PONY CREEK GREENWAY
A Concept Plan

A Cooperative Effort of:
The City of North Bend
The North Bend School District
The National Park Service
Rivers, Trails & Conservation Assistance Program
# TABLE OF CONTENTS

## PONY CREEK GREENWAY MAP

**INTRODUCTION**
- Background ................................................................. 3
- Planning Team ............................................................... 3
- Advisory Committee ....................................................... 5

## THE RESOURCES OF PONY CREEK
- Natural Resources .......................................................... 6
- Cultural Resources .......................................................... 6
- Scenic & Recreational ....................................................... 8

## COMMUNITY INVOLVEMENT
- Contacting Adjacent Landowners .................................... 10
- Public Meetings ............................................................ 10

## VISION & GOALS
- Vision ............................................................................ 11
- Goals .............................................................................. 11

## TRAIL DESIGN
- Path Location .................................................................. 12
- Surfacing ....................................................................... 13
- Accessibility .................................................................... 13
- Linkage .......................................................................... 13
- Resource Protection & Public Access ................................ 14
- Support Facilities ............................................................ 14
- Interpretation ................................................................... 16
- Interpretive Themes ........................................................ 16

## EDUCATION SCIENCE CENTER
- Background ..................................................................... 17
- Function ......................................................................... 17
- Design ............................................................................ 17
- Location .......................................................................... 17

## MAINTENANCE & MANAGEMENT
- Management .................................................................. 18
- Hours of Operation ........................................................ 18
- Litter .............................................................................. 18
- Safety .............................................................................. 18
- Volunteers ..................................................................... 18
- Law Enforcement ............................................................ 19
- Pet Policy ........................................................................ 19
- Coordination with Adjacent Landowners ......................... 19

## ENVIRONMENTAL REVIEW & PERMITTING
- Wetlands ......................................................................... 20
- Threatened & Endangered Species .................................. 20
- Water Quality .................................................................. 21
- Building in Floodplains .................................................... 21
- Archaeology/Historic Preservation .................................. 21
- Land Use Planning ........................................................... 22
- Social-Economic .............................................................. 22

## FUNDING SOURCES
- Federal .......................................................................... 23
- State .............................................................................. 23
- Private Business ............................................................. 24
- Foundations .................................................................... 24
- In-Kind Contributions ...................................................... 25
- Non-Monetary Sources of Assistance ............................... 25
- Community Fundraising & Donations ............................... 26
- Information Sources ....................................................... 26

## CONCLUSION .................................................................. 27

## APPENDICES
- Checklist of Birds for Pony Slough Marsh ....................... 28
- Checklist of Mammals for Pony Slough Marsh ................ 29
- Checklist of Plants for Pony Slough Marsh ....................... 30
- Sample Letter Sent to Adjacent Landowners .................... 31
- Public Meeting Comments – September 1998 .................. 32
- Public Meeting Comments – September 1999 ................. 33
BACKGROUND

Initiated in February 1998, this plan presents a concept for developing and managing a greenway corridor along Pony Creek and Pony Slough in North Bend, Oregon. The term 'Greenway' is used to define a corridor that is planned, developed and managed to integrate various transportation, recreation, environmental education, and resource conservation components.

The idea for the project originated with a group of members on the North Bend School Board who wanted to explore the possibility of developing an education science center on land owned by the North Bend School District that includes a portion of Pony Creek and its associated wetlands. This group convened several meetings that included representatives from the North Bend School District, Northwest Steelheaders Association, Bureau of Land Management, and Oregon State Police Department. Together they expanded the idea and developed a preliminary proposal containing two primary components:

- Construction of an education science center for school use as an outdoor classroom for conducting various science and environmental education projects and programs.

- Partner with the city of North Bend to develop a continuous, non-motorized pathway along Pony Creek from Newmark Street to Virginia Avenue, that includes a connection to the existing public pathway along Pony Slough Bay by the airport.

To further the proposal, the group organized and submitted an application for technical assistance from the Rivers, Trails and Conservation Assistance (RTCA) program of the National Park Service in September 1997. The RTCA program provides non-financial technical assistance on an invitational basis to communities working on projects to conserve, protect or restore open space and river related resources and that provide local outdoor recreation opportunities.

The Pony Creek Greenway application was accepted and planning for this document first began in February 1998, when two groups were formed. The ‘Planning Team’ was organized to assume lead responsibility for organizing the planning process, informing and providing opportunities for public comment and involvement, conducting research, and writing the plan. The ‘Advisory Committee’ was organized to represent key stakeholder groups in the community and was asked to meet with the Planning Team as required to provide advice and consultation on the various stages of the planning process.

Representatives on these two groups are listed on the following pages.

The contents of this publication do not necessarily reflect the opinions of the National Park Service or the Department of the Interior.
The formation of the planning team and advisory committee had the immediate impact of expanding the proposal to develop a public pathway all the way from Newmark Street to the northern-most city limits at the Simpson/Ferry Road Park pathway where it connects to Highway 101. This idea has long been identified in other city planning documents including the North Bend Comprehensive Land Use Plan and the 1991 Bikeway Master Plan for North Bend.
This report documents the results of the planning and public involvement process since February 1998, and presents a conceptual plan for the Pony Creek Greenway. It represents the combined ideas of dozens of community residents, elected officials, agency/organization representatives, and professional employees, all of who share a unified vision to make the greenway a reality.
Pony Creek originates from Upper Pony Creek Reservoir, located south of Coos Bay in mountains referred to as the Coast Range. The reservoir was established to provide a reliable public water supply for the cities of North Bend and Coos Bay and is operated and managed by a joint Coos Bay/North Bend Water Board Agency. Consequently much of the watershed containing the creek and reservoir is jointly owned by the two cities. Pony Creek flows from the reservoir in a northerly direction through Coos Bay and North Bend and empties into the Pony Slough Estuary along the Coos River.

Natural resource and environmental education experts generally agree there are eight distinct and significant coastal environments along the Oregon Coast within the narrow band of land between the Coast Range and the Pacific Ocean. These are:

- the near shore ocean and continental shelf
- capes, sea stacks and rocky shores
- beaches and dunes
- coastal estuaries
- coastal terraces
- coastal valleys
- forested Coast Range watersheds
- the rivers and streams which link them together

Pony Creek is a significant natural resource because it links three of the above environments. It begins in a forested Coast Range watershed, is channeled through a coastal valley, and drains into a coastal estuary where fresh and salt water mix. Each of these areas provides habitat for a great diversity of plants and wildlife including fish, birds and invertebrates. This habitat is the result of many complex biological processes that contribute to the overall health and function of the local environment and, thereby, the quality of life enjoyed by residents and visitors to North Bend. The forestland of the upland watershed containing Pony Creek is dominated by western hemlock and Douglas fir forest. It is home to numerous species of birds and animals including bald eagles, hawks, osprey, waterfowl, woodpeckers, owls, Roosevelt elk, bobcat, black-tailed deer, beaver, otter, mink and porcupine. This forestland is a renewable resource that has, and continues to be, a major force of the Coos County economy by providing jobs and a high standard of living for local residents. Additionally, it contributes greatly to the quality of life enjoyed by residents and visitors to North Bend by providing a scenic backdrop to the community and abundant outdoor recreation opportunity. From its upland beginnings, Pony Creek quickly flattens out into a broad coastal valley environment characterized by a large wetland north of Newmark Street. Pony Creek flows from this wetland as a slow, meandering creek on its way to the Pony Slough estuary. Much of this valley area was once a large, marshy intertidal wetland subject to frequent flooding, but over time it has been filled and developed. During this process, Pony Creek was channeled into its current configuration.

The valley wetland, creek and associated riparian area are the primary conduit for the water and nutrients flowing from the upland watershed to the sea. Consequently it is dominated by water, marsh and riverine dependent plants, trees and shrubs such as sedges, reeds, cattails, willows and grasses. This environment provides habitat to a diverse variety of fish, birds, mammals, amphibians and invertebrates that includes trout, ducks, geese, herons, bats, mink, porcupine, beaver, and frogs.

