptionally high quality wildlife habitat exists at Pilot Butte, though the trees and shrubs provide cover for moderate populations of small animals. Preserving and enhancing the existing plant cover is important for protecting and improving wildlife habitat. The butte will become increasingly more important as a habitat island, as the city of Bend develops around it.

Pilot Butte is a local geological feature, representing volcanic activity. The cinder soil composition is highly erosive. Areas of erosion are found on the butte due to past development, mining and uncontrolled trail use.

Pilot Butte has no water features, either surface or subsurface due to its extreme permeability.

Cultural Resources

No archeological resources are known to exist at Pilot Butte.

The butte has, no doubt, been an important landmark for Native Americans before European settlers arrived. It became a key landmark for wagon train travel across the central Oregon plateau. Old Bear Creek Road, to the south of the butte, is the likely location of the historic Old Immigrant Road for which the butte was a landmark.

The butte became officially important as a public viewpoint, in 1927, when it was donated to the state of Oregon, in the memory of Terrence H. Foley. An access road to the top was completed during the 1920's. Two commemorative plaques for Mr. Foley are located at the viewpoint and are designated by Deschutes County as an historic landmark.

The butte was historically used as a cinder source for street construction, and was the site of a short-lived ski jump enterprise. It has traditionally been the site of the city Fourth of July fireworks celebration.

Recreational Resources

The butte's primary recreational resource opportunity is its viewpoint and access road, providing a spiraling ascent and 360 degree view. The road is used for scenic driving and for hiking and biking. The top of the butte offers an opportunity for limited dayuse and picnicing. The views available from the top, the vegetation and wildlife and the historic themes associated with the butte offer a variety of interpretive opportunities.

Local groups have identified opportunities on the butte for the construction of additional trails in places where visual impacts will not occur. The state property and adjacent public property may offer additional dayuse opportunities.

The relatively undeveloped and naturalistic condition of the property and its large acreage provide an increasingly important and rare opportunity for visitors to recreate in a natural setting within an urban area. Pilot Butte has a SCORP Recreational Setting classification of "Natural within Urban".

Hiking and biking on the butte road and unofficial trails have increased dramatically in recent years, based on informal observations. Vehicular traffic has slowly increased, as well.

SUITABILITY ASSESSMENTS - Chapter Four

Areas within and around Pilot Butte State Scenic Viewpoint have been assessed for their suitability for public recreational use and for needed resource protection. Areas have been mapped where intensive activities and development can occur without negatively impacting important resources. Also mapped, have been areas needing resource protection. Outside the Pilot Butte OPRD property, areas which could provide needed recreational opportunities or resource protection have been mapped.

Resource Suitability

The resource suitability assessment is based on the concept that different resources have different capacities for recreational use and facility development. Determining resource capacity is known as determining the "carrying capacity". Carrying capacity is used to determine resource suitability levels for areas of the property.

For Pilot Butte, OPRD recognizes four levels of resource suitability ranging from "very limited development" to "intensive development". Suitability levels are applied to areas of Pilot Butte after a thorough assessment of the current resource conditions, types, sensitivity and rareness and existing development levels. Assessments of natural, cultural and scenic resources are combined to determine the final suitability levels. Each area may contain one or more of the criteria listed for that level. Areas with very sensitive, good condition, unique or rare resources are less suitable for intensive, public, recreational use and facilities development. Areas with very tolerant resources, or poor condition or common resources are more suitable for intensive use and development.

The four resource suitability levels are shown below with associated criteria for each level. Areas of each suitability level, for Pilot Butte are described and mapped below.

Resource Suitability Level One: 63 acres/63% Very Limited Development Potential

Level One areas contain one or more of the following resources:

- * Plant communities, wildlife habitats, wetlands or riparian areas which are in excellent condition**.
- * Rare or unique ecosystem or species occurrences.
- * Outstanding geologic or hydrological features.
- * Known cultural resources of national, statewide or regional importance, which are highly sensitive to impacts from public access or recreational development.
- * Scenic resources which are nationally, statewide or regionally important and can absorb only very limited amounts and types of recreational development.
- * Recreational settings "Primitive-extensive", "Primitive-limited", "Semi-primitive-extensive", "Semi-primitive-limited", and "Nature dominant within Urban".
- * Very limited existing facility development.

** Condition is based on an assessment of native species diversity, structure and number, the amount of non-native species intrusion, and the presence of erosion, development or other alterations.

*** Rareness is based on a variety of federal and state classifications.

**** Cultural resources include historic or prehistoric objects, sites, buildings, districts or landscapes.

Most of Pilot Butte is designated as Level One. This includes all of the butte except for the developed areas at the top and near the entrance, and the cinder pit and the lower slopes. The outstanding scenic resource is, of course, the butte itself. The geologic cone formation and associated historic values support the scenic value of the butte. The emphasis, for Level One areas, is to protect these important and sensitive resources from impacts by allowing only very limited visitor access and facility development. For Pilot Butte, development within Level One areas should be limited to appropriately designed and placed trails, and interpretive structures.

Resource Suitability Level Two: 29 acres/29%
Limited Development Potential

Level Two areas contain one or more of the following:

- * Plant communities and wildlife habitat which are in good condition.
- * Wetlands and riparian areas of moderate to good condition.
- * Locally important geological or hydrological features.
- * Known cultural resources of national, statewide or regional importance, which are sensitive to public access and/or recreational development.
- * Areas with a high probability of having significant archeological resources.
- * Scenic resources which are regionally important and can absorb limited amounts and types of recreational development.
- * Recreational settings: "Roaded Natural"
- * Limited existing facility development.

About one third of Pilot Butte is designated as Level Two. This includes portions of the lower slopes and area immediately adjacent to the viewpoint development. (This also includes the triangular parcel south of the highway.) Scenic resources are key in mapping Level Two for Pilot Butte. Level Two areas protect the appearance of the butte as seen close up from Highway 20, from the adjacent residential area and from the viewpoint. Scenic values are supported by the natural condition of the cinder cone and forest. Development should be limited to appropriately designed and placed trails and interpretive structures.

Resource Suitability Level Three: 4 acre/4%
Moderate Development Potential

Level Three areas contain one or more of the following:

- * Plant communities or wildlife habitats of moderate condition.
- * Wetland and riparian areas of poor condition.
- * Known cultural resources of national, statewide or regional importance which are moderately tolerant of public access and recreational use.
- * Areas of common scenic value.
- * Recreational settings: "Rural", "Parklike within Urban".
- * Existing moderate recreational facility development.

Areas of Pilot Butte in Level Three include the existing viewpoint and associated parking and the existing parking area at the base of the butte. The size of parking is limited and no major structures exist there. The recreational value of the viewpoint and associated parking and access to the viewpoint are protected by Level Three for future enjoyment. Development in Level Three areas should be limited to moderate levels.

Resource Suitability Level Four: 4 acres/4 %
Intensive or Extensive Development Potential

Level Four areas contain one or more of the following:

- * Plant communities or wildlife habitats of poor condition.
- * Cultural resources of national, statewide or regional importance which can tolerate intensive public access.
- * Highly degraded visual areas.
- * Recreational settings: "Roaded modified", "Urban within Open Space", "Facility-dominant within Urban".
- * Existing intensively/extensively developed areas.

One area of Pilot Butte is in Level Four; a four acre cinder pit scar on the south side of the butte. This designation is the result of former mining activity. The area is in need of enhancements to improve its appearance from the park entrance and from the highway and access road. Development in this area, which is not conducive to improving the natural appearance of the butte from these vantage points, should not be allowed.

Resource Suitability Level Criteria Matrix

| RESOURCES | CRITERIA | Level One | Level Two | Level Three | Level Four |
|----------------------|--|-----------------------|-----------|-------------|-------------|
| NATURAL | EXCELLENT CONDITION Plant Communities, Habitats, Wetlands & Riparian Areas. | | | | |
| | GOOD CONDITION Plant communities, Habitats, Wetlands & Riparian Areas. | | | | |
| | MODERATE CONDITION Plant communities, Habitats | | | | |
| | MODERATE CONDITION Wetlands & Riparian Areas | | | | |
| | POOR CONDITION Plant communities, habitats | | | | |
| | POOR CONDITION Wetlands & Riparian Areas | | | | |
| | Rare ecosystems & species occurrences | | | | |
| | Outstanding geo/hydro | | | | |
| | Local geo/hydro | | | | |
| CULTURAL | Highly sensitive cultural | | | | |
| | Sensitive cultural | | | | |
| | Mod. tolerant cultural | | | | |
| | Tolerant cultural | | | | |
| | Probable archeological | | | | |
| SCENIC | Outstanding/highly sensitive scenic | | | | |
| | Outstanding, sensitive scenic | | | | |
| | Common scenic | | | | |
| | Degraded scenic | | | | |
| | Setting | PE, PL, SPE, SPL, NDU | RN | R, PU | RM, UOS, FU |
| EXISTING DEVELOPMENT | Very limited developmt | | | | |
| | Limited development | | | | |
| | Moderate development | | | | |
| | Intensive development | | | | |

Ownership and Use Suitability

In addition to Resource Suitability assessments, OPRD completes ownership and adjacent use suitability assessments. This can determine which areas, currently owned by OPRD, may not meet OPRD needs for resource protection or recreational use and should be designated as "Endowment". Or it can determine which adjacent lands are needed for recreational use or for the protection of important resources; and should be designated as "Areas of Concern". "Areas of Concern" may be protected or used for recreation by zoning restrictions, or by joint agreements with the land owners, or by OPRD acquisition.

Endowment

There are no areas of Endowment identified for Pilot Butte.

Areas of Concern

There are Areas of Concern identified on each side of Pilot Butte. To the north, the city and school-owned property has erosion problems caused by past and current uses which need to be addressed to protect the upslope, OPRD-owned, portion of the butte from erosion and visual scarring. On the west side, adjacent residential owners tend to trespass onto OPRD property by placing materials, fences and vehicles beyond their property lines. On the south side, the corridor along the highway is of concern regarding future highway widening and associated adjacent development. To the east, the cinder pit scar is in need of rehabilitation, and there is an opportunity for a much expanded parking and day use area development.

Pilot Butte Suitability Assessment

| Resources / Intrusions | Level 1 | Level 2 | Level 3 | Level 4 | Area of Concern | Endowment | Notes: |
|--------------------------|---------|---------|---------|---------|-----------------|-----------|-------------------------------|
| Scenic | | | | | | | Viewpoint & landmark |
| Cultural | | | | | | | Local landmark, access road |
| Geologic | | | | | | | Cinder cone & erosion |
| Vegetation | | | | | | | Forest cover |
| Wildlife | | | | | | | Minor |
| Hydrological | | | | | | | None |
| Existing Development | | | | | | | Current parking and viewpoint |
| Other Intrusions | | | | | | | Cinder pit & major erosion |
| Recreation Opportunities | | | | | | | Needed trailhead |



ISSUES - Chapter Five

OPRD field management and staff, with input from Pilot Butte Partners Planning group and park users, have identified the following issues and suggested solutions related to Pilot Butte use and management. Staff have used these issues in preparing recommended goals and objectives for the recreational use and overall management of Pilot Butte resources, facilities and visitors. Recommended goals and objectives can be found in the following chapter.

Safe Biking, Walking, Disabled & Vehicular Access to Viewpoint

The only official access route from the bottom of the butte to the top is the paved road, and a narrow, unpaved shoulder on the outside edge of the road. The road is used by pedestrians, bicyclists and private vehicles, and is currently open 24 hours a day. Road closures occur only due to ice or snow conditions. The road is narrowed in places by uphill erosional deposits of cinder material and by the placement of erosion-containment barriers. Conflicts exist between vehicles, bikes and pedestrians due to the limited space, and by use of the roadway by pedestrians and bicycles. Vehicles often stray across the centerline and speed. Bicyclist often speed coming downhill.

Suggested solutions:

- * Do nothing.
- * Build trails separate from the road for pedestrians and bicyclists.
- * Make a wider shoulder along the road.
- * Ban or schedule bicycling on the road.
- * Ban or schedule vehicular use of the road.
- * Regulate speeds of vehicles and bikes.
- * Volunteer supervision to keep pedestrians on shoulder.
- * Pave shoulder for wheelchair use.
- * Use a shuttle vehicle to the top.

Safe, Sufficient and Convenient Parking

The existing parking lot is heavily used. Many visitors drive to the parking lot and then walk up the access road shoulder to the top, crossing the access road to get to the shoulder trail. Vehicles also park at the top of the butte. Space for parking is limited at the top and bottom lots and congestions often results. There is some concern about vandalism, litter, theft and other misbehavior related to the parking areas, especially related to viewpoint parking and nighttime use.

Suggested solutions:

- * Construct a new and larger parking lot, on city land to the east, with safer access from parking to hiking trails.
- * Redesign the existing parking lot at the base to better handle numbers of vehicles and traffic.
- * Redesign parking at viewpoint and limit hours of use, or close.
- * Install lighting, keep parking visible to passersby.
- * Increase supervision (volunteers, staff, police), install phone.

Safe Highway Access

The highway intersection with the viewpoint road is poorly designed and results in congestion and poor visibility.

Suggested Solution:

- * Realign the intersection, install turning warning signs, etc.
- * Provide a separate highway access point to the eastside trailhead, if developed.
- * Discontinue parking at the current lot, to eliminate congestion there.

Proper Trail Placement and Design

Over the years, people have created their own routes up the butte. These "renegade trails" erode badly as they lack erosion control measures. Many trails are located in highly visible areas, degrading the visual quality of the butte. The City of Bend is planning a major north/south trail, the Larkspur Trail, through the area of the butte. It could be to the butte trail(s). Adjacent residential and school areas desire more direct access up the butte than driving to the base parking area. Mountain bike and "dryland" snowboarding are having especially erosive effects. Equestrian use would be erosive, as well.

Suggested Solutions:

- * Identify trails to be closed, and trails to be rehabilitated.
- * Add a new trail around east and north side to top, based local trail alignment studies.
- * Add a trail tie-in to the Larkspur trail.
- * Add a base of the butte trail.
- * Use signs and volunteers to teach the public about designated trail use.
- * Confine mountain bikes to the road.
- * Develop a mountain bike-only trail/area.
- * Ban snowboarding.
- * Prevent equestrian use.

Increased Interpretation

Although there are a number of interpretive stories to tell at the butte (fire ecology, geology, forest and desert, history) there is currently no interpretation happening.

Suggested Solutions:

- * Install interpretive signs along certain trails.
- * Have interpretive brochures, signs at parking areas.
- * Rebuild or repair the mountain locator at the viewpoint.
- * Hold interpretive programs.
- * Construct a modest interpretive sign structure at the viewpoint.

Road Maintenance

The access road has an on-going erosion problem. From above, cinder material deposits on the road, narrowing the drivable lane. From below, in places, the roadbed is being undermined by renegade trails and

other old scars. Placement of crash barriers is unsightly and contributes to erosion without the installation of a drainage system. Much of the public strongly supports continued vehicular access to the top. Effective erosion control structures could be extensive and expensive.

Suggested Solutions:

- * Do nothing, let erosion take its course. Use the road while its usable.
- * Install better localized erosion control measures. Try alternative methods to construction such as plantings, netting, etc..
- * Construct retaining wall along the uphill side of road.
- * Install drainage control measures along the length of the road.

Major Erosion & Mining Rehabilitation

Past cinder mining operations on three sides of the butte, the old ski jump and extensive romping on the school side of the butte have created several extensive, serious erosion hazard sites. Rehabilitation of some of these scars will eventually be needed to protect the visual quality of the butte and to protect the road. Correction of the scars could be a big and expensive job.

Suggested Solutions:

- * Work with the city to dump winter cinder sweepings onto old scars.
- * Explore the feasibility of burying a new city water reservoir in the south pit, and covering it with color-matched cinders from another location.
- * Work with the school to limit access to the butte's slopes from school.
- * Use plantings to stabilize active erosion sites.

Water Reservoir Locations

The city will be looking for sites for new water reservoirs as the water needs of Bend continue to increase dramatically. The current reservoirs are very noticeable on the lower slope of the butte. Additional above ground tanks would further degrade the visual quality of the butte. Tanks need to be placed at an elevation which would make them very visible. Tanks might be buried.

Suggested Solutions:

- * Camouflage-paint the existing tanks to blend better into the setting
- * Prohibit any additional above ground tanks on OPRD property.
- * Explore the idea of a buried tank, where feasible.
- * Tie special compensation or mutually beneficial use agreements with city to buried tank placement.

Other Issues

Disabled Access: Paved 100% wheelchair accessible trail access is needed around the base of the butte, with cooperation with the neighboring residential areas and school site. A challenging access to the top is needed. Paving the road shoulder with level turnouts where possible would provide this. Benches along trails and at the viewpoint would aid those who are less fit. Sight, hearing and mental ability aids are needed at trailheads and viewpoint, and at interpretive stops.

Viewing structure desired: The construction of an improved viewing platform at the viewpoint was suggested. Ideas have included the installation of an old fire lookout, and the construction of a native stone platform with walls and partial roof. Many prefer no building at the top.

Picnicking and improved facilities desired: Improvement of the viewpoint site to handle large numbers of visitors is needed. Some want dayuse facilities, many do not. The city land to the east is large enough to accommodate a developed dayuse area with picnicing. As housing is built on this side of the butte, a buffer and park facilities would be useful there. Toilets and drinking water have been requested for based parking areas. Most prefer no toilets at the top.

Towers at the viewpoint: Several transmission and other towers have been located at the viewpoint, and are unsightly to many. They could be removed and prohibited, or limited in size, number or length of time allowed to stand. If towers are allowed at the viewpoint, worthwhile compensation be sought.

Dog excrement and litter problems: Suggestions include no action, volunteer assistance to obey the rules, installation of litter and pet waste sack dispersal stations and the installation of garbage cans.

Operating hours: The park is currently open 24 hours a day. Restricted hours may be needed to address late night law enforcement problems at the viewpoint. Gate closures require on-going staffing.

Vegetation Management: The current juniper forest has grown up from a previous ponderosa pine forest, likely due to the cessation of widespread burning. Non-native, intrusive grasses and herbaceous plants have come onto the butte in places. Junipers at the top, and in some locations along the road and future trail routes will need to be managed to maintain veiws. In some areas, there may be opportunities to replant with pondersora pine and native understory and grasses.

GOALS AND OBJECTIVES - Chapter Six

OPRD has established a series of goals and objectives for guiding the appropriate management and use of Pilot Butte. They are based on the suitability assessment and preferred solution from the issues discussion. They are an expansion of the Partners Planning group goals statement.

GOAL 1: PROTECT & ENHANCE THE SCENIC & HISTORIC VALUES OF PILOT BUTTE

Protecting the natural contours and forest cover of the butte and protecting the historic access road and viewpoint opportunity is the number one goal for public use and management of Pilot Butte. The implementation of any of the following goals and objectives must be compatible with this goal.

- A. Prepare development and management guidelines and parameters which will ensure protection of the scenic and historic values for a State Scenic Viewpoint. Future proposals for water reservoir placement, towers, trails and dayuse/interpretive facilities, and parking development, and resource management actions, must be completely compatible with the protection or enhancement of scenic and historic values.

