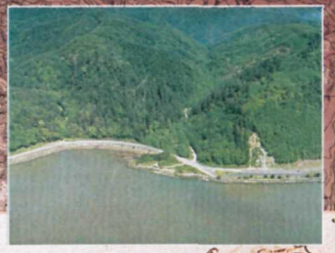
National Park Service
U.S. Department of the Interior

Lower Columbia River Lewis and Clark Sites

Draft Boundary Study and Environmental Assessment









A Study of Sites for Potential Addition to Fort Clatsop National Memorial

Washington State Parks and Recreation Commisssion
Washington State Historical Society
Washington State Department of Transportation
Washington State Department of General Administration

Draft
June 2003

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Funded by the State of Washington and
the National Park Service through its
Park Planning Program

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Cover: Clark's survey map of the Columbia River estuary. *Image courtesy of the Missouri Historical Society.*

Executive Summary





"The object of your mission is to explore the Missouri river & such principal stream of it, as, by it's course and communication with the waters of the Pacific ocean... may offer the most direct & practicable water communication across this continent for the purposes of commerce."

- Thomas Jefferson, in his instructions to Meriwether Lewis




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Thomas Jefferson

In November 1805, the Corps of Discovery arrived at the Pacific Ocean and accomplished the mission President Jefferson set for them. Two years had passed since receiving their charge from the President; to find the passage over water from the Missouri to the Pacific. During that time, the Corps explored some of North America's most rugged and spectacular country.

Now, two centuries later, the ongoing bicentennial commemoration of the Corps of Discovery's exploration of this nation has sparked the public's interest in learning more about the history of the Lewis and Clark Expedition. The three sites presented in this study provide a unique opportunity to highlight the historic culmination of the Corps of Discovery's expedition across the continent to the Pacific Ocean.

This boundary study serves two primary purposes. First, the study provides the United States Congress with an assessment of the national significance of three prominent Lewis and Clark sites on the lower Columbia River and whether these sites are suitable and feasible additions to Fort Clatsop National Memorial. Second, the study presents four management alternatives for consideration by Congress that would protect the resources and provide public access to these sites.

One of the National Park Service's responsibilities is to identify nationally significant natural, cultural, and recreational resources and aid in their protection inside and outside of the National Park System. With this charge, the National Park Service recognizes that inclusion of these three study sites as part of Fort Clatsop National Memorial is only one of many management options for preserving the nation's outstanding resources. In keeping with this mission, only two (Alternatives C and D) of the four management alternatives would, if acted upon by Congress, add some or all of the sites to Fort Clatsop National Memorial.

Boundary Adjustment Criteria

This study examines these three sites under the *Criteria for Boundary Adjustments* in compliance with Public Law 101-628. These criteria are the basis for evaluating the worthiness of expanding the boundaries of an existing National Park unit.

The sites were evaluated for their national significance, suitability, and feasibility for inclusion into the boundary of Fort Clatsop National Memorial.

The three sites assessed in this study are Megler Safety Rest Area, Station Camp, and Fort Canby State Park. All three sites are located near the mouth of the Columbia River in the southwest corner of Washington State. The Corps of Discovery, led by Captains Meriwether Lewis and William Clark, camped at these three sites during the final days of the their epic journey to reach the Pacific Ocean.

All three of the sites presented in this study possess nationally significant resources relating to the Lewis and Clark story, and the analysis determined that these three sites are suitable and feasible to include within Fort Clatsop National Memorial.

Management Alternatives

Four management alternatives are presented in this study for consideration by Congress. The process of evaluating management alternatives includes the definition of resource protection, visitor experience, site management, and feasibility of each alternative. In addition, the study includes analysis related to the environmental consequences associated with the four management alternatives and denotes the environmentally preferred alternative, Alternative D.

The areas of analysis include cultural resources, natural resources, socioeconomic environment, transportation, and visitor experience.

The management alternatives are, in brief:

Alternative A
No Action
Current site management continues

Alternative B
Lewis and Clark Washington State Park Sites
A Washington State Park focused management alternative

Alternative C
Expansion of National Memorial and Washington State Park Sites
A collaboration of Washington State and federal management

Alternative D
Lewis and Clark National and State Historical Park
A comprehensive and collaborative approach to all Lewis and Clark historic sites in the area, including the states of Washington and Oregon

Of the four alternatives, the most effective and efficient management alternative will be identified in the final document after the public comment period.



Meriwether Lewis
By Charles Willson Peale, from life, 1807



Independence National Historical Park

William Clark
By Charles Willson Peale, from life, 1807-1808

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Introduction





Vision Statement

Significant sites exist all along the Lewis and Clark National Historic Trail, but the extraordinary history related to the Lewis and Clark Expedition's dramatic and conclusive arrival at the Pacific Ocean can only be truly understood at three sites on the lower Columbia River that are the subject of this study. By successfully reaching the Pacific Ocean, the Corps of Discovery accomplished President Thomas Jefferson's directive and helped the United States of America claim land west of the newly acquired Louisiana Purchase. These sites on the lower Columbia are Megler Safety Rest Area (Clark's Dismal Nitch), Station Camp, and Cape Disappointment at Fort Canby State Park. These sites are strongly associated with the Lewis and Clark Expedition's Corps of Discovery, and as such should be protected over the long term to commemorate this important history. These sites should be places where visitors can learn about the last days of the Corps of Discovery's epic journey westward, the relationships between the Corps and the American Indian tribes of the lower Columbia region, and other historic events that took place at each of these locales. Although man and nature have altered the lower Columbia since Lewis and Clark visited the area in 1805, the distinctive landforms that the explorers described and mapped are still easily discernible to modern-day students and travelers. Preservation of these sites will ensure that future generations can continue to experience the landscape and vistas at the confluence of the Columbia River and Pacific Ocean as was encountered by the Corps of Discovery in 1805.