At its mouth, Pony Creek empties into the Pony Slough Estuary tideflats area. This is where fresh and
salt-water mix, rhythmically covered and uncovered by the changing of the tides. These tideflats provide unique habitat for many plants, animals and birds such as seaweed, seagrasses, fish, snails, clams, shrimp, crabs, gulls, and herons. Water, nutrients and sunlight fertilize huge numbers of one-celled plants (phytoplankton) in this area. These in turn feed large numbers of small animals (zooplankton) which in turn feed larger animals. The estuary waters eventually flow into the sea where the sun evaporates some of the water, forming the clouds that carry the rainwater to replenish the watershed and so continue the cycle.

Pony Creek is also significant because of the fact that it flows through the heart of a highly developed urban area. This presents some exciting opportunities but also poses some difficult management issues. The opportunities are exciting because Pony Creek is a healthy, functioning riparian area located close to where people live, work and play. If managed properly, it can provide multiple community benefits related to environmental education, conservation, recreation, aesthetics, and mobility at a human scale.

On the other hand, the fact that Pony Creek flows through a developed urban area poses management challenges. Chief among these is the potential for gradual resource degradation resulting from the cumulative impacts of human activity. For example, the large wetland area adjacent to Newmark Street has a serious infestation of purple loosestrife that is most likely attributable to human development and alteration of the environment over the course of many years. Purple loosestrife threatens the integrity of the wetland because it has the ability to out compete native vegetation, thereby degrading nesting habitat for waterfowl. If waterfowl disappear, then other negative impacts will follow.

CULTURAL RESOURCES

The name ‘Pony Slough’ is attributed to Native American presence, although there is some disagreement over the exact source. Either Indians watered their horses in it or a pony owned by an Indian child drowned in the waterway. Contemporary tribal members have suggested a Coos village may have been located near what is now North Bend High School.

By the turn of the century, Pony Slough was a busy place. The Grand Central Railroad organized in 1902 to build a rail line from this area to Salt Lake City. Grand Central Land Company bought tracts of land and began the townsite of Bangor. It was forecast as the nucleus and commercial center of a large city, bringing prosperity ‘Where Rail Meets Sail.’ Entrepreneur and railroad trustee L.D. Kinney platted and sold lots in Bangor. As Chief Engineer for the Belt Line Company, he purchased acreage and built a railroad commissary and sawmill (the sawmill was located about where Ken Ware Chevrolet is now).
Kinney also sold land to the North Bend School District for the site of a high school. Originally named Kinney High School, the name changed quickly when it was learned Kinney did not own the property he sold. The railroad commissary became West Side School and eventually held classrooms for North Bend High School. Sunset Elementary School, near the airport, gave way to the new, bigger Bangor School in the mid 1950's.

Charles King and Vern Gorst, pioneers in local land transportation, began the first auto stage company in the area in 1912. It ran from North Bend to Marshfield via a county road near Pony Slough. Earlier, a wagon road ran from North Bend to Pony Slough, then south over the hills to Marshfield and west to Empire. By 1913, city fathers were looking at placing a planked road over the slough. A footbridge at the end of Montana Street eventually connected to the sloughs eastern shore.

The history of the North Bend Airport is another important chapter in the region's history. In late 1929, federal officials were seeking a site for an emergency landing strip between San Francisco and Puget Sound. Bennett Air Transport inaugurated daily flights to Willamette Valley towns in 1930. Its dedication in 1932, and further construction in the late 1930's as a Works Progress Administration (WPA) project, advanced accessibility to and from the San Francisco Bay Area. During World War II, the federal government appropriated North Bend Municipal Airport for military use. Commissioned as U.S. Naval Auxiliary Air Station in 1943, its primary mission was to support fleet units vital to coastal defense.

In the late 1930's, the WPA completed the improvement of Virginia Avenue across Pony Slough by replacing a trestle with fill and a surfaced road. The federal program also planned to install a tide gate to make 'waste land' available for cultivation in the 'Pony inlet morass.' Nevertheless, the area grew slowly and remained primarily residential until tidelands were filled and the Pony Village Mall was built in the early 1960's. Further changes have come about in recent years as industrial enterprises and the Coast Guard Air Station have taken advantage of its prime location and usability.

Pony Slough has an extensive history of utilization and development that has contributed richly to local heritage. Tribal culture, the pioneer era's farms, dairies, slaughterhouse, and working class residences, and current use by Coast Guard Air Station, commercial and industrial enterprises, and shopping are all examples of the various land uses that have occurred in the region over the centuries to the present.

**SCENIC & RECREATIONAL**

The Oregon Coast is world renowned for its scenic splendor and abundant recreational opportunities, particularly along the south/central coastline. The spectacular scenery includes dramatic rocky headlands and capes, rocky shores, beaches and dunes, surf, seastacks, rivers, streams, and forested coastal mountains. Wildlife is abundant providing plentiful opportunities to view whales, sea lions, shorebirds, waterfowl, deer, elk, raptors, hawks, herons, etc. Cultural features are also appealing and include sites such as lighthouses, fishing harbors, bridges, and historic buildings.

Recreation opportunities abound. Examples include fresh and saltwater fishing, hiking, bicycle touring, hunting, clam digging, crabbing, photography, tide-pool exploration, kite flying, mountain biking, dune buggy riding, nature study, art, poetry, painting, whale watching, boating, camping, picnicking, pleasure driving, windsurfing, and horseback riding. Recreation facilities are plentiful and managed by a variety of federal, state and local agencies and private businesses, thereby offering users a range of choices. Of particular importance is the Oregon Coast Bike Route that has been designated by Oregon State Parks as a continuous bicycle route along the Oregon Coast from Washington to California. From north to south, the Oregon Coast Bike Route currently enters North Bend over McCullough Bridge on Highway 101; is routed through neighborhoods to the Cape Arago Highway (west on Virginia, south on Broadway, east on Newmark); and connects back to Highway 101 where it continues south into Coos Bay.
When staff from the National Park Service RTCA program first met with the project proponents, a strategy was developed for conducting the project that included two parallel tracks. The first track was to organize a small core ‘Planning Team’ to research and write a draft concept plan for the Pony Creek Greenway. The second track was to design and conduct a community involvement process to provide opportunities for stakeholders and the public to be informed about the project and to contribute ideas and suggestions in a timely manner as the plan was being developed. It was also decided to form an ‘Advisory Committee’ from key stakeholder groups in the community to serve as a bridge between the planning and public involvement tracks.
CONTACTING ADJACENT LANDOWNERS

The first step in the community involvement process was to identify all of the adjacent landowners within the project study area and send each household a personal letter. The letters provided explanation about the project and informed them who they could contact if they had questions, concerns or comments. (See Appendix IV for a sample of the adjacent landowner letter.)

A few phone calls were received as a result of these letters. Many callers expressed support for the project and some had specific questions they wanted answered. No one expressed opposition to the project and most expressed a desire to be kept informed as the project progressed.

PUBLIC MEETINGS

An initial public meeting was organized and conducted on September 28, 1998, at the North Bend Junior High School. A total of 25 people attended. This meeting was planned for two purposes: 1) to share information about the project; and 2) to give the public an opportunity to review and comment on preliminary ideas for major plan components. To accomplish these goals, the first part of the meeting was organized to provide background information on the project (i.e., history and origin of the idea; role of the National Park Service; and introductions of ‘Planning Team’ and ‘Advisory Committee’ members). The remainder of the meeting was designed to be more interactive and afford participants the opportunity to review and comment on preliminary ideas and research in each of five major plan components. To accomplish this goal, Advisory Committee members organized and staffed five work stations, one for each major component. These were:

- Vision/Management Issues
- Trail Design
- Education
- Education science center
- Permitting Process

Meeting participants were provided a questionnaire and asked to visit each station and provide their comments, concerns, ideas or reactions for each. (A summary of the public comments received at this workshop is provided in the ‘Appendices’ section.)