GOAL 2: IMPROVE THE SAFE USE OF THE PARKING AREAS AND TRAILS

- A. Limit all bicycling to the existing road.
- B. Improve road shoulder for wheelchair use.
- C. Address vandalism, theft, litter and dog waste problems.
(Garbage cans, trash bag stations, rules and regulations.)
- D. Pursue hwy intersection realignment with ODOT.
- E. Close and rehab current parking lot and construct extensive parking and daysue facilities on city lot to east.
- F. Delineate viewpoint parking & limit time stay.
- G. Work with city to have a bus stop near trail access.
- H. Construct safe trail connections from new parking area to road shoulder and to new trails.

GOAL 3: ENHANCE THE CURRENT TRAIL SYSTEM

- A. Close most renegade trails. Rehab portions of those that can contribute to the following objectives.
- B. Construct appropriately placed and designed additional trails for hiking.
 - * North and east side connection from new parking to viewpoint.
 - * Base trail.
- C. New parking area to road shoulder along southern base.
- D. Connection to Larkspur trail.
- E. Connections to neighborhoods.

GOAL 4: CONTINUE VEHICULAR ACCESS TO THE VIEWPOINT

- A. Schedule vehicular use of the viewpoint access road.
- B. Delineate vehicular and non-motorized use of the road, and shoulder better.
- C. Develop & implement road maintenance strategies and arrange for needed fund-raising and partnership.

GOAL 5: REHABILITATE EROSION SCARS

- A. Pursue partnerships to identify areas needing stabilization and/or rehab for large scars on north and east.
- B. Identify cost effective and compatible alternatives for stabilization and rehab; and develop fund-raising and partnership strategies for implementation.
- C. Pursue major strategy/partnership to rehab scar on OPRD property, south side. (Buried water reservoir is an option to be explored.)

GOAL 6: EXPAND & ENHANCE VIEWPOINT

- A. Redesign viewpoint for better traffic flow for vehicles, bicycles and pedestrians.
- B. Delineate parking areas.
- C. Improve viewing platform access and surfacing.
- D. Provide a modest interpretive sign structure.
- E. Protect, repair historic plaque, viewfinder & geodetic marker.
- F. Construct short loop trail where slope allows for informal dayuse.
- G. Install benches.

GOAL 7: PROVIDE NEW DAYUSE OPPORTUNITIES

- A. Develop intensive/extensive, dayuse/group use facilities in the city-owned property to the east.

GOAL 8: PROVIDE INTERPRETATION & PROGRAMS

- A. Construct interpretive signs at key trail locations, at trailhead and at viewpoint.
- B. Provide interpretive programs at dayuse area and for trail hikes.
- C. Promote special events which promote Pilot Butte preservation, enhancement and maintenance.

GOAL 9: IMPROVE MANAGEMENT/MAINTENANCE

- A. Develop management a strategy for Improving supervision, hours of operation, litter control and minor maintenance.

GOAL 10: ENHANCE VEGETATION AND WILDLIFE HABITAT

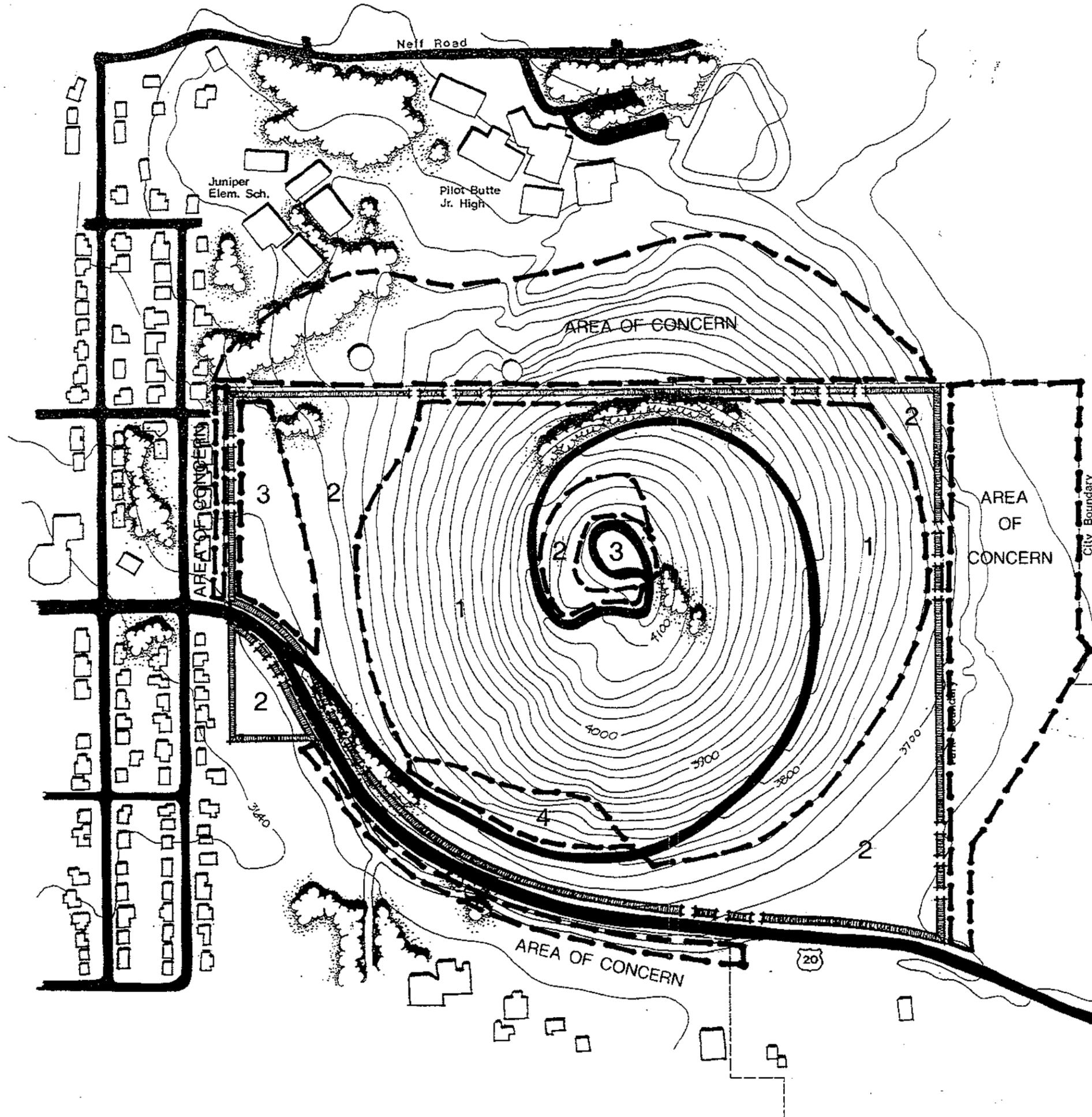
- A. Remove non-native, weedy species and replant with appropriate natives.
- B. Manage juniper and pine forest for hazard prevention, and view preservation.
- C. Tree planting/replanting should favor pine or juniper, especially on north and east sides of the butte.
- D. Use native plantings to heal scars where possible.
- E. Maintain/enhance forest cover and understory for wildlife use.

GOAL 11: EXPLORE PARTNERSHIPS FOR ACHIEVING GOALS

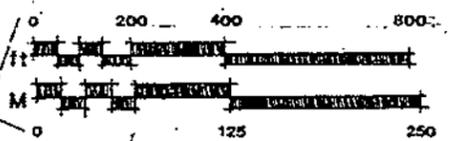
- A. Pursue partnerships, grants, in-kind assistance and fund-raising strategies to implement the objectives listed above.



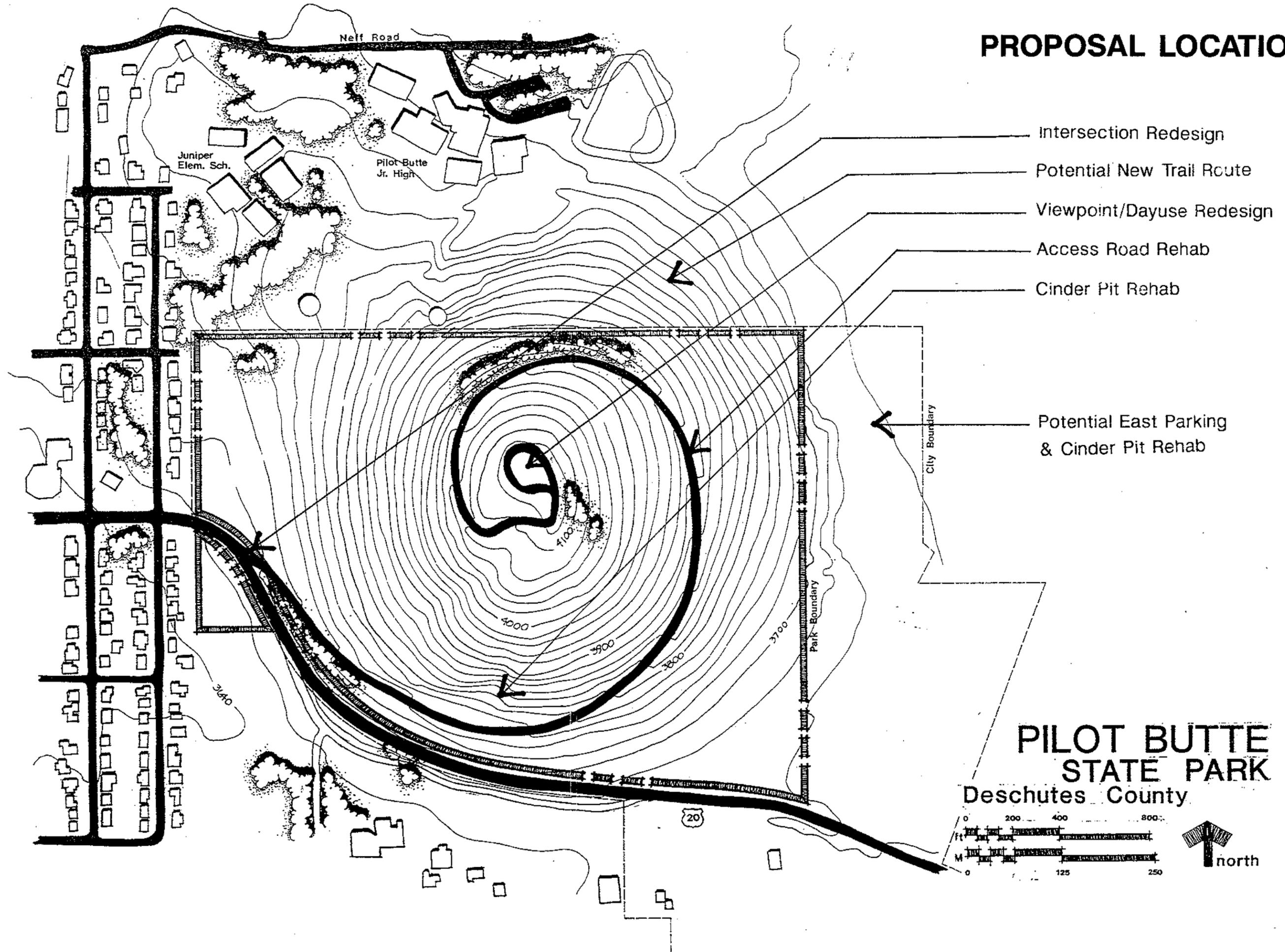
SUITABILITY LEVELS



**PILOT BUTTE
STATE PARK**
Deschutes County

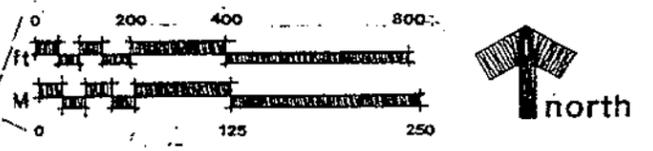


PROPOSAL LOCATIONS



- Intersection Redesign
- Potential New Trail Route
- Viewpoint/Dayuse Redesign
- Access Road Rehab
- Cinder Pit Rehab
- Potential East Parking & Cinder Pit Rehab

**PILOT BUTTE
STATE PARK**
Deschutes County



PILOT BUTTE
State Scenic Viewpoint

Development Guidelines Report

1995

OREGON PARKS AND RECREATION DEPARTMENT

PILOT BUTTE STATE SCENIC VIEWPOINT

Master Plan Development Guidelines

This report provides detailed guidelines for the implementation of development or major rehab projects outlined in the Pilot Butte State Scenic Viewpoint Master Plan goals and objectives. The guidelines are developed and approved administratively, and can be changed administratively. Changes to the guidelines should remain compatible with the suitability assessments and the goals and objectives in the adopted master plan. Any changes proposed for the guidelines, which would conflict with current master plan assessments, goals or objectives, would be subject to the successful completion of an adopted master plan amendment.

The attached concept sketches are provided as recommended beginning points for design discussion and refinement. The concepts are based on OPRD staff understandings of the site opportunities and constraints found at Pilot Butte, and on the objectives for recreational use and resource management.

Development Opportunity Sites

The "Proposal Locations" map, which can be found in the "Goals and Objectives" chapter of the Pilot Butte master plan, shows the locations of the recommended develop projects from the plan. A written description of the project concept and related development parameters is provided below. Concept sketches for major projects can be found at the end of this document.

Highway Intersections

Two highway intersection sites need to be addressed at Pilot Butte, one in the vicinity of the existing intersection and a new one to the east.

The development of an improved highway intersection for access to Pilot Butte Road requires the approval of ODOT, and needs to become a priority in the ODOT Six Year Plan. Local OPRD staff can work with the Partners Planning group and with Regional ODOT planners toward that end, and to develop a tentative design for the intersection. Special state or federal highway standards will apply to the final design.

From the OPRD perspective, the re-design needs to address vehicular access between the highway and the viewpoint access road, and address future trail connection to and crossing of Pilot Butte Road near the intersection. (See the concept sketch at the end of this report.)

A new intersection to the proposed trailhead east of Pilot Butte, would need to address vehicular access including buses and other large vehicles, should incorporate a city bus stop, and should address the future crossing of the Larkspur Trail.

The final design of either intersection will require detailed site measurements and cost and safety considerations.

Redesigning the Existing Viewpoint

Parking along the access road loop, at the viewpoint, needs to be better defined. The relatively flat area to the southwest of the viewpoint platform can be improved for head-in parking.

The viewing platform, itself, can be better defined and improved by rehabilitating and adding to the paved area. The commemorative plaques, viewfinder and geodetic marker should be retained and maintained.

The road shoulder can be paved and defined from the road around the viewpoint loop. Fencing can be added along the shoulder to keep visitors from wandering downslope outside of designated trails. New trail accesses from below will need to be connected to the pedestrian trail at the loop. Designated crossings of the loop road will be needed.

An unobtrusive interpretive sign structure can be erected on a portion of the viewing platform or around the trail loop. The structure should not be easily seen from the highways below to the south and west, and should not obstruct views from the viewing platform. Interpretive sign panels can be placed on the viewing platform and along the new trail routes. Panels should generally not be placed along the access road shoulder, to avoid further congestion of hikers and vehicles. They could be placed, around the loop, where space is available for development of a pedestrian "bumpout". Benches could be provided on the platform or trail loop.

Materials used should blend with the natural colors of the area. Native stone, color-matched masonry, and natural wood or harmonious paint colors are recommended. Bright colors and reflective materials should be avoided. As the setting is protecting a "Nature-dominant with Urban" area, construction should be sturdy, but naturalistic, and should not be of an modern or industrial look. Night lighting, if used, should not be visible from the highways, and should not obscure views of the night sky.

The development of parking, structures, sign panels and major paved areas should be confined to the Level Three area. A minor trail loop could be constructed within the Level Two area.

Eastside Trailhead Parking and Day-use Area

Development of the city lot to the east of Pilot Butte, as a parking lot and dayuse area requires an agreement with the City of Bend, or acquisition of portions of the city property. It will also require a long term agreement regarding the placement of cinder sweepings on the cinder pit scar there. An improved highway intersection will be needed as mentioned above.

Parking for 50-75 cars can be provided here. There is sufficient space for the development of a

picnicking, group use and events staging area. Picnic shelters, a group use building, and toilets could be constructed. Larger interpretive panels or structures would be appropriate in this area.

Tree planting and irrigation with grass would be desirable here, to accommodate large numbers of visitors, while keeping the dust down. Irrigated grass and intensive development in this location would not negatively affect the visual qualities of the butte.

The setting in this area is urban, and modern or industrial style buildings could be used. Naturalistic style structures would be in keeping with the architectural style needed at the viewpoint, and would tie the appearance of all Pilot Butte facilities together.

One or more trail connections from this area, around the butte and up the east and north side is needed. Trail connections to the surrounding residential area would be desirable. Perimeter fencing could be installed to direct access to designated trails only. Agreements with the school district, and City of Bend may be needed to complete a 360 degree base trail.

Trail Construction

New trails should be placed in areas where they cannot be seen from the state highways, mostly on the east and north sides of the butte. They should be located to take advantage of forest cover and view opportunities, and to avoid areas of excessive erosion potential. The Planning Partners have done preliminary research on trail placement which could be refined. USFS trailbuilding experts should be consulted, especially those experienced with similar erosive conditions. The Gifford Pinchot NF (Mount St. Helens National Monument) and Lavalands National Monument trail experts should be consulted.

Road Erosion Control Concepts

A combination of minor and major rehabilitation techniques will likely be the most feasible solution for controlling erosion related to the viewpoint access road. Minor techniques could include the localized placement of plantings, netting, fencing and rock. Minor grading would be done where needed. Posts which have created the appearance of a trail entrance, outside of designated trail locations, should be removed and replaced with appropriate barrier fencing. Other renegade trail entrances should be fenced and planted. Unobtrusive informational signs could be used to educate visitors about the inadvertent effects they can have on erosion. Additional measures might be used as new techniques are learned from others, such as Lava Lands and Mount Saint Helens.

The major rehab concept could include the following: Installation of a roadside drainage structure, on the upslope side of the road; and an erosion control wall or other structure on the upslope side where needed. The concept sketches show diagrams of these solutions. Structures should be designed with visually harmonious materials only. Final designs will need to accurately locate, size and cost estimates prepared. Road widening should not infringe on roadside trail

use. The shoulder might be paved and striped. A narrow upslope side shoulder might be incorporated into the construction of a permanent wall.