North Head Lighthouse



St. Mary's Church at Station Camp



Megler Safety Rest Area



Wood statue of Lewis and Clark at Station Camp

Study Background

This boundary study has been prepared by the National Park Service (NPS) in response to a directive by Congress. The NPS prepared this study in conjunction with a team made up of five state agencies representing Washington and Oregon, along with representatives from local communities in Pacific County, Washington. The need to study these sites has been identified as a result of a new generation of Lewis and Clark scholarship and the broad national interest in the upcoming bicentennial commemoration.

Tourists from all over the country and the world will be visiting sites along the Lewis and Clark National Historic Trail during the bicentennial to learn about and honor the achievements of this remarkable group of explorers. The commemoration of the Corps of Discovery's journey westward spans a four year period (2003-2006). The National Bicentennial Council (NBC) has designated signature events in many state and tribal homelands through which the trail runs and will commemorate a specific, noteworthy event in each area. These events commenced with a kickoff on January 18, 2003 in Charlottesville, Virginia, and will end in St. Louis, Missouri on September 23, 2006. The signature event for the west coast, "Destination The Pacific," will take place over the Thanksgiving holiday in 2005. Pacific County, Washington and Clatsop County, Oregon are already planning for this event, which include the NPS Corps of Discovery II Traveling Exhibit. Much of the planning for "Destination The Pacific" centers around the Corps of Discovery's experience on the lower Columbia at several sites, including Megler Safety Rest Area, Station Camp, Fort Canby State Park, Fort Clatsop, Fort Stevens State Park, and Ecola State Park.

For the past four years, the state of Washington has been actively involved in preparing for the bicentennial and

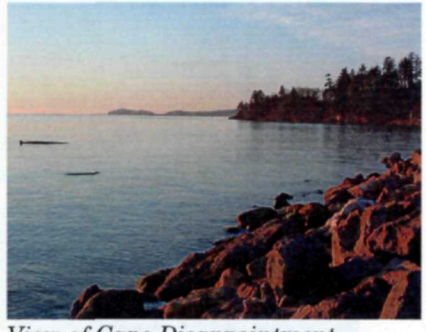
the potential increase in visitation. An Agency Assistance Team (AAT) was formed and is made up of representatives from the Washington State Historical Society (WSHS), Washington State Parks and Recreation Commission (WSPRC), Washington State Department of Transportation (WSDOT), Washington State Tourism Office, Washington State Arts Commission, and the Washington National Guard. Working with local communities and tribes, the AAT has identified priority projects and is currently in the process of designing and installing interpretive panels and information kiosks all along the trail in the state of Washington.

Realizing the significance of Station Camp in the story of the Lewis and Clark Expedition, the WSHS advocated for the development of a park to commemorate this important place in American history. WSHS is working with the National Park Service (NPS), WSDOT, WSPRC, and other state agencies to develop this park as a key component in Washington's effort to fully interpret the Lewis and Clark story. Native American tribes from along the trail are also working closely with the agencies to provide the tribal perspective of the story.

Through the preparation of this study, it became evident that a regional approach to agency coordination, interpretation, and transportation was an important factor in strengthening the overall visitor experience.

As the planning team began to evaluate the lower Columbia Lewis and Clark sites, it became apparent that at least one of the alternatives considered for inclusion in the study analysis should address the Oregon Lewis and Clark sites not already included in Fort Clatsop National Memorial. For that reason, Oregon State Parks was approached and Management Alternative D reflects their input.

This study presents an evaluation of the national significance, suitability, and feasibility of expanding Fort Clatsop National Memorial to include Megler Safety Rest Area (Clark's Dismal Nitch), Station Camp, and Fort Canby State Park (Cape Disappointment). It also presents outlines for and analysis of a variety of management alternatives for protecting and interpreting the history of these sites. Finally, an evaluation of the alternatives is included, with regard to environmental consequences to cultural and natural resources, socioeconomics, transportation, and visitor experience.



View of Cape Disappointment from Station Camp



Overlooking Beard's Hollow in Fort Canby State Park

Purpose and Need

The National Park Service, under direction from Congress, studies natural, historical, and recreational areas to determine their national significance and worthiness for inclusion in the National Park System.

This study was prepared in accordance with Public Law 107-221 (See Appendix A) within which Congress directed the study. Congress forwarded the legislation to the White House and it was signed into law by President George W. Bush in August 2002. In it, the National Park Service was charged with studying three Lewis and Clark sites on the lower Columbia River.

The sites being studied for potential inclusion in the boundary of Fort Clatsop National Memorial are: Megler Safety Rest Area (Clark's Dismal Nitch), Station Camp, and Fort Canby State Park (Cape Disappointment).

The purpose of this study is to provide information to Congress regarding the significance of these three sites in American history as well as to analyze the suitability and feasibility of designating the sites for potential inclusion in Fort Clatsop National Memorial.

The study provides two measures of analysis. First, since the three sites are being considered for addition to Fort Clatsop National Memorial, NPS boundary adjustment criteria was applied.

The analysis of boundary adjustment criteria was prepared in accordance with NPS *Management Policies* which are in conformance with the applicable provisions of the Arizona Desert Wilderness Act (Public Law 101-628).

The boundary analysis conducted in the study utilized the following criteria:

- Significant resources or opportunities for public enjoyment related to the purpose of Fort Clatsop National Memorial
- Operational and management issues related to access and boundary identification by topographic or other natural features

- Protection of national memorial resources and fulfillment of purpose of Fort Clatsop National Memorial
- Feasibility to administer the lands added through boundary adjustment
- Protection alternatives considered
- Proposed additions to the Fort Clatsop National Memorial boundary and other adjustments

Second, as directed by Congress, an analysis was conducted of the national significance, suitability, and feasibility of the inclusion of these sites within Fort Clatsop National Memorial. Also included is an examination of management alternatives for the future protection and public use of these sites. This analysis was prepared in accordance with Public Law 105-391 (See Appendix B). This law, which amended (Public Law 91-383, Section 8), prescribes the criteria and process necessary to evaluate sites and resources for their potential inclusion in the National Park System. In this case, their potential addition to Fort Clatsop National Memorial.