A second public meeting was organized and conducted on September 30, 1999, at the North Bend Public Library. Approximately 20 people attended. The purpose of this meeting was to release a draft of the concept plan and provide a public review period to comment on its content prior to publishing the final plan. Summary presentations on the major chapters of the plan were provided followed by an open discussion, question, and comment period. Copies of the plan were available for public review and comment through October 15, 1999. (A summary of the public comments received at this meeting is provided in the ‘Appendices’ section.)

Participants at the September, 1998, Public Meeting and Workshop reviewing a map of the proposed route.
VISION

The Pony Creek Greenway is carefully managed as an important resource for the people, animals, plants and biological systems dependent on the benefits it provides.

- The Greenway is used by people for recreation and as a non-motorized transportation link to other parts of the community
- The Greenway provides habitat for plant and animal communities
- The Greenway allows important biological processes to occur that contribute to clean air and water
- The Greenway provides an opportunity for people to learn about natural systems and ecosystems

GOALS

Goal 1: Provide resident and visitor access opportunities in the Pony Creek area and create a non-motorized transportation linkage between recreational, educational and commercial facilities in the community.

OBJECTIVES:

1. Build a pathway from Newmark Street to Virginia Avenue along Pony Creek.
2. Continue the pathway north from Virginia Avenue along Harrison Street to Pony Slough, up through Simpson Park, to the Simpson/Ferry Road Trail where it connects to Highway 101 at the foot of the McCullough Bridge.
3. Continue the pathway east from Newmark to link with Boynton Park.
4. Continue the pathway west from Newmark to Broadway.
5. Provide directional signs along the pathway.
6. Build turnouts with seating for stopping, resting and viewing of the area.

Goal 2: Restore and manage Pony Creek wetland and riparian areas for their natural values.

OBJECTIVES:

1. Provide healthy habitat for native plant and animal communities.
2. Assure important biological processes occur unimpaired that contribute to clean air and water.
3. Plan and conduct restoration projects to improve wetland and riparian area function.

Goal 3: Provide opportunities for people to learn about the natural and cultural heritage of the area.

OBJECTIVES:

1. Develop an educational science center adjacent to Pony Creek in conjunction with North Bend School District programs and curriculum.
2. Plan and develop interpretive/educational materials on significant natural and cultural resources of the area utilizing a variety of media.

Goal 4: Develop public stewardship for the Pony Creek Watershed.

OBJECTIVES:

1. Increase people's AWARENESS of the resource (plan and develop interpretive/educational materials).
2. Increase people's OWNERSHIP of the resource (provide opportunities for different groups within the community to get involved with planning, development and management of the greenway [i.e., civic and youth groups, arts, education, business, health care, and neighborhood associations].)
The Pony Creek Pathway is located in the heart of North Bend. It is phase III of the City's trail system plan and will complete a 2.25 mile linkage from the northern-most city limits at the Simpson/Ferry Road Park pathway to the southern-most city limits at Newmark Avenue. This will create a three mile long pathway through the most central parts of North Bend and will become the designated route for the Oregon Coast Bike Route through North Bend, thereby getting touring bicyclists off Highway 101 and providing a safer, more enjoyable route for these travelers. The pathway will run past the North Bend Visitors Center on Highway 101, up through Simpson Park, down to Pony Slough, along Harrison Street to Pony Creek, through the marsh and out to Newmark Avenue.
A public multi-use pathway for pedestrian and bicycle transportation will be developed through the heart of North Bend. It will consist of a combination of concrete sidewalk, bike lane striping, asphalt paving, a wooden bridge, and elevated boardwalk (possibly built with plastic lumber from recycled materials) over wetlands.

ELEVATED BOARDWALK, WILDWOOD LAKE SANCTUARY, HARRISBURG, PENNSYLVANIA.

SURFACING

ACCESSIBILITY

The pathway will be designed to be accessible for all users wherever possible, including people in wheelchairs and those who walk with the assistance of a walker or cane. In areas of steep terrain design alternatives (e.g., utilization of switchbacks or provision of frequent rest area intervals) will be utilized. All applicable laws governing the design and construction of public facilities will be adhered to.

It should be noted that the Architectural and Transportation Barriers Compliance Board is responsible for developing and adopting uniform federal accessibility standards. Since passage of the Americans With Disabilities Act an advisory committee has been working to develop recommendations to the Board for making recreation facilities and outdoor developed areas (including paths and trails) accessible to and usable by individuals with disabilities. As of this writing, no such standards have been formally adopted by the Board. Until final standards are available it is recommended that an earlier advisory committee report ‘Recommendations for Accessibility Guidelines: Recreational Facilities and Outdoor Developed Areas’ (July 1994) be utilized as a common sense guide for addressing accessibility issues in trail design and construction.

It should also be noted that while no standard has been specifically developed for recreation, existing guidelines for facilities such as parking areas, restrooms, entrances and accessible routes do exist and must be followed. The benefits from providing accessible facilities are safer and better conditions for all visitors, not just those with disabilities, and the increased possibility for persons with disabilities to not only have access, but to do so along side their non-disabled friends and family.

LINKAGE

The project is a cooperative effort between the city of North Bend, the North Bend School District and local partners to enhance non-motorized surface transportation by building a multi-use pathway linking neighborhoods, business districts, parks and schools for bicyclists and pedestrians. It will provide access to a senior and disabled low income housing complex with 60 residents; a junior high and high school with 1,400 students (14% of the North Bend population); the largest enclosed shopping mall on the Oregon Coast; a brand new Safeway grocery store; three city parks; a full-size municipal indoor swimming
Pedestrian bridges will help create important linkage between the greenway, schools and residential areas.

pool; a 119 room motel; a quad-screen movie theatre; and several neighborhoods and sub-divisions. Residents and visitors will benefit from the many opportunities for non-motorized access to key destinations throughout the community.

RESOURCE PROTECTION AND PUBLIC ACCESS

A major goal for greenway development is to carefully design the pathway to avoid impacting sensitive natural and/or cultural resource areas while providing for public access. These two ideas do not necessarily have to conflict with each other. Many techniques exist that design engineers and landscape architects can employ to minimize resource impacts while providing for public access and enjoyment. Trail construction may be able to enhance wildlife habitat through techniques such as building bat and bird boxes, leaving nurse logs and dead snags in place, placing woody debris in the creek, and developing rocky areas for reptiles. Shorter spur trails can be built off the main path that lead to sheltered wildlife viewing areas (similar to a duck blind). Construction techniques utilizing native vegetation and natural materials can be used to keep people on paths and away from sensitive areas. Elevated boardwalks allow people to travel over wetlands with minimal impact to the resource.

SUPPORT FACILITIES

Along the three mile pathway are several types of support facilities for residents, visitors, cyclists and pedestrians. The North Bend Information Center will be a main access point for visitors to get information.
about the pathway and its amenities. In addition to the business and commercial facilities available along the way are three parks, (Simpson, Ferry Road and Boynton) with restroom and parking facilities that can be used as staging areas for access to the pathway. Restaurants, grocery stores and a shopping mall are located along the route as well. On the pathway itself, benches will be located at scenic and rest points and wildlife viewing platforms will be constructed along the Pony Slough and Creek areas. Directional and informational signs will be appropriately located along the path, and attractive interpretive signs will be used to explain the surrounding cultural and environmental aspects of the area.
INTERPRETATION

Interpretation refers to a program designed to provide informative and educational material to people on a variety of topics related to an area's natural and cultural resources. This information can be presented utilizing a variety of media such as signs and displays, brochures, guided walks and talks, web sites, audio tours, and information kiosks.

Pathway interpretation will highlight the Pony Slough and Creek areas that are rich in wildlife, plants, fisheries, and scenic beauty. Past and present history and culture encompassing Pony Creek and Slough will also be highlighted along the pathway.

INTERPRETIVE THEMES

There are literally thousands of topics that could be interpreted within the Pony Creek Watershed. However, when developing an interpretive program, it is important to carefully select a few primary themes and keep to them. Many programs try to do too much and end up diluting the message. These are the recommended themes for developing an interpretive program for the Pony Creek Greenway.

