

BASTENDORFF BEACH

Cooperative Management Plan

June 2011

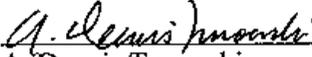


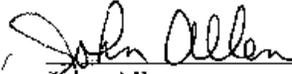
Public Lands USA:
Use, Share and Appreciate

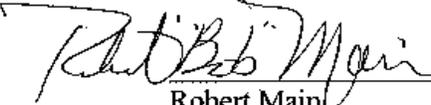


The Bastendorff Beach Cooperative Management Plan

Approved by:

 Date 6/2/11
A. Dennis Turowski
Umpqua Field Office Manager
Bureau of Land Management

 Date 6/2/11
John Allen
Region Manager – Coastal Region
Oregon Parks and Recreation Department

 Date 7-19-2011
Robert Main
County Commissioner
Coos County

 Date 9/19/2011
Fred Messerle
County Commissioner
Coos County

 Date 7/20/11
Cam Parry
County Commissioner
Coos County

Table of Contents

Part I – Introduction	7
A. Location and Setting	7
B. Background Information	10
C. Resources in the Planning Area	11
D. Recreation Use in the Planning Area	12
E. Interagency Cooperation, Coordination and Public Involvement	15
F. Planning Challenges	15
1. Sanitation and Dumping	15
2. Off Highway Vehicle Use	16
3. The Oregon Coast Trail	16
4. Law Enforcement and Public Safety	16
5. Noxious and Invasive Weeds	17
6. Beach Operations and Maintenance	17
Part II – Land Use Planning Framework	18
A. BLM Administered Public Lands	18
B. Adjacent Land Management	19
1. Oregon Parks and Recreation Department	19
2. Coos County	19
3. U.S. Army Corps of Engineers and the U.S. Coast Guard	19
4. The Confederated Tribes	19
5. The University of Oregon	19
Part III – The Recreation Management Program	20
A. Cooperative Management Strategy	20
1. Existing Agreements and Opportunities	20
2. Volunteer and Hosted Worker Programs	20
B. Off Highway Vehicle Management – Designation of Routes and Trails	21
1. Route Designation Criteria	22
2. Area Specific Designation Criteria for Bastendorff Beach	22
3. Route Designation Proposal and Rationale	23
4. The Oregon Coast Trail	25
C. Facilities	25
1. Restrooms and Sanitation	25
2. Parking Lot Resurfacing	26
3. Vehicle Barriers	26
4. Beach Host Campsite	26
D. Administrative Actions	28
1. Enforce Existing Rules and Regulations	28
2. New Bastendorff Beach Use Rules	29
E. Guidelines for Other Resource Programs	29
Part IV – Implementation, Phasing and Costs	30
Part V – Appendices	32
Appendix A. Glossary of Terms	33
Appendix B. Public Comments	36
Appendix C. Summary of Access Alternatives Considered in the Draft Plan	40
Appendix D. Route Network Alternative Maps and Decision Trees	43

Appendix E. A Focus on Outcomes – Benefits Based Management	54
Appendix F. Bibliography	58
Appendix G. Environmental Assessment	59
Appendix H. Memorandum of Understanding - Management of Bastendorff Beach	60
Appendix I. Planning Team Participants	67

Part I – Introduction

Bastendorff Beach and Coos Head are significant features in the overall physical and social landscape of the Coos Bay area. The planning area for this cooperative management plan is a surprisingly complex intersection of jurisdictions in a relatively small parcel of land. Agencies with management responsibilities on the beach and headland include the Bureau of Land Management (BLM), Oregon Parks and Recreation Department (OPRD), the University of Oregon, Coos County Parks Department, U.S. Army Corps of Engineers, U.S. Coast Guard, U.S. Navy and property deeded from the U.S. Bureau of Indian Affairs to the Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians. Because of the complexity of land ownership and unclear boundaries, comprehensive planning and management has not taken place in the past.

Due to the growing popularity of the beach and the lack of clear management in the past, the need has developed for the three primary beach managers to address a number of issues that impair the safety and quality of the recreation setting at Bastendorff. This plan brings together the resources of OPRD, Coos County and the BLM into one integrated and cooperative management plan to address beach management issues in a manner that cost effectively shares agency resources while ensuring that the public can continue to enjoy a quality ocean shore recreation experience at Bastendorff Beach.

A. Location and Setting

The planning area is located south of the entrance to the Coos Bay harbor and adjacent to the community of Charleston. Coos Bay and North Bend are 10 miles northeast along U.S. Highway 101 and the beach is accessed via Bastendorff Beach Road and is ½ mile northwest of the Cape Arago Highway. The beach can also be accessed by the Coos Head Road.

The Bureau of Land Management (BLM) administers a total of 111 acres of public domain lands south of the entrance to Coos Bay. The area consists of an irregular u-shaped parcel of 59 acres on the headland at Coos Head and roughly 52 acres below the cliffs along the foredune and beach. The foredune borders the Ocean Shore State Recreation Area, administered by the Oregon Parks and Recreation Department from the ocean to the mean high tide line. Coos County Parks and Recreation Department manages the Bastendorff County Park and a segment of beach south of the planning area. The Confederated Tribes hold the deed to the center of the u-shaped parcel on the headland, the U.S. Navy retains a small holding above the beach, the U. S. Army Corps of Engineers administer the jetty and the U.S. Coast Guard operates an observation post at Coos Head. The University of Oregon owns the land to the northeast of the planning area which includes the Oregon Institute of Marine Biology. The following maps show the general location, an overview of the land ownership and the boundaries of the planning area.

Figure 1. General vicinity map for the Bastendorff Beach Cooperative Management Plan.

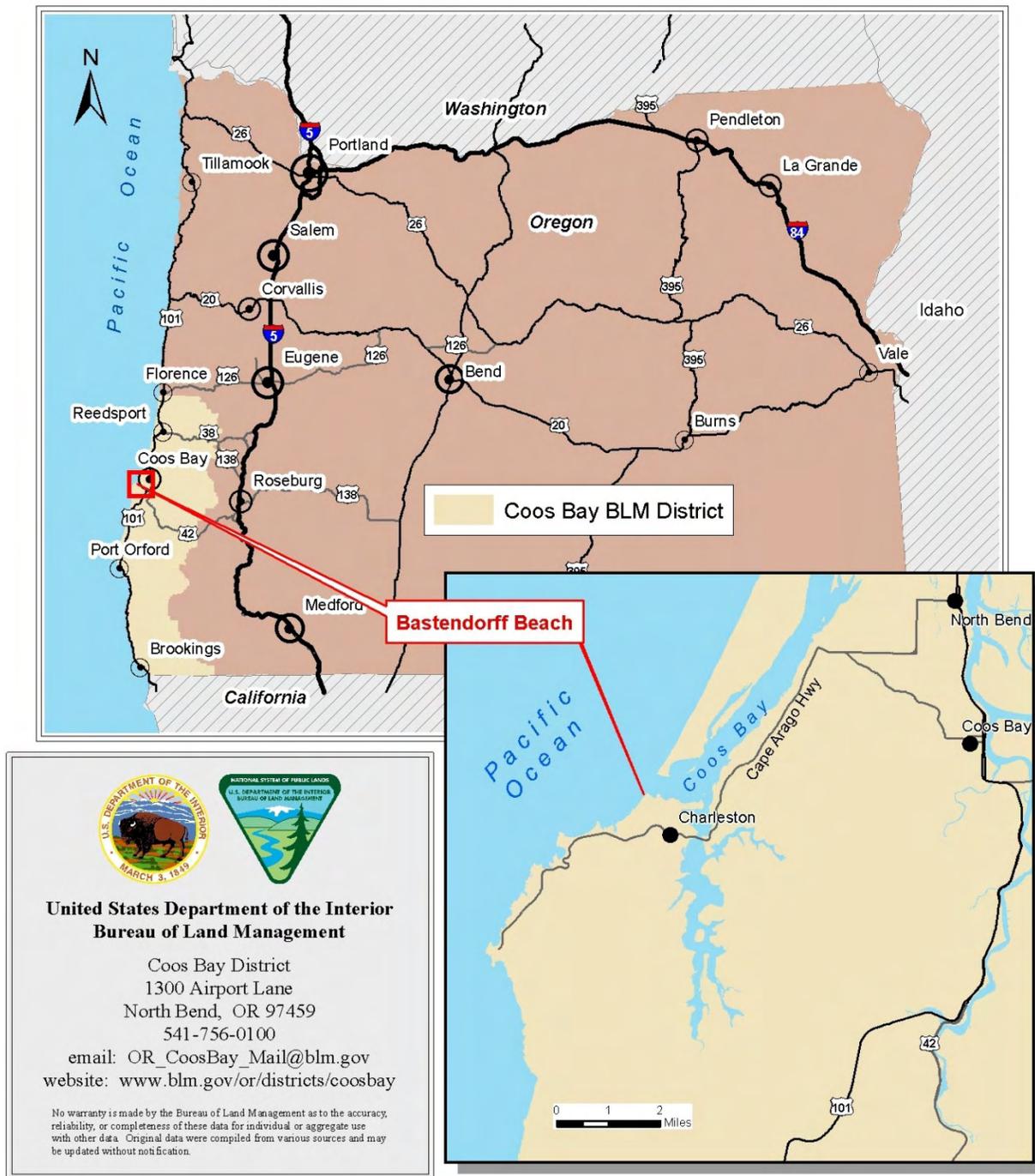
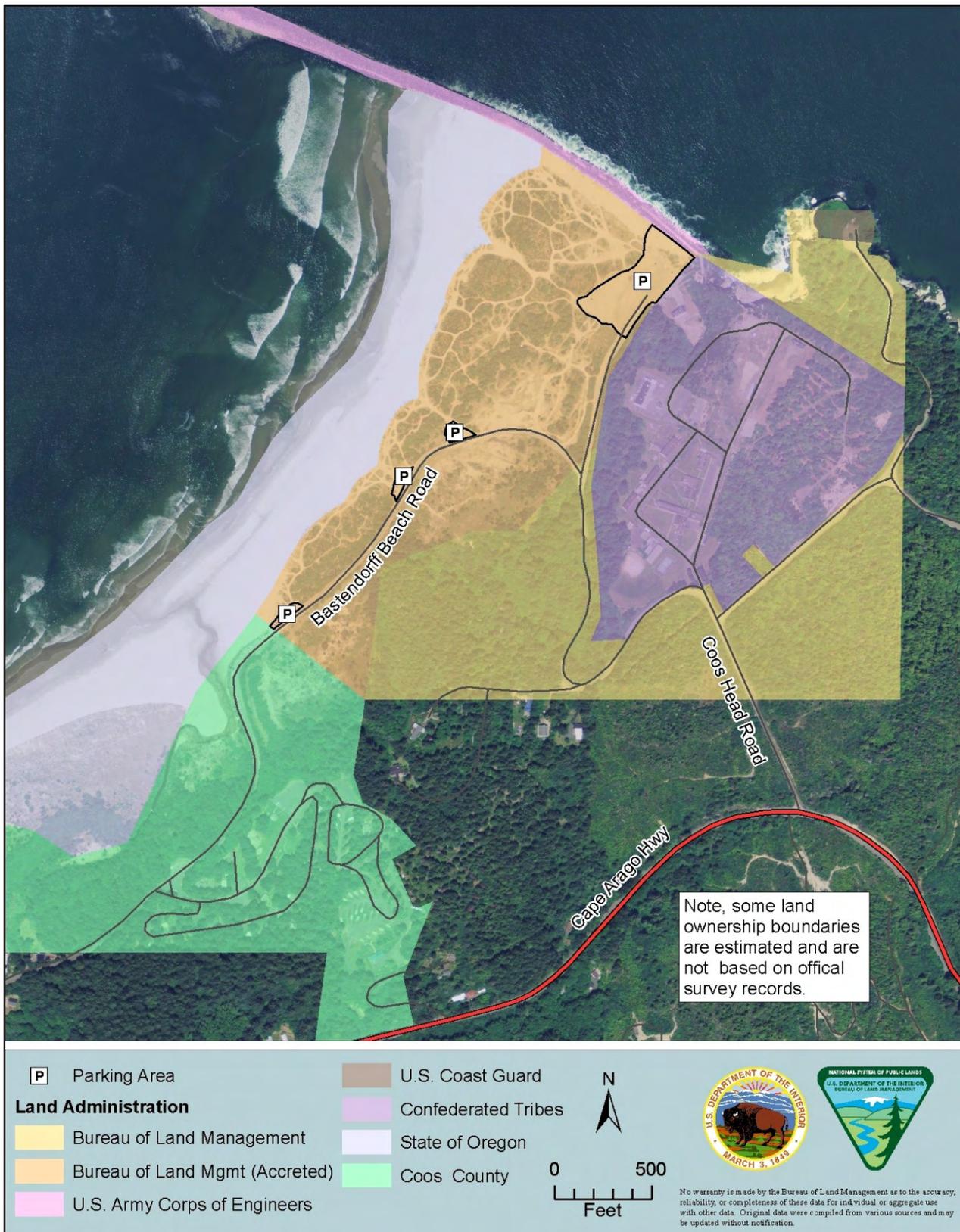


Figure 2. Map showing land ownership around Bastendorff Beach and Coos Head.



B. Background Information

On July 14, 1884, President Chester A. Arthur withdrew by Executive Order, 2,122.42 acres of public domain land for the War Department to improve the Coos Bay and Harbor. The north jetty, across the bay, was completed in 1892. While this jetty helped water traffic negotiate the treacherous bar, it wasn't until 1924 that the construction of the south jetty was started by the U.S. Army Corps of Engineers. At that time the coastline south of the entrance to the harbor was a steep face of ocean swept cliffs. The rock for this jetty was delivered by a rail line which extended from Charleston on a trestle largely suspended over the water. A tunnel was dug for the rail line in the headland at the northern end of Bastendorff Beach. Today, the trestle pilings are no longer visible, but the tunnel can clearly be seen from the beach.