Following completion of public review of the draft study the report will be finalized and forwarded to the Department of Interior for submittal to Congress in accordance with Public Law 107-221.

Finally, in order to properly evaluate the potential effects of implementing any one of the four management alternatives presented in the study, an environmental assessment (EA) was prepared as a combined document. The EA was prepared in compliance with the National Environmental Policy Act (NEPA) and implements the regulations of the Council of Environmental Quality. Applicable departmental and bureau policies and guidelines were also addressed in preparation of the EA.

Regarding the environmental consequences of the highway re-route and park development proposed at the Station Camp site by the state of Washington, a separate environmental assessment has been prepared and should be referenced to ascertain the affects of this specific development proposal. This soon to be released environmental assessment is entitled, *U.S. Highway 101 Realignment at Station Camp Park* (See page 91).

Lewis and Clark on the Lower Columbia River

The Lewis and Clark Expedition was one of the greatest explorations in American history. President Thomas Jefferson commissioned the Expedition to study and map a passage west through the recently purchased Louisiana Territory.

President Jefferson instructed his Corps of Volunteers for Northwestern Discovery, as they were officially named, to look for any navigable passage to the Pacific Ocean.

On October 10, 1805, after 17 arduous months, the Expedition entered what is now Washington State. As they traveled swiftly down the Snake and Columbia rivers, the party began to notice signs that they were nearing the Pacific Ocean.

Megler Safety Rest Area (Clark's Dismal Nitch)

It is evident from the journals that the close proximity of the ocean aroused much joy and excitement within the Corps. On November 7, 1805, Clark wrote, *"Great joy in camp we are in View of the Ocian, this great Pacific Octean which we been So long anxious to See. And the roreing or noise made by the waves brakeing on the rockey Shores (as I Suppose) may be heard distictly."*

From this emotional high, the Corps of Discovery quickly dropped to an emotional and physical low as a storm brought fierce winds, high waves, and torrential rains. The Corps, comprised of strong, determined people, had journeyed thousands of miles in heat, cold, wind, and rain. This Pacific storm severely hampered their forward movement and they became trapped for six days.

Clark's Dismal Nitch is located near present-day Megler Safety Rest Area. It was here the Corps was pinned against the shoreline, taking shelter from the wind and rain while trying to protect themselves from the tremendous waves *"brakeing with great fury against the rocks and trees on which we were encamped. Our Situation is dangerous."* This is the only time during the entire expedition that William Clark used the word *"dangerous"* to describe the party's situation. In an extended comment, Clark notes that a *"feeling person"* would be distressed to see the circumstances of the party.

Their canoes were in danger of being crushed by driftwood colliding against the shoreline. To compound matters, they were soaked to the bone, and their clothes were rotting off their backs. Many were seasick from the rolling of their canoes on the river swells.

Station Camp

After being marooned for six long days and enduring the harshness of the elements, the wind and river calmed enough to allow passage around *"Point Distress"* (Point Ellice). Once around the point, *"a butifull Sand beech"* revealed itself to the party at what they called Station Camp. Here, the Corps of Discovery had their first comprehensive view of waves of the Pacific Ocean. After traveling thousands of miles up the Missouri River, over the Rocky Mountains, and down the Snake and Columbia rivers, the Corps had finally accomplished Thomas Jefferson's goal of finding a route to the Pacific Ocean. The Corps spent over ten days at this

site, an extraordinarily long period of time in comparison to other campsites along their journey. It was here that the members of the party took pride and pleasure in stating through their journal entries that they had accomplished their mission and reached the *"end of our voyage."* The location of this campsite was considered so important that William Clark specifically surveyed and mapped its location. It is one of the few sites of the entire voyage to be surveyed in such detail.

At Station Camp, the party met with various tribes from the region, and learned of the activities of trading ships that had regularly been coming to the mouth of the Columbia. Also, on November 24, 1805, in an act of leadership symbolic of the American spirit, the captains asked each member of the group (including Sacagawea, a Native American woman, and York, an African American slave) to state his or her preference for the location of winter camp.

Fort Canby State Park (Cape Disappointment)

While at Station Camp, Clark took 11 men on an excursion to the ocean on November 18, 1805. They proceeded to Cape Disappointment, crossed the cape to the west, camped for one night near McKenzie Head, and then headed due north across the rugged headlands to the beach. Early on November 19, the party reached the Long Beach Peninsula's expansive sandy shore. The men proceeded north up the beach, approximately four miles. Clark wrote, *"I proceeded up the course...& marked my name & the Day of the Month on a pine tree..."* This was the furthest point of exploration by the Corps. The party then returned to Station Camp.

The events at Clark's Dismal Nitch, Station Camp, and Cape Disappointment exemplify a great American story. From physical misery and treacherous waters to the beautiful sandy beach and exploration up the coastline, both the struggle and bond between man and nature were captured. Not until one understands the dire situation at Clark's Dismal Nitch can one appreciate the Corps' joy in seeing a full view of the ocean. The full story of the final push to the Pacific Ocean can only be fully appreciated with an understanding of the events of each of these three sites.

"I proceeded up the course...& marked my name & the Day of the Month on a pine tree..."

— William Clark, November 19, 1805



The sun breaking through the clouds at Megler Safety Rest Area

"It would be distressing to a feeling person to See our Situation at this time all wet and cold with our bedding &c. also wet, in a Cove Scercely large nough to Contain us."

- William Clark, November 12, 1805

Site Descriptions: Existing Conditions

The boundary study for the lower Columbia River Lewis and Clark sites includes three areas: Megler Safety Rest Area, Station Camp and Fort Canby State Park. All three sites are located near the mouth of the Columbia River in the southwest corner of Washington State in Pacific County.

Megler Safety Rest Area (Clark's Dismal Nitch)

Megler Safety Rest Area is located on State Route 401, one mile east of the Astoria-Megler Bridge. The rest area is owned by WSDOT. Presently, the site offers restrooms, a visitor information booth (open seasonally), and parking. Picnic tables are situated on a grassy area overlooking the Columbia River. Although currently there are no interpretive panels at the rest area, the AAT proposes to install interpretative displays related to the Corps of Discovery's time in the area. This will consist of two single interpretive panels and a kiosk.