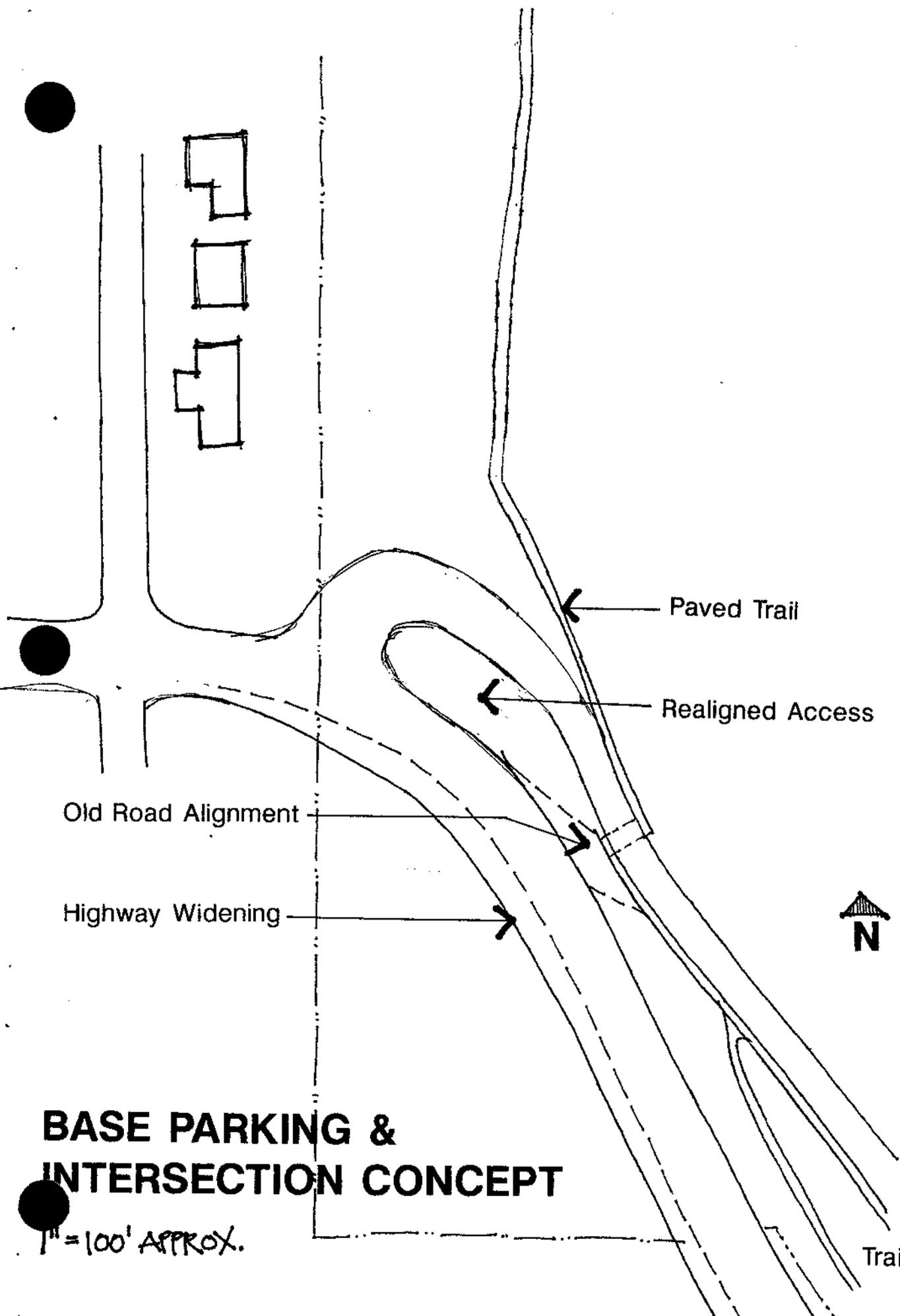
Should erosional deposits worsen, limited two-way vehicular traffic on the road, it may be temporarily closed to vehicular traffic, until the situation can be improved.

Cinder Pit Rehab

The cinder pit on the south side could be rehabilitated by the placement of cinder sweepings or as a part of the installation of an underground city water reservoir. The reservoir structure should be covered with color-matched sweepings to approach the original slope. The pit on the adjacent property to the east could receive some additional cinder sweepings. The pit on the north side, on school property, may require netting and tree/shrub planting, and restrictions of public access to stabilize it. Geological experts should be consulted to determine the critical erosion areas.

Interpretive Themes and Site Opportunities

Interpretive themes appropriate for Pilot Butte and site opportunities will be determined by field staff with assistance from the local Partners group, and from the Salem OPRD interpretive coordinator. Sites should be chosen to be as directly relevant to the theme as possible, and should comply with any guidelines mentioned in other concept areas, above. Interpretive structures should harmonize visually with the setting, using natural materials or harmonious paints. Highly reflective materials should be avoided. Panels should be scaled and placed so that they do not obstruct or compete with views from the butte trails. Small gathering areas, just off-trail, should be incorporated into the panel placement.



Paved Trail

Realigned Access

Old Road Alignment

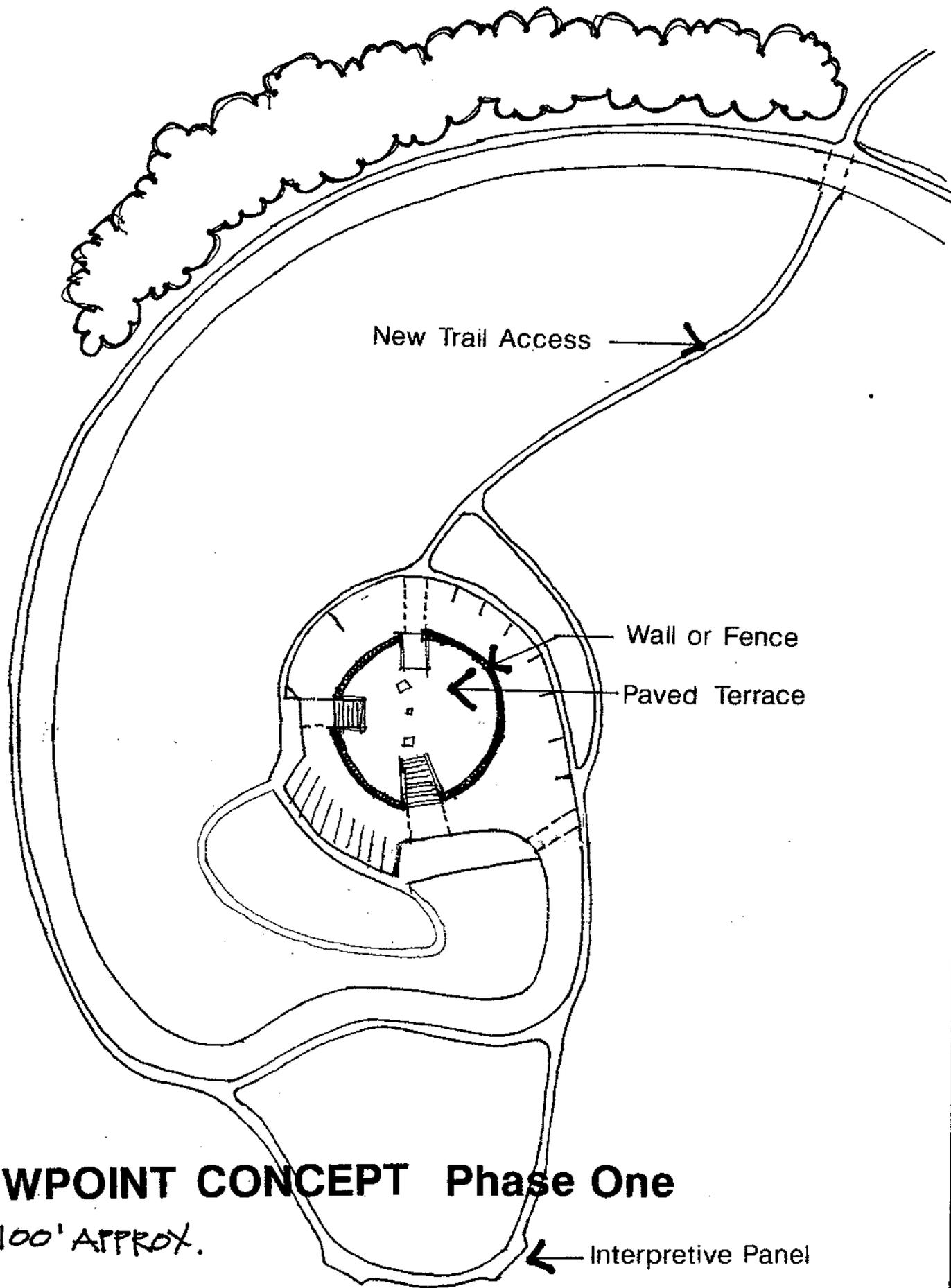
Highway Widening



BASE PARKING & INTERSECTION CONCEPT

1" = 100' APPROX.

Trail



New Trail Access

Wall or Fence

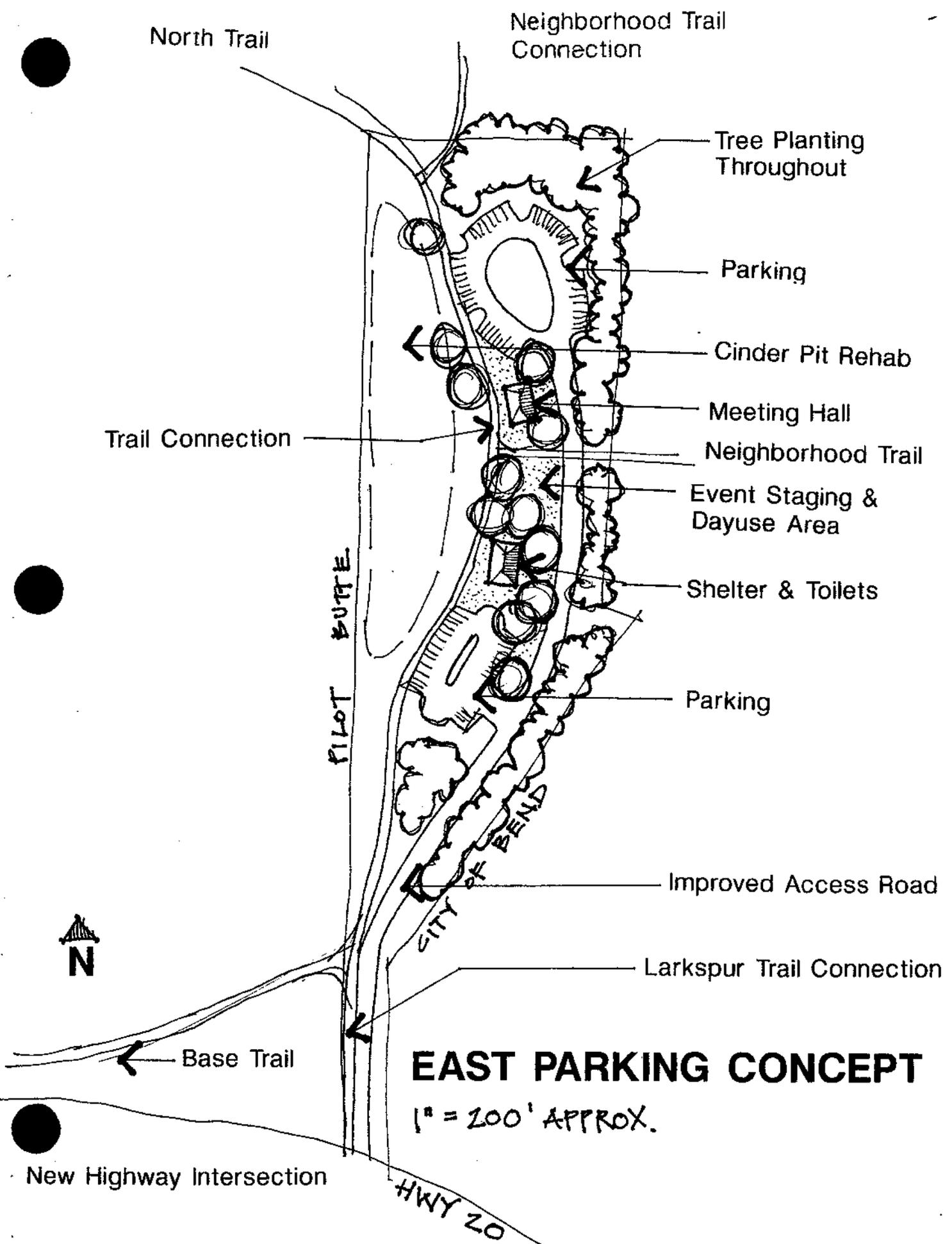
Paved Terrace



VIEWPOINT CONCEPT Phase One

1" = 100' APPROX.

Interpretive Panel



North Trail

Neighborhood Trail Connection

Tree Planting Throughout

Parking

Cinder Pit Rehab

Meeting Hall

Neighborhood Trail

Event Staging & Dayuse Area

Shelter & Toilets

Parking

Improved Access Road

Larkspur Trail Connection

Trail Connection

PILOT BUTTE

CITY OF BEND

Base Trail

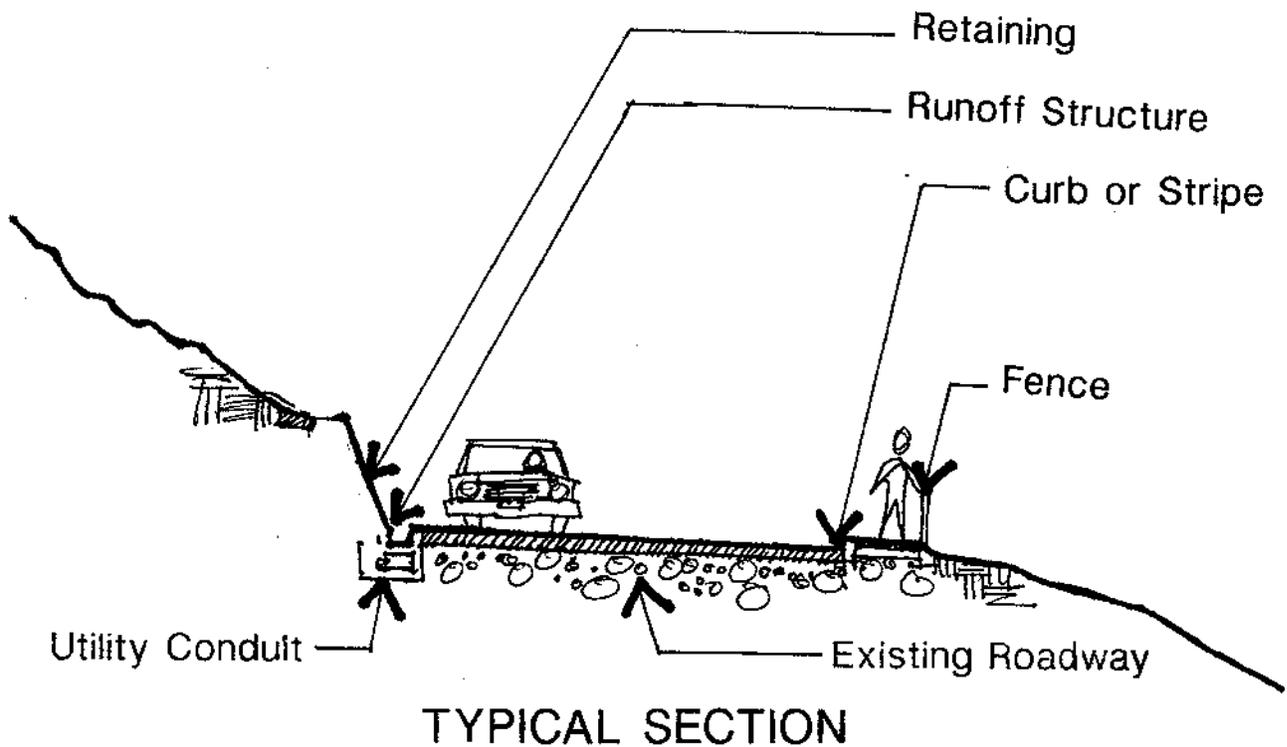
New Highway Intersection

HWY 20

EAST PARKING CONCEPT

1" = 200' APPROX.





ACCESS ROAD CONCEPT

1" = 10' APPROX.

Note: Roadway could be widened if a deeper upslope cut is done & larger retaining wall installed

GEOLOGY AND GEOLOGIC FEATURES
TOPOGRAPHY AND SOILS
WATER FEATURES AND HYDROLOGY
VEGETATION
WILDLIFE HABITATS
SCENIC RESOURCES
CULTURAL AND HISTORIC RESOURCES

SITE INVENTORY

PILOT BUTTE STATE PARK

GEOLOGIC FEATURES AND HAZARDS

The boundaries of Pilot Butte State Park encompass Pilot Butte, a 400-foot high cinder cone formed in the Quarternary/Tertiary geologic period. Cinder cones are a common feature in Central Oregon, and Pilot Butte is a typical, symmetrically shaped round-top variety. Most cinder cones have a basalt core and have been built up over volcanic vents. A common method of cone building is by fire fountaining, a type of eruption in which molten spouts of lava shoot vertically out of a vent to heights of hundreds of feet and shower down around the vent. Eventually a conical mound is built, composed of bombs, lumps of scoria, cinders and ashes (types of volcanic materials). Most cinder cones rise about 400-600 feet above surrounding areas, are 2,000 feet to 5,000 feet across at the base, and are very similar in appearance to Pilot Butte. Cinder cones are an important economic resource in Central Oregon, furnishing cinders and scoria (a type of volcanic cinder) for road building and other construction activities.

The base of Pilot Butte is surrounded by Pleistocene basalt lava flows which constitute the most common geologic formation in Deschutes County.

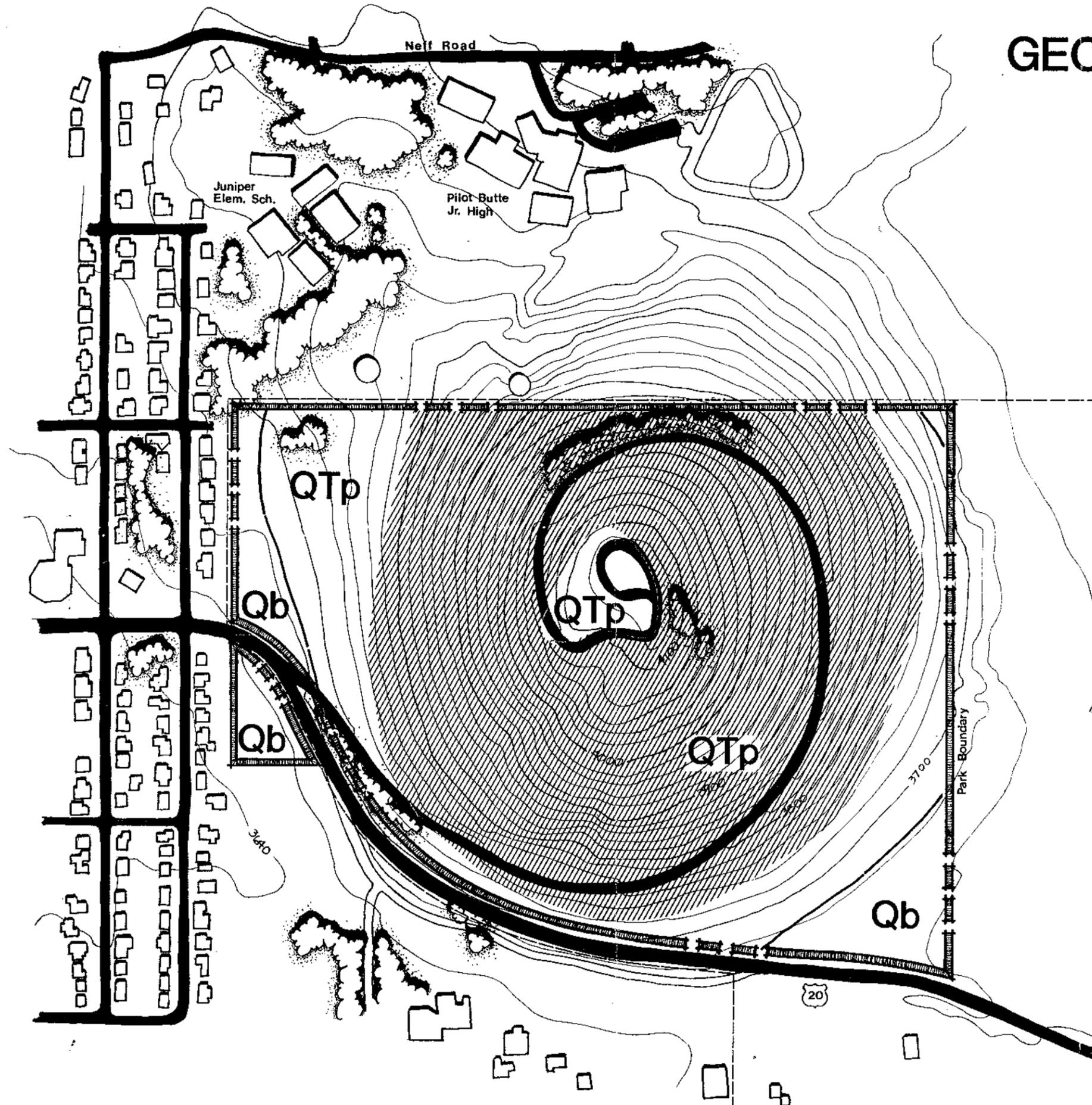
Management Concerns

The steep symmetrical sides of Pilot Butte result from the angle of repose of the volcanic material. Any disturbance or excavation which changes this angle of repose results in widespread erosion and slope movement on the sides of the Butte. This type of activity should be severely restricted.