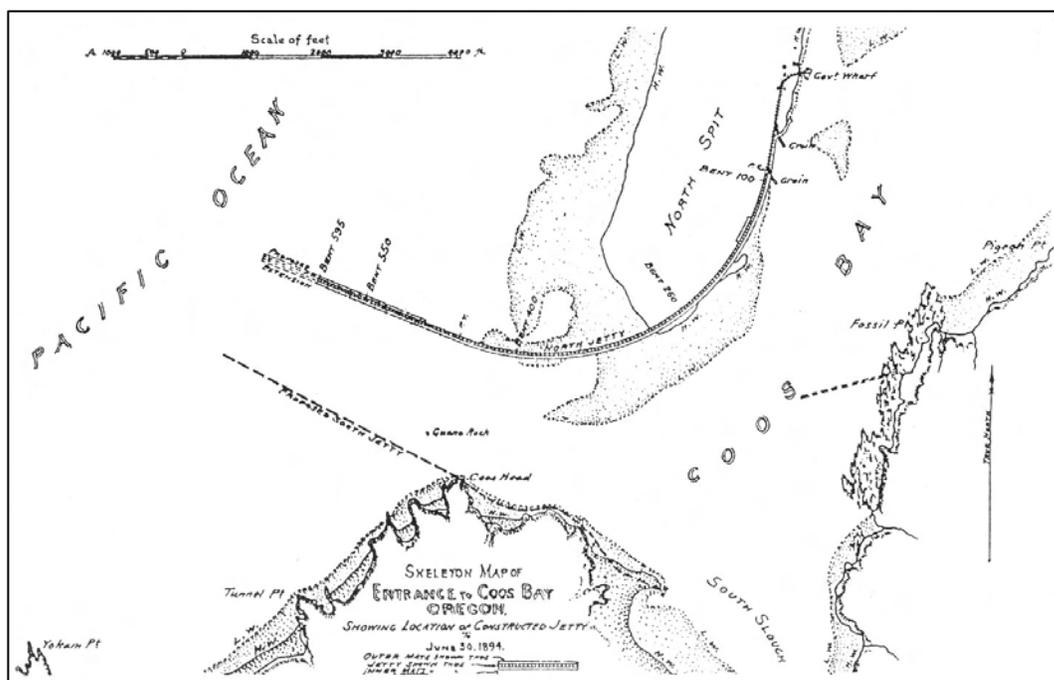


Figure 4. Map of entrance to Coos Bay in 1894.

The jetty caused the deposition of sand to occur south of the harbor entrance and resulted in the formation of what is now the foredune and beach known as Bastendorff Beach. In 1956 enough sand had deposited that 140 acres, including 35 acres of accreted land, were transferred from the Department of the Army to the Navy Department. In recognition of the value this area had for developed ocean shore recreation, a patent to 32.06 acres was issued in 1961 under the Recreation and Public Purposes Act to Coos County for the Bastendorff Beach Campground. In the mid-1960s, the Navy issued a second lease to the County for construction and maintenance of a road, parking areas and public restrooms for day use at what had then become Bastendorff Beach.

In 1983, as the Navy Department's activities in the harbor were phasing out, it relinquished 90 acres deemed suitable for return to public domain to the BLM. All previous authorizations were "inherited" by BLM when the land was transferred. The Coos County right-of-way for the road and parking areas has been renewed several times and is still currently active. The BLM identified Bastendorff Beach and the Coos Head area as a part of the Coos Bay Shorelands Special

Recreation Management Area when it completed the Coos Bay District Resource Management Plan (RMP) in 1995.

In the years following the completion of the management plan, BLM took a hands-off approach to the management of Bastendorff Beach and Coos Head. Oregon State Parks stepped in to provide some patrol services and frequently has responded to visitor management and enforcement issues on the BLM administered lands adjacent to the beach. To improve visitor management, Oregon State Parks installed signs at key access points to inform visitors of regulations and ocean shore safety. The restrooms, after years of hard use and vandalism, were finally closed by the county in 2004, leaving no sanitation facilities on the beach.

OPRD approached the BLM in 2008 with an interest in working together on improving conditions at this popular recreation area. In July 2009, OPRD and the BLM entered into a Memorandum of Understanding (MOU) to jointly address the recreation management issues at Bastendorff Beach through a cooperative management plan. In May 2010, the BLM installed a vault toilet in one of the parking areas at the beach to begin to address the sanitation issue and Oregon State Parks agreed to take care of the regular recurring maintenance of the facility. In October 2010, the Coos County Commissioners, OPRD and the BLM signed an amendment to the MOU making Coos County a full partner in the planning and management of Bastendorff Beach.

C. Resources in the Planning Area

The overall setting for the planning area is the coastal headland at the mouth of the Coos River within the central portion of the Oregon Coast Range foothills. This parcel, while relatively small in acreage, includes 3000' of sand beach; dune grass and shore pine covered foredunes; seasonal marshlands and sphagnum bogs; rocky headlands and isolated coves; and dense upland forests of Sitka spruce, red alder, western red cedar and Pacific rhododendron.

While an extensive resource inventory has not been completed for these public lands, it is known that the diverse habitats in the planning unit support a rich and complex community of resident and migratory wildlife species. These include a wide variety of songbirds, raptors, shorebirds and seabirds that come ashore during winter storms. Mammals such as black-tailed deer, raccoons, porcupine, brush rabbit, red fox and several species of rodents and bats are regular residents and harbor seals and sea lions occasionally haul out on the beach. There are no known BLM special status or sensitive wildlife species sites present in the planning area.

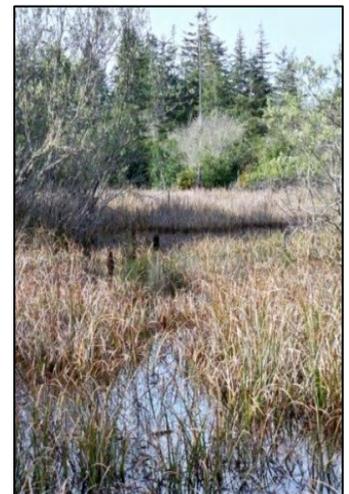


Figure 5. Bog on the headland.

The visual landscape of the planning area is predominantly an undeveloped coastal forest and foredune setting with most developed structures on the headland obscured by vegetation. Views are dominated by cliffs, the beach and open ocean and large off-shore rocks to the south.

While the vicinity contains several cultural resources which relate to the maritime history of Coos Bay in different periods, the South jetty construction tunnel (through the Coast Guard observation station headland) is the only one known on BLM-managed land.

D. Recreation Use in the Planning Area

Oregon Statewide Comprehensive Outdoor Recreation Plan

The Oregon Statewide Comprehensive Outdoor Recreation Plan (SCORP) is compiled every five years and is used as a planning tool by recreation providers to better understand outdoor recreation demand, trends, needs and concerns across the state as well as within each regional planning area. Management actions within this cooperative plan take into consideration the findings of the SCORP and recognize the overall recreation goals and needs identified in the statewide plan.

Bastendorff Beach is within Region 4, which includes the southern Oregon coastal counties of Douglas, Coos and Curry counties. The 2002-2007 SCORP identified the top priority for the southern coastal region to be restoration and repair of existing outdoor recreation facilities with an emphasis on infrastructure, parking and the need to retrofit facilities for universal access to comply with the American's With Disabilities Act. Much of the feedback provided by the public during scoping for this plan also emphasized this need. The value of preserving and enhancing public access to the coast was also raised as a key issue in the SCORP and underscores the preeminent value of the coast as a vital recreation resource for Oregonians.

The 2008-2012 SCORP focused on the changing age and demographics of Oregon's residents and what this means for outdoor recreation management in the future. The plan placed a special focus on the aging population in the state and presented the following:

- The most popular outdoor recreation activities for Oregonians between the ages of 42 and 80 included walking, picnicking, sightseeing, visiting historic sites and ocean beach activities. On average across all activities, respondents in this age range said they expected to spend 28% more days recreating 10 years from now than they currently do.
- Nearly one third (32%) of the respondents in the 40-80 age range reported that they had moved in the past ten years and 14% planned on moving in the next 10 years. Over the next decade, Oregon communities can expect roughly 20% more moves in this age range than they experienced in the past decade.
- Southern and coastal Oregon has become popular destinations for inter-state relocation. During the period from 1996-2006, south coast (Florence and south) Oregon communities had the highest levels of relocation intensity in the state. Projections for the years 2006-2016 maintain a similar pattern, with relocation expected to be most intense in southern and coastal Oregon.

Respondents who had moved or expected to move were asked about community characteristics that affected or will affect their selection of a destination community. Scenery was the most important characteristic, followed by low crime, high-quality health care, low tax levels, and general outdoor recreation opportunities. When asked what was the most important management action that recreation providers should take, ensuring clean and well-maintained parks and facilities was the most often reported followed by a desire to see more walking/hiking trails closer to home and providing more free-of-charge recreation opportunities.

Based on all this, it is reasonable to project that use will continue to increase at Bastendorff. It is also evident from these surveys, that especially among those who relocate to the region, Bastendorff provides many of the amenities residents are seeking.

The 2001 Ocean Shore Recreational Use Study

A survey of beach visitors along the entire Oregon coast was conducted by Oregon State University for Oregon Parks and Recreation Department in the summer of 2001 to better understand visitor use for the development of the 2005 Ocean Shore Management Plan. This study found that for the section of the survey region that included Bastendorff Beach (Umpqua River to Blacklock Point) the following ranked out as the top 20 ocean shore recreation activities:

Table 1. Overview of Recreation Use on the South Coast*

Rank	Recreational Activity	Percent Participation
1	Walking	93.2
2	Scenic	81.9
3	Picnicking	56.7
4	Exercise	51.2
5	Beachcomb	38.0
6	Dogs	35.2
7	Driftwood	26.4
8	Birding	24.3
9	Kites	22.4
10	Camping	16.8
11	Swimming	15.1
12	Events	13.2
13	Fires	11.7
14	Fishing	9.8
15	ATV	7.0
16	Fireworks	6.6
17	Horses	4.7
18	Boogie Board	3.0
19	Surfing	2.1
20	Sandplay	1.9

*From Oregon Shore Recreational Use Study, Shelby and Tokarczyk, 2002 for the Oregon Parks and Recreation Department by Oregon State University.

The same study also conducted a more site specific survey at Bastendorff Beach to identify recreation activities, extent of dog use and the level and distribution of peak visitor use. When compared with other beaches in the study, Bastendorff was rated as having a high density of use and having the highest level of peak use for the entire south coast. The following table from the study shows the level of participation for several specific recreational activities that occur at Bastendorff:

Table 2. Recreation Activity Participation at Bastendorff Beach*

Relaxing	51.0 %
Walking	27.0%
Surf Sports	2.4%
Dog Use	13.0%

* Oregon Shore Recreational Use Study, Shelby and Tokarczyk, 2002 for the Oregon Parks and Recreation Department by Oregon State University.



Figure 6. Bastendorff Beach

According to estimates, Bastendorff Beach receives around 50,000 visitors each year. Most are from the Charleston/Coos Bay/North Bend area, however the number of people visiting from outside the local area is increasing as the beach becomes better known. The beach and foredune are used for a wide variety of ocean shore recreation activities including walking, dog exercising, picnicking, social gatherings, staging for ocean activities, camping and kite flying. The ocean off of Bastendorff Beach is popular for activities such as surfing, wading, boogie boarding and jetty fishing.

The heaviest season of use is during the summer months on weekends and holidays. However Bastendorff Beach receives use throughout the year and can be especially busy during breaks in the weather during the winter and spring. The average visit is generally under 2 hours in duration and many people stop and take short walks on the beach less than an hour in length. Beach users who are engaging in ocean based activities such as surfing and fishing and those engaged in social activities tend to have longer visits.

The beach is popular with all age groups. The beach is popular with high school age visitors, organized groups and extended families during the evenings and on Friday and Saturday nights when it is commonly used for bonfires and large social gatherings.

Bastendorff Beach also receives use from visitors from beyond the Coos Bay area, many of them staying overnight in the Bastendorff Beach County Campground or at the private campground adjacent to the beach. Surfers from the Willamette Valley are common when surf conditions are good and tourists staying in area hotels come to enjoy this wide expanse of easily accessible quiet shoreline. The next nearest long expanse of sand beach to Coos Bay is within the Oregon Dunes National Recreation Area at Horsfall Beach on the North Spit. Unlike Horsfall, Bastendorff Beach provides a much closer and quieter alternative without a day use fee or the need to obtain a Northwest Forest Pass for more frequent use.

In contrast to the beach, the headlands receive much less use with most activity focused on the Coast Guard observation station, a popular site for viewing the Coos Bay bar and for storm watching during the winter. The dense forests are used for gathering mushrooms and berries and for access to isolated coves on the north side of the headland.

E. Interagency Cooperation, Coordination and Public Involvement

During the pre-planning process the BLM met with Oregon Parks and Recreation Department; Coos County Commissioners and the Coos County Parks and Recreation Department; the Confederated Tribes of the Coos, Lower Umpqua and Siuslaw; and spoke with the U.S. Army Corps of Engineers. During the development of the draft plan, OPRD, BLM and Coos County entered into a Memorandum of Understanding agreeing to work together through the development and implementation of this cooperative management plan.

During May of 2010, the BLM and OPRD held a public scoping meeting at the Oregon Institute of Marine Biology in Charleston to engage the public in the development of this plan. The meeting was attended by 54 community members who provided feedback on their concerns regarding the beach, as well as their vision for the future. See Appendix B for a complete list of the public comments gathered at this meeting and during the two week public scoping period.

A draft plan was developed by the BLM, OPRD and Coos County to address the issues raised in scoping and to propose management actions to reduce conflicts and to provide for more effective maintenance and operation of the beach. The draft was put out for a 30 day public review between February 14 and March 15, 2011 and received 31 formal comments. In addition, a public meeting was held in North Bend and was attended by 20 members of the public (See Appendix B). Based on this input, a revised network has been developed for the final plan that will provide better year-round access while still adequately controlling the motorized vehicle related issues presented in the draft plan. The following section summarizes these public comments and agency concerns and presents them as a set of planning challenges.

F. Planning Challenges

A planning challenge is defined as a matter of controversy, a hurdle, or general concern over resource management activities, the environment or land use. These challenges were identified by the cooperating agencies participating in the plan as well as from the numerous public comments received during scoping. The principle challenges identified during this process were:

1. Sanitation and Dumping

The absence of restroom facilities for several years has resulted in people using the foredune for sanitation purposes. The double vault toilet installed in May 2010 is not adequate to handle the heavy level of use at the beach. Additional facilities are needed to fully accommodate beach use and a sustainable strategy needs to be established to ensure these facilities are maintained at a high standard. The practice of long term camping in the foredune has also resulted in the illegal dumping of sewage, gray water, trash and abandoned vehicles and trailers on public land. This practice needs to be stopped to ensure a safe and healthy recreation setting for all visitors. In

addition to human waste, some dog walkers and horseback riders do not pick up after their animals.

2. Off Highway Vehicle Use

The lack of off highway vehicle management in the foredune has resulted in the proliferation of numerous routes and is a direct cause of vehicle trespass onto the closed Ocean Shore State Recreation Area. Vehicle trespass on the beach creates a serious safety conflict with pedestrian beach users and is prohibited under Oregon Shore State Recreation Area beach rules. The current degree of motorized access provides benefits to many beach users and was evaluated in this plan to determine if more structured access could be provided to support these traditional uses. See Appendix C for the access alternatives that were considered in the draft plan and the final proposed network that was refined after the public comment period based on input from beach users.