Station Camp

Three miles west of Megler Safety Rest Area on U.S. Highway 101 is the site of Station Camp. The existing highway is immediately adjacent to the shoreline of the Columbia River and runs through the Station Camp site. The Washington State Parks and Recreation Commission owns one acre of land northeast of the highway, named Station Camp State Park, which includes a 15 to 20 foot tall wooden carving of Lewis and Clark, a picnic table, and a single interpretive panel explaining the significance of the site. The remaining land surrounding this wayside park is privately owned.

Most of the surrounding private property is owned by descendants of the McGowan family, the first European-Americans to settle on this property more than 150 years ago. The other significant private ownership at the Station Camp site is St. Mary's Church, which was established in 1904 by the Roman Catholic Church.

Fort Canby State Park (Cape Disappointment)

Fort Canby State Park is located west of Ilwaco on U.S. Highway 100. The park encompasses much of the southern portion of Cape Disappointment. Fort Canby State Park, managed by the WSPRC, is an 1,883-acre park on the Long Beach Peninsula, fronted by the Pacific Ocean.

The park consists of 27 miles of ocean beach, two lighthouses, an interpretive center devoted primarily to the history of the Lewis and Clark Expedition, and hiking trails. Beachcombing, camping, and natural and cultural history are just a few of the features that draw visitors to this state park. Nearby coastal towns include Ilwaco, Seaview, and Long Beach.

The Lewis and Clark Interpretive Center, undergoing renovation at the writing of this document, will house enhanced interpretive material on the Corps of Discovery focusing on the 18 days the Corps spent in Pacific County. Other interpretive material at the center addresses Captain Robert Gray's trip up the Columbia River, the Cape Disappointment Lighthouse, and the function of the fort as a coastal defense site. Figure 1.1, below, illustrates the study site locations.

Figure 1.1 Location map of study sites



Affected Environment





The natural setting of the lower Columbia River, with its rocky cliffs, towering evergreens, stretches of sandy beach, and outstanding water views, brings the story of Lewis and Clark's final approach to the Pacific Ocean to life. Where the river flows into the sea, visitors can come to explore the final chapter of the epic voyage and imagine the drama of finally reaching the Pacific. Highlighting this final chapter of the voyage are the sites of Megler Safety Rest Area (Clark's Dismal Nitch), Station Camp, and Fort Canby State Park (Cape Disappointment). Each site's unique landscape and history contributes to the greater story of Lewis and Clark's *"end of our voyage."*

In Pacific County and across the Nation, preparations are underway for the bicentennial commemoration of the Lewis and Clark Expedition. Part of this work in Pacific and Clatsop counties involves accommodating the expected influx of tourists and traffic to the area. Strategies for providing access to the area's attractions without overwhelming their resources include dispersal of visitors to various historic sites, shared parking facilities, and a bus shuttle system. Coordinated efforts for welcoming and directing visitors to the area's local destinations, special events, activities, and retail services are being developed. Envisioning the visitor experience at the study sites during the bicentennial commemoration has been the impetus for assessing resources and making suggestions for improvements.

This section discusses the cultural and natural resources of each study site as well as the regional setting. It includes a description of existing conditions and provides the basis from which the potential effects on resources and the environment can be measured if any one of the alternatives presented in the study is implemented.



Courtesy of the American Philosophical Society

Clark's journal map of the northern shore of the lower Columbia River

"this dismal nitich, where we have been confined for 6 days passed, without the possibility of proceeding on, returning to a better Situation, or get out to hunt, Scerce of Provisions, and torents of rain poreing on us all the time..."

– William Clark, November 15, 1805

Cultural Resources

Significant elements of the affected environment are the cultural resources described through the historic sites, archaeological resources, the cultural landscape, changes in the landscape, and historic land features.

Historic Sites

Each of the three study sites have a significant history associated with the Lewis and Clark Expedition.

Megler Safety Rest Area (Clark's Dismal Nitch)

As the Corps of Discovery neared the mouth of the Columbia, they felt immense joy at the possibility of reaching their final destination, the Pacific Ocean. However, the stretch to the ocean proved to be extremely difficult. For several days the Corps was pinned against the shoreline in the vicinity of today's Megler Safety Rest Area, trying to shelter themselves from strong wind, waves, and rain. The Corps camped in a low bottom at the mouth of a stream as described by William Clark, *"we took the adventage of a low tide and moved our camp around a point to a small wet bottom at the mouth of a Brook."* They were soaked to the bone, their clothes were rotting off their backs, many were seasick from the rolling of their canoes on the river swells. On November 15, before setting out around Point Ellice, Clark referred to this camp as the Dismal Nitch, where the party had been confined, unable to proceed in the face of significant danger from the elements.

Station Camp

On November 15, 1805, the Corps of Discovery finally made it around Point Ellice (or Blustering Point or Point Distress as they called it) and established a terminus camp on a *"butifull Sand beech"* east of the present town of Chinook, Washington. With the full view of the ocean in sight, Sergeant Patrick Gass of the Corps of Discovery recorded in his journal, *"we are now at the end of our voyage."* The Corps stayed at Station Camp, until November 25. Operating out of this base camp,

Lewis and Clark separately led local reconnaissance trips, and met and traded with local tribes from the area. From this site, Clark surveyed their location and recorded his observations and calculations in his journal.

Having completed their mission, it was time for the Corps of Discovery to make a decision about the location of winter camp. The vote for selection of a winter camp took place on November 24, 1805. The Corps considered two basic choices: either build a winter camp upstream near the Columbia-Sandy River, *"Quicksand River,"* confluence, or remain near the ocean.