COASTAL ENVIRONMENTS

Pony Creek flows through three of the eight significant coastal environment types found along the Oregon Coast that have been categorized by natural resource and environmental education experts. These are forested upland watershed, coastal valley; and coastal estuary. It is important for people to understand the characteristics of these environments, the types of plants and animals uniquely adapted to live in these areas, and the complex biological processes occurring within and a few hundred yards on either side of the stream corridor connecting these three environments.

HUMAN LAND USE AND CULTURE

There is a rich history of human habitation, land use, and folklore within the Pony Creek watershed deserving of research and expression. The area has been occupied and utilized for thousands of years, presenting countless opportunities to develop interpretive media around subjects such as: Native American culture, lifestyles and mythology; European exploration and settlement; the logging, shipping, and fishing industry; current business and economics; and local legends. These stories and images can be brought to life through a variety of art, music, sculpture, and interpretive panels. This also presents a significant opportunity to involve various segments of the community in creating a unique and special character for the greenway (e.g., the arts community, historical society, teachers, and educators.)

FLORA/FAUNA

Many people want the opportunity to learn about, understand, and view the various plant and animal species found within an area. There are abundant opportunities along Pony Creek to develop 'viewing areas' that could be large bump-outs or short spur trails from the main pathway. These areas could include pictures and photographs of the types of plants and wildlife commonly found in the area and could include more detailed information for those who are interested. Primary opportunities for these areas are along the Pony Slough Estuary and the large wetland area adjacent to Newmark Street.
BACKGROUND

A significant portion of the area containing Pony Creek and its associated wetlands is on land owned by the North Bend School District. Consequently, many members of the North Bend School Board have often talked about the opportunity to develop an education science center for school use as a ‘hands-on’ classroom for science and environmental education classes. In fact, the idea for creating a greenway along Pony Creek originated from a series of focus group meetings organized by the School Board to discuss environmental education opportunities along Pony Creek.

FUNCTION

The education science center would function as a living laboratory where students could get involved in a variety of hands-on science projects. Examples include:

- Wetland restoration and long-term monitoring for results
- Fish and plant propagation
- Water and air quality testing and monitoring
- Inventory and catalog various plant, animal, bird and invertebrate species in wetland, riparian and estuary habitats
- Monitor and control invasive, non-native species
- Other projects involving biology, botany, geology, meteorology, physics, chemistry, astronomy, etc.

It is also envisioned that the facility could function as an education science center for populations outside the North Bend student body. Pony Slough is readily accessible which makes it an ideal setting for field trips and outdoor learning. Programs could be established whereby outside school districts bring in students for one or more days to study topics related to marine, estuary and coastal environments utilizing Pony Creek, Pony Slough and other nearby resources (e.g., South Slough National Estuary Reserve).

DESIGN

The facility would be designed to accommodate approximately thirty students at a time in a classroom/laboratory type setting. The building itself would be integrated into the greenway, providing opportunities for trail users to learn about various student activities and projects. This could include display windows for school projects and periodic public open houses. It is also envisioned that one entire outside wall would be an aquarium containing native fish species. Inside, the building would likely have concrete floors with laboratory bench tops allowing for quick and easy cleaning.

LOCATION

The proposed location for the education science center would be close to Pony Creek in the area between the two ballfields near where the pedestrian bridge will cross the creek.
MAINTENANCE AND MANAGEMENT

MANAGEMENT

The Pony Creek Greenway will be jointly developed and managed in partnership between the North Bend Parks and Recreation Department and the North Bend School District (hereinafter referred to as the 'Managers'). Close coordination between management officials of both agencies will be a regular and on-going occurrence. It is anticipated that both parties will jointly sign a 'Memorandum of Agreement' for sharing maintenance and operation costs, and implementing operational procedures for the greenway.

Generally, the School District will manage the greenway over school property, and the Parks and Recreation Department will manage the rest. There will, however, be occasions when one agency or the other will take the lead role in implementing certain actions throughout the greenway corridor based on the availability of needed expertise and resources.

HOURS OF OPERATION

The trail will operate on a 'dawn to dusk' policy. No night lighting will be used so darkness will deter people from using the trail at night. Signs will be posted at trailheads indicating the trail is closed after dark.

LITTER

Litter and debris can be an issue where people have access, and consequently there needs to be a joint effort between the users, the City, the School District and the community to keep the area clean. In addition, students, volunteers, businesses and people who live along the route can also help with litter control and in reporting maintenance that needs to be addressed. It is likely that an 'Adopt-A-Trail' program will be implemented in which certain groups, organizations and/or individuals would assume responsibility for maintaining a section of the trail. Trash receptacles should be appropriately placed at key locations throughout the route.

SAFETY

Trail safety is an area that will receive close attention in the design phase of the project. Physical safety issues will be addressed in the following areas: grade and cross-slope dimensions; line of sight around corners; brush clearance; railings; directional and warning signs; at-grade crossings and intersections; and congestion among multiple users. In addition, vandal-resistant products and designs will be used wherever possible to discourage illegal activity that could lead to a hazard.

VOLUNTEERS

It is strongly recommended that the Managers develop and implement a volunteer program that allows people to get involved with the day-to-day operations of the greenway. This would contribute to the goal of developing public stewardship for the watershed. For example:

- Civic groups, youth organizations, or businesses might want to adopt a section of trail and be responsible for litter patrol and light maintenance
- Another group might build, install and maintain signs and benches (according to a standardized design - haphazard development should not be allowed)
- The North Bend Police bike patrol might be able to specially train a local bike club or youth organization who could then patrol the trail on bike (non-law enforcement) and provide visitor information and assistance
There might be a local art community that could incorporate art into the greenway (i.e., music, poetry, sculpture, painting, murals, and dance.) A local conservation club or bird-watching group could lead nature walks or help identify birds and wildlife.

Annual events could be organized around ‘Earth Day’ and ‘National Trails Day’ for activities like creek restoration, fun runs, purple loosestrife control, etc.

**LAW ENFORCEMENT**

The City of North Bend Police Department will have jurisdiction over the pathway because of its location within the city limits. The area is under a current patrol schedule; this will continue as it has in the past. In addition, the North Bend Police bike patrol will be able to frequently ride the trail. The bike patrol will be a great aid to personal safety for users, as well as a lookout for any potentially hazardous maintenance situations that may need attention.

**PET POLICY**

Pets will be allowed on the trail as long as they are on a leash. Pet owners will be encouraged to clean up after their pets through the use of signs, informational brochures, etc.

**COORDINATION WITH ADJACENT LANDOWNERS**

Establishing and maintaining a ‘Good Neighbor’ policy will be a high priority for the Managers. It is critically important that everyone living adjacent to the greenway know who they can contact with questions, comments, suggestions or concerns; that they will be listened to; and that they will be treated reasonably and courteously. During the design and construction phase, city staff will work directly with adjacent landowners to incorporate their desires for appropriate landscaping and screening. Once the trail is open, city officials will encourage trail users to park at designated parking areas rather than on residential streets. Over time, as trust and confidence grows, adjacent landowners can become a second set of eyes and ears watching over the greenway and alerting appropriate officials about maintenance, safety and other operational matters of concern.
Implementing a project like the Pony Creek Greenway will likely be subject to multiple environmental review and permitting processes. It is important to realize these processes are in place for good cause to protect public interest in fundamental rights to clean air, water, a healthy environment, and protection of a shared cultural heritage.

Serious problems are not anticipated with these processes because the stated goals of the Pony Creek Greenway are fully compatible with these requirements. This document reflects a strong desire to conserve, restore and wisely manage the natural and cultural resources within the proposed corridor in a manner fully consistent with the same values environmental review and permitting processes are designed to protect.

Following is preliminary information on topics that may be subject to environmental review during the planning and construction of the greenway.

**WETLANDS**

Wetland areas were disappearing in the United States at an alarming pace prior to enactment of laws designed to protect against the net loss of further wetland areas. Consequently, development proposals that would negatively impact wetland areas are now required to obtain a permit that demonstrates how impacts to those wetlands will be mitigated.

The Pony Creek Greenway is envisioned to be located directly over some wetland areas and designed in such a manner that allows people visual access (for wildlife observation) but will not have direct, negative impacts. In addition, this plan envisions restoration and better management of the existing wetland resources of Pony Creek.