Figure 7. Beach closure sign.

3. The Oregon Coast Trail

The OPRD will be extending the Oregon Coast Trail from Sunset Bay State Park to Bastendorff Beach, with the eventual goal of connecting with trails on the Oregon Institute of Marine Biology property on the edge of Charleston. The public lands at Bastendorff Beach and on Coos Head could be used to close a mile wide gap in this trail connection strategy (See OPRD Draft Connection Strategy 2010). Public interest in this trail extension has been supported by members of the Coos Regional Trails Partnership, the Oregon Coast Environmental Awareness Network (OCEAN) and the Oregon Solutions Charleston Project. The Confederated Tribes have informed the BLM in the past that they are seeking acquisition of the remaining public domain lands on the headland, but are willing to work on locating a trail across some part of this parcel in a manner that would meet the needs of both the trail users and the Tribe.

4. Law Enforcement and Public Safety

A wide variety of recreation uses occur in the planning area and some have the potential to cause conflicts between users, may be in violation of regulations, or result in unacceptable natural resource impacts. Examples include:

- Large fires that exceed the size permitted by county fire ordinances are common and often result in trash and partially burned debris left on the beach. The use of wood pallets for these large fires is a frequent practice and results in a beach studded with nails and other metal waste.
- The beach is one of the more popular locations in the county for setting off fireworks on the 4th of July. Fireworks use is prohibited on both State Parks and BLM lands; however this regulation has not often been enforced, and results in a beach littered with fireworks waste and the potential for wildfire each year on or around Independence Day.
- Current regulations allow for free camping for up to 14 days at a time anywhere on BLM managed lands at the beach, including those areas used primarily for parking and day use activities. This use has resulted in problems with sewage, trash and gray water dumping,



Figure 8. Pallet fire debris.

long-term residential camping, and a setting that does not appear safe or inviting for visitors. Law enforcement regularly responds to incidents involving camping during the summer.

- Dog use is popular on the beach; the OPRD study found that 35% of visitors on the south coast use the beach for dog exercise. Many dogs are allowed to run without a leash, some not under the direct control of their owners. In addition, a large number of dog owners do not pick up after their pets.
- Due to the unmanaged setting on the beach over the years, illegal activities also are not uncommon. These include large parties involving minors and alcohol, large-scale fireworks, car burglaries, household trash dumping, and long-term residential camping.

5. Noxious and Invasive Weeds

It is the BLM's policy to eradicate, when possible, noxious weeds on BLM managed lands. These invasive plants reduce both plant and wildlife diversity and detract from the natural setting by displacing native species. Two of the more dominant plants in the foredune are Scotch broom and



European beach grass. There are also populations of bull thistle along the roadside and English ivy and Himalayan blackberry in the forest on the headlands. Weed seeds can be spread to other non-infested areas by visitors on the treads of their tires and shoes as well as through other dispersal methods. The thick stands of Scotch broom in the Bastendorff Beach foredune form a visual barrier that hinders law enforcement efforts because it makes it hard to monitor the area between the parking lots and the beach.

Figure 9. Scotch Broom

6. Beach Operations and Maintenance

Many of the management problems at Bastendorff can be traced to a lack of direct management on site. Because of the mixed jurisdictions that come together at the beach, resolving these management challenges requires a coordinated interagency approach among the BLM, OPRD and Coos County.

Part II – The Land Use Planning Framework

A. BLM Administered Public Lands

Coos Bay District Resource Management Plans 1995 and 2008:

Bastendorff Beach and the Coos Head area are managed under both the 1995 and 2008 Coos Bay District Resource Management Plans (RMP). These RMPs established the following land use allocations and management guidelines for the planning area:

- The area was designated as a part of the Coos Bay Shorelands Special Recreation Management Area (SRMA) to provide for specific outdoor recreation opportunities. SRMA's typically require a higher level of investment and management.
- The planning area was assigned a motorized vehicle use restriction limiting vehicles to designated roads and trails, meaning that vehicles are allowed only on approved roads and trails.
- This section of the coast was designated as Visual Resource Management (VRM) Class III, which provides a moderate degree of protection to the visual landscape. In this setting management activities may be evident, but should be subordinate to the existing visual landscape.
- The area was not identified for timber management activities and has been withdrawn from mineral entry.

Coos Bay Shorelands Management Plan:

The subsequent Coos Bay Shorelands Management Plan written after the RMP in 1995, provided some additional guidance for the area, however the plan mostly focused on the public lands on the North Spit where the critical resource management challenges at that time were located. Elements in the plan that have an effect on the beach and headland are:

- The designation of roads and trails within the plan did not identify any routes for motorized use in the Bastendorff Beach area or in the Coos Bay headlands, other than the County roads that provide access to the jetty and beach under a right-of-way agreement.
- Camping was permitted throughout the Coos Bay Shorelands, including Bastendorff Beach, for up to 14 days at a time, consistent with the rest of the Coos Bay District.
- The plan directed that any future trails or other recreation developments be placed so as to avoid sensitive wildlife habitat and wetlands.
- Noxious weeds (esp. Scotch broom and gorse) would be removed.

B. Adjacent Land Management

1. Oregon Parks and Recreation Department

The Oregon Parks and Recreation Department administers the Ocean Shore State Recreation Area at Bastendorff Beach from the ocean to the mean high tide/vegetation line. This public recreation area, running the entire length of the Oregon Coast, is one of the premier outdoor recreation resources in the state. The section at Bastendorff is managed for non-motorized recreation and is closed to all motorized vehicle travel from the jetty south, except for a 200 ft. wide motorized access corridor to the ocean adjacent to the jetty.

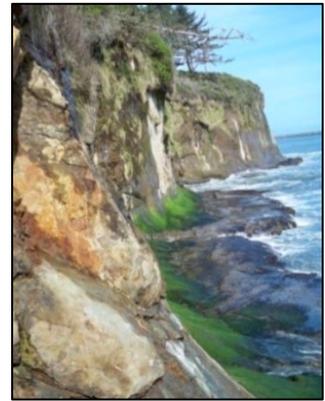


Figure 10. Coos Bay Head

2. Coos County

Coos County maintains Bastendorff Beach and Coos Head roads and the parking areas that provide access to the beach under a right-of-way issued by the BLM and manages a section of the beach to the south of the BLM property. The County Parks Department also operates the Bastendorff County Campground, an 81 site campground and day use area, one of the most popular public campgrounds in the region.

3. U.S. Army Corps of Engineers and U.S. Coast Guard

As an aid to navigation into and out of the harbor, the U.S. Army Corps of Engineers operates and maintains the south jetty and has unimpeded access to maintain and repair this important structure. The U.S. Coast Guard operates a lookout tower on top of the headland to watch over navigation into the harbor and across the Coos Bay Bar.

4. The Confederated Tribes

The Coos Head Air National Guard Station, on Coos Head, was deeded to the Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians from the Bureau of Indian Affairs on October 5, 2005 under the Indian Self-Determination and Education Assistance Act. The U.S. Navy retains their holding on the west terrace bluff overlooking the beach. The site is eligible for listing on the National Register of Historic Places as a Cold War Era military facility. Public access is prohibited across this entire 43 acre parcel of fenced property. The Tribes have long had an interest in acquiring the remaining BLM parcels on the headland and want to ensure that any actions put forward in this plan are compatible with their interests. The BLM has agreed to work with the Tribes to accommodate their interests as appropriate.

5. The University of Oregon

The University of Oregon owns the property between the planning area and Charleston. This property has a network of hiking trails that could potentially be used to make a tie between Charleston and Bastendorff Beach as a segment of the Oregon Coast Trail.

This management plan has been developed in consultation with these agencies to ensure that the management actions recommended in the plan are consistent and compatible with adjacent land uses.

Part III – The Recreation Management Program

A. A Cooperative Management Strategy

A cooperative management strategy is the only way to effectively manage a multi-jurisdictional beach in a manner that provides consistency for the public and efficient use of scarce agency resources. The principle partners in the day to day management of Bastendorff Beach will be OPRD, Coos County and the BLM.

1. Existing Agreements & Opportunities

Several administrative agreements are already in place among the partners to facilitate cooperative management in the future. These include:

- Bastendorff Beach Cooperative Management Memorandum of Understanding – This agreement, signed in 2009, provides the overarching direction for cooperative management of the Bastendorff Beach. This MOU identifies the roles and responsibilities of the BLM, OPRD and Coos County and the administrative process for managing the agreement. See Appendix G.
- Assistance and Challenge Cost Share Agreements between the BLM and OPRD – These agreements, signed in 2009, give the BLM the ability to share resources with OPRD on projects that are of mutual benefit, such as projects at Bastendorff Beach where the agencies have contiguous management.
- Right-of-Way Agreement Between the BLM and Coos County – This agreement, in place since 1961, gives Coos County the authorization to maintain the county roads and parking areas within the planning area.
- Law Enforcement – BLM has had a law enforcement agreement with Coos County for over 15 years. These agreements are essential and are used to fund county sheriff's department law enforcement efforts on BLM administered lands within Coos County. The current agreement could be modified to enhance law enforcement coverage for the Bastendorff Beach area. In addition, the OPRD currently funds a contract with the Oregon State Police to pay for overtime on busy weekends, such as the 4th of July, to provide additional law enforcement coverage at Bastendorff. Under Title II/III of the Secure Rural Schools Act, the Coos Bay District Resource Advisory Council has approved grants to support road maintenance and law enforcement within the county and could be a potential source to provide additional support for these contracts and agreements.
- Fire Protection – The BLM contracts all fire patrol and suppression on lands within the Coos Bay District with the Oregon Department of Forestry through the Coos Forest Protection Association (CFPA). This contract includes the public lands at Bastendorff Beach and on the Coos Bay headland.

2. Volunteer and Hosted Worker Programs

In addition to agency partners, the assistance of the public is essential to making a cooperative management strategy at Bastendorff a success. The following volunteer and hosted worker programs provide an excellent resource for the partners to more cost effectively manage this recreation site. These programs include:

- Stop Oregon Litter and Vandalism (SOLV) – a private non-profit organization that promotes volunteer action and stewardship in Oregon, conducts spring and fall beach

cleanup events along the Oregon coast. These annual events, sponsored by the OPRD, have removed tons of garbage from Bastendorff over the years. Continuing to support these events is an important way to keep the beach clean and to broaden the base of support and public ownership of this community resource. The BLM, not a participant in the past, partnered for the first time in 2010 with SOLV and the OPRD to support this event.

- Volunteer Beach Host – using existing volunteer programs in the BLM, Coos County and OPRD, a beach host program could be established at Bastendorff to provide additional maintenance and visitor assistance.
- National Public Lands Day Events – the Umpqua Field Office sponsors this volunteer event every other year in September and provides an additional venue to support beach cleanup and noxious weed removal efforts.
- Northwest Youth Corps (NYC) – historically the BLM supports approximately 20 weeks of youth corps crew projects on the Coos Bay District every year. These NYC crews could be used in the future for barrier installation, new trail construction and maintenance and noxious weed removal.
- Shutters Creek Correctional Institution – OPRD works with inmates frequently at Sunset Bay State Park to accomplish conservation and maintenance projects within the park and could be utilized to support projects that are of benefit to the Ocean Shore State Recreation Area.
- Adopt a Beach - Volunteer Beach Patrols – there are numerous residents who regularly walk and surf at Bastendorff that could be recruited to provide additional support to manage and monitor the beach. The BLM frequently uses volunteers to “adopt” trails and other sites popular with local residents who want to become stewards of public resources. These volunteers could assist the BLM and OPRD by providing visitor contact and education as well as an extra set of eyes to monitor and report changing conditions on the beach that need attention.
- Coast Watch – a private non-profit organization that places volunteers who monitor the Oregon Coast in mile long segments. Bastendorff Beach is beach mile 123 and has a monitor who regularly walks the beach and posts reports online at www.oregonshores.org. Beach management partners could further develop the Coast Watch relationship and utilize this existing monitoring program to gather information on beach uses, conditions and issues.

B. Off-Highway Vehicle Management – Designation of Routes and Trails

The entire planning area was allocated for limited vehicle use on designated routes and trails through the 1995 Coos Bay District Resource Management Plan and the initial route designation for the entire SRMA was accomplished through the Coos Bay Shorelands Plan in 1995. The Shorelands Plan only identified the county roadways as open routes and did not designate any off highway vehicle routes in the foredune.

However, these off-highway vehicle controls were never fully implemented on the lands between the Bastendorff Beach road and the ocean shore and subsequently an extensive network of routes and trails developed in the area. These off-highway vehicle routes are used for a variety of access purposes such as supporting social gatherings on the beach; providing more secure parking areas for surfers concerned about car clouting; furnishing private locations for dispersed camping; an

opportunity to view the beach during inclement weather and a location for off-highway vehicle exploration and other use activities. These routes are also sometimes used for illicit access purposes resulting in refuse dumping and long-term residential camping.

The Ocean Shore State Recreation Area rules identified an open route corridor, 200 ft. in width, along the jetty to the ocean in its June 1997 enforcement guidelines. This route across BLM accreted lands has not been formally designated.

Public comments received during scoping supported the need for conserving some of the motorized access across the foredune to support “traditional” recreation activities, while others at the meeting wanted to see vehicles confined to the parking areas along the county road. Based on this input, the agencies developed a range of access alternatives to provide a varying degree of management controls and level of motorized access in the foredune. During the public review period for the draft plan, concerned beach users presented that the agency’s proposed network would not provide adequate access during the winter months when the area is flooded and did not adequately support access for some of the popular activities that people enjoy at the beach. Based on these substantive public comments, the final plan presents a revised motorized network that conserves a higher degree of vehicle access while providing adequate management controls to address the most serious beach management issues.

1. Route Designation Criteria

BLM is directed by regulations in Title 43 of the Code of Federal Regulations (CFR) as well as in its travel planning policies, to base motorized route designation decisions in limited use areas, such as at Bastendorff, on specific designation criteria to protect public land resources, promote public safety and minimize conflicts between users. Designation criteria in these regulations require that off-highway vehicle trails on public lands be located in such a manner as to:

- Minimize damage to soil, watershed, vegetation, air, or other resources of the public lands.
- Minimize the harassment of wildlife or significant disruption of wildlife habitats.
- Minimize conflicts between off-highway vehicle use and other existing or proposed recreational uses of the same or neighboring public lands.
- Ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors.

See 43 CFR Subpart 8342.1 Designation criteria (a) – (c).