This vote was significant because the captains polled every member of the party as to where they should make winter camp. In an exemplary show of leadership, Lewis and Clark asked the opinion of all the men; sergeants, privates, boatmen, hunters, including, Clark's African American slave, York, and Sacagawea, the Shoshoni Indian woman with them on their journey to the ocean.

The name Station Camp is a reference to the survey stations and traverse William Clark surveyed to accurately locate this campsite for his journal. From the campsite's sandy beach, Clark shot his traverse to five prominent landforms. This is one of only four places along the journey where Clark used chains to more accurately calculate distances rather than his typical method of pacing. From his observations and calculations, Clark created a map of the Station Camp vicinity. Modern surveyors have located Clark's station point within a few feet.

Fort Canby State Park (Cape Disappointment)

En route to Cape Disappointment, Lewis (on November 15, 1805) and Clark (on November 18, 1805) each explored an anchorage site in hopes of finding European-American trading ships. The isthmus crossing area, a low area between Baker Bay on the Columbia River and the Pacific Ocean shore, is believed to be the location where members of the Lewis and Clark Expedition crossed Cape Disappointment on November 18, 1805. Waikiki Beach is believed to be the location of the Lewis and Clark Expedition's first encounter with the waters of the Pacific Ocean.

On the evening of November 18, 1805, Captain William Clark and 11 members of the Corps of Discovery camped on the beach of Cape Disappointment, near present-day McKenzie Head, as they traveled through the area.

After breaking camp on the morning of November 19, 1805, members of Clark's party crossed the rugged terrain of the headlands near North Head on the way to the Long Beach Peninsula.

From the North Head area, Clark's party probably traveled through a hollow (now known as Beard's Hollow) after descending the headlands of Cape Disappointment to the long, sandy beach which extends several miles to the north.

Early on November 19, 1805, Clark's party reached the Long Beach Peninsula's sandy shore. The men proceeded north up the beach approximately four miles, exploring the area before returning to Station Camp.

Archaeological Resources

Before European-Americans arrived, the coastal areas extending from Tillamook Head near Seaside, Oregon, up to Willapa Bay, Washington, were densely inhabited by native people. Archaeological research and excavation of the area began in the late 1940s.

Cultural Resources



Courtesy of the Oklahoma University Press

Typical Native American village scene on the lower Columbia River

Megler Safety Rest Area (Clark's Dismal Nitch)

Several Chinook summer villages existed along the Columbia River from Cape Disappointment to Grays Bay. European-American explorers and fur traders referred to these villages by name. Two of the villages were in close proximity to today's Megler Safety Rest Area. Qaiiltsiuk was approximately one and one half miles below Megler (upstream from Point Ellice) and Kekaiugilhan was approximately two miles below Megler (downstream from Point Ellice, near the Station Camp site).

Station Camp

At the time of contact with the Lewis and Clark Expedition, people who became known as the Chinook inhabited the lower Columbia area. The Chinook, who relocated bi-seasonally, had permanent winter villages along the protected shores of Willapa Bay and summer villages and field camps along the Columbia River. When the Corps of Discovery reached Station Camp, they encountered a deserted Chinook village of 36 houses and noted that the Chinook had already vacated the village and moved to winter houses along protected rivers and bays to the north.

Years later, in the mid-1800s, American settlements began along the lower Columbia River. Taking advantage of the abundant and predictable salmon runs along the north shore between Point Ellice and Baker Bay, Peter McGowan developed a salmon cannery and town near the Old Chinook Village and Station Camp site.

In 1904, St. Mary's Catholic Church was constructed within the McGowan town site. Still in existence today, the Church is a major landmark along Highway 101 in Pacific County and is open for summer services.

In November 2002, a draft report, "Management Summary: Archaeological Survey and Test Excavations at Lewis and Clark's Station Camp," was prepared by the NPS. The research included analysis of historic maps and other documents, interviews with local residents, visual observations, and excavation and analysis of 50 shovel probes within the Station Camp project area. The excavation yielded very little material culture which could be associated with Native American use of the project area. An explanation for the lack of Native American artifacts may be due to the loss of land caused by

shoreline changes introduced with the construction of the jetties on the Columbia River.

Fort Canby State Park (Cape Disappointment)

Archaeologists' and ethnographers' research indicates that there were abandoned Chinook summer villages in the Fort Canby area during the time of Lewis and Clark's Expedition. Excellent fishing during low tides made Cape Disappointment a favorable location for the Chinook villages of Walumlum and Noxsxa'itmuts.

In 2002, archaeological field investigations were conducted in the Fort Canby area. A summary was prepared of archaeological findings and recommendations. Within the study area, two prehistoric and four historic period sites were found. Field investigations did not find any artifacts relating to Lewis and Clark's Expedition. During the excavation of a narrow ravine north of Beard's Hollow, researchers found shell and fire-cracked rock. Additional prehistoric artifacts were found in Fort Canby's former military parade ground just southeast of the existing park contact station. These recently recovered prehistoric artifacts are thought to be associated with a Native American site previously identified along the shores of Baker Bay.

Within Fort Canby, four historic period sites were documented. To the south of the park contact station, field investigators identified historic period artifacts and a row of three spruce trees that were probably planted in the 1870s. Also found near this area were historic artifacts associated with WWII-era concrete foundations. A 20th century shipwreck was documented at the southern base of North Head.

In addition, investigators found a historic period trash dump and concrete foundations at the top of North Head. Historic period artifacts were found near the park contact station and North Head. The study recommends preserving the archaeological sites from any proposed ground-disturbing activities. There is also an opportunity to illustrate the diverse history of the park to visitors by exhibiting and interpreting archaeological sites and artifacts as appropriate.



Overcast skies on the lower Columbia

The Cultural Landscape

In May of 1792, Captain Robert Gray anchored his brig off Chinook Point, sailed about 20 miles upstream to conduct a more extensive exploration of the lower Columbia than was conducted by Lt. William Broughton for the British in October of 1792, and named it the Columbia River. Based on those previous explorations, and others, when Lewis and Clark reached the Columbia River in 1805, they were effectively back on the map of known territory for the first time since they had left the Mandan Villages in present-day North Dakota the previous April.