A road has been constructed to the scenic viewpoint at the top of the Butte. This access road should not be widened or modified in any way that will result in increased or additional erosion.

A cinder pit was once operated at the base of Pilot Butte and the cinders of the Butte still represent an economic resource. The pit should not be used again since there is no immediate need for the cinders and the property was deeded to the State to maintain in perpetuity for the public.

GEOLOGIC FEATURES & HAZARDS



- QTp Quaternary - Tertiary
Pyroclastic Volcanic Rocks
- Cinder Cone Feature
- Qb Quaternary Basalts
- Erosion Potential Areas

**PILOT BUTTE
STATE PARK**
Deschutes County 1984

0 200 400 800

M 0 125 250

north

SOILS AND TOPOGRAPHY

A U.S. Soil Conservation Service soils scientist conducted a field investigation of Pilot Butte State Park to determine the soil types located in the park. This field check revealed that the main soil series which occurs in Pilot Butte State Park is the Kweo series. The Kweo series is common on cinder buttes and is described as an excessively drained gravelly, coarse-sand soil which is formed mostly in cinders and volcanic ash.

The surface soil is generally about 3 inches thick, the subsoil is about 7 inches thick and the depth to volcanic cinders is 5 to 12 inches. Depth to bedrock is commonly more than 60 inches.

Management Concerns

The excessively drained character of these soils presents problems. The soils tend to be very dry and do not hold enough water or moisture to support much vegetation. This trait has contributed to the already severe erosional problems on the Butte. When any vegetation is removed or the soil disturbed, erosion is accelerated.

The soils of the state park pose excavation problems due to poor bearing strength and excessive stoniness. Shallow depth to rock could also be troublesome for construction. In addition, severe problems for septic tank absorption fields are posed by the slope steepness and drainage characteristics. These situations should not cause problems since no structures or additional developments are currently planned for the park. If future plans include any structures, a soil scientist should be consulted to provide a site-specific soils analysis.

WATER FEATURES AND HYDROLOGY

Pilot Butte State Park has no water features. No streams, annual or perennial, are found in the park and there is no well or other facility relating to water. There are no aquifers and the water table is not readily accessible in the park area. The soils are very well-drained and no potential of overland flooding or any other similar situation exists.

VEGETATION

The vegetation of Pilot Butte State Park is typical of the more arid areas of Central Oregon. The species of grasses and general distribution and condition of the vegetation indicate that, in general, it has been modified by human use.

There are two main vegetation associations: The western juniper/big sage and bitterbrush plant community, and a western juniper/ponderosa pine community. The distribution in the park of the ponderosa pine and the grass species, Idaho fescue, is an indication of soil moisture. These plants need more moisture than the juniper/sage and bitterbrush plant community and are generally found on the north-facing slope of the Butte.

Management Concerns

The vegetation of Pilot Butte is very important for slope stabilization and erosion control. It is necessary to retain as much existing vegetation on the Butte as possible to control and minimize the soil erosion problem.

KEY TO PLANT COMMUNITIES

Pilot Butte State Park

JUOC Juniperus occidentalis/Artemisia tridentata-Purshia tridentata/Agropyron spicatum (western juniper/big sagebrush-bitterbrush/bluebunch wheatgrass).

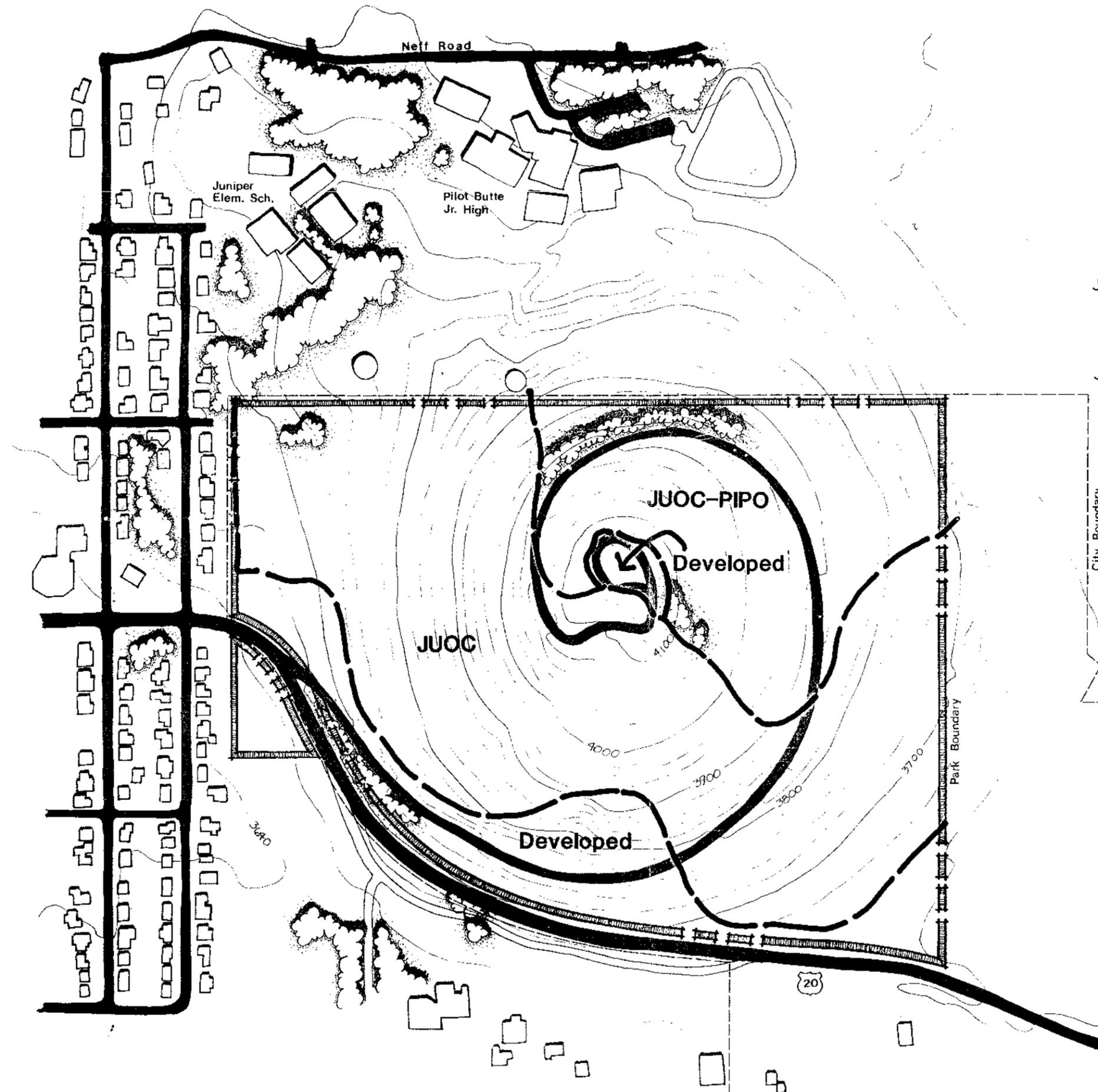
JUOC-PIPO Juniperus occidentalis-Pinus ponderosa/Artemisia tridentata-Purshia tridentata/Agropyron spicatum (western juniper-ponderosa pine/big sagebrush-bitterbrush/bluebunch wheatgrass-Idaho fescue).

Additional information on plant communities can be found in the Appendix.

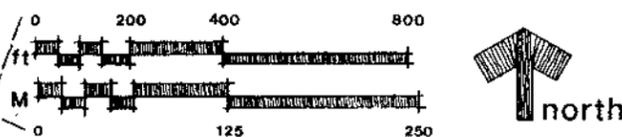
VEGETATION TYPES

KEY

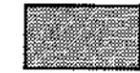
- JUOC *Juniperus occidentalis*/*Artemisia tridentata*-*Purshia tridentata*/*Agropyron spicatum* (western juniper/big sagebrush-bitterbrush/bluebunch wheatgrass).
- JUOC-PIPO *Juniperus occidentalis*-*Pinus ponderosa*/*Artemisia tridentata*-*Purshia tridentata*/*Agropyron spicatum* (western juniper-ponderosa pine/big sagebrush-bitterbrush/bluebunch wheatgrass-Idaho fescue).

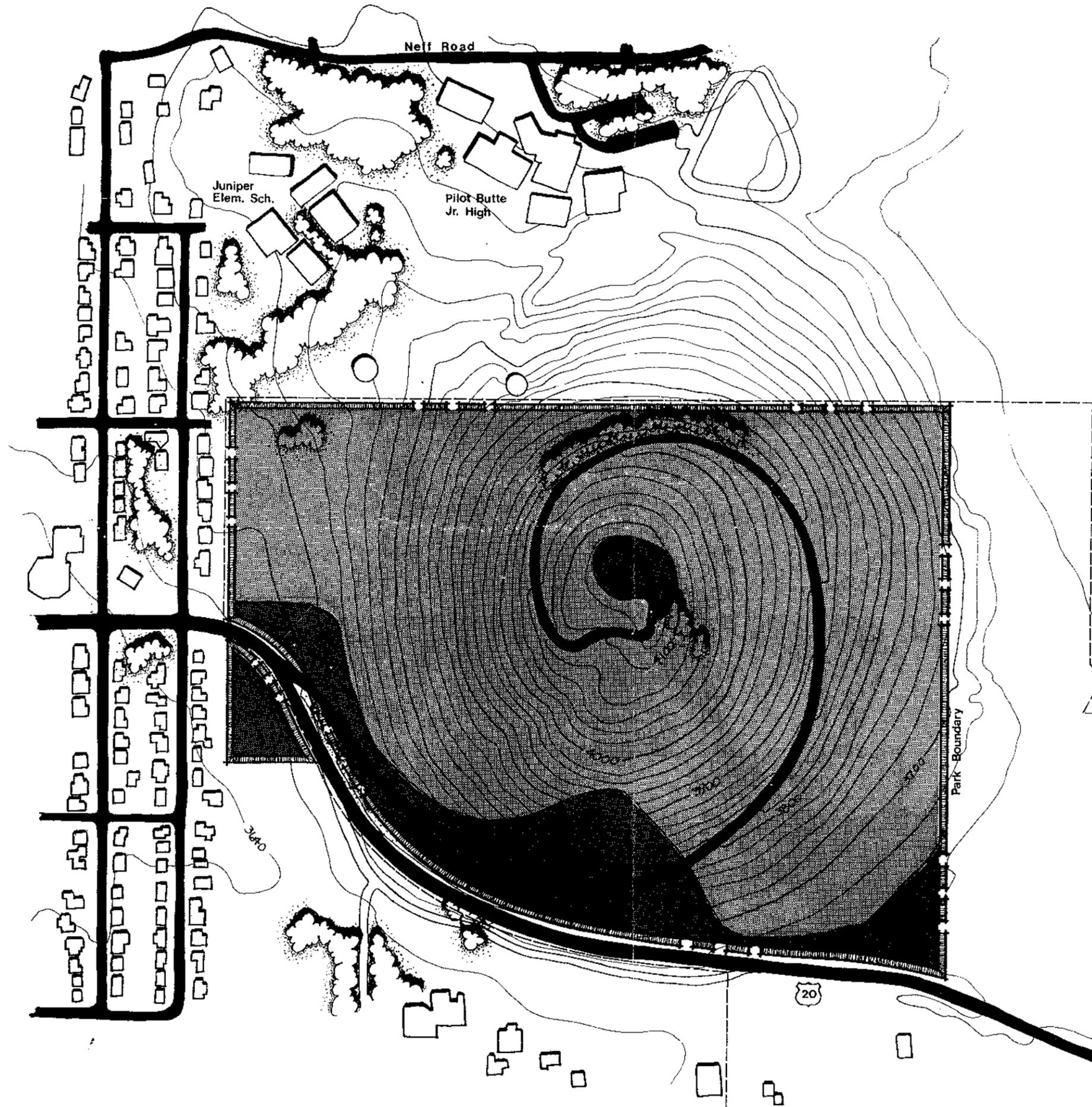


**PILOT BUTTE
STATE PARK**
Deschutes County 1984

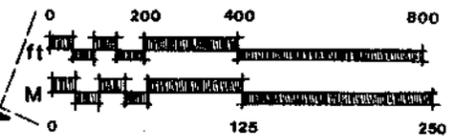


VEGETATION

-  Modified by Development
-  Poor Condition



**PILOT BUTTE
STATE PARK**
Deschutes County 1984



WILDLIFE AND WILDLIFE HABITAT

No unique or exceptionally significant wildlife habitat exists at Pilot Butte State Park. However, the juniper/sage vegetation does provide cover for moderate populations of a variety of small animals.

The most common animals are the least chipmunk and the California quail. Other significant small mammals include the Belding ground squirrel and golden mantled ground squirrel. Of the larger mammals, coyotes occasionally visit the park and there has been a report of a cougar being sighted at the park.

The most abundant bird species are sparrowhawks, flickers, mountain bluebirds and violet green swallows.

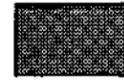
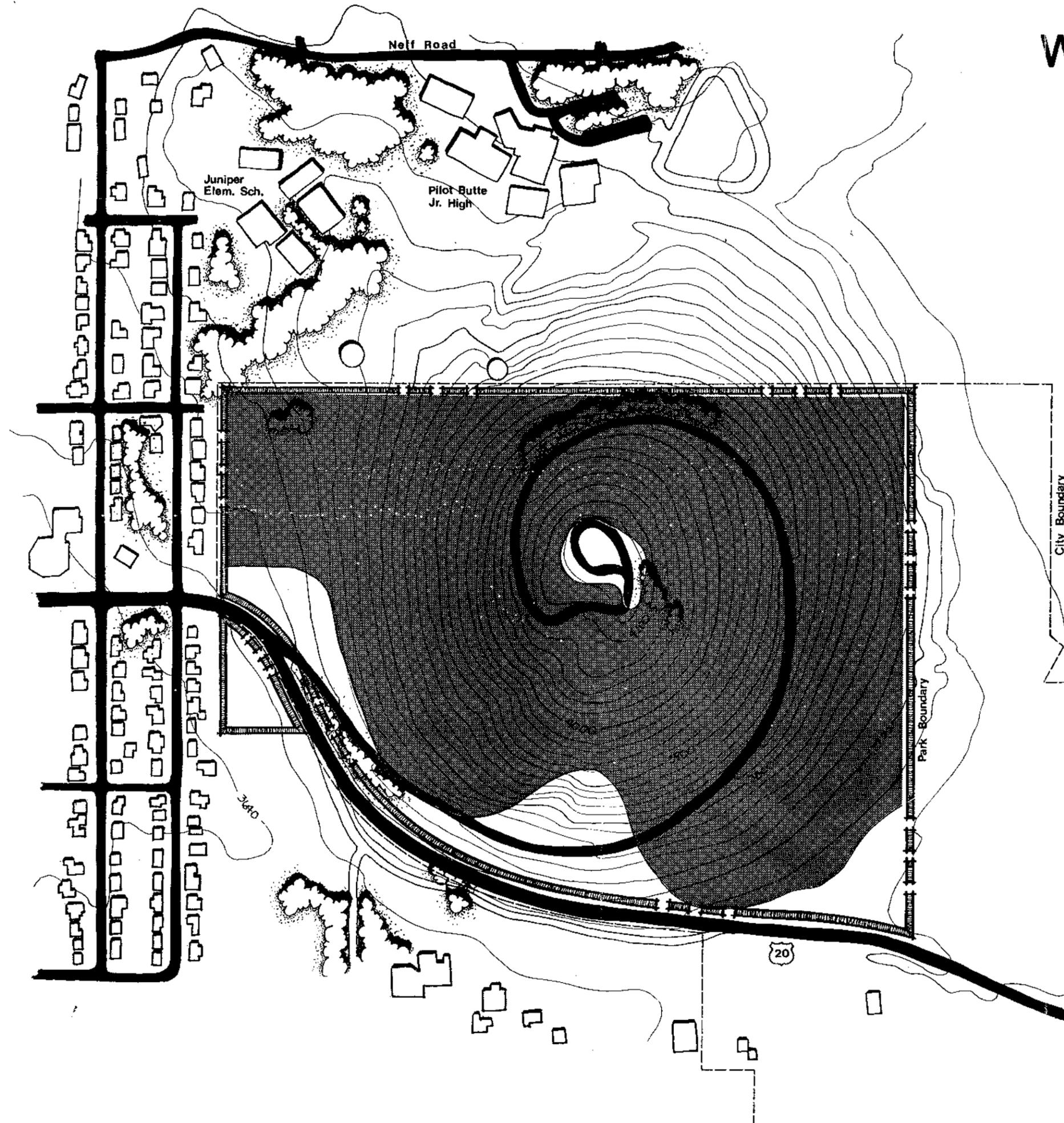
Western fence and sagebrush lizards (Genus, sceloporus) are the most common reptiles.

Management Concerns

Preserving appropriate habitat is the most important element in maintaining existing wildlife levels in the park. The Butte's existing vegetation should be protected from any modifications, not only to prevent erosion but to retain the current wildlife habitats. As development occurs around the base of Pilot Butte, the park will become more important as a refuge for wildlife and should be maintained for that use.

Additional information on wildlife can be found in the Appendix.

WILDLIFE HABITAT

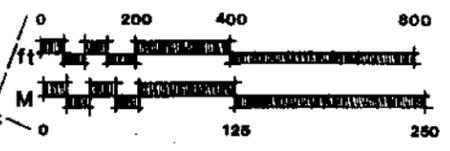


Juniper - Sage Habitat

City Boundary

Park Boundary

**PILOT BUTTE
STATE PARK**
Deschutes County 1984



SCENIC RESOURCES

Pilot Butte is a unique visual resource in Central Oregon. The Butte provides a viewpoint for park visitors and is a landmark for the surrounding Central Oregon area.

The Butte, rising about 400 feet above the surrounding lava plains, is visible throughout much of Deschutes County. It provides a point of orientation and is a visual symbol of the geologic past of the area. The history of the Butte's use is apparent on the sides of the cinder cone. An abandoned cinder pit is visible on the western flanks of the cone, the scars from a ski jump structure can be seen on the northeast side, the spiral road to the viewpoint is visible from miles away, and at night the headlights of cars ascending to the viewpoint can be seen.