Preliminary contact with officials at the Oregon Division of State Lands indicated the following:
1) no permit will be required for a wooden boardwalk that is above the vegetation; 2) piling is okay; 3) an asphalt trail located near the edge of the creek is okay; 4) they would like to see a concept drawing of the education science center and related functions of this component.

Protecting species habitat is the most common and effective way of assisting listed species to survive.

Preliminary contact with officials at the U.S. Army Corps of Engineers indicated the following:
1) a permit is required for any intrusion to wetlands; 2) the permit application must describe type of materials, length, route, etc. of the boardwalk; 3) they would want to see a description of the education science center and then can say what requirements are, if any. They did not foresee any readily identifiable problems with the boardwalk proposal.

**THREATENED AND ENDANGERED SPECIES**

The Threatened and Endangered Species Act was passed by Congress to identify, list and protect species of plants or animals considered to be threatened or endangered with possible extinction. Protecting species habitat is the most common and effective way of assisting listed species to survive.

Preliminary consultations with wildlife biologists and botanists reveal no knowledge of threatened or endangered species within the proposed greenway area. In addition, this plan envisions restoration and better management of habitat areas to provide for native plants and wildlife.
WATER QUALITY

Pony Creek is designated as Water Quality Limited, which means it has high levels of fecal coliform. This designation is based on 1983 data from the Oregon Department of Environmental Quality (DEQ) that is considered to be outdated. Recent water quality testing conducted by the city shows that the water quality is much improved and not a significant problem. DEQ is not scheduled to address the Pony Creek area in a water quality management plan until the year 2002.

Preliminary contact with officials at DEQ revealed they are less concerned with the proposed pathway than the education science center that may be directly utilizing the creek. DEQ will be asked to comment on the project through the Army Corps of Engineers permit process and will state problems and objections, if any, at that time. They indicated a willingness to participate in joint meetings designed to move the project forward in such a manner that would not impede any solutions to improving the water quality in the future.

BUILDING IN FLOOD PLAINS

Laws covering the type of development that can or cannot occur within floodplains have been passed to protect society (and individuals) from the high cost of recovering from a major flood event. The type of development envisioned for the Pony Creek Greenway (i.e., boardwalk, asphalt path, and benches) is usually compatible with these laws. Furthermore, development of a greenway along Pony Creek will enhance the areas functional ability to absorb floodwater and thereby help prevent damage to adjacent property in the case of a major flood event.

ARCHAEOLOGY/HISTORIC PRESERVATION

Archaeology and historic preservation laws exist to protect against unnecessary and unauthorized disturbance of historical and/or pre-historical artifacts and/or human remains. Preliminary discussions with a cultural resource specialist from the Bureau of Land Management about the proposed Pony Creek Greenway project did not reveal any potential problems with archaeological artifacts, primarily because most areas subject to construction have been previously disturbed.

The city of North Bend will take all reasonable and customary precautions to preserve the historic surroundings.

Neverthless, estuaries, rivers and headlands are areas considered archaeologically ‘sensitive’ due to Native American hunting and gathering practices. Additionally, it has been suggested that a Coos village may have been located at one time in the area near what is now North Bend High School. Impacts to any historic buildings or structures are not likely at all.

The city of North Bend will take all reasonable and customary precautions to avoid impacting archaeological sites and, in the event human remains or artifacts are uncovered during construction, will immediately cease construction activity, secure the area, and initiate consultation with the State Historic Preservation Office (SHPO) in Salem.
The Pony Creek Greenway is not listed in a Transportation System Plan, however the city is currently looking for a consultant to prepare such a document. The North Bend Parks and Recreation Master Plan does list the Pony Creek pathway as a high priority project. In addition, the proposed route falls within the North Bend Urban Growth Boundary, crosses several planning zones, including RM, ML, CG, and R7, and is consistent with DLCD statewide planning goals and North Bend’s Comprehensive Land Use Plan. The city planner has reviewed preliminary plans for the pathway component and does not have any foreseeable concerns about the project.

The City of North Bend’s population is approximately 9,910 people, with the greater Bay Area at 35,000. The potential usage of the greenway is regional, as it will be a unique 3-mile route of extraordinary scenic beauty and recreational significance. With very few designated pedestrian and/or bicycle paths available in the region, the pathway will be heavily utilized by residents throughout the Bay Area for the many benefits it will offer. Visitors who travel by automobile will be encouraged to stop and use the path, as well as cyclists travelling the Oregon Coast Bike Route.

The potential of enticing visitors to stay overnight will increase with the offer of activities afforded by the greenway. With visitors spending approximately $52 each per day, and 12,000 annual visitors logged in at the Information Center, the potential income to the community by enticing overnight stays is evident. In addition, the route will move people into commercial areas for shopping, lodging, dining and other recreational opportunities. The education science center and pathway will also attract visiting school groups, private tour operators, Elderhostel groups, birdwatchers and others to the natural resources of the estuary.

The Pony Creek Greenway will provide economic and social benefits and enhance the quality of life to the community of North Bend and the region.
Putting together a greenway project of this magnitude requires fundraising from numerous sources that will likely include a combination of federal, state, local and private grant programs, community fundraising and creative non-monetary support. Most grant programs are established for specific purposes (e.g., recreation, environmental restoration, transportation, health and fitness, education, and science) and the challenge is to identify those elements of the greenway that match targeted funding sources.

Following is information on some of the better known grant programs that can assist in greenway development.

FEDERAL

TEA-21
The most significant source of money for the Pony Creek Greenway is contained in the Transportation Equity Act for the 21st Century (TEA-21). Congress passed TEA-21 legislation in 1998, thereby authorizing highway, highway safety, transit and other surface transportation programs for the next six years. Total TEA-21 funding is about $198 billion. The reason this is important as a potential funding source is because the legislation includes initiatives to protect and enhance communities and the natural environment as it provides for the nation’s transportation needs. These enhancement activities include the provision of facilities for bicycles and pedestrians as an integral part of communities’ transportation infrastructure.

TEA-21 contains several different “pots” of money for specific program areas, but the one of most importance, that includes ‘Transportation Enhancements’, is called the Surface Transportation Program (STP), which was funded at $33.3 billion over six years. STP is a block grant-type program that makes money available to state and local communities for a broad range of transportation activities and includes a mandatory ten percent set-aside for transportation enhancement activities ($3.33 billion). Clearly this is a significant source of funding for bicycle and pedestrian facilities. It has already had profound impacts in communities across the country and its potential cannot be understated.

EDITOR’S NOTE: During development of this concept plan, the City of North Bend applied for and received a TEA-21 enhancement grant from the Oregon Department of Transportation in the amount of $574,750. The grant will be used for development of the pathway component of the Pony Creek Greenway. A portion of the funds will be utilized in the fall of 1999 for engineering and design work, and actual construction is expected to occur during the construction season in the summer of 2001. On behalf of the Planning Team, Advisory Committee and residents of North Bend, THANK YOU Oregon Department of Transportation!

EPA Environmental Education Grants
The U.S. Environmental Protection Agency (EPA) administers a grant program for environmental education projects. Grants of under $5,000 are encouraged, but can be higher. Contact: Sally Hanft, (206) 553-1207 or 1-800 424-4EPA.

STATE

Oregon Bicycle and Pedestrian Program
1% of state gas taxes are set aside in a fund for projects benefiting non-motorized bicycle and pedestrian projects in Oregon. See ‘Oregon Bicycle and Pedestrian Plan’ for detailed information on guidelines and criteria for accessing these funds.

Contact: Michael Ronkin, Manager
Oregon Bicycle and Pedestrian Program
Oregon Department of Transportation
Room 210 Transportation Building
Salem, Oregon 97310
(503) 378-3433
**Land and Water Conservation Fund**

The Land and Water Conservation Fund (L&WCF) was enacted by Congress in 1964 to establish a funding source for grants to state and local governments for land acquisition and/or development of outdoor recreation areas and facilities. The program is managed by the National Park Service but administered in each state through a governor-appointed state agency responsible to the National Park Service (i.e., federally funded/state administered program). L&WCF grants require a 50% match from state or local funds. Eligible applicants include cities, counties, and recreation and park districts authorized to provide public park and recreation facilities. Areas funded through L&WCF grant assistance are required to be dedicated in perpetuity for public recreation use. In Oregon, the L&WCF is managed by the Oregon Parks and Recreation Department.