At the time, the Columbia River was immensely powerful, unbridled by dams and facing the Pacific Ocean without the effects of jetties. Then as now, this area is struck by frequent and treacherous coastal storms between October and April, characterized by steady rain, winds that have been recorded in excess of 160 miles per hour, and ocean swells reaching 40 feet in height traveling several miles up the river. The Lewis and Clark Expedition was totally exposed to the elements when it arrived at the mouth of the Columbia River.

At the Dismal Nitch, Lewis and Clark's party felt the full effect of a long duration coastal storm. They survived a harrowing six-days, pinned to a rocky shoreline of steep cliffs and thick forests and buffeted by crashing waves and driftwood logs. To the back of their narrow campsite was a steep rocky hillside that made it nearly impossible for members of the Corps to go out and hunt for food. Clark stated, *"where I can neither get out to hunt, return to a better situation, or proceed on."*

The rain persisted for days and their food supply was dwindling. When the tide subsided, the Captains noticed a way around the shoreline to a small stream. The Corps buried the canoes with rocks, and carrying only the most essential supplies, made it to the stream and traversed up a narrow holler with giant cedar and spruce trees. From this new campsite, the party was able to fish from the stream and wait out the storm. Finally the weather improved, and the Corps of Discovery arrived at Station Camp, encountering a deserted summer village of the Chinook.

Clark surveyed in great detail the location of Station Camp and the surrounding prominent landforms. These landforms are visible today from the Station Camp site.

Lewis and Clark met with several of the tribes from the area and engaged in trade. The tribes informed the Captains of the site at Cape Disappointment where European ships often anchored and traded with them.

Lewis and Clark led separate excursions to Cape Disappointment in the hope of meeting with trading ships. Unfortunately, neither Captain encountered one. On November 18, 1805, Clark took 11 members of the Corps with him and camped near McKenzie Head. On their trek to Cape Disappointment, Clark's party stopped and carved their names in trees along the route. The next morning, they traveled through Beard's Hollow, descended the headlands and reached the sandy shore of the Long Beach Peninsula.

On November 24, 1805, with the assurance from Clatsop Indians of plentiful fish and game on the south bank of the river, the Corps of Discovery voted to explore the prospects of establishing a winter camp on the other side of the Columbia. With the knowledge that the north side of the river would receive the brunt of the winter coastal storms, they crossed the river to the south shore and made their winter camp of 1805-06 and built Fort Clatsop.

Changes in the Landscape

Over the last 200 years, the landscape has changed as a result of both natural and human factors.

Megler Safety Rest Area (Clark's Dismal Nitch)

Before the Astoria-Megler Bridge opened in 1966, Megler Safety Rest Area was a ferry landing. The ferry service started in the 1930s and operated until the bridge opened. A waterfront restaurant operated during the days of ferry service. Some of its wood pilings still remain in the water.

In 1960, State Route 401 opened and Megler Safety Rest Area was built on a filled portion of the ferry landing site during the years of 1964 and 1965. The early 20th century construction of a railroad and eventually the state highway, along the railroad alignment, has changed the configuration of the Columbia River shoreline at this site. The surrounding forested landscape has been timbered in the past but currently has fairly mature vegetation.

Today, the public can still discern the Dismal Nitch at the confluence of Megler Creek and the Columbia River.

Station Camp

In 1853, Patrick J. McGowan took a donation land claim in the vicinity of Station Camp where he later started a commercial salmon packing business, thereby establishing the town of McGowan. Today, several buildings from the early days of the McGowan settlement remain.

Serving as the major landmark of the area, St. Mary's Church (also known as McGowan Church) sits immediately to the north of U.S. Highway 101 on the Station Camp project site.

Also on the Station Camp site is a 1970 residential duplex, a foundation of a milking shed, and dilapidated remains of a Shell gas station, bait house, McGowan-era "bachelors' quarters," and smokehouse. Other remaining McGowan-era buildings are the 1911 Henry McGowan House and "the office" constructed in 1903, just north of the Station Camp project site. The cannery facility, once located on pilings out on the river, has been entirely removed.

The installation of riprap during the construction of Highway 101 significantly altered the north shore of the Columbia River. As a consequence of



Stormy weather at Megler Safety Rest Area



Photos courtesy of the Washington State Historical Society

Historic photo of Clark's campsite location near McKenzie Head



Historic photo of Cape Disappointment with McKenzie Head in the background

construction along with the formidable changes in river flow created by dams upstream, it is thought that much, if not all, of the old Chinook village and the campsite at Station Camp have washed away and are now covered by the highway or the modern elevated water levels in the Columbia River Estuary.

Although the Station Camp site is still rural in character, the vicinity's native vegetation has been altered through historic land uses. The riprap embankment to the south of Highway 101 has no vegetation. Immediately to the north of the highway are areas of residential landscaping, fields of non-native Scot's Broom, two small areas of shrubs, and forested and emergent wetlands. The hillside to the north has been logged in the past and is now a second-growth forest of deciduous and coniferous trees. Further to the north, the forest consists of old-growth stands of Sitka spruce, Douglas fir, and western hemlock.

Fort Canby State Park (Cape Disappointment)

The most dramatic change in the Cape Disappointment landscape since the Lewis and Clark Expedition has been the accretion of land resulting from the construction of the North Jetty. As a result of this process, the beachfront dunes on which Clark's party had camped have transformed into an emerging alder forest. Interestingly, this process is now reversing. Since the damming of the Columbia River in the 1950s, the river's ability to move and deposit sand has slowed. The localized result has been the erosion of previously accreted land.

Historic Land Features

Megler Safety Rest Area (Clark's Dismal Nitch)

The most apparent preserved feature in this landscape is the unobstructed view of the Columbia River from the Megler Safety Rest Area. Directly to the northwest of the rest area lies undeveloped land believed to be the site of the Dismal Nitch. The forested hillside surrounding the creek and the low bottom where the Corps made its retreat to slightly higher ground remain today.