The view from Pilot Butte has been described as spectacular by the earliest visitors to Central Oregon. On a clear day, the views include the Cascade Range from Mt. Hood to Diamond Peak, Smith Rocks in the north, the Ochoco Mountains around Prineville to the east, and Mt. Newberry and the lodgepole pine forests of the LaPine area.

The areas of the Butte classified as Scenic Sensitive are those areas which are most visible from Bend and the surrounding areas. The areas of the park classified as having Scenic Value include the viewpoint area of the Butte and those sections of the park which are important to the park visitor at close viewing range.

Management Concerns

Pilot Butte represents a unique situation for scenic resources since the viewpoint uses the entire area of Central Oregon as a viewshed and the Butte itself is a landmark and visual resource for the surrounding areas.

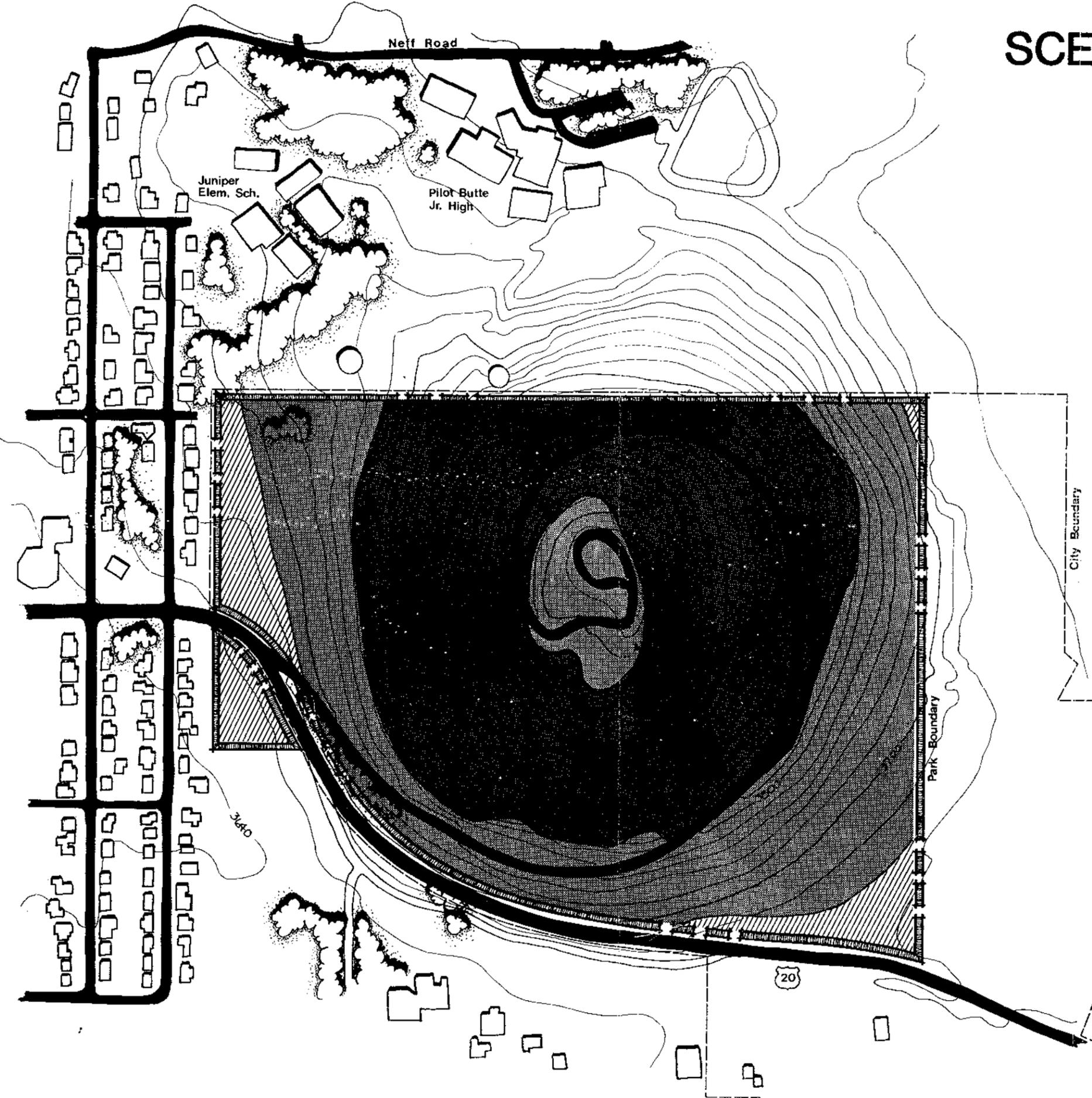
The Butte is located within an urban area and represents an important visual landmark for the city of Bend. Activities which alter the soils or vegetation of the Butte are very apparent within the immediate area and should be restricted as much as possible. The types of activities which leave visual scars on the Butte and should be controlled include climbing or hiking up the sides of the Butte, off-road vehicle use (motorized and non-motorized), cinder mining, and construction activities. Placement of any radio or television relay equipment on the Butte should be limited or carefully sited so there is no visual evidence.

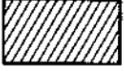
Development around the base of the Butte presents a special concern due to the immediate visual impact on viewpoint visitors. Any development abutting the park should be monitored and evaluated for potential adverse visual impacts.

The City of Bend has several water reservoir tanks painted inappropriate colors located on the sides of the Butte. The City should be encouraged to paint these tanks a color more compatible with the natural landscape.

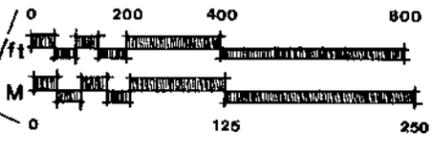
The viewpoint area at the top of the Butte is classified as having Scenic Value and should be visually improved by removing the unattractive weed plant species, repairing and improving the condition of the existing rock walls and planting hardy ground cover plants. A possible ground cover might be Artemisia caucasica, commonly called silver spreader, which is very hardy and also has fire retardent characteristics.

SCENIC RESOURCES



-  Scenic Value
-  Scenic Sensitive
-  Viewshed Sensitive

**PILOT BUTTE
STATE PARK**
Deschutes County 1984



HISTORIC AND CULTURAL RESOURCES

Pilot Butte has been a Central Oregon landmark almost since the first wagon trains traveled over the Central Oregon plateau. Original surveys of the Alfalfa area show old wagon tracks going almost due west toward Pilot Butte. The thin, dim trace is labeled Old Immigrant Road on early maps. The Old Immigrant Road later became Old Bear Creek Road, a name still used. The Butte has been a landmark for travelers for many years, pointing the way either to the crossing of the Deschutes River at Bend or to the town itself. The name "Red Butte" appeared on maps in Oregon printed in 1887. At the turn of the century, the name Pilot Butte was also assigned to the small town that later became the city of Bend. After initial use as a guiding landmark to those immigrant parties traveling across the Deschutes plateau, Pilot Butte became one of the best viewpoints in Central Oregon from which to see the peaks of the Cascade Range and the surrounding area.

From 1914 and for years afterwards, Pilot Butte provided cinders for the streets of Bend and for other local construction projects. The scars of the cinder pit are still visible on the sides of the Butte. The road that spirals up Pilot Butte was started in June 1922. In 1928, the road to the summit was widened and improved and the Butte became the main local viewpoint. On September 30, 1928, Pilot Butte was dedicated as a landmark and a state park in the memory of Terrence H. Foley, an early-day civic leader of Bend. In 1963, a ski jump was constructed on the northeast side of the Butte. The jump was removed in 1967 but the site is still visible on the Butte.

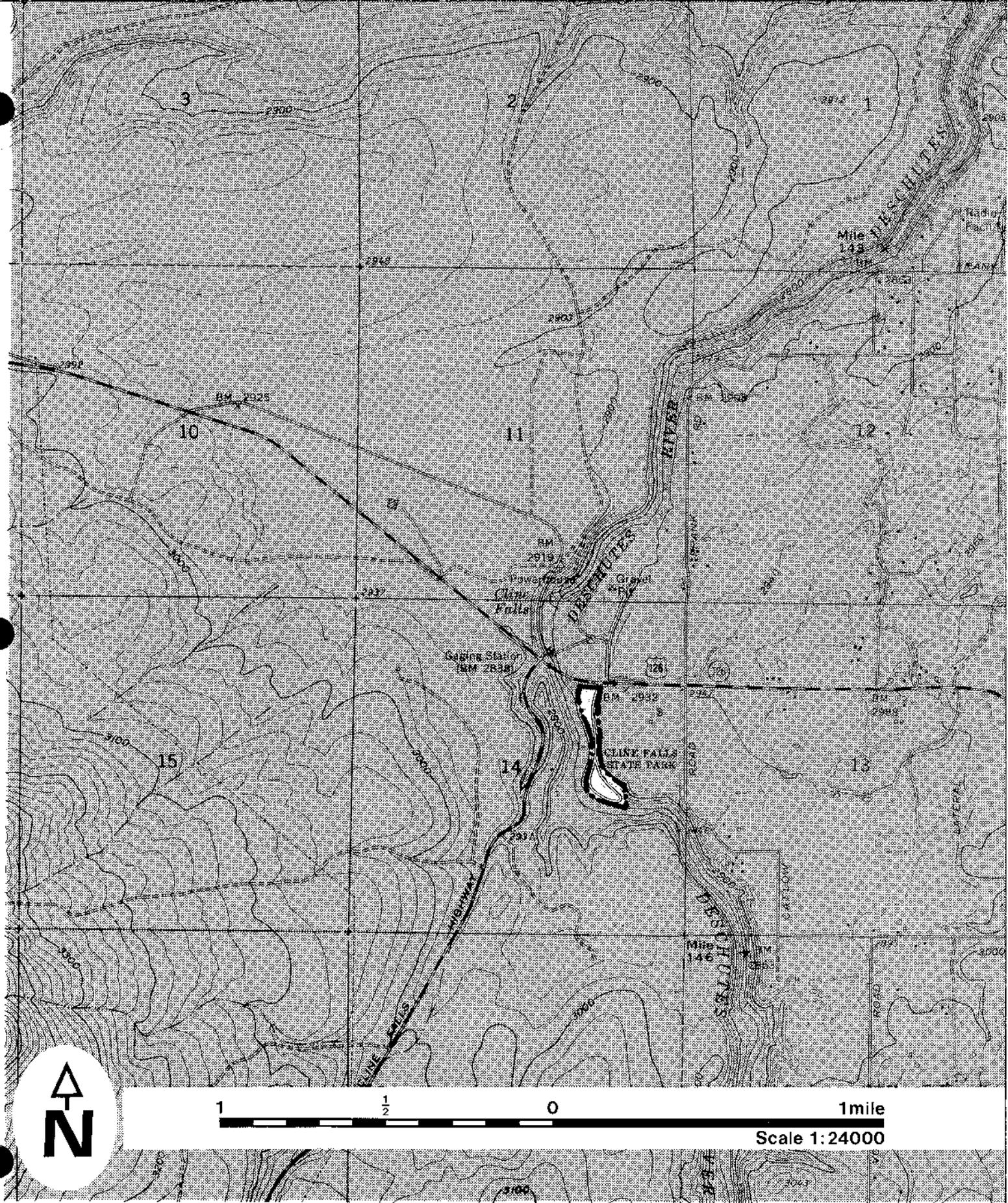
Pilot Butte has played an important historic role in the Central Oregon area, both in its function as a guiding landmark in early years, and in providing a viewpoint of exceptional quality. Currently the park serves as a very popular viewpoint for tourists and a favorite lunch-time and sunset retreat for locals.

The Butte is also used as the site of Bend's traditional Fourth of July fireworks display.

Management Concerns

Pilot Butte should be preserved as a landmark of local and statewide significance. Mining of cinders, which might further deface the Butte, should be prohibited. Development schemes which degrade the significance of the Butte as a landmark should also be prohibited and if the park changes management in the future, any development which will significantly change the current and past uses of the park should be prohibited through deed restrictions.

In addition, Pilot Butte should be evaluated for its potential to be designated a National Landmark and placed on the National Register of Historic Places.



CLINE FALLS STATE PARK

TOWNSHIP 15 S. RANGE 12 E. SECTION 14

CLINE FALLS STATE PARK

Location: Four miles west of Redmond on U.S. 126, on the right bank of the Deschutes River, in Deschutes County, Oregon.

Acreage: 9.04 acres.

Description: The first park property was transferred from the Highway Department to the Parks Division in 1956. It is named after a nearby waterfall.

The main use at this park is for day-visitor picnicking and river wading.

Day-Use Facilities and Attendance: 38 picnic sites, Toilet facilities, Entry road and parking, and River access

40,290 day-use visits FY 83-84

Campground Facilities and Attendance: None

LAND USE PLAN ACREAGE SUMMARY
PRIMARY PROTECTIVE AREAS
SECONDARY PROTECTIVE AREAS
LIMITED DEVELOPMENT AREAS
MAJOR DEVELOPMENT AREAS

LAND USE PLAN

CLINE FALLS STATE PARK

LAND USE PLAN SUMMARY

CLINE FALLS

Total Park Acreage

9.04 ac.

Primary Protection Areas (PPA)

2.98 ac. 33%

The banks of the Deschutes River constitute the Primary Protection Areas. This designation protects the wildlife habitat, the visual quality and a rare plant found along the banks of the river.

Secondary Protection Areas (SPA)

2.80 ac. 31%

The Secondary Protection Areas buffer the Primary Protection Areas. No development is planned here.

Limited Development Areas (LDA)

1.63 ac. 18%

The LDA includes the road corridor leading through the park. Steep topography and geology preclude any additional development.

Major Development Areas (MDA)

1.63 ac. 18%

Park development is limited to day-use facilities. Existing facilities include parking, restrooms, tables, stoves and drinking fountains. A picnic shelter will be constructed in the future.

Areas of Concern (AOC)

All the areas visible from the park are Areas of Concern. Any construction or development may have an adverse impact on the quality of recreational experiences in the park.

PRIMARY PROTECTION AREAS

2.98 ac. 33% of Total

Plant communities along the banks of the Deschutes constitute the most valuable natural and recreation resources in the park and are designated as PPA. This protects wildlife habitat and the banks of the Deschutes from development of any type. A rare plant, Estes' wormwood a shrubby plant which is endangered throughout its range, is found on the riverbank throughout the park. It is important to preserve its habitat at Cline Falls particularly because it is the type locality for the original description of this subspecies.

Recreational uses of the PPA include fishing, nature-watching, wading and innertubing, although the water is shallow.

No development is allowed or planned for the PPA. There is a non-native buttercup which is a persistent weed along the riverbanks. Management of this pest should not include spraying of pesticides or other chemicals. Mowing is most feasible but should only be done in areas where Estes' wormwood is not present.

SECONDARY PROTECTION AREAS 2.80 ac. 31% of Total

Areas designated SPA indicate moderate resource and recreation values for park use. These areas may provide buffers from surrounding property land uses.

Activities in the SPA at Cline Falls are limited by the quality of the resources and the small area. Underground utilities and minor landscape improvements are allowed uses. No development is planned for the SPAs.

LIMITED DEVELOPMENT AREAS 1.63 ac. 18% of Total

The road corridor into the park is designated Limited Development Area. Roads are an allowed use. No other development is planned in this LDA except future road maintenance or improvements as needed. Bank steepness and geology preclude other development.

MAJOR DEVELOPMENT AREAS 1.63 ac. 18% of Total

The majority of the park is developed for day use, including areas subject to wintertime flooding. Parking, restrooms, drinking fountains, stoves and picnic tables are existing facilities. A picnic shelter is proposed. Picnicking and water-associated activities are the main recreational pursuits.

AREAS OF CONCERN

The viewshed of Cline Falls State Park constitutes the major area of concern. The canyon slopes to the west of Cline Falls State Park are clearly visible from the main picnic area of the park. The canyon bluffs above the park are also visible.

Construction and development within the viewshed of the park should be monitored for any adverse impact to the recreational values of Cline Falls State Park. The most important area to monitor is west of the river where residential development has already occurred.

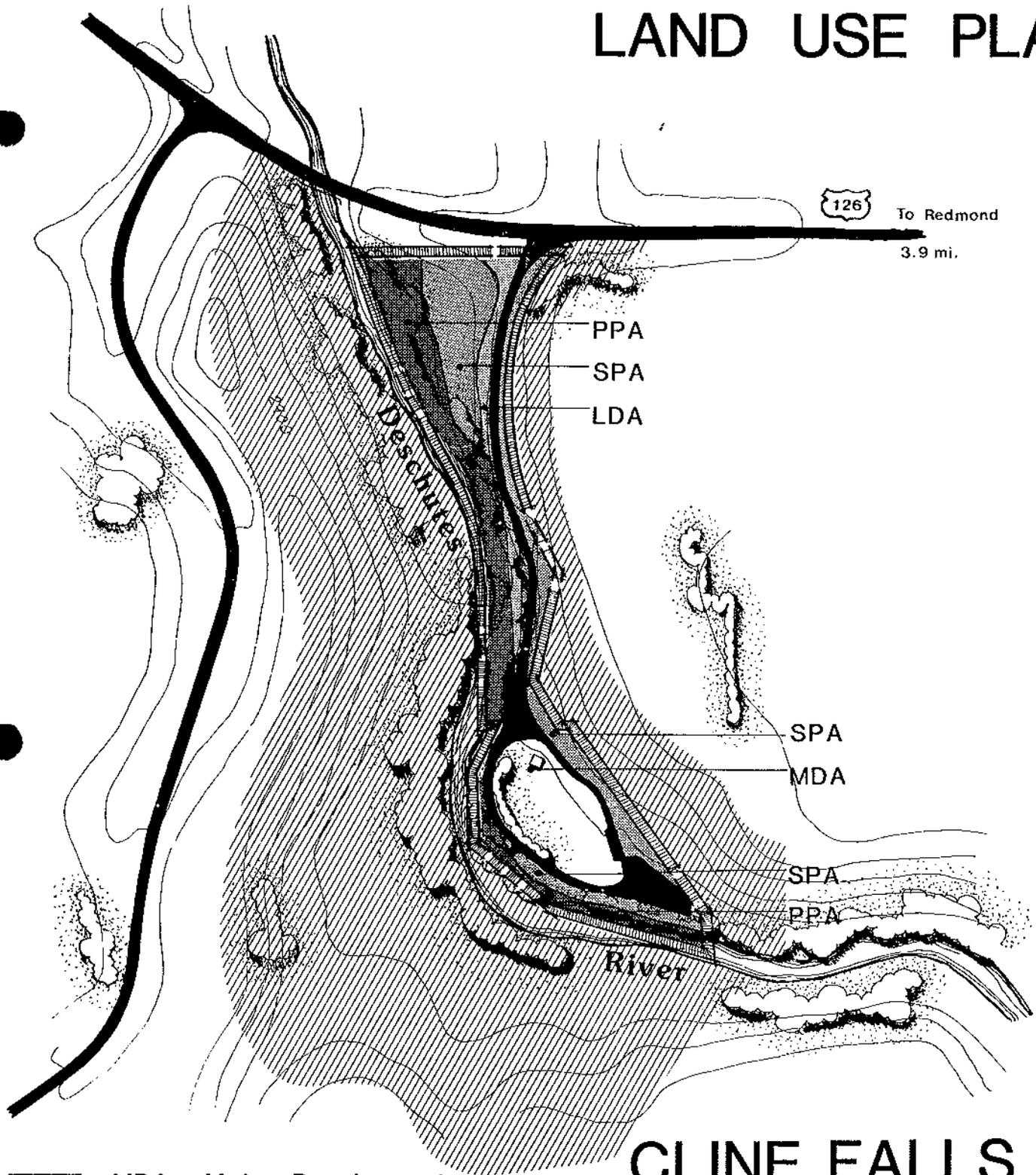
CLINE FALLS STATE PARK

LAND USE DESIGNATIONS

| RESOURCE ELEMENT | PPA | SPA | LDA | MDA | Notes: |
|-------------------------------|-----|-----|-----|-----|---|
| GEOLOGIC FEATURES AND HAZARDS | | | | | No significant features. |
| SOILS* AND SLOPES | | | | | Perched H ₂ O tables can cause well and septic drainfield problems. |
| Slopes Greater Than 10% | | | ● | | |
| Slopes Less Than 10% | | | | ● | |
| HYDROLOGIC FEATURES | | | | | Flood hazard prohibits any development on the flood plain. |
| Flood Plain | ● | | | | |
| VEGETATION | | | | | Estes' wormwood sites and habitat to be protected. Other vegetation is in poor condition as evaluated by The Nature Conservancy staff and is not in need of any protection or preservation. |
| Rare Plant Locations | ● | | | | |
| Riparian Communities | ● | | | | |
| Poor Condition | | ● | ● | | |
| Heavily Disturbed | | | ● | ● | |
| WILDLIFE HABITAT | | | | | The riparian plant communities provide the most important habitat. |
| Riparian Habitat | ● | | | | |
| Sage-Juniper Habitat | | ● | | | |
| SCENIC RESOURCES | | | | | The riverbank is the most valuable scenic resource of the park. Other non-developed areas are visible from the day-use area and have scenic value. |
| Scenic Sensitive | ● | | | | |
| Scenic Value | | ● | | | |

*Soil Conservation Service is currently field surveying the Deschutes County Area. At this time, soils information is available only through on-site surveys.