NOTE: Funding for L&WCF has not been authorized the past few years, so grant money is not currently available. There are, however, several proposals before Congress seeking to reinvent, reorganize, and/or reestablish funding for the program.

Contact: Marilyn Lippincott
Oregon Parks and Recreation Department
1115 Commercial Street, NE
Salem, OR 97310-1001
(503) 378-4168, ext. 241

**Oregon State Lottery**

Oregon voters passed an initiative in the fall of 1998 authorizing a percentage of state lottery money to be dedicated to an acquisition and development grant program for parks and recreation purposes. The program will be administered by the Oregon Parks and Recreation Department, which expects to launch it in the spring of the year 2000.

Contact: Marilyn Lippincott
Oregon Parks and Recreation Department
1115 Commercial Street, NE
Salem, OR 97310-1001
(503) 378-4168, ext. 241

**PRIVATE BUSINESS**

The Phillips Petroleum Environmental Partnership Awards program gives grants between $500-$5,000 to community organizations doing environmental projects like stream restorations. Grants tend to be given to educational projects with schools or groups working with schools. Matching funds are required. Contact: Patricia Marshall, (918) 661-5139

Coors Pure Water 2000 provides non-profit groups nationwide with small grants for water quality improvement projects such as river cleanups, restoration projects and educational programs. Contact: Dave Taylor, (800) 642-6116

**FOUNDATIONS**

The Brainerd Foundation awards grants for projects that build citizen support for environmental protection and have the potential to influence public policy. These grants are awarded to incorporated 501(c) (3) organizations only. Contact: (206) 448-7222, info@brainerd.org

The Harder Foundation is a small foundation that funds environmental action projects in support of habitat protection, especially prime habitat areas facing immediate threats on public lands. Some of the Harder Foundation’s grants involve acquisition of natural areas, especially when they are of regional biological significance. Forty percent of their grants are made to grantees in the states of Washington and Oregon. Write for “Guidelines for Grant Proposals.” Contact: Del Langbauer (253) 593-2121, HARDERFNDN@aol.com

The Give to the Earth Foundation funds a variety of small environmental projects. Applicant organizations must have minimal administrative overhead, and results must be tangible. Typical grant size is $2,500. Contact: Ellen Liberatori, (800) 933-9628
The Bullitt Foundation gives grants to a variety of environmental projects in the Pacific Northwest. Contact: Emory Bundy, (206) 343-0807

The Wilburforce Foundation funds wildlife and habitat protection and environmental education projects. Contact: Timothy Greyhavens, (206) 286-4554

The Kodak American Greenways Awards Program provides small grants (from $500 to $2,500) for greenway and trail projects throughout America. Contact: Denise Swol at The Conservation Fund, (703) 525-6300 or dswol@conservationfund.org.

IN-KIND CONTRIBUTIONS

Many grant programs require a local match to help demonstrate the communities' commitment to the project. Often this 'match' requirement can be met with what is referred to as an 'in-kind' contribution. In-kind contributions are donations of labor, equipment and materials to the overall cost of completing a project that can be translated to a dollar value used to meet the matching requirement. Volunteer labor for tasks such as clearing, brushing, construction, etc., can go a long way towards meeting local match requirements when applying for grants.

NON-MONETARY SOURCES OF ASSISTANCE

Volunteers

Individuals, organizations, corporations and businesses may volunteer for many of the tasks required for development and maintenance of the greenway. A few specific examples of possible volunteer sources include: youth groups such as the boy and girl scouts; historical societies; the arts community; senior citizen groups; service clubs and organizations (e.g., Rotary, Lions, etc.); church groups; and business and/or employee associations.

To use volunteer assistance most effectively, it is suggested that a volunteer program be established. Such a program should consist of three components: 1) task identification; 2) training; and 3) rewards. A volunteer or college intern could run the program.

Task Identification. It is important to clearly identify tasks needed for greenway development and maintenance. By knowing in advance what tasks need to be completed and what labor, time, and skill are required, volunteers can be used most effectively. It is also important to establish construction and maintenance guidelines and standards (i.e., design styles, colors and materials) to avoid haphazard development and achieve a uniform look and feel throughout the greenway.

Training. Training makes volunteers more useful and knowledgeable, feel needed, and serves as an incentive for long term commitment. Following are ideas to include in a training program:

• Safety and proper use of tools.
• Overview of management objectives and policies
• Information on the natural and cultural resources of the greenway and how they are helping protect and manage those resources
• Emergency preparedness (i.e., what actions to take in an emergency, who to contact, first aid and CPR, etc.).

Rewards. It is important to reward people for their hard work and commitment. Ways to show appreciation to volunteers who donate their time and energy include:

• Certificates - acknowledge their involvement with the trail
• Training or tools - not only shows appreciation but also helps them to do a more effective job
• Mementos - gifts such as baseball caps or T-shirts are another way to say "thank you"
• Parties - annual picnics or barbecues are a good opportunity for celebrating a job well-done

Youth Corps
Youth corps work groups can provide assistance either free of charge or at significantly reduced costs and can support a variety of labor intensive projects such as trail construction, stream restoration, habitat improvement, tree planting, etc.

COMMUNITY FUNDRAISING AND DONATIONS

Fundraising
Service clubs and organizations can be encouraged to organize and conduct a wide range of activities to generate revenue for construction and maintenance. Car washes, bake sales, rummage sales, etc., are all possibilities. One idea in particular is for an organization (like a scout troop) to implement a ‘Recycle for the Trail’ project. Collection boxes could be conveniently located throughout town encouraging people to donate their recycled cans and bottles to the trail. The organization would regularly collect contributions and deposit the proceeds into an account set up to support trail maintenance and construction.

Donations
Donations are often a big part of funding a trail project. Corporate sponsors can potentially contribute thousands of dollars through direct contributions, endowments, or employee challenge/match programs.

The Environmental Protection Agency (EPA) and the North American Association for Environmental Education (NAAEE) have developed a publication called “Grant Funding for Your Environmental Education Project” which provides strategies for identifying potential sources of funding. This publication can be purchased for $5 from NAAEE, Publications and Member Services, P.O. Box 400, Troy, Ohio, 45373.

The 1996-97 Pacific Northwest Grantmakers Forum Member Directory lists more than fifty major foundations in the Pacific Northwest. It is available from the Forum at (206) 624-9899, or you can contact Seattle Public Library’s Grantsmanship Center. The Grantsmanship Center has a complete collection of resources for anyone seeking grant funding. Seattle Public Library, 1000 4th Avenue, Seattle, WA 98104. Call: (206) 386-INFO.

The National Small Flows Clearinghouse operates a computer bulletin board that can help “tread the murky waters of environmental finance”. The bulletin board lists grant and loan opportunities, and provides information on funding alternatives, highlights of successful funding methods, and referrals to financing experts. Contact: Brad Maust, (800) 624-8301.
The Pony Creek Greenway will be a carefully planned corridor along Pony Creek and Pony Slough that blends and integrates various community transportation, recreation, environmental education and resource conservation goals. It will be used by residents and visitors for recreation and as a non-motorized transportation link to other parts of the community. It will preserve habitat for native plant and animal communities. It will serve as an outdoor classroom where people can learn about natural physical processes and ecosystems. Finally, it will increase people's awareness and stewardship for the important, but often forgotten, resources of Pony Creek which flows through the heart of the City of North Bend.
CHECKLIST OF BIRDS
FOR PONY SLOUGH MARSH
(Adjacent to Pony Creek at NBHS & NBJH):