Station Camp

Visitors who cross the highway and climb atop the riprap shoreline are able to see a full view of the ocean. This expansive ocean view is probably the most essential feature for relating the Lewis and Clark *"end of our voyage"* story. Also, supporting the Station Camp

story are views (although they are interrupted with modern development) to all the points of land and topographic peaks referenced in Clark's survey.

Although the lands have been logged since the Lewis and Clark Expedition, the forested slopes to the north of Station Camp create a similar evergreen backdrop to that seen by the Corps of Discovery.

Fort Canby State Park (Cape Disappointment)
Today, much of the land features, vegetation, and wildlife habitat at Fort Canby are the same as what Lewis and Clark experienced in 1805. Visitors currently experience a similar landscape of steep rocky cliffs tufted with tall coniferous trees, coastal headlands, estuarine wetlands, large protected areas of classic Pacific Northwest old growth forest, coastal dunes, and sandy stretches of shoreline dotted with driftwood. North Head and McKenzie Head continue to be prominent features in the landscape.

Saddle Mountain is still visible from the Chinook Point/boat launch turnaround and Waikiki Beach. This is the sacred place where the Chinook people believe they were created.

Other Similar National Park Resources

Though the journey of Lewis and Clark spanned the western frontier of the United States, there are only two National Park Service administered areas fully dedicated to the interpretation of the Lewis and Clark Expedition, and one other park area with significant interpretative material.

The former are the Lewis and Clark National Historic Trail and Fort Clatsop National Memorial. The other park area with significant Lewis and Clark interpretation is the Jefferson National Expansion Memorial, also know as "The Arch" in St. Louis.

The two other national park areas along or near the route of the Expedition (Knife River Indian Villages and Nez Perce Historical Park) also have interpretation related to the Lewis and Clark story, along with other interpretive themes.

Lewis and Clark National Historic Trail
Illinois, Missouri, Iowa, Nebraska, South Dakota, North Dakota, Montana, Idaho, Oregon, Washington
The Lewis and Clark National Historic Trail starts in Wood River, Illinois and follows the course of the Lewis and Clark Expedition to its end at the mouth of the Columbia River. This is not a walking or bicycling trail, rather it is a collection of sites along an automobile route that relate to the Lewis and Clark story. Visitors may piece together the events of the Lewis and Clark Expedition by stopping at interpretive sites along the trail.

The National Park Service certifies official sites along on the Lewis and Clark National Historic Trail. Certification does not imply ownership by the NPS. Certification is gained through an agreement between the site's operating agency and the NPS to meet certain National Park Service criteria. The most basic of these requires the site to be open to the public and have interpretative material related to the Lewis and Clark Expedition. With certification, the interpretive site gains the use of the Lewis and Clark National Historic Trail symbol, interpretive brochures supplied by the National Park Service, and the National Park Service logo.

All three study areas are among the few campsites along the trail which can be precisely located. Of the three areas, Fort Canby State Park and Station Camp are

both officially certified sites on the Lewis and Clark National Historic Trail.

Fort Clatsop National Memorial
Astoria, Oregon
Fort Clatsop is near the western terminus of the Lewis and Clark Trail near Astoria, Oregon. The park focuses on the Expedition's winter camp of 1805-06. There is some reference to the Columbia River experience, but most of the interpretation is concentrated on events surrounding Fort Clatsop.

Lewis and Clark's experience on the lower Columbia River and the accomplishment of reaching the Pacific Ocean are not fully represented at Fort Clatsop National Memorial. Some reference to this portion of the journey is interpreted at Fort Clatsop. However, the elation and satisfaction of reaching the Pacific Ocean and site-specific history related to the lower Columbia campsites have not yet been fully captured through interpretation by the National Park Service.

Jefferson National Expansion Memorial
St. Louis, Missouri
Also known as "The Arch," the Jefferson National Expansion Memorial in St. Louis commemorates the Louisiana Purchase, Jefferson's vision for America, and the spirit of the western pioneers. The interpretation of the Lewis and Clark Expedition is a significant element in the overall interpretive program at the memorial. A Lewis and Clark exhibit is located in the museum beneath the Arch.

Knife River Indian Villages National Historic Site
Stanton, North Dakota
The Native American people occupied this site for nearly 10,000 years, and it was the trading hub for the Hidatsa and Mandan Tribes. Within the site's 1,759 acres are lands that span both sides of the Knife River just upstream from the confluence with the Missouri River.

Lewis and Clark traveled on the Missouri River and spent the winter of 1804-1805 at Fort Mandan, which is approximately 15 miles from this site. Lewis and Clark interacted with the native people from this village while camped at Fort Mandan. However, the park focus is on the historic culture of the Hidatsa, Mandan, and Arikara tribes, and not the Lewis and Clark Expedition. This site is a certified site on the Lewis and Clark National Historic Trail.

Nez Perce National Historical Park
Oregon, Washington, Idaho, Wyoming, and Montana
With headquarters on the Clearwater River in Idaho, this Historical Park celebrates the heritage of the Nez Perce people. The park contains 38 separate sites and extends a total of 1,500 miles from the Wallowa Mountains of Oregon to parts of Washington, Idaho, Wyoming, and Montana.

The park provides interpretative material about the Corps being sustained by the Nez Perce. The Nez Perce people also provided important knowledge about the river route to the ocean, cared for the Expedition's horses while they journeyed to the ocean, and supported the party in other ways.

Two of the park's 38 other park sites include the Weippe Prairie, where the Corps of Discovery first encountered the Nez Perce people, and Canoe Camp, where the Nez Perce helped the Corps hollow out canoes for their journey to the Pacific Ocean via the Clearwater, Snake, and Columbia rivers.

Natural Resources

The magnificent natural resources on the lower Columbia River provide a beautiful setting to interpret the history of the Lewis and Clark Expedition. The regional setting, geology and geomorphology, biological resources, and air and water resources are described in this section.