2. Area Specific Designation Criteria For Bastendorff Beach

Using the regulatory criteria from 43 CFR as a base, the following criteria were developed to guide the decision making process for Bastendorff Beach by addressing specific local issues, resources and social values in the planning area. These criteria are:

- Decisions will comply with the overall designation criteria required by BLM regulation (43 CFR 8342) and planning policy.
- Provide a means of access to the beach by motorized vehicles to support the access corridor identified in the Ocean Shore State Recreation Area Rules and Enforcement Guidelines.
- Assist and support the OPRD in minimizing the opportunity for motorized vehicle trespass onto the Ocean Shore State Recreation Area beach that is closed to motorized vehicles.

- Ensure that motorized vehicle designations create a setting that promotes the safety of all beach and foredune users.
- Minimize the opportunity for conflict between motorized and non-motorized beach users by creating a setting where it is clear where motorized vehicle use is authorized and where it is prohibited.
- Minimize damage to sensitive habitats, especially the natural wetlands in the foredune; control the proliferation of new routes on BLM and OPRD managed lands; and reduce the spread of noxious weeds.
- Develop an access network that meets the needs of beach users while minimizing the cost of management, maintenance and enforcement.
- Minimize the continuation of illicit activities that are made possible by the current unregulated motorized access.

3. Route Designation Proposal and Rationale

A range of access alternatives were considered and evaluated during this planning process, from no motorized access to the beach to relatively unlimited access. See Appendix B to view the range of alternatives and Appendix C for the decision tree used to evaluate each alternative. Using the criteria provided for in the regulations and the criteria developed specifically for the planning area, the BLM has developed the following proposal for the management of motorized vehicle use at Bastendorff Beach:

To accommodate the route identified in the Ocean Shore State Recreation Area rules, while also keeping vehicles off of the closed section of the beach; this plan proposes to designate a network of limited access routes limited to licensed street legal vehicles only. (See Figure 11)

- One route will run from the north end of the jetty parking lot along the edge of the jetty to the beach.
- A second route will traverse from the north end of the jetty parking lot across a slightly elevated section of the foredune, thereby avoiding most winter flooding, to a designated parking location above the beach. The route then heads south and parallels the beach to the two middle parking lots and then reconnects to the Bastendorff Beach County Road.
- The remaining routes within the interior of the foredune will be signed closed to motorized vehicles and if necessary, blocked and or restored with native vegetation. Some of these may be retained as non-motorized trails.

A full range of access alternatives, including the agencies proposed network, will be further analyzed in an environmental assessment and a separate decision record will be signed prior to implementing any route designation actions at Bastendorff Beach.

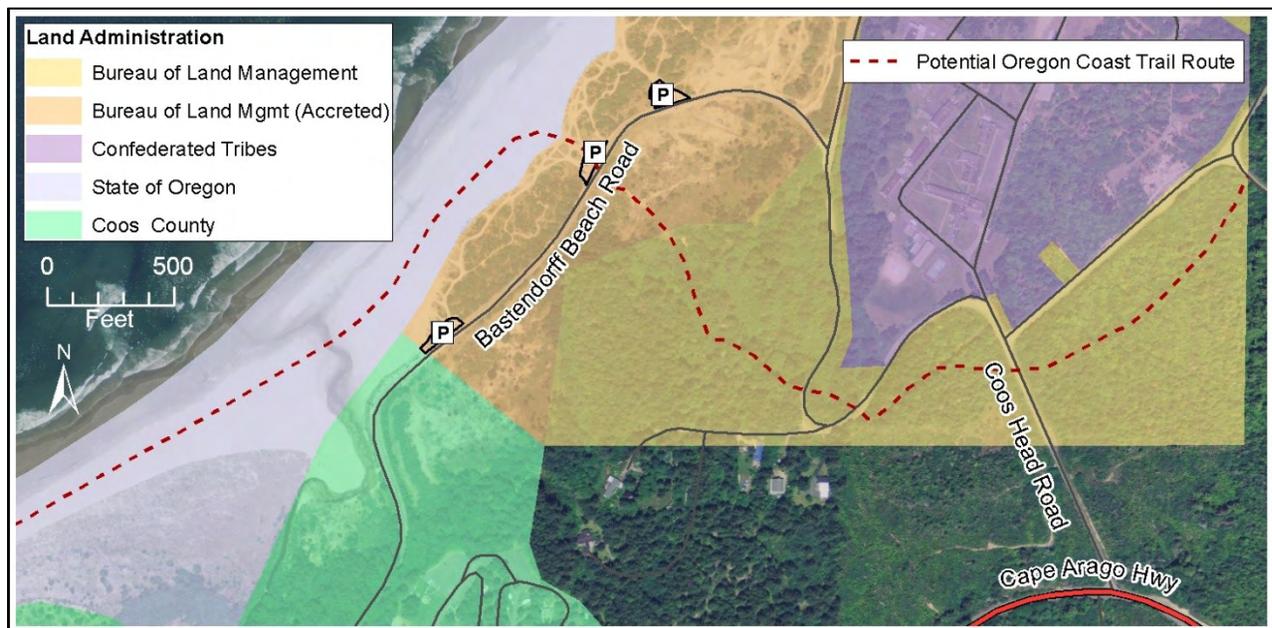
Figure 11. Proposed Network of Designated Routes at Bastendorff Beach.



4. The Oregon Coast Trail

The OPRD has completed the planning to connect the Oregon Coast Trail from Sunset Bay State Park to Bastendorff Beach. The trail segment from the park boundary to Yoakim Point and down to the beach was completed in 2010. The remaining segments are planned to be completed in 2011-12. Since 2007, the BLM and OPRD have discussed the opportunity to provide a link in the Oregon Coast Trail that would connect Bastendorff Beach to the community of Charleston through a mile long segment across the BLM's property on Coos Head. This route has been identified in the OPRD's 2010 Connections Strategy Plan for the Oregon Coast Trail and a preliminary route has been identified by the BLM on the ground. Coordination with the Confederated Tribes and the University of Oregon needs to be completed before the project proceeds. Further public scoping, planning and environmental analysis will also be done prior to implementing the project. Potential funding for the trail could be obtained from several federal and state sources and construction and maintenance would be conducted through the Northwest Youth Corps and local volunteers.

Figure 12. Proposed Route for the Oregon Coast Trail



C. Facilities

In order to provide for a quality recreation setting, protect beach resources and provide for public health and safety, the addition of several minor facilities have been identified through this plan.

1. Restrooms and Sanitation

The installation of a double vault restroom next to the beach during the spring of 2010 provided a much needed sanitation facility for this popular recreation site. However, since the beach is accessed through four parking lots along a 3,000 foot span, a second restroom is proposed for the jetty parking lot. This additional facility will meet visitor needs at the jetty and along the north end of the beach.

2. Parking Lot Resurfacing

The parking lots will be graded and resurfaced with crushed aggregate or asphalt. The top priority for resurfacing will be the jetty parking lot. Accessible parking spaces will be provided at both restroom sites. To aid in emergency response, each parking lot will be designated with a letter or number and signed with a prominent reflective sign.

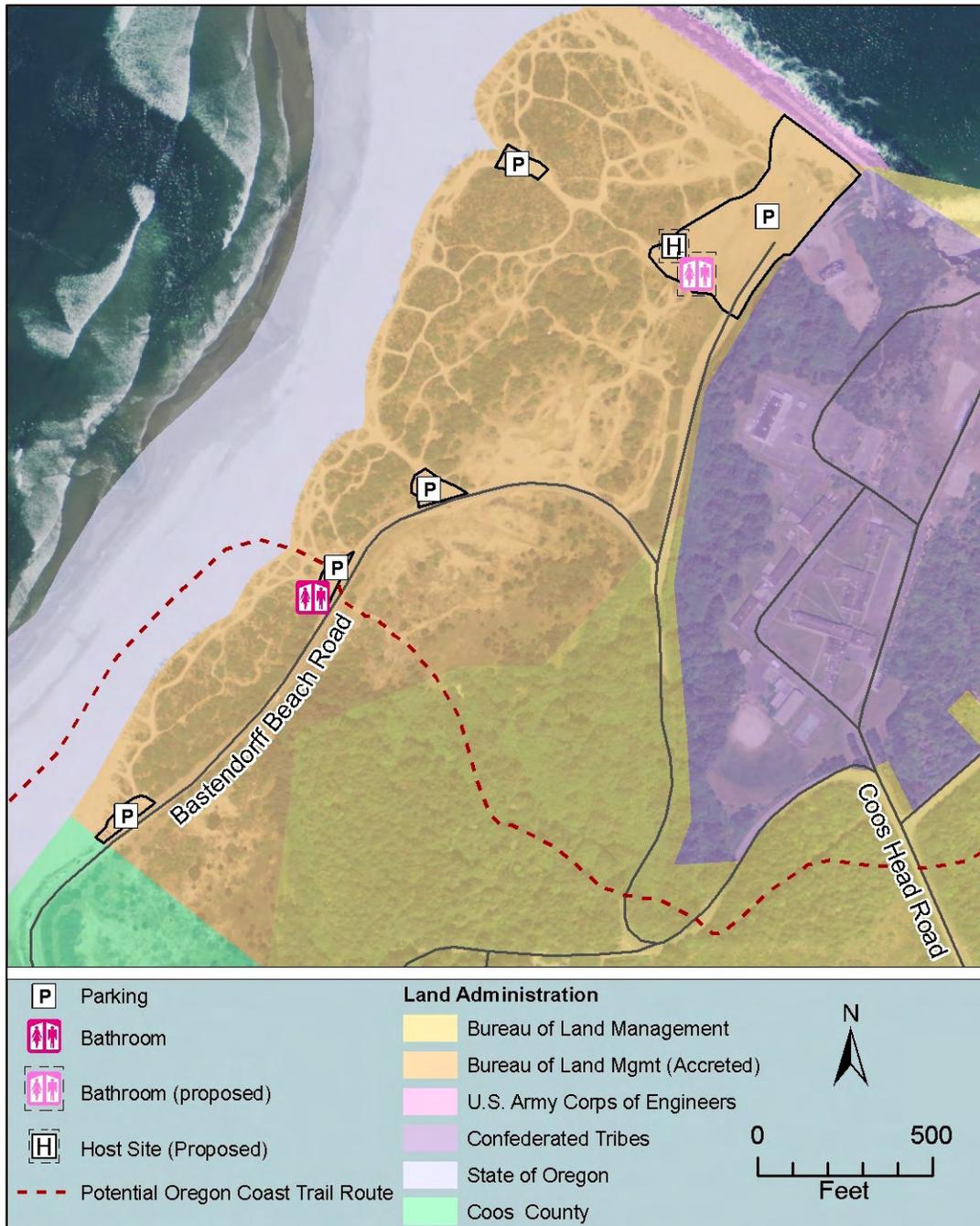
3. Vehicle Barriers

Vehicle control adjacent to the parking lots and along the Bastendorff Road is needed to channel vehicles onto approved routes and to prevent cross country vehicle use in the foredune and on the beach. Log barriers may be sufficient to block access to some closed routes in the more densely vegetated areas; however several sections of the county road may need more extensive barriers. Guard rails on the east side of the county road have been very effective in keeping vehicles from driving across the foredune and deflation plain to the base of the headland. Similar structures will be installed at several key access points on the west side of the county road. Ensuring that these structures blend with the natural setting of the beach will be an important design consideration.

4. Beach Host Campsite

A host campsite may be established in the large jetty parking area to support a volunteer who will assist in maintaining the restrooms and provide an agency presence on the beach. There is also the potential to work with Coos County and their hosts at the Bastendorff Beach Campground or the BLM's North Spit host for host assistance.

Figure 13. Facilities for Bastendorff Beach.



D. Administrative Actions

There are some challenges to cooperative management posed by the jurisdictional boundaries that exist among the county, state and federal management agencies at Bastendorff. Each agency has a different set of rules, regulations and ordinances that converge on this area and any changes to these rules will have to be accomplished through each agency's individual rule making process. The actual enforcement of these rules by federal, state and county law enforcement are also limited by jurisdictional boundaries, for instance the BLM has no enforcement authority on the Ocean Shore State Recreation Area (the beach) and the OPRD has no authority to enforce BLM federal regulations on BLM administered lands (the foredune). Because of these jurisdictional barriers, the development of any new rules will occur in full cooperation with the partners to ensure consistency and compatibility across boundaries as much as possible.

Public input received during scoping identified dogs on the beach and the lack of law enforcement in general as the principle administrative concerns for beach users. Motorized vehicle use in the foredune and on the beach was also identified as a concern for some beach users and is an important issue for the OPRD who manages the ocean shore. Camping, especially long-term residential camping, has become a significant issue for the BLM due to problems associated with this activity such as abandoned trailers, sewage and trash dumping, and brush fires caused by unattended campfires. Regulations are already in place to manage some of these issues and a more focused law enforcement effort would go a long way toward improving conditions on the beach.

1. Enforce Existing Rules and Regulations

The following rules and regulations are already in effect at Bastendorff Beach:

- Motorized vehicle use on the beach is prohibited except within the 200 ft. wide access corridor adjacent to the jetty provided for in the Ocean Shore State Recreation Area Rules and Enforcement Guidelines, Coos County Restrictions OAR 736-24-040 (2) (e) (A) June 1997.
- A red flag displayed nine feet above the ground is required for all vehicles operating on sand within the state of Oregon (OAR 735-116-0000 (3) (d)).
- An ATV permit must be displayed when operating an ATV off road on public lands within the state of Oregon (OAR 735-116-0000).
- Dogs are required to be on a leash in all developed BLM recreation areas (U.S. Code of Federal Regulations 43 CFR 8365.2 Sanitation (c)) and all pet waste must be picked up and disposed of properly (U.S. Code of Federal Regulations 43 CFR 8365.1 Final Supplementary Rules for Public Lands in Oregon and Washington, Federal Register August 2005).
- Owners of dogs or other animals shall be responsible for the animal's behavior and physical control within the Ocean Shore State Recreation Area. See the Ocean Shore State Recreation Area Rules and Enforcement Guidelines, OAR 736-21-070, June 1997.
- The use of fireworks is prohibited in developed recreation sites (U.S. Code of Federal Regulations 43 CFR 8365.2-5 (a)) and within the Ocean Shore State Recreation Area per OAR 736-231-100.
- The possession and/or use of any type of firewood or wood pallets containing nails, screws, or other metal hardware is prohibited on public lands within Oregon and Washington. (U.S. Code of Federal Regulations 43 CFR 8365.1 Final Supplementary Rules for Public Land in Oregon and Washington, Federal Register: August 18, 2010).