LAND USE PLAN



126 To Redmond
3.9 mi.

PPA
SPA
LDA

SPA
MDA

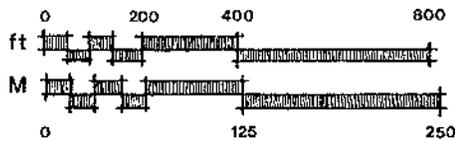
SPA
PPA

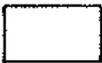
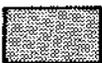
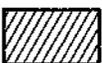
River

Deschutes

CLINE FALLS STATE PARK

Deschutes County 1984



-  MDA - Major Development Area
-  LDA - Limited Development Area
-  SPA - Secondary Protection Area
-  PPA - Primary Protection Area
-  Area of Concern

GOALS AND OBJECTIVES
DEVELOPMENT PLAN MAP
REHABILITATION PROJECTS
CAPITAL IMPROVEMENT PROJECTS

DEVELOPMENT PLAN

CLINE FALLS STATE PARK

CLINE FALLS STATE PARK DEVELOPMENT PLAN
GOALS AND OBJECTIVES

GOAL 1: ENHANCE AND INCREASE THE QUALITY OF THE
EXISTING DAY USE AREA

OBJECTIVES:

- A. Construct a picnic shelter in the park large enough to accommodate group use.
- B. Stripe parking lot to organize parking and help control traffic within the park.

GOAL 2: PROTECT THE UNIQUE RESOURCES OF THE PARK

OBJECTIVES:

- A. Limit construction of additional facilities to areas already developed.
- B. Prohibit any activities which might impact the endangered plant, Estes' wormwood, which is found in the park along the river edge.
 - 1. Prohibit mowing along the river in areas where the plant grows.
 - 2. Familiarize park employees with the plant so it is not accidentally disturbed by maintenance activities.

GOAL 3: TRANSFER MANAGEMENT OF THE PARK TO A MORE
APPROPRIATE JURISDICTION

OBJECTIVES:

- A. Maintain the park at current levels until the transfer of management is feasible.

- B. Cooperate with the development of the Redmond Regional Parks and Recreation District as needed.
- C. Transfer management of the park to the Redmond Regional Parks and Recreational District when maintenance funding is assured.

DEVELOPMENT PLAN



To Redmond

3.9 mi.

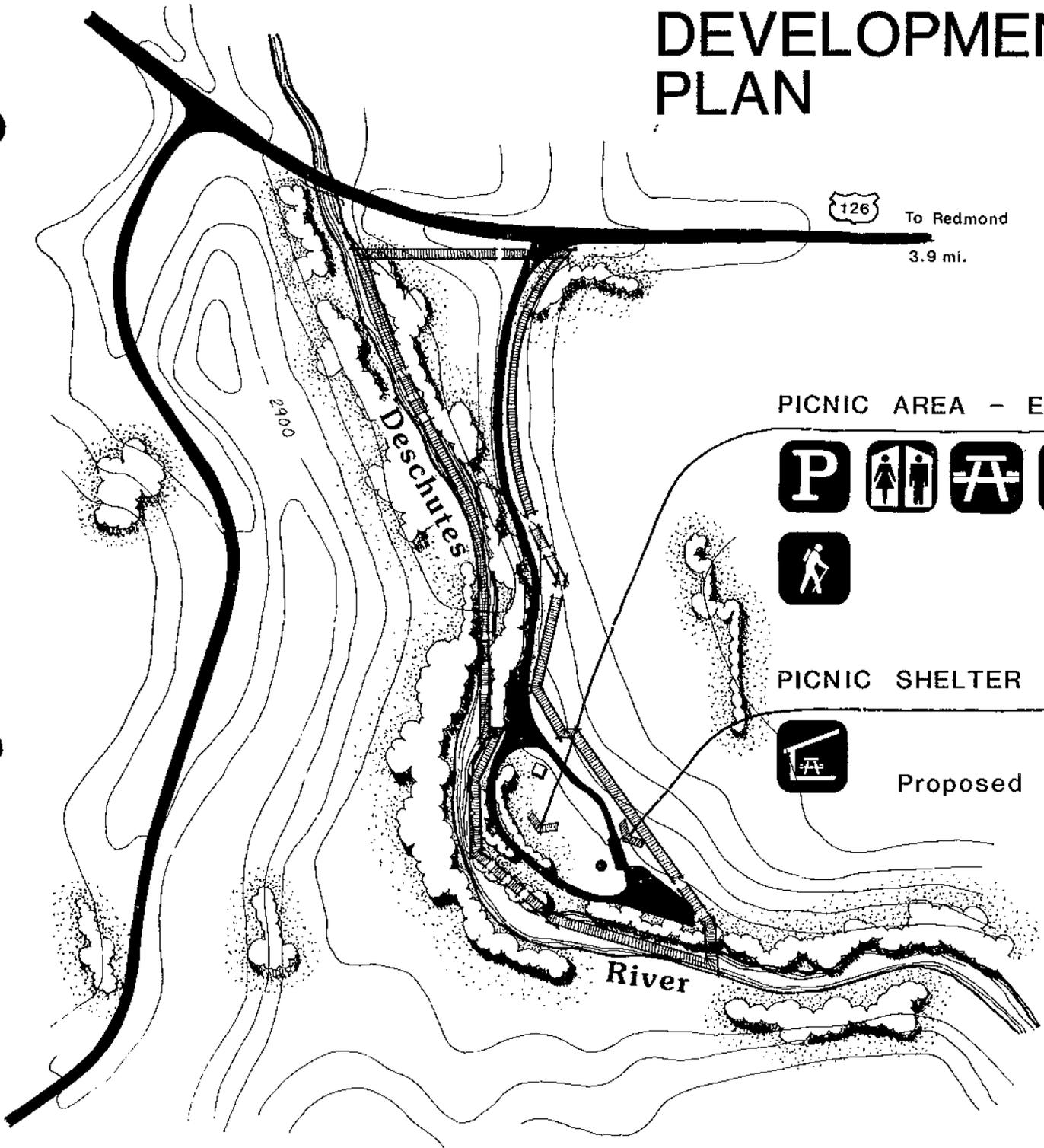
PICNIC AREA - Existing



PICNIC SHELTER



Proposed



CLINE FALLS STATE PARK

Deschutes County 1984



CAPITAL IMPROVEMENT PROJECTS

Picnic Shelter

Cost: \$20,000 Annual Maintenance: \$2,000 Staff: -0- FTE

Existing Conditions:

Cline Falls State Park is a very popular picnic site. Existing facilities do not include a covered picnic shelter.

Proposal:

A standard single unit covered picnic shelter will adequately serve picnicker needs in the park. The shelter will be hexagonal in shape and include a built-in sink.

GEOLOGY AND GEOLOGIC FEATURES
TOPOGRAPHY AND SOILS
WATER FEATURES AND HYDROLOGY
VEGETATION
WILDLIFE HABITATS
SCENIC RESOURCES
CULTURAL AND HISTORIC RESOURCES

SITE INVENTORY

CLINE FALLS STATE PARK

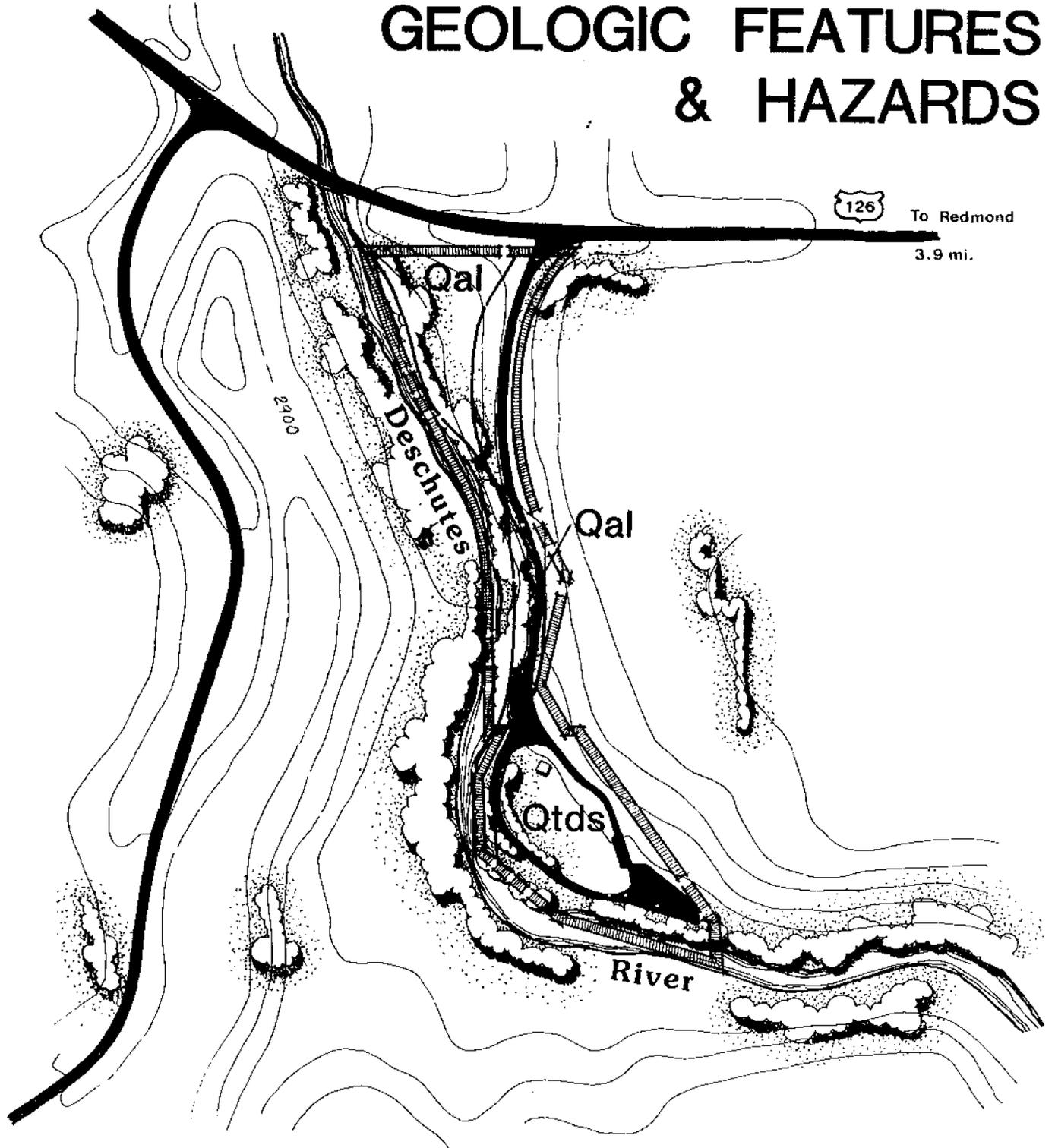
GEOLOGIC FEATURES AND HAZARDS

The most important geologic feature of Cline Falls State Park is the Deschutes Formation, a sedimentary geologic formation which dates from the Tertiary Period (54 million years ago to about 2 million years ago). The Deschutes Formation is mostly composed of volcanic sediments and ash flows and is the result of the damming of different watercourses in Central Oregon by lava. The bluffs above Cline Falls State Park on the east and on the west across the Deschutes River consist of the Deschutes Formation. The state park itself is also located on the Deschutes Formation and on relatively recent floodplain deposits from the Deschutes River. More recent basalt flows border the park on the east and south. These more recent basalts are generally level and underlie the agricultural lands found east of the bluffs of the park.

Management Concerns

The geologic features of the state park present few hazards since the formations are generally stable. The Deschutes Formation does contain some commercially valuable deposits but these deposits do not occur in the vicinity of the park and pose no problems.

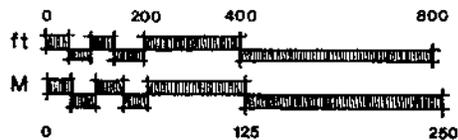
GEOLOGIC FEATURES & HAZARDS



- Qal Quaternary Alluvium
- Qb Quaternary Basalts
- Qtds Quaternary - Tertiary Deschutes Formation

CLINE FALLS STATE PARK

Deschutes County 1984



SOILS AND TOPOGRAPHY

Soils in Cline Falls State Park are of the Houstake Variant-Statz association. These soils occur at elevations of 3,000 feet to 3,800 feet in areas with an average annual precipitation of 11 to 14 inches and an average frost-free period of 60 to 90 days. This soil type is found on pediments (the foot of a series of hills) and on lava plains adjacent to the toe slopes of hills and ridges. The soils are described as being moderately deep and well-drained sandy loams. In some locations, a hardpan (a cement-like layer of soil) is found at a depth of about 10 to 20 inches and the depth to bedrock is 20 to 40 inches below the surface. The drainage of the soils is moderately rapid above the hardpan and very slow through the hardpan.

Management Considerations

The constraints for most types of development on these soils are severe. The cemented hardpan prevents proper filtration for septic tank absorption fields and most sanitary facilities. The hardpan and the sometimes shallow depth to bedrock also pose problems for any excavation or building site development. The drainage characteristics make these soils unsuitable for water management facilities. There are also problems with erosion of Houstake-Statz soils because of surface drainage characteristics.

In general, sites with this type of soil are unsuitable for development activities. However, limited construction can be undertaken with appropriate methods. It will be important to make a careful site survey prior to locating the proposed picnic shelter.

WATER FEATURES AND HYDROLOGY

The Deschutes River is the main water feature in the park and provides the main recreational attraction. The park is located on the floodplain of the river and the western margins of the park are inundated every year during times of high water.

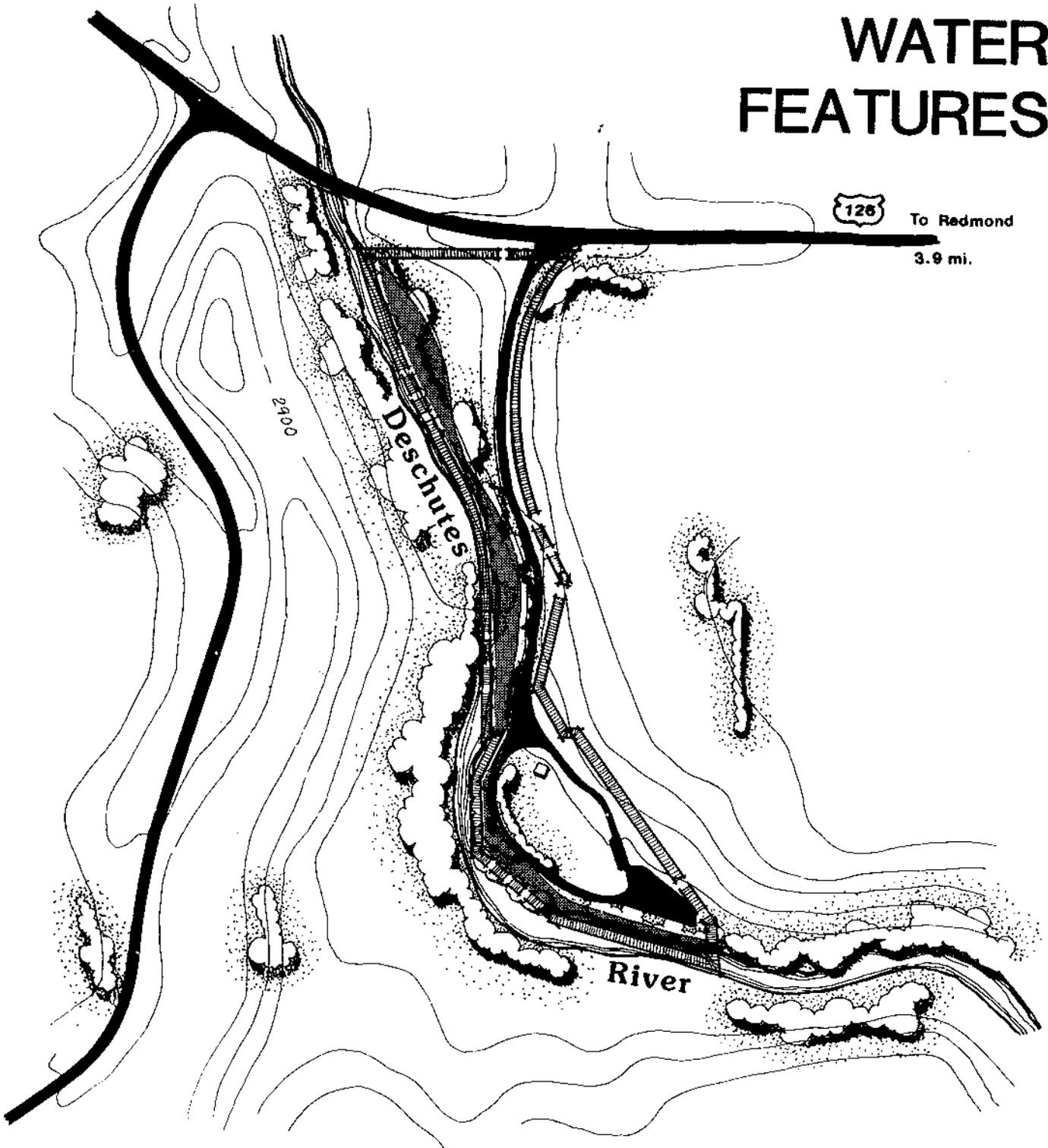
Groundwater level is close to the surface in the park; the park well report notes water occurring at 12 feet below the surface.

Management Concerns

Flooding presents a major hazard to development in Cline Falls State Park. Any future facilities which might be damaged by flood waters should be located above the level of annual flooding. This is at least 50 feet from the normal summer flow riverbank or across the access road.