<table>
<thead>
<tr>
<th>Birds</th>
<th>Birds</th>
<th>Birds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pied-billed Grebe</td>
<td>Common Nighthawk</td>
<td>Swainson's Thrush</td>
</tr>
<tr>
<td>Great Blue Heron</td>
<td>Vaux’s Swift</td>
<td>Wrentit</td>
</tr>
<tr>
<td>Great Egret</td>
<td>Rufous Hummingbird</td>
<td>European Starling</td>
</tr>
<tr>
<td>Green Heron</td>
<td>Belted Kingfisher</td>
<td>Cedar Waxwing</td>
</tr>
<tr>
<td>Turkey Vulture</td>
<td>Downy Woodpecker</td>
<td>Orange-crowned Warbler</td>
</tr>
<tr>
<td>Canada Goose</td>
<td>Hairy Woodpecker</td>
<td>Yellow-rumped Warbler</td>
</tr>
<tr>
<td>Wood Duck</td>
<td>Northern Flicker</td>
<td>Townsend's Warbler</td>
</tr>
<tr>
<td>Mallard</td>
<td>Olive-sided Flycatcher</td>
<td>Common Yellowthroat</td>
</tr>
<tr>
<td>Bufflehead</td>
<td>Western Wood-Pewee</td>
<td>Wilson's Warbler</td>
</tr>
<tr>
<td>Osprey</td>
<td>Pacific-slope Flycatcher</td>
<td>Western Tanager</td>
</tr>
<tr>
<td>Bald Eagle</td>
<td>Hutton’s Vireo</td>
<td>Spotted Towhee</td>
</tr>
<tr>
<td>Northern Harrier</td>
<td>Steller’s Jay</td>
<td>Savannah Sparrow</td>
</tr>
<tr>
<td>Sharp-shinned Hawk</td>
<td>American Crow</td>
<td>Fox Sparrow</td>
</tr>
<tr>
<td>Cooper’s Hawk</td>
<td>Common Raven</td>
<td>Song Sparrow</td>
</tr>
<tr>
<td>American Kestrel</td>
<td>Tree Swallow</td>
<td>White-crowned Sparrow</td>
</tr>
<tr>
<td>Merlin</td>
<td>Violet-green Swallow</td>
<td>Dark-eyed Junco</td>
</tr>
<tr>
<td>Virginia Rail</td>
<td>N. Rough-winged Swallow</td>
<td>Red-winged Blackbird</td>
</tr>
<tr>
<td>Sora</td>
<td>Barn swallow</td>
<td>Western Meadowlark</td>
</tr>
<tr>
<td>American Coot</td>
<td>Cliff Swallow</td>
<td>Brewer’s Blackbird</td>
</tr>
<tr>
<td>Common Snipe</td>
<td>Black-capped Chickadee</td>
<td>Brown-headed Cowbird</td>
</tr>
<tr>
<td>Mew Gull</td>
<td>Chestnut-backed Chickadee</td>
<td>House Finch</td>
</tr>
<tr>
<td>California Gull</td>
<td>Bushtit</td>
<td>Red Finch</td>
</tr>
<tr>
<td>Western Gull</td>
<td>Red-breasted Nuthatch</td>
<td>Red Crossbill</td>
</tr>
<tr>
<td>Caspian Tern</td>
<td>Winter Wren</td>
<td>Pine Siskin</td>
</tr>
<tr>
<td>Rock Dove</td>
<td>Marsh Wren</td>
<td>American Goldfinch</td>
</tr>
<tr>
<td>Band-tailed Pigeon</td>
<td>Golden-crowned Kingly</td>
<td>House Sparrow</td>
</tr>
<tr>
<td>Mourning Dove</td>
<td>Ruby-crowned Kingly</td>
<td></td>
</tr>
</tbody>
</table>

(Compiled by Larry Thornburgh
North Bend High School, 4/98)
# Checklist of Mammals for Pony Slough Marsh

(Adjacent to Pony Creek at NBHS & NBJH):

## Mammals

<table>
<thead>
<tr>
<th>Bobcat</th>
<th>Little Brown Myotis</th>
<th>Spotted Skunk</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pacific Shrew</td>
<td>Ermine</td>
<td>Bushy-tailed Woodrat</td>
</tr>
<tr>
<td>Virginia Opossum</td>
<td>Porcupine</td>
<td>Muskrat</td>
</tr>
<tr>
<td>Black-tailed Deer</td>
<td>Yuma Myotis</td>
<td>Striped Skunk</td>
</tr>
<tr>
<td>Shrew-mole</td>
<td>Townsend's Vole</td>
<td>Mink</td>
</tr>
<tr>
<td>Big Brown Bat</td>
<td>Brush Rabbit</td>
<td>Deer Mouse</td>
</tr>
<tr>
<td>Gray Fox</td>
<td>Fringed Myotis</td>
<td>Vagrant Shrew</td>
</tr>
<tr>
<td>Coast Mole</td>
<td>White-footed Vole</td>
<td></td>
</tr>
<tr>
<td>Dusky-footed Woodrat</td>
<td>Mountain Beaver</td>
<td></td>
</tr>
<tr>
<td>Raccoon</td>
<td>Townsend's Chipmunk</td>
<td></td>
</tr>
<tr>
<td>California Myotis</td>
<td>Long-tailed Vole</td>
<td></td>
</tr>
<tr>
<td>Norway Rat</td>
<td>Nutria</td>
<td></td>
</tr>
<tr>
<td>River Otter</td>
<td>Douglas' Squirrel</td>
<td></td>
</tr>
<tr>
<td>Long-eared Myotis</td>
<td>Creeping Vole</td>
<td></td>
</tr>
<tr>
<td>House Mouse</td>
<td>Long-tailed Weasel</td>
<td></td>
</tr>
<tr>
<td>Beaver</td>
<td>Pacific Jumping Mouse</td>
<td></td>
</tr>
</tbody>
</table>

(Compiled by Dan VanDyke, 11/98, Oregon Department Fish and Wildlife)
On July 31, 1998, a cursory survey was conducted of the plants of Pony Slough from the baseball field to Newmark Street in the area along the west side of the channel. This list should not be considered comprehensive since only a small portion of the area was surveyed. The plant communities could be characterized as typical brackish/freshwater marshes dominated by cattails (Typha latifolia) and slough sedge (Carex obnupta). This area has a serious infestation of purple loosestrife (Lythrum salicaria) which, without any action in the near future (such as establishment of biocontrols or herbicide application), threatens the integrity of the wetland. Purple loosestrife has the ability to outcompete native vegetation and will degrade nesting habitat for waterfowl. No federally endangered or threatened plant species, or species on the Oregon Natural Heritage List, were located during the survey.