2. New Bastendorff Beach Use Rules

The following new rules would implement the BLM's motorized vehicle designations in the area and manage some of the problems associated with camping:

- Motorized and licensed street legal vehicles are permitted on the following proposed designated routes: access to the parking areas, the jetty to ocean access corridor and the single access route that runs to edge of the beach and then traverses south to the two central parking areas provided for in this plan. All other routes within the planning area not specifically designated as open would be closed to motorized vehicle use.
- Twenty Four (24) Hour Camping Limit – The occupancy and camping stay limit on BLM administered lands at Bastendorff Beach and Coos Head will be changed from fourteen (14) days to (24) hours. Overnight camping would continue to be permitted, however, after 24 hours, occupants would have to leave with all of their personal possessions and would not be permitted to camp on BLM administered lands within a 10 mile radius of Bastendorff Beach for 14 days.

E. Guidelines for Other Resource Programs

The 111 acres of public domain lands that make up this planning area are administered under the guidelines of the Federal Land Policy and Management Act of 1976 for multiple use purposes. However, as a part of the Coos Bay Shorelands Special Recreation Management Area, Bastendorff Beach and the Coos Head headlands are managed primarily to provide for recreation and to maintain the setting that supports these activities. The Visual Resource Management Class III guidelines from the Coos Bay District Resource Management Plan that apply to the planning unit are intended to protect the visual landscape, a key component of the recreation setting. Other resource management actions proposed in the future would be accomplished in such a manner as to not erode the area's recreation value or its visual resources.

A more comprehensive resource inventory needs to be completed for the planning area to identify any sensitive or special status species or habitats. If sensitive species sites or unique habitats for sensitive species are discovered, future management actions would be designed to minimize negative impacts to the sensitive species or their habitats.



Figure 14. Bull kelp washed up on beach.

Part IV. Implementation Phasing and Costs

Action Item	Timeline to Implement Fiscal Year (FY) is Oct. 1 – Sept. 31.	Estimated Costs
<u>Administrative Actions:</u>		
Environmental Assessment and Record of Decision <ul style="list-style-type: none"> Prepare an environmental assessment and decision record for the Bastendorff Plan actions that affect BLM administered lands. 	FY 2011	BLM interdisciplinary team.
Interagency Cooperation <ul style="list-style-type: none"> Conduct annual partners meeting. 	FY 2011	Staff time to coordinate with agency partners.
<ul style="list-style-type: none"> Memorandum of Understanding (MOU) with OPRD and Coos County renewed every 5 years. New partners may be added at any time. 	FY 2014	Staff time to coordinate with agency partners and prepare document.
Law Enforcement Coordination <ul style="list-style-type: none"> Conduct an annual law enforcement coordination meeting. Consider modifying existing law enforcement contracts as funding opportunities permit. 	FY 2011	Staff time to coordinate and additional BLM LEO costs for beach support to the state and county.
Route Designation – Complete Transportation Planning Process	FY 2011	Install signs to inform public of new designation.
New Rules Process <ul style="list-style-type: none"> Publish Federal Register Notice – proposed and final rule for the adjusted camping limit from 14 days to 24 hours. 	FY 2011	Staff time to process FR notice concurrently with new rules.
Develop Volunteer Beach Patrol w/ OPRD <ul style="list-style-type: none"> Develop and support local adopt-a-beach program with OPRD using volunteer agreements. 	FY 2011	Staff time to coordinate with OPRD and volunteers.
SOLV Beach Cleanup Projects <ul style="list-style-type: none"> Coordinate annual beach cleanup project at Bastendorff with OPRD and SOLV. Hold SOLV cleanup in conjunction with National Public Lands Day (NPLD). 	FY 2011 Every 2 Years	Staff time to coordinate with OPRD and volunteers. \$2,000 from challenge cost share to support NPLD events is available.
Beach Host Program <ul style="list-style-type: none"> Develop volunteer host agreement and coordinate volunteer assistance with Coos County and OPRD. Recruit volunteer. 	FY2011 FY 2012	Staff time to coordinate with partners and volunteer.
Resource Inventories <ul style="list-style-type: none"> Conduct vegetation, wildlife and sensitive habitat inventories. Monitor for noxious weeds. 	FY 2011	Workload for BLM wildlife & botany staff.
<u>Facilities and Development:</u>		
Install Vehicle Barriers <ul style="list-style-type: none"> Project design, contracting and funding acquisition. Install barriers. 	FY 2011 FY 2012	\$50,000

Install Information Signs in Parking Areas.		
• Design and purchase signs in coordination with OPRD and Coos County.	FY 2011	\$5,000
• Install and maintain as needed.	FY 2011	
Parking Lot Improvements		
• Project design, contracting and funding acquisition.	FY 2011	Staff time to coordinate with partners. \$50,000
• Project completion.	FY 2011	
• Perform annual maintenance as needed.	FY 2012	
Install Second Vault Restroom		
• Project design, contracting and funding acquisition.	FY 2011	Restroom purchased with 2010 funds - \$45,000
• Project completion.		
• Restroom maintenance through site host, contract or OPRD staff.		
• Vault pumping for two restrooms by Coos County Parks Department, 2 X per year.		
Develop Beach Host Campsite		
• Project design and funding acquisition.	FY 2011	\$5,000
• Project completion.	FY 2012	
Develop Oregon Coast Trail Segment		
• Collaborate with OPRD, OIMB and the Confederated Tribes.	FY 2011	Staff time to coordinate with partners. Staff time for 1.0 mi. of trail layout and design.
• Project design, contracting, agreement coordination and funding acquisition.	FY 2012	
• Trail development.	FY 2013	NYC Crew, supplies and materials – 2 weeks @ \$20,000. Stairway construction est. \$10,000.
• Maintenance through NYC and local volunteer agreements		

Part V

Appendices

Appendix A. Glossary of Terms

Accreted Land: the growth in size of a land area, usually by the gradual and imperceptible accumulation of land by natural causes, in this case through the deposition of alluvial sand caused by the south jetty.

Acquisition: obtaining land through purchase or exchange.

Assistance Agreement: a cooperative agreement or grant that allows the BLM to exchange funds or other value with a non-Federal entity when the primary purpose is to provide public support or stimulation rather than to acquire goods or services for the “direct benefit or use” of the Government.

All-Terrain Vehicle – Oregon Class I, II, III ATVs:

Class I ATV, as defined in ORS 801.190 is a motorized, off-highway recreational vehicle 50 inches or less in width with a dry weight of 800 pounds or less that travels on three or more low pressure tires, has a saddle or seat for the operator and is designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swampland or other natural terrain. Most riders refer to a Class I All-Terrain Vehicle as an ATV or quad.

Class II ATV, as defined in ORS 801.193 means any motor vehicle that weighs more than a Class I all-terrain vehicle; Is designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swampland or other natural terrain; and Is actually being operated off a highway or is being operated on a highway for agricultural purposes under ORS 821.191. Most riders refer to a Class II ATV as a Truck or Jeep (SUV), Dune Buggy, Sand Rail, or Side-by-Side UTV vehicles.

Class III ATV, as defined in ORS 801.194 is an off-highway motorcycle with a dry weight of 600 pounds or less that travels on two tires. Most riders refer to a Class III All-Terrain Vehicle as a motorcycle.

Deflation Plain: area behind the foredune where wind has eroded the sand to the water table, forming a wet surface resistant to further erosion.

Federal Land Policy and Management Act: the 1976 Organic Act for the Bureau of Land Management.

Foredune: a coastal dune or ridge that is parallel to the shoreline of a large lake or ocean and is stabilized by vegetation.

Headland: a high point of land or rock projecting into the sea or other water beyond the coast line.

Jetty: a pier or structure of stones, piles, or the like, projecting into the sea or other body of water to protect a harbor.

Limited to Designated Roads and Trails: generally denotes that an area or roads and trails are available for a particular use or uses.

Memorandum of Understanding (MOU): a written agreement between the BLM and other entities which confirms cooperative policies or procedures to promote mutual endeavors.

Multiple Use: A Federal Land Policy and Management Act (FLPMA) term that denotes “the management of the public lands and their various resource values so that they are utilized in the combination that will best meet the present and future needs of the American people”. See FLPMA for full definition.

Noxious Weeds: any plant designated by the Oregon State Weed Board or Coos County that is injurious to public health, agriculture, recreation, wildlife, or any public or private property.

Ocean Shore State Recreation Area: the Oregon state recreation area enacted by the Beach Bill in 1967 that granted the public free and uninterrupted use of Oregon’s 362 mile-long coastline. The Oregon Parks and Recreation Department is charged with the protection and preservation of the recreation, scenic, and natural resource values found on Oregon’s ocean shore.

Patent: a government deed; a document that conveys legal title of public lands to whom the patent is issued.

Public Domain Lands: Original holdings of the United States that were never granted or conveyed to other jurisdictions or never reacquired by exchange for other public domain lands.

Public Scoping: an early and open process for determining the scope of issues to be addressed in a management plan.

Recreation and Public Purposes Act: the act of 1954 which authorizes the sale or lease of public lands for recreational or public purposes to State and local governments and to qualified nonprofit organizations.

Resource Management Plan (RMP): A BLM planning document, prepared in accordance with Section 202 of the Federal Land Policy and Management Act that presents systematic guidelines for making resource management decisions for a resource area.

Right-of-way: the Federal lands BLM authorizes a holder to use or occupy under a grant.

Special Recreation Management Area (SRMA): An area where a commitment has been made to provide specific recreation activity and experience opportunities. These areas usually require a high level of investment and/or management.

Special Status Species: animals and plants considered being of conservation interest because of their rarity, or vulnerability to extirpation or extinction, or they are underrepresented in protected areas.

Universal Access: refers to broad-spectrum architectural planning ideas meant to produce buildings, products and environments that are inherently accessible to the able-bodied and the physically disabled. It emerged from earlier “barrier-free” concepts, the broader accessibility movement, and adaptive and assistive technology and also seeks to blend aesthetics into these core considerations.

Visit: a unit of measure for recording the number of people who enter a recreation site or area in a given time period.

Visual Resource Management (VRM): the inventory and planning actions to identify visual values and establish objectives for managing those values and the management actions to achieve visual management actions.

Wetland (natural): unaltered land with natural presence and duration of water, sufficient to support wetland vegetation.

Withdrawn: a designation that restricts or closes public lands administered by the Bureau of Land Management from the operation of Federal land or mineral laws.

Appendix B

Public Comments

AppendixB. Public Comments

Comment summary from the 05/04/10 public scoping meeting for the Cooperative Plan.

Law Enforcement (LE)/Rules	Infrastructure & Maintenance	Trails/OHV	Camping	Dogs/Horses	Cooperation	Resources
How will you provide sufficient law enforcement?	Need trash cans and regular maintenance of them.	Long-term camping has decreased due to loss of vegetation and places to hide.	Designate as "Day Use Only" to reduce problems.	Create a separate area for dogs.	Coordinate with the tribes in their plans for development.	Post notices at beach about comment period.
Need regular LE patrol.	Create one or more volunteer host sites.	Many roads criss-cross foredune; trash issues.	Make the stay limit 1 or 2 days; have designated sites.	Problem with dogs under command vs. leash. Should leashes be required?	Need larger partnership with other agencies; more inclusive.	Need invasive species control.
Create a Volunteer Citizen Patrol and have contact info on site.	Pave the parking areas.	Restrict vehicles to roads and parking areas.	Make site "No Camping" zone.	Consider banning horses due to their droppings.	Can there be shared jurisdiction? US Coast Guard?	Long term erosion will change the issues.
People are dumping sewage from RV's onto the jetty parking area.	County road maintenance moved sand into parking areas.	Need vehicle visibility from surf and beach access.	Address campsites and camping on beach.	Leash & clean-up laws and enforcement needed.	Is County involved?	Leave the headlands as is. Biggest problem is dumping.
Need after hours LE especially at low tide.	Need signs addressing issues.	Rules for BLM trails – different designations (foot/vehicle).	Camping is appreciated. 14 Days is reasonable. One of the few places left to do it	Need leash law for dogs - many off-leash.	Create a Special District for safety.	Test run-off water for health issues.
Do not allow alcohol.	Use "Pack it in; Pack it out" signs.	Want trail from OIMB to beach.	Tents and sleeping bags only on beach.	Supply bags and disposal for pet waste.	Create a festival for kites/sand castles.	Preserve sensitive environmental areas.
Need help for beach Ranger.	Place barriers at the ends of open sand roads to keep vehicles off the beach. Place signs with use ethics information.	Keep 2 or 3 access routes to foredune but others could be closed.	Illegal camping on beach.		Have more informational and regulation signs at the private RV park and at Bastendorff.	Keep access to the beach open.
More LE is needed.	Lack of sanitary facility and garbage cans.	No vehicles on beach or dunes.				

Law Enforcement (LE)/Rules	Infrastructure & Maintenance	Trails/OHV	Camping	Dogs/Horses	Cooperation	Resources
Fireworks should be allowed.	Bathrooms could have a combination lock for security.	Maintain access for surfers so they can see their vehicles while surfing.	Implement a check-in for free camping.			
Set up a Beach Watch and put up signs.	Need more restrooms.	Need beach access for people with limited mobility.	Tents only – no RV's			
Illegal alcohol and drug use.	Need more garbage cans.					
Require a fire permit.	Use recycle bins.					
Ban glass bottles.	Install restroom with shower or ability to wash off sand.					
Illegal fireworks and unattended fires a problem.	Bathrooms and showers would be nice; picnic tables, too. Put in a bike path.	Designate non-motorized trails for pedestrians and horses.	Allow camping in summer.		Improve access to the beach on the South end, from the highway.	Remove all vegetation on the foredunes from Miner Creek outlet south to the RV Park.
Do not allow campfires on beach. Do not allow camping on beach.	Install rail along road on west side.					
Issues with drug and alcohol use – shared LE needed.	Post regulations more clearly on site.					