If any additional septic facilities are planned, a thorough reconnaissance of the groundwater table should be completed to determine a site which will not affect the quality of groundwater.

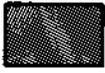
WATER FEATURES



126 To Redmond
3.9 mi.

CLINE FALLS STATE PARK

Deschutes County 1984

 Flood Potential Area



VEGETATION

Two plant communities dominate the vegetation of Cline Falls State Park. These are a western juniper/big sagebrush vegetation association and a riparian plant community consisting mainly of alder, birch and Douglas' spirea.

The western juniper/big sagebrush plant community is dominant in the drier, well-drained areas of the park, including the bluffs east of the developed part of the park and the area of the access road where it is located above the level of the floodplain.

The riparian plant community of willows, alder, birch and Douglas' spirea is found along the riverbank and on the moist floodplain areas. Associated with this riparian plant community is Estes' wormwood (Artemisia ludoviciana ssp. estesii), a rare, water-loving sagebrush. This plant is a federal candidate for listing as Endangered throughout its range.* It was first discovered and described from a collection made at Cline Falls State Park. The only other known locality besides the park and environs is downstream about eight miles at Lower Bridge. Although the Estes' wormwood population is presently healthy and viable, ever-zealous maintenance of streamside vegetation could result in a threat to the population and the entire subspecies.

Management Concerns

The riparian vegetation represents an important resource in the park. It is an important wildlife habitat, provides important scenic and recreational elements, and includes a rare plant. This vegetation should be preserved in its current state. It is important to preserve the sites of the Estes' wormwood from any park maintenance or use impacts.

*Oregon Natural Heritage Data Base, March, 1985

Two weeds are common along the riverbank (creeping buttercup and deadly nightshade) and management of these pests should be confined to hand-pulling or to mowing in areas where the Estes' wormwood isn't present. It is illegal to use herbicides along the margins of the river. Estes' wormwood is a distinctive and easily identified plant and park maintenance people should be taught to identify the plant to avoid damaging it or destroying its habitat. Cline Falls personnel should contact the Natural Resource Planner in the Salem Office if additional information is needed.

Development which will result in damaging the vegetation of the riverbank should be prohibited or evaluated carefully for impacts on the vegetation.

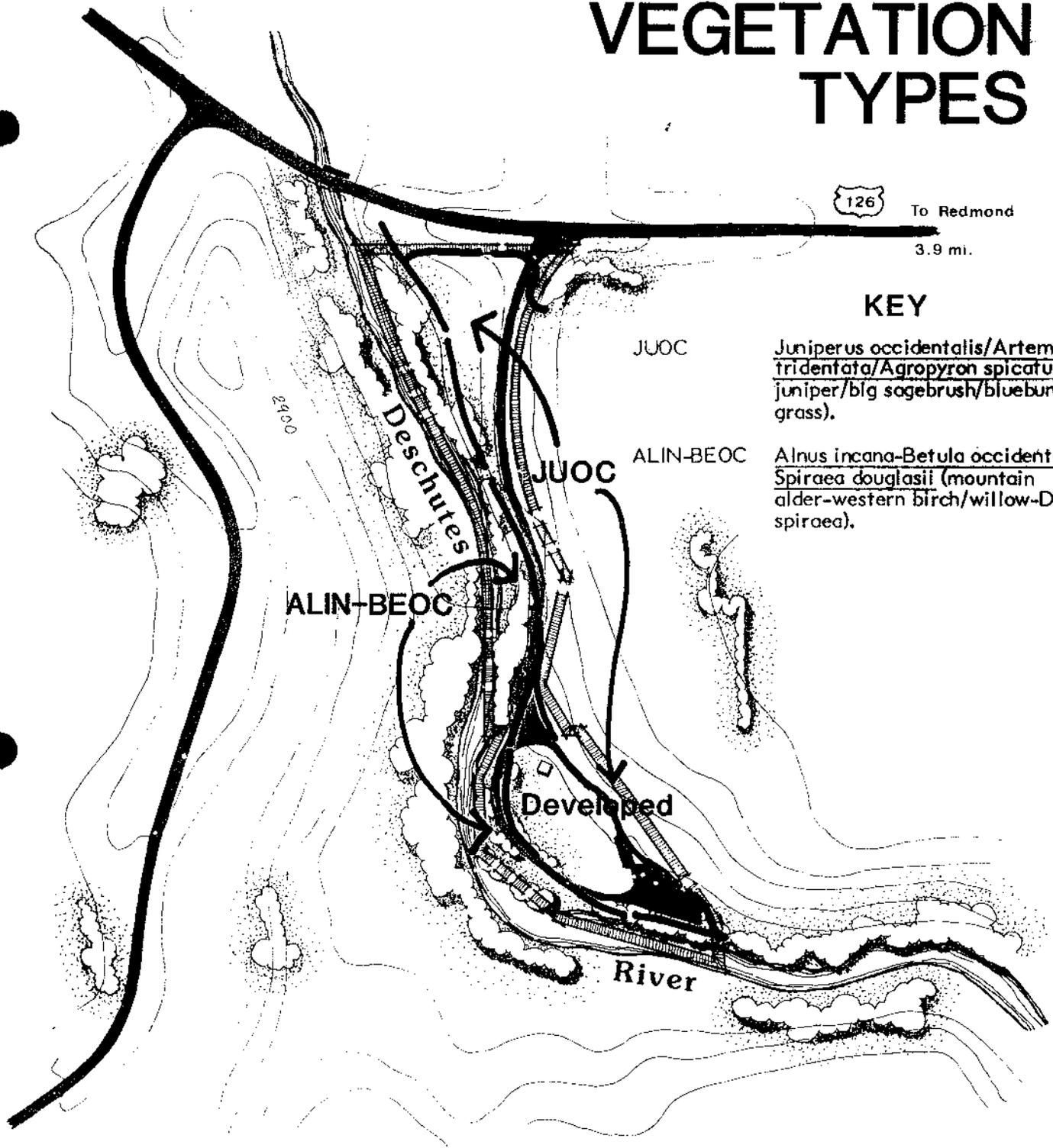
KEY TO PLANT COMMUNITIES

Cline Falls State Park

- JUOC Juniperus occidentalis/Artemisia
tridentata/Agropyron spicatum (western
juniper/big sagebrush/bluebunch wheat-
grass).
- ALIN-BEOC Alnus incana-Betula occidentalis/Salix-
Spiraea douglasii (mountain
alder-western birch/willow-Douglas'
spiraea).

Additional information on plant communities can be found
in the Appendix.

VEGETATION TYPES

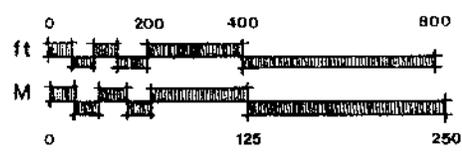


KEY

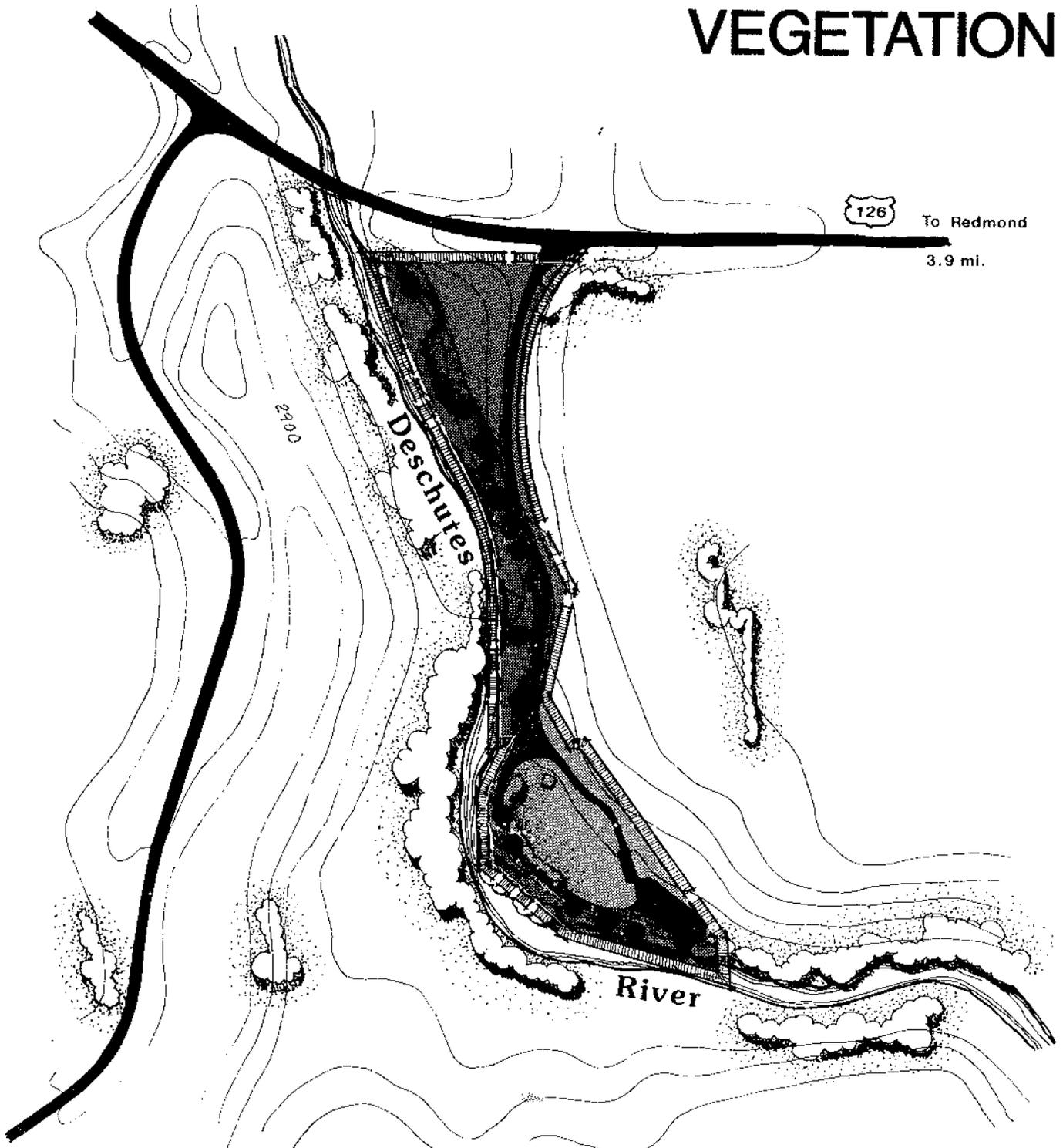
- JUOC *Juniperus occidentalis*/*Artemisia tridentata*/*Agropyron spicatum* (western juniper/big sagebrush/bluebunch wheat-grass).
- ALIN-BEOC *Alnus incana*-*Betula occidentalis*/*Salix-Spiraea douglasii* (mountain alder-western birch/willow-Douglas' spiroea).

CLINE FALLS STATE PARK

Deschutes County 1984

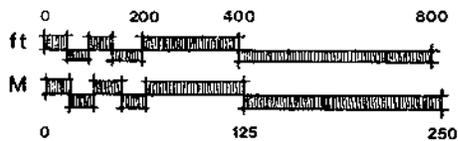


VEGETATION



-  Significant Vegetation
-  Insignificant or Poor Quality Vegetation
-  Developed Areas
-  Rare Plant Locations

CLINE FALLS STATE PARK Deschutes County 1984



WILDLIFE AND WILDLIFE HABITAT

Riparian vegetation and the juniper/sage community (JUOC) represent the two wildlife habitats in Cline Falls State Park. The riparian vegetation associated with the Deschutes River is the most valuable habitat in the park. Birds are most abundant along the river, where chipmunks and ground squirrels are also common. Beaver are occasionally found in the area.

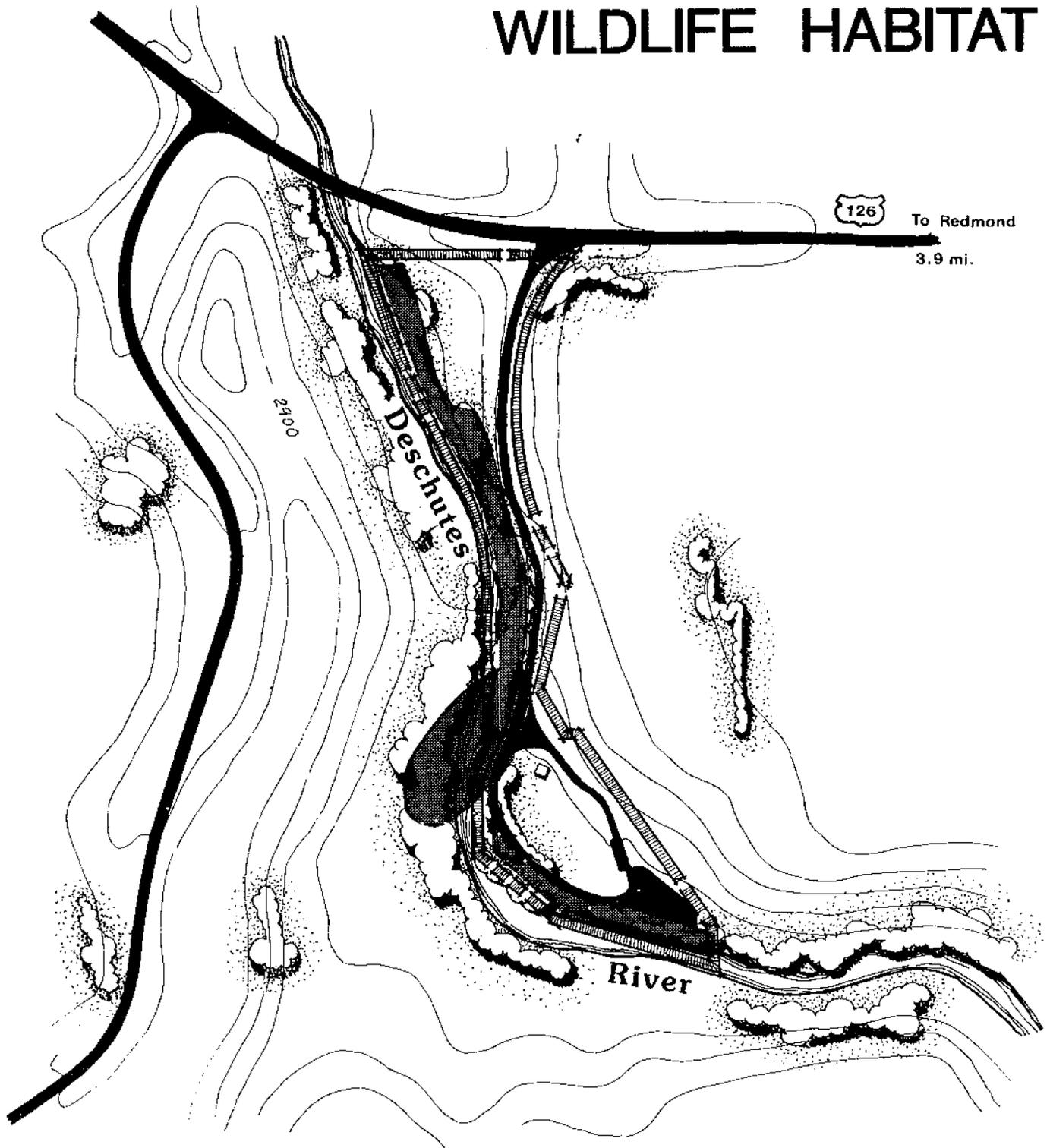
The juniper/sagebrush community is very limited in distribution in the park and does not constitute a habitat of significance.

Management Concerns

The riparian plant community should be maintained as an essential park resource and the most important wildlife habitat. The vegetation of the river's edge should be maintained in its existing condition. Activities which will result in removal of any riparian vegetation should be prohibited or evaluated carefully for negative impacts.

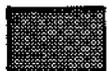
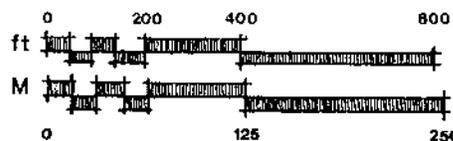
Additional information on wildlife can be found in the Appendix.

WILDLIFE HABITAT



CLINE FALLS STATE PARK

Deschutes County 1984



Riparian Habitat



SCENIC RESOURCES

The Deschutes River and the river's edge represent the most important scenic resources in the park.

Dominant colors in the landscape are the grays of the juniper and sagebrush vegetation and the buff shades of the soils and bluffs. The riparian vegetation and the lawns and trees of the park provide a visual contrast of greens and blues to the gray-brown tones of the arid areas around the park and above the river.

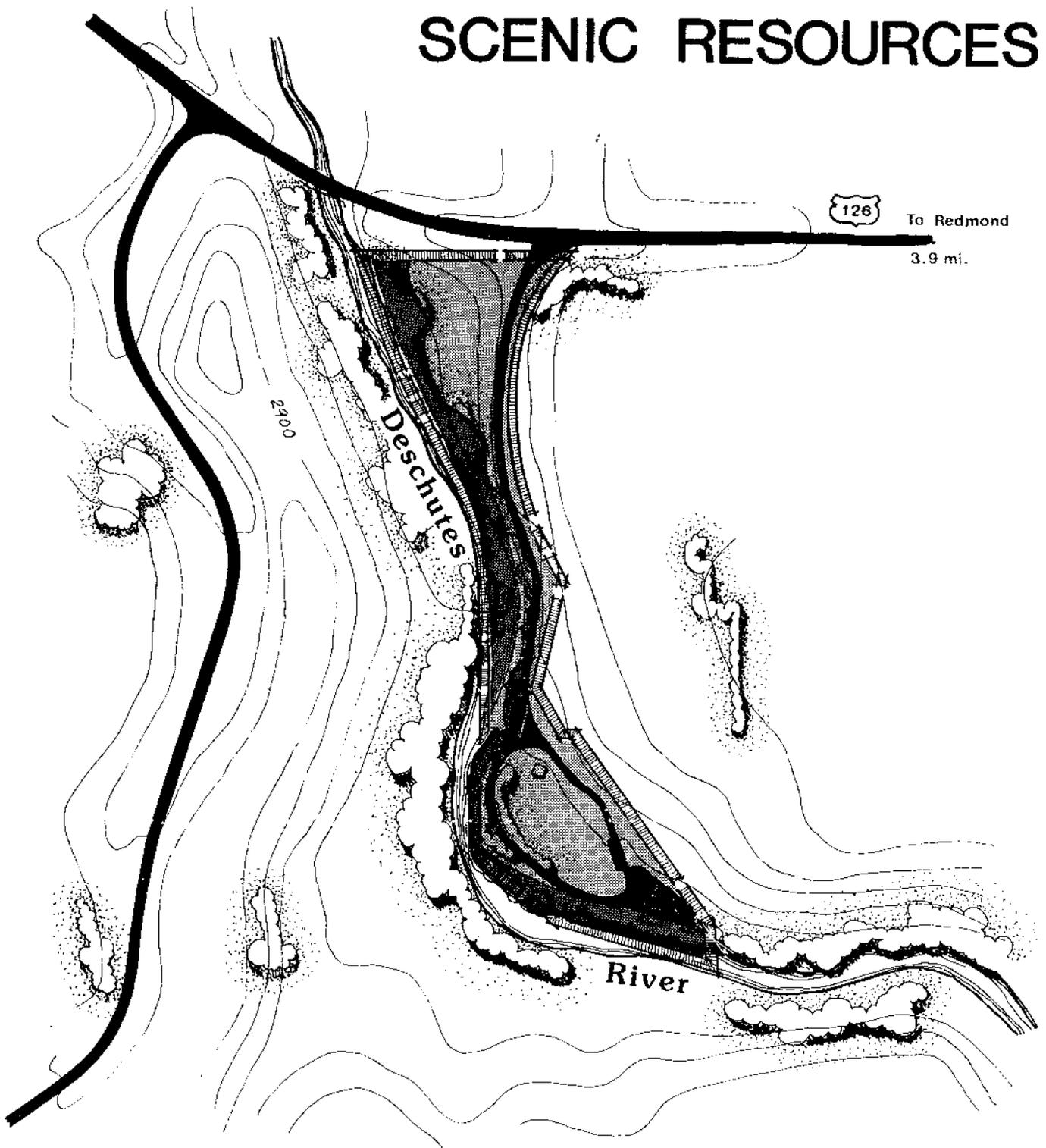
The lands across the river from the park and above the park boundary on the east constitute the viewshed of the park. These areas are classified as Scenic Sensitive. The river and the associated vegetation is classified as having Scenic Value.