### PLANTS

<table>
<thead>
<tr>
<th>COMMON NAME</th>
<th>SCIENTIFIC NAME</th>
<th>ABUNDANCE*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Silverweed</td>
<td>Potentilla Anserina</td>
<td>Common</td>
</tr>
<tr>
<td>Slough Sedge</td>
<td>Carex Obnupta</td>
<td>Common</td>
</tr>
<tr>
<td>Tall Fescue</td>
<td>Festuca Arundinacea</td>
<td>Uncommon</td>
</tr>
<tr>
<td>Tufted Hairgrass</td>
<td>Deschampsia Cespitosa</td>
<td>Uncommon</td>
</tr>
<tr>
<td>Cattail</td>
<td>Typha Latifolia</td>
<td>Common</td>
</tr>
<tr>
<td>Purple Loosestrife</td>
<td>Lythrum Salicaria</td>
<td>Common</td>
</tr>
<tr>
<td>Curly Dock</td>
<td>Rumex Crispus</td>
<td>Uncommon</td>
</tr>
<tr>
<td>Bentgrass</td>
<td>Agrostis Stolonifera</td>
<td>Common</td>
</tr>
<tr>
<td>Dagger-leaf Rush</td>
<td>Jancus Ensifolius</td>
<td>Rare</td>
</tr>
<tr>
<td>Meadow Barley</td>
<td>Hordeum Branchyantherum</td>
<td>Uncommon</td>
</tr>
<tr>
<td>Bulrush</td>
<td>Scirpus Tabernaemontani</td>
<td>Common</td>
</tr>
<tr>
<td>Brass-buttons</td>
<td>Cotula Coronopifolia</td>
<td>Uncommon</td>
</tr>
<tr>
<td>Pondweed</td>
<td>Potomogeton Sp</td>
<td>Uncommon</td>
</tr>
<tr>
<td>Foxtail</td>
<td>Alopecurus Pratensis</td>
<td>Uncommon</td>
</tr>
<tr>
<td>Lilaepsis</td>
<td>Lilaepis Occidentalis</td>
<td>Rare</td>
</tr>
<tr>
<td>Lyngbye's Sedge</td>
<td>Carex Lyngbyei</td>
<td>Uncommon</td>
</tr>
<tr>
<td>American Water-plantain</td>
<td>Alisma Plantago-aquatica</td>
<td>Uncommon</td>
</tr>
<tr>
<td>Spike-rush</td>
<td>Eleocharis Sp</td>
<td>Common</td>
</tr>
<tr>
<td>Hooker's Willow</td>
<td>Salix Hookeria</td>
<td>Uncommon</td>
</tr>
<tr>
<td>Arrow-grass</td>
<td>Triglochin Striata</td>
<td>Rare</td>
</tr>
<tr>
<td>Reed Canary Grass</td>
<td>Phalaris Arundinacea</td>
<td>Uncommon</td>
</tr>
<tr>
<td>Speedwell</td>
<td>Veronica Sp</td>
<td>Uncommon</td>
</tr>
<tr>
<td>Water Buttercup</td>
<td>Ranunculus Flammula</td>
<td>Uncommon</td>
</tr>
<tr>
<td>Water Starwort</td>
<td>Callitriche Sp</td>
<td>Uncommon</td>
</tr>
<tr>
<td>Burreed</td>
<td>Sparganium Sp</td>
<td>Rare</td>
</tr>
<tr>
<td>Knotweed</td>
<td>Polygonum Hydropiperoides</td>
<td>Uncommon</td>
</tr>
<tr>
<td>Rushes</td>
<td>Jancus Spp</td>
<td>Uncommon</td>
</tr>
<tr>
<td>Creeping Buttercup</td>
<td>Ranunculus Occidentalis</td>
<td>Rare</td>
</tr>
<tr>
<td>Gumweed</td>
<td>Grindelia Sp</td>
<td>Rare</td>
</tr>
</tbody>
</table>

* Refers to abundance within the survey area

(List Compiled Courtesy of BLM 7/98)
June 4, 1998

Bracelin-Yeager Properties, LLC
3055 Ocean Blvd
Coos Bay, OR 97420

Re: Pony Creek Greenway Project

Dear Property Owner,

The North Bend School District, City of North Bend and other local partners have joined together to work on a development plan for the Pony Creek area between Virginia Avenue and Newmark Avenue. The partnership has received a grant from the National Parks Service for technical assistance in facilitating a public input process and writing a strategic plan for the development.

The initial ideas for the area are: a bicycle & pedestrian pathway along the creek and through the marsh and a wetland education center, near the east side of the North Bend Junior High, for student education. A third component may be an educational interpretive center near Newmark. All components would be accessible to the public.

It is our intention to involve the community and particularly the adjacent property owners in the planning process, so concerns and ideas can be addressed at the beginning of the process. Another step in the process will be the gathering of some preliminary information on wildlife, vegetation and water quality in the area. Project participants will be conducting these surveys this Summer and Fall.

The planning and advisory committee members would like to meet with you to discuss this project and get your input. We will be having a public meeting sometime in August to discuss the project.

Please contact me at your convenience if you have questions or suggestions for the project. I can be reached at 756-3667 or P.O. Box B, North Bend, Oregon 97459.

Sincerely,

Kelli Watson
Pony Creek Greenway Project
Pony Creek Greenway Project
Public Meeting and Workshop
September 28, 1998

SUMMARY OF COMMENTS

Vision/Management Issues

1. Chuck Erwin - Concern about litter and vandalism to area if opened to public.
2. Vision Statement is very good (oral comment)
3. Concern expressed about how maintenance and upkeep will occur after trail is built. Where will money come from and who will be responsible?
4. Safety for users of trail from criminal activity.
5. If young people could be made to feel they had a stake in this project (a feeling of ownership) it might go a long ways toward the issues of trash/litter control, keeping vandalism down and keeping things clean.

Trail Design

1. Development plans for 2 block area west of pump station. Plans to build condos and needs all the land base available and doesn’t want the trail to be in people’s backyard. Would prefer trail be closer to the creek in this area. He owns the wetland portion too. He would be willing to possibly donate this land for the project and wants to work closely with the committee on this issue. Favors overall concept. (Scott Lewis, owner).
2. Concerned about access off of trail onto his property. Lives near Clark Street. Favors project concept. (Unknown owner).
3. Concerned about access from trail onto his property. Favors concept plan. (Pastor at Gold Coast Academy).
4. Concerned about access to his property from the trail. Lives on east side of Pony Creek area. (Bill Poppe).
5. Do you agree with preliminary thinking about trail location? Yes (2 people)
6. Do you agree with Advisory Committee vision for a trail that accommodates both recreation and non-motorized use? Yes (2 people)
7. Do you favor construction of wildlife viewing platforms off the main pathway? Yes (2 people).
8. Would like landscaping used to block views of residences to discourage crime
9. Prefers wood fencing

Education

1. Do you support the Advisory Committee vision for the greenway to function as an outdoor classroom for people to learn about the natural world? Yes (2 people)
2. Send brochures to neighboring schools to invite them to visit our community.
3. Interpretive Signs - include photos of what to look for.
4. Curriculum Guide - Yes, yes, yes. Send to schools at beginning of year so teachers can plan ahead.
5. Display student reports periodically at interpretive centers to provide an added incentive for thorough investigation and reporting. Maybe they could be placed in a (glass) case to protect from weather along the trail.

Education science center

1. Concerned about Fish Culture Facility being located right next to her property. Lives at end of ‘D’ Street. (Mrs. Nevin, owner).
2. Concern expressed about the school district’s desire to build a fish culture facility. The concern is that hatchery operations have not proved to be the answer for saving wild salmon runs, so what is the lesson we want our students to learn?
3. Concern expressed about the potential conflict between the Water Board’s need to increase reservoir capacity which could reduce the volume of flow into Pony Creek and have an adverse impact on the proposed Fish Culture Facility.
4. Provide public viewing opportunities.
5. Provide guided tours for school’s field trips.
6. Would you be interested in learning about the Fish Culture Facility when passing by while out enjoying the trail? Yes (2 people).
7. Publicity in local papers.
Permitting Process

1. I agree with the proposal to reconstruct wetlands within the Pony Creek corridor as mitigation for developing new ballfields in another location.
2. I agree this is an appropriate site for wetland mitigation.
3. Should efforts be made to include students in both the reconstruction and long-term monitoring of the mitigation site as an educational opportunity? Yes (2 people).
4. I believe students should also have the opportunity to learn about the planning efforts required for a project like this to go through.

Pony Creek Greenway Project
Public Meeting
September 30, 1999

SUMMARY OF COMMENTS

1. Hours of Operation? Suggest dawn to dusk (because of user safety and impacts to wildlife from night lighting reasons)
2. Consider using footlights in some areas for night use (less impact on wildlife and users can still see the moon and stars)
3. Lighting is not compatible with ‘natural value’ goals.
4. Like the idea of restoring the soccer field to wetlands.
5. Four otters live in the wetland area by the ballfields, right by the bend.
6. Think about putting boardwalk in areas where you plan to do restoration.
7. Will there be a pet policy? Suggest pets okay on leash.
8. Plan for accessibility - make it accessible to all.
9. Any talk about dredging?
10. Any talk about taking out the tidegate?
11. Coho and Chinook runs are occurring in Pony Creek.
12. Water Board has been charged with responsibility of restoration of Pony Creek and water quality.
13. Take steps to screen trail from adjacent property owners. Work with adjacent property owners one-on-one during the design process.
14. Think about potential issue of people parking on side streets and/or dead-ends and creating problems for residents.
15. Consider old ‘Kentucky Fried Chicken’ building for use as education science center
16. Why isn’t the vision statement broader in scope (i.e., include Coos Bay and beyond)?