Public Meeting Comments on the Draft Bastendorff Beach Cooperative Management Plan
 March 2, 2011

Category	Comment
Dogs	<ul style="list-style-type: none"> • No mention of dog problem in draft plan– too much dog waste and dogs not under control. • Install dog waste bag station
Proposed and existing rules	<ul style="list-style-type: none"> • Need for a speed limit in parking areas and on open vehicle routes • Require permit to park due to limited parking • Don't want to see firework ban on the beach • Just want better rules and encourage people to behave better • Is there a prohibition on fires in the vegetated areas? Fires in brushy areas could be a problem. • If it is a designated recreation site, would BLM provide fire rings, etc? • Too many rules. • The rules should have teeth, but should not be too strictly enforced.
Designated vehicle routes	<ul style="list-style-type: none"> • Where exactly are the open vehicle areas? Route along the jetty often under water. A lot of route areas flood during high tide. • Why close so much of the area to vehicles? Would like to see more open routes, but less than the maximum option. • Keep a route option that allows people to drive along the foredune. • Okay to have 2 designated routes.
Stay limit	<ul style="list-style-type: none"> • Like 24 hour stay limit. • What about people who want to camp for the weekend on the beach? • Institute a 72 hour camping limit. • Campers should not be allowed other than in parking areas. Install signs that say “no trailer camping beyond this point”. • Keep 14 day camping limit.
Signage	<ul style="list-style-type: none"> • Install signs that say “respect your dunes”. • Install signs such as the ones in Moab area: <ul style="list-style-type: none"> ○ 4 wheel drive only beyond this point ○ Flags required ○ Permit required? • Install no littering signs that outline the fines.
Facilities	<ul style="list-style-type: none"> • Install cement picnic tables as barriers – keeps people from driving through area. • Surf cam. • Jetty parking lot needs resurfacing (Coos County coordinates with road department to grade parking lot when equipment is available). • Start with installing signs before going to barriers. • Want to maintain scenic setting – avoid cement barriers.
Security and law enforcement	<ul style="list-style-type: none"> • Install security camera in parking area. • Parking lots should have signs that are reflective with numbers or letters. identifying each lot to aid emergency responders (State Parks may already be working on such signs) • Get security by being able to see car from beach. • Need overall law enforcement coordination – establish one point of contact.

Appendix C

Summary of Access Alternatives Considered in the Draft Plan

Appendix C. Summary of Access Alternatives Considered in the Draft Plan

Alternative 1		
<p><u>Description:</u> One access route to the beach along the edge of the jetty as provided for in the Ocean Shore State Recreation Area rules.</p>	<p><u>Pros:</u></p> <ul style="list-style-type: none"> • Recognizes the beach access provided for in the OPRD ocean shore rules. • Best alternative for keeping vehicles off of the closed section of the ocean shore. • Would be the easiest to implement administratively. • Fairly straight forward to implement the closure on the ground with barriers and signs. <p><u>Con:</u></p> <ul style="list-style-type: none"> • Would be seen as a significant change from the existing conditions by current users of the beach. • Would not meet the needs of some users who prefer closer access to the beach, especially for those with disabilities. 	<p><u>Decision Rationale:</u> This alternative would not provide access to the beach beyond the corridor at the jetty and represents a substantial change in the traditional uses that have developed at the beach.</p>
Alternative 2 - Maximum Motorized Access Alternative		
<p><u>Description:</u> Motorized access routes from each parking lot to the beach and two connecting parallel routes in the foredune between the four parking lots. Provides for maximum OHV access across the foredune and beach.</p>	<p><u>Pros:</u></p> <ul style="list-style-type: none"> • For some beach users, this alternative would most closely resemble the current unmanaged setting in the foredune. • Would provide maximum access for visitors who want to have their vehicles close to the beach. <p><u>Con:</u></p> <ul style="list-style-type: none"> • Would perpetuate many of the existing problems such as motorized vehicle use on the beach. • Would provide an extensive system of routes to manage, sign and patrol. • Provides a secluded dispersed setting for camping – which is a factor in the long-term camping problem on the beach. 	<p><u>Decision Rationale:</u> This alternative does not address the route proliferation problem; would perpetuate many of the conflicts associated with squatting; maintains the greatest potential for conflict between users and does not address the resource impact issues in the foredune. Maintaining signing on this extensive network of routes would be difficult to maintain and enforce.</p>
Alternative 3 - Multiple Beach Access Routes Alternative		
<p><u>Description:</u> Motorized access routes from each parking lot to the beach. Would provide for access to the beach extending beyond the three parking lots.</p>	<p><u>Pros:</u></p> <ul style="list-style-type: none"> • Would provide access for visitors who want to have their vehicles close to the beach. <p><u>Con:</u></p> <ul style="list-style-type: none"> • Would perpetuate the existing problems such as motorized vehicle use on the beach and pallet fires, however to a lesser extent than Alt. 2. • Would provide an extensive system of routes to manage, sign and patrol. 	<p><u>Decision Rationale:</u> While to a lesser degree than Alternative 2, this alternative does not address the route proliferation problem; would perpetuate many of the problems associated with dispersed camping; maintains a greater potential for conflict between users than Alts. 1 and 4 and does not address</p>

	<ul style="list-style-type: none"> • Provides some opportunities for secluded dispersed camping – which is a factor in the long-term camping problem on the beach 	<p>the resource impact issues in the foredune. Maintaining signing on this extensive network of routes would be difficult to maintain and enforce.</p>
Alternative 4 – The Agency Proposal Alternative – Two Beach Access Routes from the Jetty Parking Lot		
<p><u>Description:</u> In addition to the access route along the edge of the jetty provided for in the Ocean Shore State Recreation Area rules, this alternative would add a route to the beach from the south end of the jetty parking area.</p>	<p><u>Pros:</u></p> <ul style="list-style-type: none"> • Would provide two motorized access routes to the beach in a manner that somewhat recognizes current use patterns. • Provides boat launch access and meets needs for vehicle access to the foredune for the transport of watersport and camping equipment. • Divides the beach into two access zones – one where vehicles can access to the edge of the beach in a manner similar to present conditions and a zone where vehicle use is confined to the parking areas on the edge of the county road. • Fairly straight forward to implement the closure on the ground with barriers and signs. <p><u>Con:</u></p> <ul style="list-style-type: none"> • Will require some degree of enforcement and signing to manage use on the designated routes. 	<p><u>Decision Rationale:</u></p> <p>This alternative serves the needs of traditional beach users and reduces the route proliferation problem. Alternative 4 represents a balance between both motorized and non-motorized users and provides beach access opportunities to people with disabilities.</p> <p>Monitoring would be needed to see if this alternative is effective at reducing resource impacts and visitor use conflicts.</p>

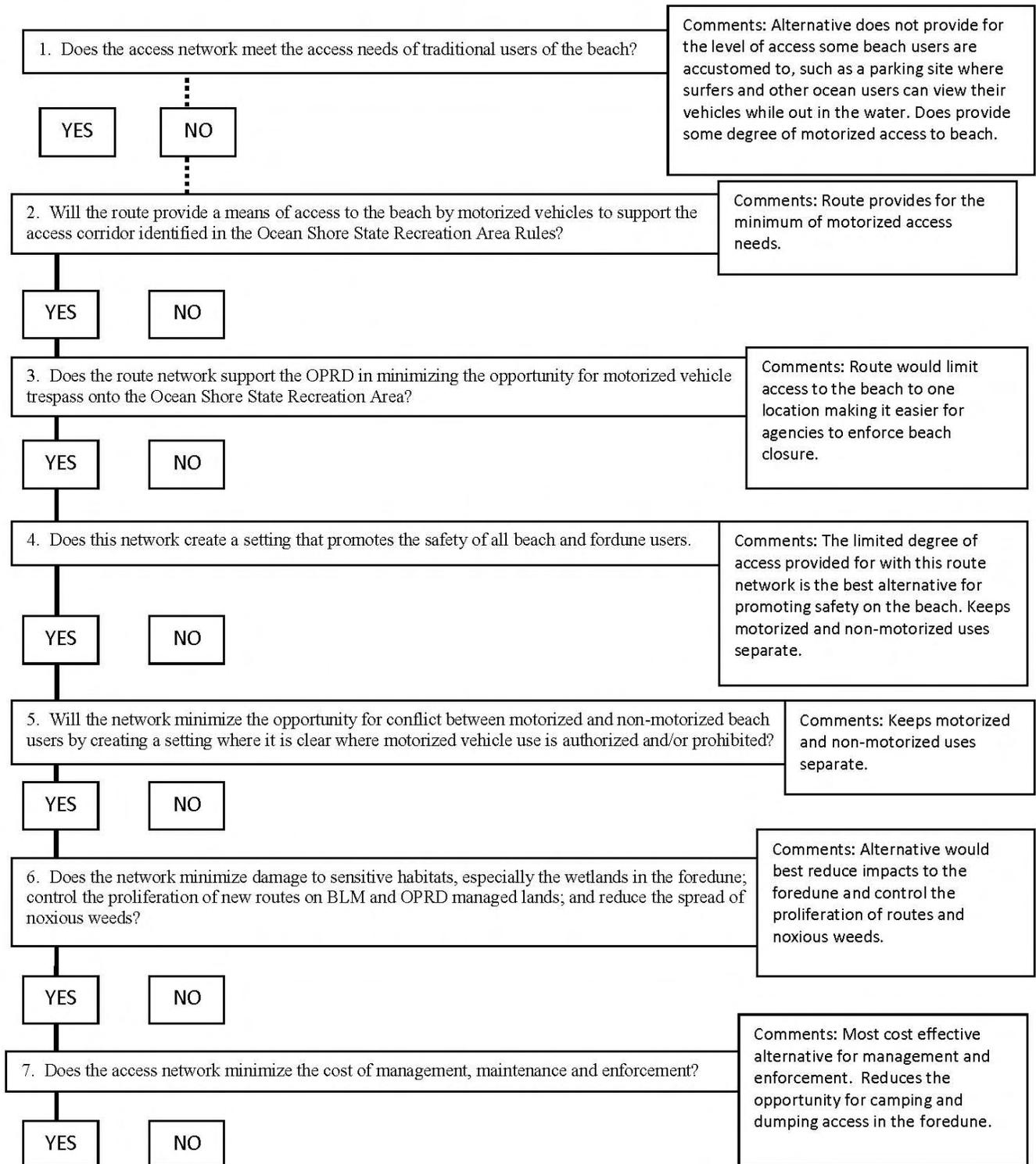
Appendix D

Route Network Alternative Maps and Decision Trees for Alternatives 1-4 and Revised Final Network

Appendix D - Route Network Alternative Map and Decision Tree.
Alternative 1 – Single access route from the jetty parking lot to the Ocean Shore State Recreation Area.



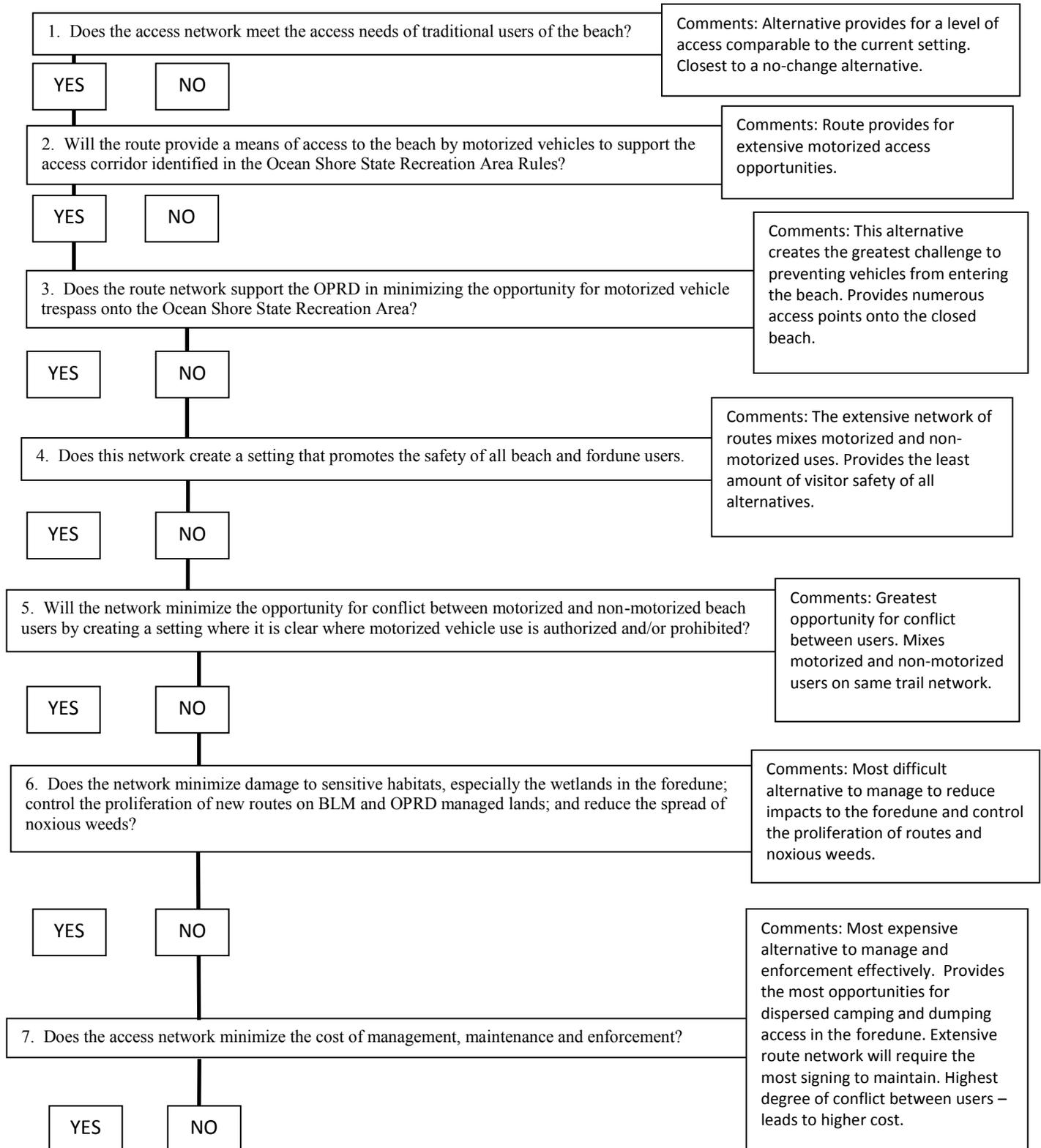
Appendix D - Alternative 1 –Single access route from jetty parking lot to the ocean shore.