Management Concerns

Development or modification of any areas classified Scenic Sensitive will affect the scenic quality of the park. Those areas outside the park should be monitored for development through the land use process in Deschutes County, and any proposed changes in land use evaluated and appropriately addressed.

Areas classified as having Scenic Value are essential scenic resources for the park and should be preserved from any activities which might negatively change the existing scenic character.

SCENIC RESOURCES



CLINE FALLS STATE PARK

Deschutes County 1984



Scenic Sensitive



Scenic Value



HISTORIC AND CULTURAL RESOURCES

Cline Falls State Park is located close to two interesting historic sites. The original site of the town of Cline Falls was platted to the northwest of the existing park. The town failed to develop as initially planned and very little now exists to mark the site.

Cline Falls, a waterfall on the Deschutes River, is approximately a mile north of the park. The Falls is the site of a relatively old power house which had a significant role in the history of Deschutes County.

Both sites are recognized as having historic importance and are inventoried by the Deschutes County Historical Society as being significant.

Management Concerns

There are no sites of historical or cultural significance located in Cline Falls State Park. However, there has been no inventory of prehistoric sites in the state park although there has been evidence of much prehistoric use along the Deschutes River from other sites that have been surveyed. A thorough survey of the park for prehistoric sites and activities should be completed if any excavation projects are proposed for the park.

ZONING AND LAND USE
LAND DEVELOPMENT AND MANAGEMENT
EASEMENTS AND LEASES
PERMITS AND AGREEMENTS

PLANNING DATA

CLINE FALLS STATE PARK

PERMITS AND AGREEMENTS

CLINE FALLS STATE PARK

There are no permits or agreements in effect at this time.

Cline Falls State Park 121

1957

ACRES 8

PARK NAME

4 Miles west of ~~Cline Falls~~ Cline Falls Park

GENERAL LOCATION

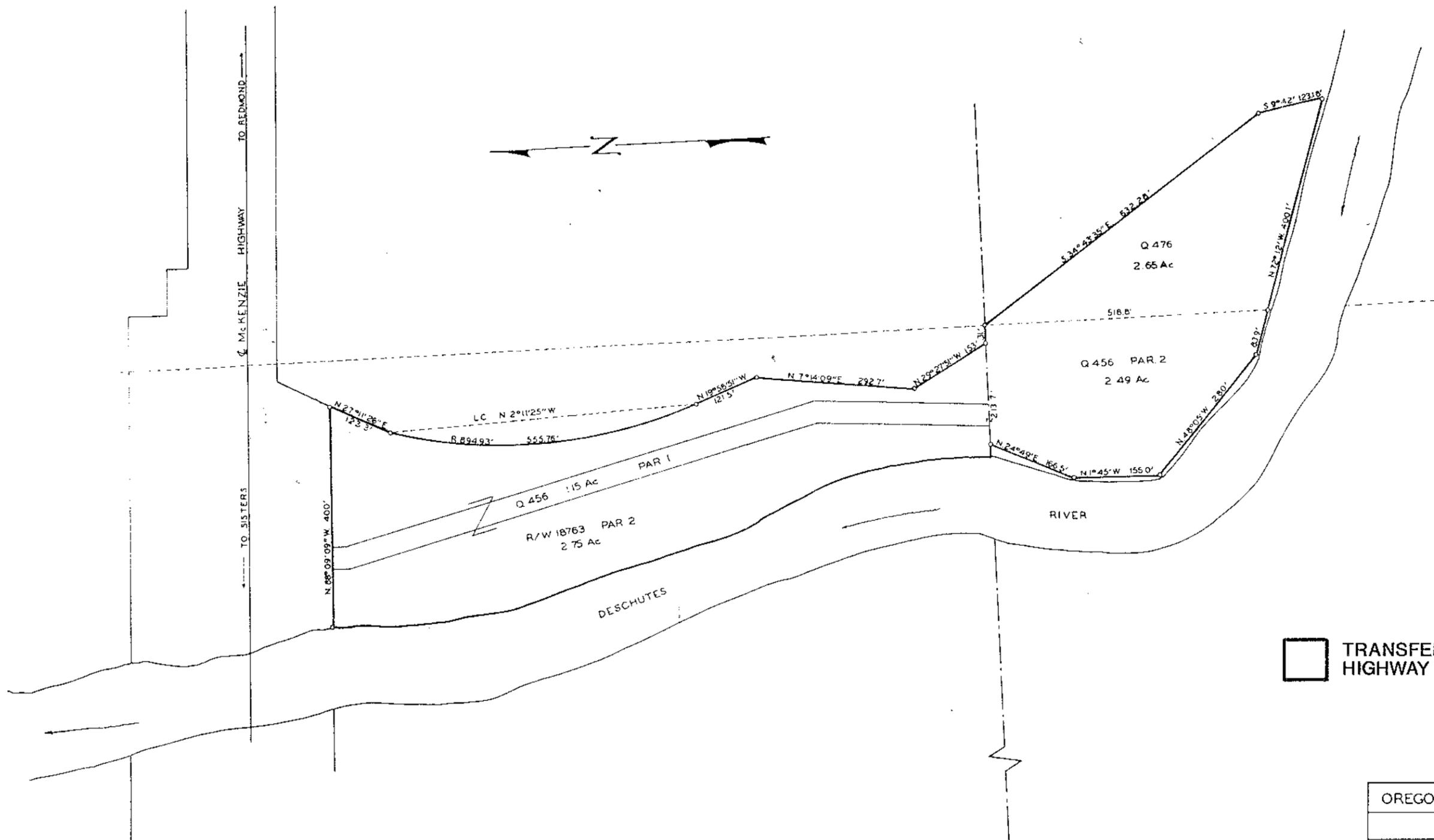
Fishing (Deschutes R.) picnic facilities, Overnight Camping

121-1537

| ACQUIRED FROM | DATE | ACRES | COST | FILE NO. | SEC. | TWPRNG | P | REMARKS |
|--|---------|-----------------|----------|----------|------|---------|---|---|
| Maintenance Dept. ^{es} | MR. 125 | 3.75 | | | 14 | 15S 12E | 9 | Trans. from Maint. Dept. |
| Per \downarrow Deschutes Co. | | 3.75 | | 3035 | 14 | 15S 12E | 9 | 436 |
| Millie P + J.A. Struss | | 3.48 | 200.00 | 3037 | " | " | " | 476 |
| Central Ore. Inv. Co. ^{er} | 2/2/37 | 1.24 | 50.00 | 3036 | " | " | " | 1045 |
| Taken as R/W - 1955 Reconst. | | -0.62 | | | | | | No formal notice of dispo. |
| 7/1/56 | | 7.85 ac | | | | | | Note Make corrections in near alphabetical Parks list now being typed. Machine copy is corrected. County list is corrected. |
| Hwy. Dept. (MR. 125) ² | 5/25/36 | 3.75 | | 3035 | 14 | 15S 12E | 9 | Trans. from Maint. Dept. ² |
| Millie P. + J.A. Struss ¹⁰ | 9-1-36 | 3.48 | 200.00 | 3037 | 14 | 15S 12E | 9 | 436 (No Formal Trans. to Parks) |
| J.A. Struss, Helen + Stanley Warring | 12/1/56 | 2.75 | 120.00 | 23764 | 14 | 15S 12E | 9 | 436 (Parks Dist. Share) Recreations |
| Used for Hwy. R/W ¹⁰ | 1/3/57 | -0.11 | | 3035 | 14 | 15S 12E | 9 | 23764 (NO Formal TRANS) |
| J.A. Struss, Helen + Stanley Warring ¹⁰ | 1/18/57 | -0.83 | Exchange | 23764 | 14 | 15S 12E | | |
| DEC. 31 1961 | | 956 | | | | | | |
| DEC. 31 1962 | | 956 | | | | | | |
| DEC. 31 1964 | | 984 | | | | | | |
| DEC. 31 1965 | | 984 | | | | | | |

T.15S.R.12E.,W.M.

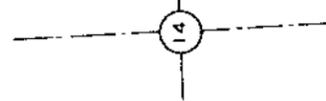
PROPERTY ACQUISITION



 TRANSFER FROM HIGHWAY MAINTENANCE DEPT.

NOTE
 THE SCALE OF THIS PRINT IS
 1/2 THAT OF THE ORIGINAL DRAWING.
 FOR EXAMPLE
 INDICATED SCALE 1"=100'
 SHOULD BE READ 1/2"=100'.
 INDICATED SCALE 1/4"=100'
 SHOULD BE READ 1/8"=100'.

| OREGON STATE HIGHWAY DEPARTMENT | |
|---------------------------------|------------------------|
| | BOUNDARY |
| FOR | CLINE FALLS STATE PARK |
| HIGHWAY | McKENZIE |
| COUNTY | DESCHUTES |
| SCALE: 1" = 100' | DATE: 1-15-62 REVISED |



ZONING AND LAND USE

The zoning of Cline Falls State Park on the Deschutes County zoning map is Open Space and Conservation. Areas downstream and abutting the park on the west are zoned Floodplain. A Landscape Management zone overlays the Highway 126 corridor and part of the park.

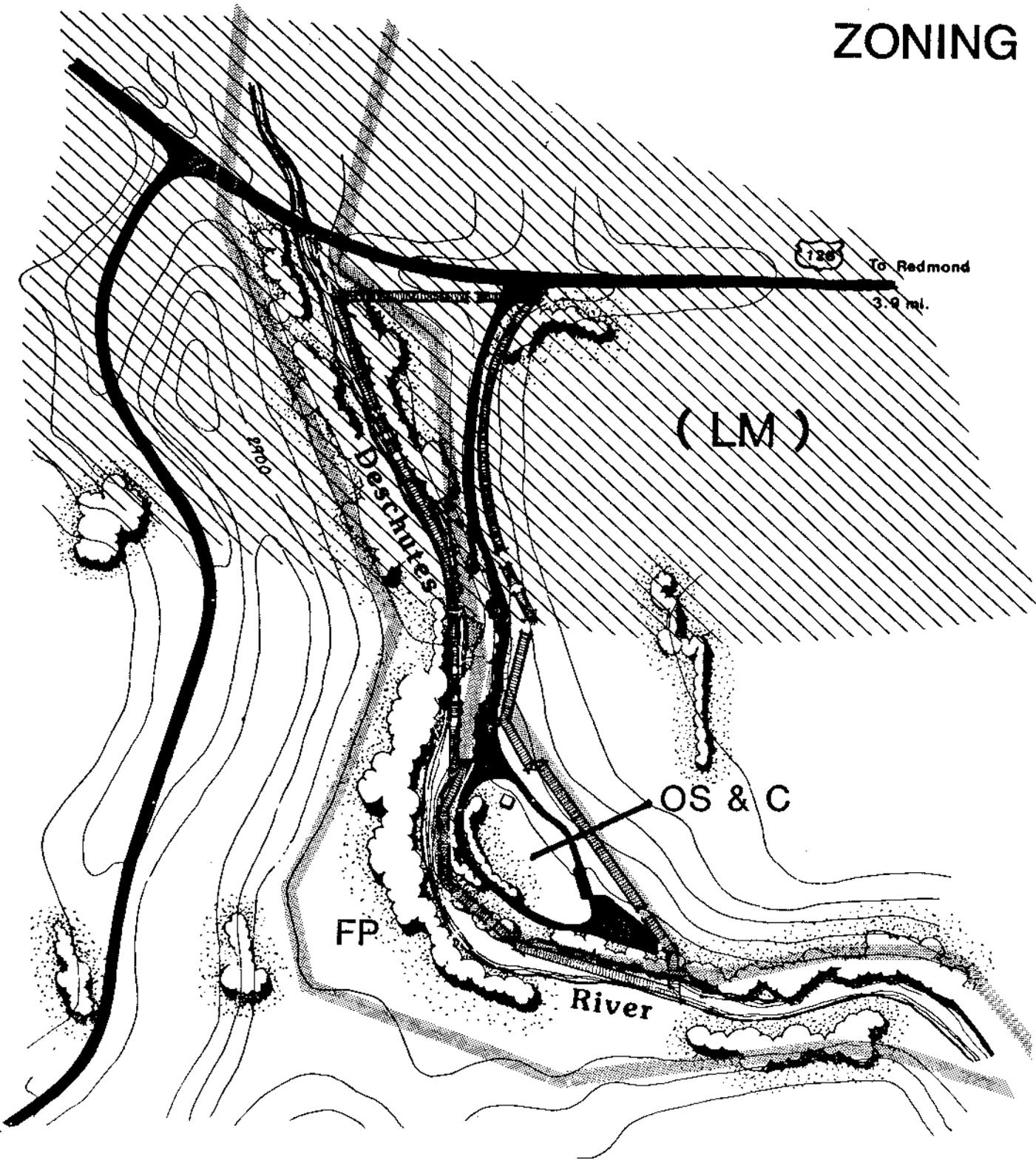
Park activities are uses allowed outright in the Open Space and Conservation zone. Development which might be affected by flooding is prohibited in the Floodplain zone.

The zoning of areas abutting the park on the east and within the viewshed on the west is EFU-20, an exclusive farm use designation. Allowed uses in this zone are generally compatible with the park.

Management Concerns

The zoning designation of the park is appropriate and allows most park activities, aside from major development, as outright allowed uses. The Floodplain designation reinforces the importance of keeping the flood-prone areas of the park free from development. The EFU-20 designation is appropriate for those areas abutting the park and within the park viewshed. It provides a moderate amount of protection of the visual resources of the park. These areas should be monitored for zone changes or any development proposals which might impact the park. State Parks should participate in the review of any development proposals for these lands through the County's land use planning process.

ZONING



- OS & C Open Space and Conservation
- FP Flood Plain
- (LM) Landscape Management

CLINE FALLS STATE PARK

Deschutes County 1984



LAND OWNERSHIP AND MANAGEMENT

Most of the land abutting Cline Falls State Park is in private single-parcel ownership. The parcel directly north of the park is owned by the Central Oregon Irrigation District. The irrigation district has expressed interest in selling the property or otherwise divesting itself of the parcel.

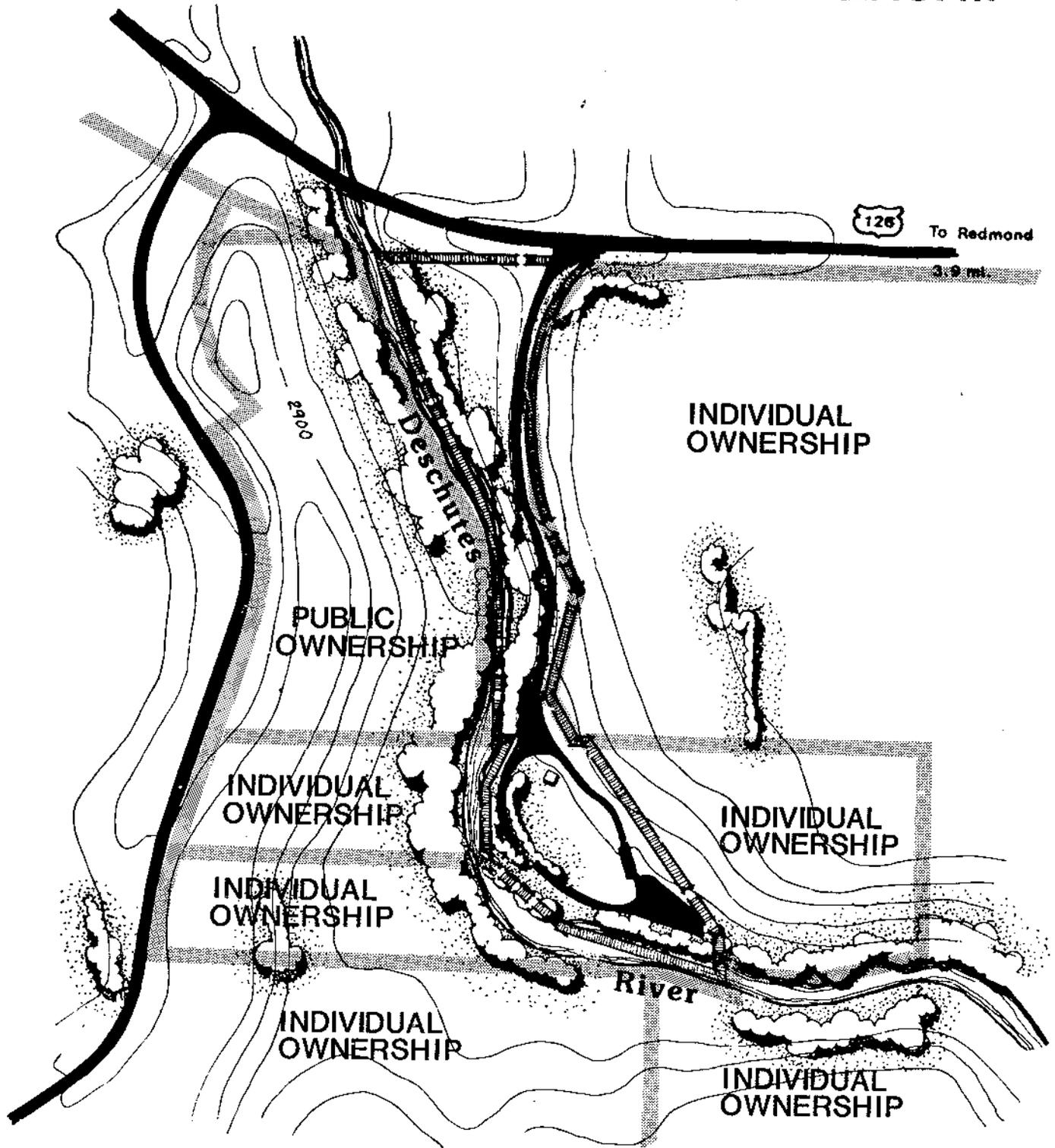
Property west of the park across the river is under single ownership as is the parcel abutting the park on the east.

Management Concerns

The Central Oregon Irrigation District property would make an interesting addition to the park if the park becomes part of a local parks and recreation district. It is not appropriate for acquisition by State Parks.

The property to the west of the park will impact the scenic character of the park if it is developed. This land should be monitored for development through the Deschutes County land use planning process and any development proposals should be reviewed by State Parks for potential negative impacts.

OWNERSHIP



CLINE FALLS STATE PARK

Deschutes County 1984