**Appendix D - Route Network Alternative Map and Decision Tree
Alternative 2 - A maximum motorized access network.**



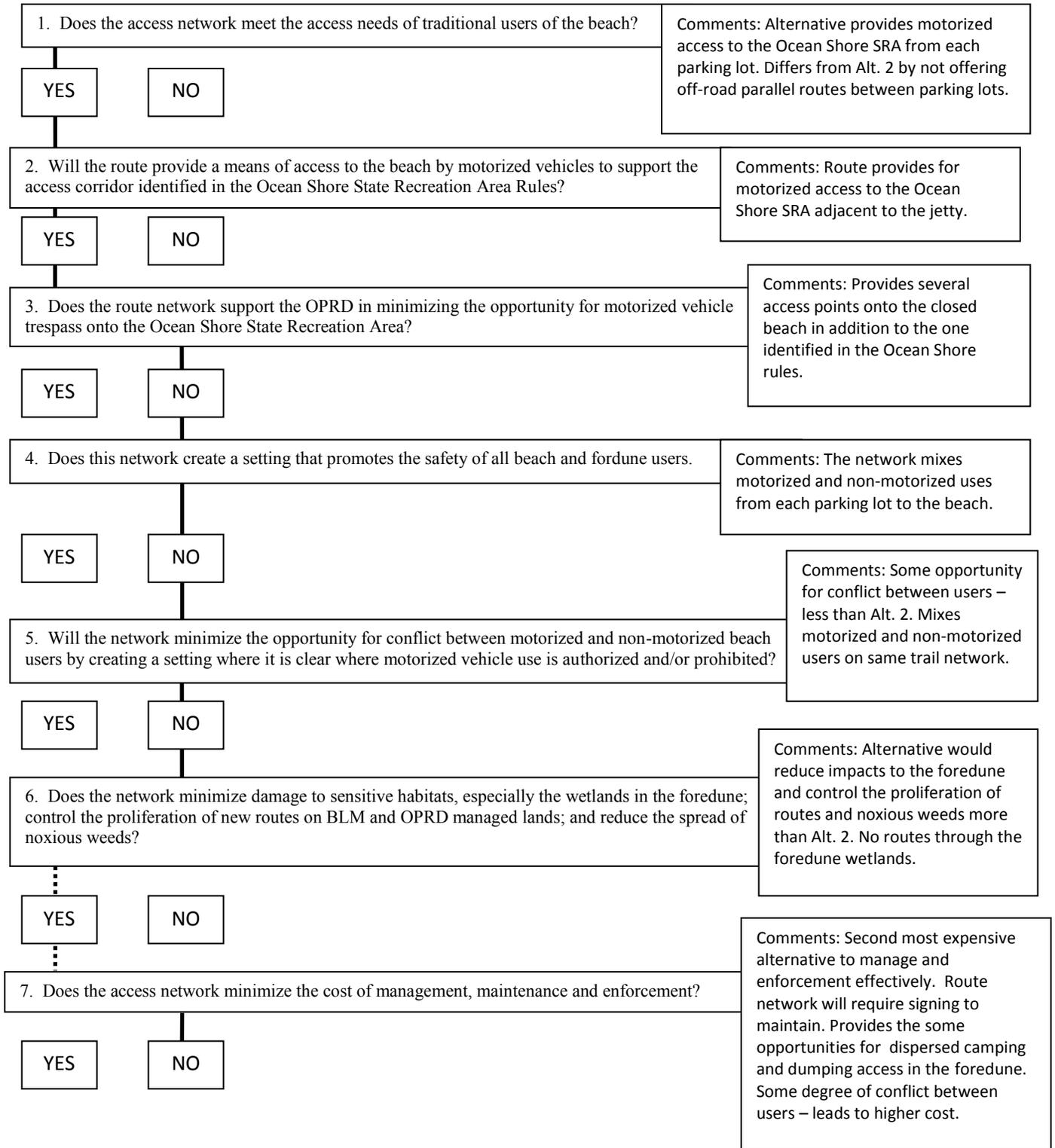
Appendix D - Alternative 2 – A maximum motorized access network.



**Appendix D - Route Network Alternative Map and Decision Tree.
Alternative 3 - A multiple beach access route network.**



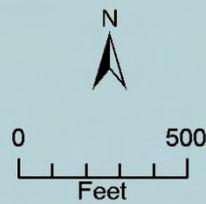
Appendix D - Alternative 3 – A multiple beach access route network.



**Appendix D - Route Network Alternative Map and Decision Tree.
Alternative 4 – The Draft Plan Agency Proposal Alternative**

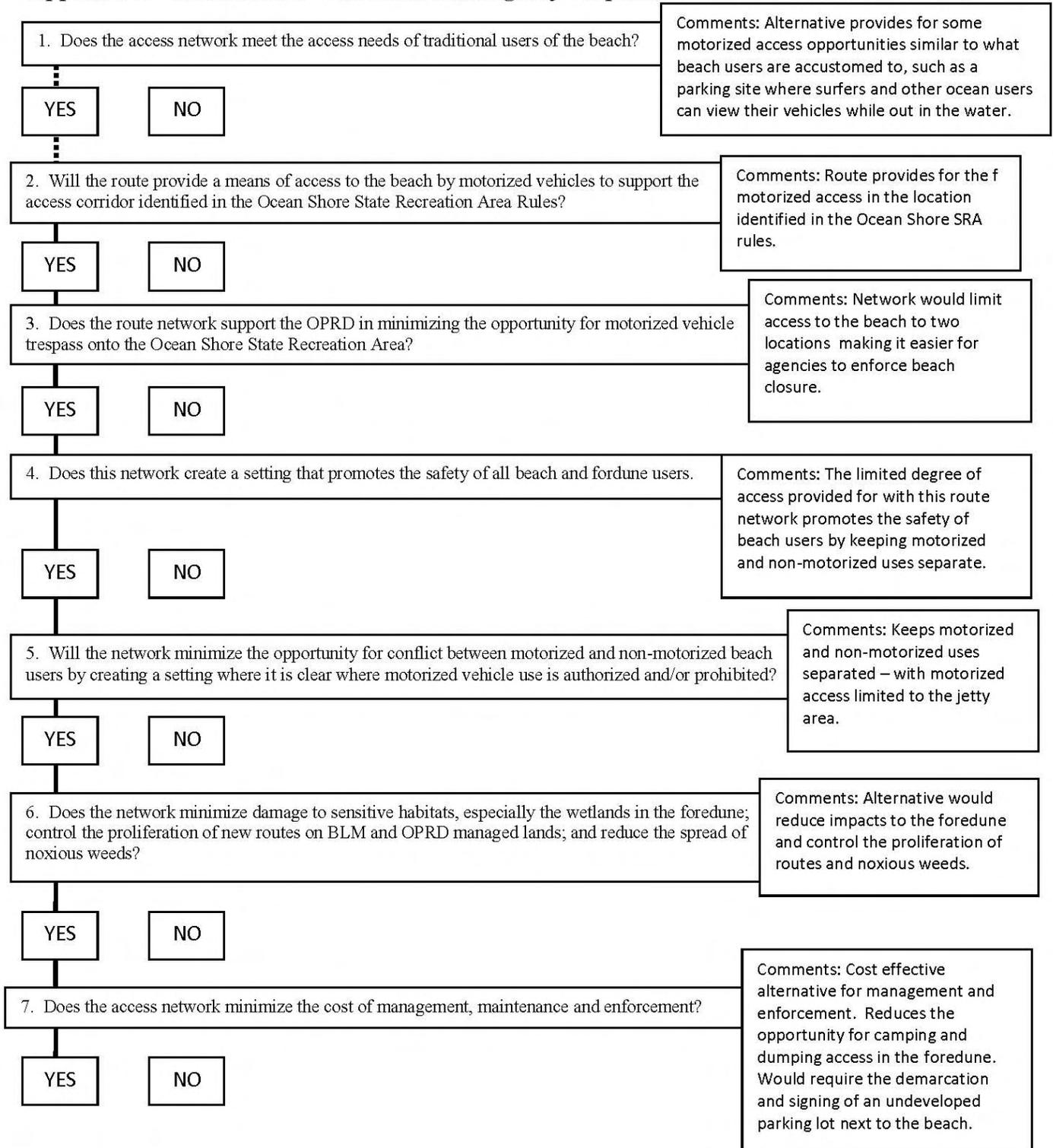


- Parking Area
- Open to Vehicles
- Other Land Ownership



No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual or aggregate use with other data. Original data were compiled from various sources and may be updated without notification.

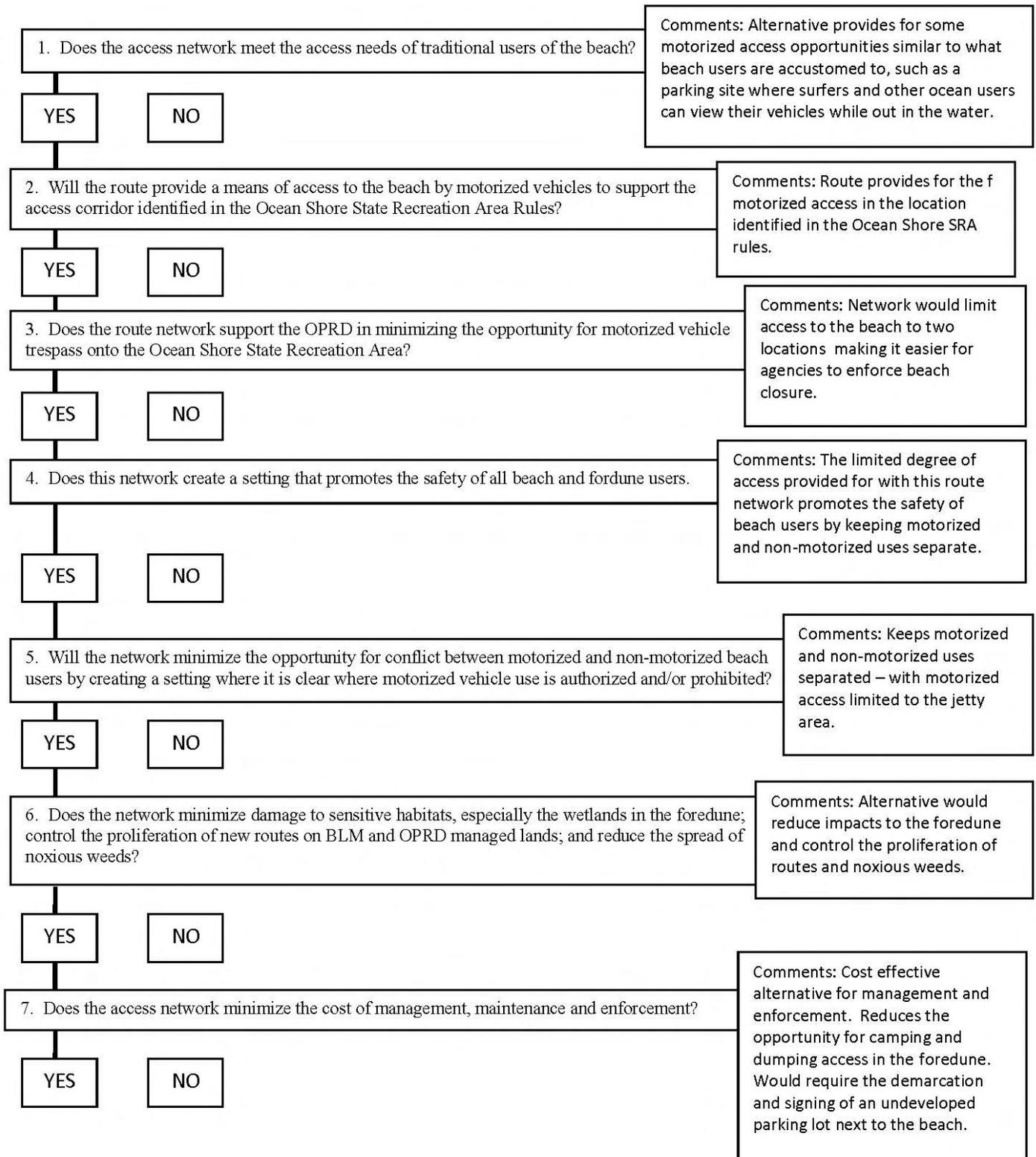
Appendix D - Alternative 4 - The Draft Plan Agency Proposal Alternative-Two access routes.



Appendix D - Route Network Alternative Map and Decision Tree.
2nd Agency Proposal Alternative -Final Revised Network - Beach access w/ a parallel route.



Appendix D – 2nd Agency Proposal Alternative - Final Revised Network - Beach access with a foredune parallel route.



Appendix E

A Focus on Outcomes Benefits Based Management

Appendix E. A Focus on Outcomes - Benefits Based Management

This cooperative management plan used an outcomes-focused approach to planning, also known in the recreation management field as benefits based management. Outcome-focused management (OFM) is a customer-driven approach to identify positive or beneficial outcomes people derive or want from recreation. Outcomes guide the BLM to plan and deliver recreation services that benefit individuals, communities, economies and the environment.

The 52 acre beach area and the 59 acres of headland are comparable to a rural setting in the Recreation Opportunity Spectrum. The beach is where most of the public use occurs, contains most of the management challenges and is where the majority of the developments are proposed.

Bastendorff Beach & Coos Head		
Management Objectives	By the year 2015, manage this area to provide opportunities for visitors to experience a clean and well managed ocean shore recreation setting, providing no less than 75% of responding visitors at least a ‘moderate’ realization of the benefits described below (i.e., 3.0 on a probability scale where 1 = not at all, 2 = somewhat, 3 = moderate, 4 = total realization).	
Outcomes		
<u>Primary Activities</u> <ul style="list-style-type: none"> • Walking • Scenic landscape viewing • Dog walking • Picnicking • Staging for ocean activities – wading, surfing, swimming, boogie boarding, fishing. • Kite flying • Social gatherings • Photography • Group volunteer projects – beach cleanup events • Gathering berries and mushrooms. 	<u>Experiences</u> <ul style="list-style-type: none"> • Experience a quiet ocean shore and headland setting. • Escape everyday responsibilities and crowds for a while. • Enjoy the closeness of family. • Group affiliation and togetherness while participating in group outdoor events. • Enjoy getting physical exercise and rest. • Enjoy access to close-to-home outdoor amenities and easy access to natural landscapes. 	<u>Benefits</u> <p>Personal:</p> <ul style="list-style-type: none"> • Better mental health through diminished stress and anxiety from experiencing a peaceful recreation setting. • Improved physical fitness and health maintenance. <p>Household and Community:</p> <ul style="list-style-type: none"> • Opportunity for greater family bonding and more well-rounded childhood development. • Greater community involvement in public land recreation management. <p>Economic:</p> <ul style="list-style-type: none"> • Positive contribution to local economic stability. • Enhancement of the community’s distinctive recreation-tourism market niche and/or character leading to increased local tourism revenue. • Increased desirability as a place to live or retire. <p>Environmental:</p> <ul style="list-style-type: none"> • Maintenance of distinctive recreation setting character. • Improved maintenance of physical

		facilities and infrastructure. <ul style="list-style-type: none"> • Reduced negative human impacts such as waste, trash and unmanaged trails. • Reduced spread of invasive species.
--	--	---

Bastendorff Beach & Coos Head		
Setting Prescriptions		

<u>Physical</u> <ul style="list-style-type: none"> • A semi-developed ocean shore recreation site at the entrance to the Coos Bay with minor developments that provide for access to the site with minimal visitor amenities. • The general landscape around the site is a sand beach and rolling foredune at the base of rocky headlands. • Developments designed to harmonize with the scenic ocean shore setting. 	<u>Social</u> <ul style="list-style-type: none"> • Visitors access the beach through three main portals that bisect the foredune, creating a setting with a high density of visitors during peak use periods. Use disperses and diminishes the farther visitors go down the beach from the parking lots and portals. • The vegetation and rolling topography of the foredune provides visual screening between the parking lots and the beach and provides for an enhanced sense of solitude. • Group size is typically 1-4. • Access to the site is limited to the amount of parking available at the four beach parking areas. Total capacity is estimated at around 115 spaces with 80 of those concentrated in the jetty parking lot. • Expect 50 encounters a day during the summer months and 20 during the off season. Holidays, summer weekends and sunny winter days may increase levels well above this estimate. 	<u>Administrative</u> <ul style="list-style-type: none"> • The area is regularly patrolled by OPRD beach rangers; state, county and BLM law enforcement. • Beach rules and safety information is posted on bulletin boards
---	--	--

Management and Marketing Actions	
---	--

<u>Management Actions</u> <ul style="list-style-type: none"> • Implement the vehicle restrictions approved in the Coos Bay Shorelands Plan by installing barriers along the county road and around the edges of the four parking lots to block vehicles from entering the foredune. Install closed route signs and restore routes with native vegetation. • In addition to the access corridor along the jetty to the ocean, designate an additional open route to the beach. At the end of this access route, erect barriers to keep vehicles from entering the beach or the other closed routes in the foredune. Install signs at these points clearly stating vehicle use restrictions on the beach and foredune. • Maintain existing and future facilities with an emphasis on preserving the rural recreation setting. • Maintain parking surfaces, information boards and restrooms to protect infrastructure and provide a high quality recreation setting. • Establish a host campsite or a service contract to maintain restrooms and provide visitor services or partner with the 	<u>Marketing Actions</u> <ul style="list-style-type: none"> • Utilize the Coos Bay District website to market the beach management partnership between the BLM, OPRD and the County; advertise upcoming volunteer opportunities and projects; and provide information on beach rules and safety information. • Work closely with the community of Charleston, Bastendorff Beach Campground and the Bay Area Tourism Committee on marketing and outreach efforts. • Strive to involve user groups, volunteers and other interested publics to help maintain facilities through partnerships, site adoption programs, special events and/or a “friends” group. • Continue to foster a close working relationship with the OPRD and Coos County to stay abreast of beach issues and
--	--

<p>Bastendorff Beach Campground host to provide services.</p> <ul style="list-style-type: none"> • Establish an accessible parking surface adjacent to each restroom. • Support the partnership with OPRD and Coos County to share the management of the beach. • Provide recreation amenities sufficient to facilitate visitors of all ages and physical abilities. Amenities would include four parking areas; two restrooms; accessible trails, and trash receptacles; and minor information and interpretive enhancements. • Use Northwest Youth Corps crews to eradicate noxious weeds, perform restoration on closed routes and install barriers. • Install dog waste bag dispensers in the parking areas. 	<p>opportunities.</p> <ul style="list-style-type: none"> • Coordinate with the Confederated Tribes on any activities that may have an effect on their plans or management of the headland.
---	---

Bastendorff Beach & Coos Head	
Administrative and Monitoring Actions	
<p><u>Administrative Actions</u></p> <ul style="list-style-type: none"> • All motorized use is limited to designated roads. • Manage Bastendorff Beach as a day use recreation site. • All dogs need to be on leash for visitor safety and owners need to be informed to properly dispose of pet waste. • Use volunteer hosts or contract services where possible (garbage pickup, restroom cleaning etc.) for cost savings. • All facilities will be designed to blend in with the ocean shore setting and be barrier-free accessible. • Fees will not be charged for day use recreation. • Special use permits to be issued as needed that fit with outcomes and setting and decided on a case by case basis. Limits may be set on group size, number of permits issued, etc. Restrictions may be stipulated for high use periods or due to resource and/or safety concerns. • Develop or modify existing law enforcement agreements with Coos County to enhance coverage on the beach during high use periods. • Develop a volunteer citizen patrol with OPRD and Coos County to enhance visitor services and crime prevention. • Activities not addressed within this plan will be analyzed as the need arises. 	<p><u>Monitoring Actions</u></p> <ul style="list-style-type: none"> • Monitor visitor satisfaction and attainment of desired visitor outcomes to determine the level of success with plan implementation. • Monitor for weeds and spread of exotic species so that quick action may be taken. Include the area in the district weed management plan. • Assure that setting prescriptions are being met in all development projects in order to maintain the character of the setting. • Monitor implemented actions and evaluate their effectiveness at achieving desired conditions and outcomes. • Install vehicle and trail counters to monitor visitor use of the area.

Appendix F: Bibliography

The Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians; Coos Head Land Use Concept Plan, A Vision for Seven Generations, Prepared by Shoji Planning L.L.C. and Crow/Clay & Associates Inc., December 2008.

Office of the Federal Register National Archives and Records Administration; Code of Federal Regulations 43, Part 1000 to End, Public Lands Interior, October 1, 2010.

Oregon Parks and Recreation Department; Ocean Shore Management Plan, January 2005.

Oregon Parks and Recreation Department; Ocean Shore State Recreation Area Rules and Enforcement Guidelines, June 1997.

Oregon Parks and Recreation Department; Oregon Coast Trail Connection Strategy - Draft Plan, August 2010.

Oregon Parks and Recreation Department; Oregon Trails 2005-2014: A Statewide Action Plan, February 2005.

Oregon Parks and Recreation Department; The 2003-2007 Oregon Statewide Comprehensive Outdoor Recreation Plan, January 2003.

Oregon Parks and Recreation Department; The 2008-2012 Oregon Statewide Comprehensive Outdoor Recreation Plan, February 2008.

Shelby and Tokarczyk; Oregon Shore Recreational Use Study for the Oregon Parks and Recreation Department, Oregon State University, 2002.

U.S. Department of the Interior, Bureau of Land Management; Coos Bay District Record of Decision and Resource Management Plan (RMP), May 1995.

U.S. Department of the Interior, Bureau of Land Management; Coos Bay District Record of Decision and Resource Management Plan (RMP), December 2008.

U.S. Department of the Interior, Bureau of Land Management; Coos Bay Shorelands Management Plan, September 1995.

Appendix G

Environmental Assessment And Decision Record

Section Reserved

Appendix H

Memorandum of Understanding for the Cooperative Management of Bastendorff Beach

Appendix H - Memorandum of Understanding for the Cooperative Management of Bastendorff Beach

BLM Subject Function Code: 1786
BLM MOU Control Number: MOU-BLM-OR 120-0904

MEMORANDUM OF UNDERSTANDING

BETWEEN:

The Bureau of Land Management, Coos Bay District, Umpqua Field Office
And
The Oregon Parks and Recreation Department

CONCERNING:

The Cooperative Management of the Bastendorff Beach.

This Memorandum of Understanding (MOU) is made and entered into by the Coos Bay District of the Bureau of Land Management (BLM) and the Oregon Parks and Recreation Department Area 4 (OPRD).

I. PURPOSE

The purpose of this agreement is to provide a mutually beneficial cooperative agreement between the BLM and the OPRD to coordinate the management of the Bastendorff Beach.

The shoreline of this popular beach is managed by the Oregon Department of State Lands through the Oregon Parks and Recreation Department. The BLM administers the foredune from the mean high tide line up to and including parts of the Coos Bay headland. Coos County holds a right of way for the county road that provides access to the beach and the U.S. Army Corps of Engineers operates and maintains the jetty. The BLM and OPRD have recognized a need for a cooperative management strategy to effectively manage this complex parcel of land since at least 1999. This MOU is designed to establish a partnership in order to better leverage funding and staff resources while strengthening the long-term management of the Bastendorff Beach for the benefit of the public.

II. OBJECTIVE

The objective of this MOU is to:

- A. Identify and confirm the roles and responsibilities of each signatory to this agreement in managing the Bastendorff Beach to provide a safe, sanitary and attractive recreation experience for the public who use the beach.

- B. Establish a process to jointly identify, communicate, and coordinate management actions and projects to benefit the public who visit the Bastendorff Beach.
- C. Define how the partnership will function administratively to achieve the purposes of this agreement.

III. AUTHORITY

The BLM enters into this MOU under the authority granted in:

Sec. 307 (b), Federal Land Policy and Management Act of October 21, 1976, P.L. 94-579 (90 STAT. 2763, 43 USC 1733).

The OPRD enters into this MOU under the authority granted in:

ORS 390.010 (3)(k) Policy of the state toward outdoor recreation resources; ORS 390.121(4) Powers of the Commission; ORS 390.131 Duties of director; and ORS 390.632(2) Public access to coastal shorelands.

IV. PROCEDURE

- A. It is mutually agreed and understood by all parties that:
 - All signatories to this MOU will participate as a partner, assisting in the management of the Bastendorff Beach.
 - Signatories to this agreement will assign a primary representative to serve in the partnership and coordinate all functions for their respective organization.
 - Meetings of the partnership will be held on an annual basis, to review the MOU, cover issues of site operations, maintenance, future planning, and any other issue that requires partner involvement.
 - Appropriate on-site signing will be developed and installed to inform the public of the cooperative management partnership at Bastendorff Beach.
- B. The BLM agrees, to the extent that staffing and funding allows, to:
 - Continue to manage the multiple use resources on BLM administered lands under the authority of the Federal Land Policy and Management Act and the Coos Bay District Resource Management Plan.
 - Continue to enforce federal laws and regulations on BLM administered lands.
 - Remove the existing vault toilet and install a new CXT vault restroom.
 - Provide for minor parking area enhancements to ensure the restroom meets accessibility standards.
 - Service the restroom vault as needed throughout the year.

- Provide for the deferred maintenance needs of the restroom facility and parking area in the event of damage due to vandalism, weather or ordinary wear and use.
- Coordinate with the OPRD and other interested parties' for the planning, layout, development and maintenance of the Oregon Coast Trail segment that will cross BLM administered lands on the headland.
- Develop with OPRD, a joint communications strategy to inform the public of the cooperative efforts being undertaken to manage Bastendorff Beach.
- Work cooperatively with the OPRD on the development and implementation of any future site or area management plans that would potentially have an effect on Bastendorff Beach.

C. The OPRD agrees, to the extent that staffing and funding allows, to:

- Serve as the lead for the on-site day to day recreation management of Bastendorff Beach and to continue to provide visitor services and beach enforcement.
- Provide for the day-to-day custodial maintenance of the new restroom and parking area.
- Continue to install and maintain signs at key entry points to the beach to inform visitors of safety issues and oceanshore use regulations.
- Develop with the BLM, a joint communication strategy to inform the public of the cooperative efforts being undertaken to manage Bastendorff Beach.
- Work cooperatively with the BLM on the development and implementation of any future site management plans for Bastendorff Beach.

V. ADMINISTRATION

1. PUBLIC RECORDS: Any information furnished to any of the undersigned agencies is subject to the Freedom of Information Act (5 U.S.C. 552) and State public records laws.

2. MODIFICATION: Modifications within the scope of the agreement shall be made by mutual consent of the parties, by the issuance of a written modification, signed and dated by all parties, prior to any changes being performed. New partners may be added to this agreement through the mutual consent of the parties by the issuance of a written modification, signed and dated by all parties.

3. NON-FUND OBLIGATING DOCUMENT: This agreement is neither a fiscal nor a funds obligation document. Any endeavor to transfer anything of value involving reimbursement or contribution of funds between the parties to this agreement will be handled in accordance with applicable laws, regulations, and procedures including those for Government

procurement and printing. Such endeavors will be outlined in separate documents that shall be made in writing by representatives of the parties and shall be independently authorized by appropriate statutory authority. This agreement does not provide such authority. Specifically, this agreement does not establish authority for noncompetitive award to the cooperator of any contract or other agreement.

4. **LIMITS OF THIS AGREEMENT:** This agreement in no way supersedes other policies, authorities, treaties, court decisions or jurisdictions of the Partners, nor does this MOU create any rights or responsibilities for any Partner regarding any existing treaties, laws, statutes, or regulations. This agreement in no way supersedes or alters the decision authorities of the BLM or OPRD.

5. **TERMINATION:** Any party to this MOU may terminate the agreement in whole, or in part, at any time before the date of expiration.

VI. LIST OF CONTACTS

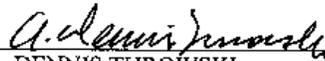
The primary representatives for the administration of this agreement shall be the Umpqua Field Office Manager for the BLM and the Region 3 Manager for the OPRD. The day to day administration of this agreement shall be coordinated through the Coos Bay District Recreation Planner for the BLM and the Sunset Bay StatePark Superintendent for the OPRD.

VII. COMMENCEMENT/EXPIRATION DATE

This agreement is executed as of the date of last signature and shall remain in effect through the term of BLM's involvement at Bastendorff Beach or until the agreement is terminated by either the BLM or OPRD.

VIII. SIGNATURES

IN WITNESS WHEREOF, the parties hereto have executed this MOU as of the last date written below.

 July 28, 2009
A. DENNIS TUROWSKI DATE
FIELD MANAGER
UMPQUA FIELD OFFICE
BUREAU OF LAND MANAGEMENT

 28 July 2009
ANDREW J. LATOMME DATE
REGION 5 MANAGER
OREGON PARKS AND RECREATION DEPARTMENT

Appendix I - Planning Team Participants

U.S. Department of the Interior, Bureau of Land Management, Coos Bay District Office

A. Dennis Turowski, Field Manager, Umpqua Field Office

Glenn Harkleroad, Assistant Field Manager, Umpqua Field Office

Megan Harper, Public Affairs Officer, Coos Bay District

Dave Wash, Outdoor Recreation Planner, Coos Bay District

Nancy Zepf, Outdoor Recreation Planner, Umpqua Field Office

John Chatt, Wildlife Biologist, Umpqua Field Office

Jeanne Standley, Weed Coordinator and Botanist, Coos Bay District

Steve Samuels, Archaeologist, Coos Bay District

Ted Gage, Law Enforcement Officer, Umpqua Field Office

John Guetterman, GIS Mapping Specialist, Umpqua Field Office

Aimee Hoefs, Environmental Coordinator, Coos Bay District

Oregon Parks and Recreation Department

Larry Becker, Park Manager, Sunset Bay State Park

Calum Stevenson, Ocean Shores Natural Resource Specialist

Coos County

Robert Main, Coos County Commissioner

Andrew Jackson, Coos County Sheriff

Larry Robison, Coos County Parks Superintendent