Unique geology abounds along the Columbia River

Regional Setting

The region described here is in southwestern Washington at the confluence of the Columbia River and the Pacific Ocean. The lower Columbia region's breathtaking and diverse landscapes include the Pacific Ocean, Columbia River estuary, coastal beaches, dunes, bluffs and headlands, wetlands, freshwater lakes, mixed deciduous forests, and coniferous forests.

Geology and Geomorphology

During the Eocene Era, basalt flows formed the steep cliffs of McKenzie Head and North Head along with the area's characteristic rocky headlands. All three sites are located within the Coast Range Physiographic Province, which runs along the Pacific Coast from the Coquille River in Oregon to southwestern Washington.

The dramatic landscape around the Columbia River was carved during the end of the last ice age by massive floods of water flowing to the Pacific Ocean. Beginning 2.5 million years ago, southwest Canada and parts of the Pacific Northwest were repeatedly glaciated with ice sheets. The most recent glacial event began about 80,000 years ago and ended 10,000 years ago. The Cordilleran ice sheet blocked the mouth of the Clark's Fork River in the Idaho panhandle and formed Glacial Lake Missoula. This lake was 2,000 feet deep and was about 200 miles long. When the ice dam failed, water gushed toward the Pacific Ocean at a rate close to 65 miles per hour. The cycle of the ice sheet damming the river and then the water breaking free repeated dozens of times over 2,500 years. These powerful geologic movements created the Columbia River's incredible escarpments, rapids, and



Ocean waves break at McKenzie Head

"This river is remarkably Clear and Crowded with Salmon in many places."

– William Clark, October 17, 1805

waterfalls that Lewis and Clark encountered on their trip to the Pacific Ocean.

Biological Resources

All three sites exist within the Sitka Spruce (*Picea sitchensis*) Zone, which ranges from northern California to Alaska, and has a thick understory of salal and sword ferns. Of all northwestern vegetation zones, the Sitka Spruce Zone is unique due to its extensive range along the coast, but yet it has a small overall land area in comparison with other Pacific Northwest zones. This zone also has the mildest climate with minimal extremes in temperature fluctuations.

The lower Columbia River is a migratory corridor for shorebirds, waterfowl, birds of prey, and anadromous fish. Commercial and recreational fishing for chinook, sockeye, chum, coho salmon, steelhead, coastal cutthroat trout, bull trout, and sturgeon occurs along the Columbia River. Cape Disappointment is home to the cassin auklet, which nests on cliffs near the ocean. The endangered marbled murrelet and the bald eagle occupy the protected forests of the region. The area provides habitat for mammals such as elk, deer, beaver, and cougar.

Air & Water Resources

Megler Safety Rest Area (Clark's Dismal Nitch)

The original stream near the historic Dismal Nitch campsite still exists but has some fish passage barriers because of an undersized culvert under State Route 401. The stream outlets to the Columbia River, which borders the southwest side of the site.

The restroom facility at the rest area currently has potable water service via a surface water treatment method. As a result, the system is currently insufficient to support year-round use.

Air quality is generally very good at this site due to marine air patterns and limited pollution sources. The primary pollution source is from vehicle exhaust associated with the state highway and rest area.

Station Camp

There is no public restroom facility at the Station Camp wayside. Currently, this results in sanitation issues due to visitors and fishers using the "great outdoors" as a sanitation facility.

The Columbia River in this location is subject to ocean tides and storms.

Fishing for salmon, sturgeon, and trout occurs off the riprap embankment. There are both Class I and II forested and emergent wetlands north of the highway. Two culvert outlets are located on-site for streams which empty into the Columbia River. One of the streams is fish bearing and has some barriers related to fish passage.

Station Camp air quality is generally very good due to marine air patterns and limited pollution sources.

Fort Canby State Park (Cape Disappointment)
Fort Canby's dynamic setting at the mouth of the Columbia River is conditioned by coastal littoral processes, tides, wind, currents, river flow, and precipitation. The park environment is supported by an average of 100 inches of annual rainfall, approximately 42,000 lineal feet of saltwater shoreline, 70 acres of open freshwater habitat and more than 40 acres of saltwater marshes and freshwater wetlands. Fort Canby's air quality is generally very good due to marine air patterns and limited pollution sources. There is no record of violations of state and federal air quality standards for Fort Canby.

Hazardous Materials

Megler Safety Rest Area (Clark's Dismal Nitch)
At the present time there are no known hazardous materials assessment studies completed for Megler Safety Rest Area. Since this area is adjacent to a state highway and the Columbia River, there is only localized air and noise pollution generated from automobiles and boats.

Station Camp
In February 2003, a Phase 1 Environmental Site Assessment was prepared for a proposed expansion of Station Camp State Park. Through field investigations, interviews, and record review, two areas of environmental concern were identified. Based on the age of the existing duplex, there is a possibility of the presence of lead-based paint and asbestos-containing material. An underground gasoline storage tank from an old gas station was identified. The site assessment recommended an evaluation of local soil and water to determine the nature and extent of any contamination.

A Phase 2 Focused Site Assessment was completed for the underground storage tank and recommended decommissioning the tank. The assessment uncovered no contamination of the local soil or water from this underground tank. A Phase 2 Site Assessment is underway to further analyze the potential lead based paint and asbestos at the site.

Fort Canby State Park (Cape Disappointment)
Within Fort Canby State Park, localized air and noise pollution is generated from automobiles and boats. In addition, existing creosote pilings are non-point pollutants in Baker Bay and the Columbia River. The Washington Department of Ecology, Department of Health, and Department of Natural Resources recommend the removal and replacement of all creosote pilings.



Camping in the lower Columbia region



Sunny day at Waikiki Beach

Socioeconomic Conditions

The economy in southwest Washington is being transformed from a heavy dependency on the timber and commercial fishing industries to a stronger emphasis on tourism, due to its natural environment and rich history. The lower Columbia region is becoming an important recreational and tourist destination as well as a tremendous resource to the local economy.

Regional Overview

The three study areas are located in the southwestern portion of Pacific County. The four cities of Raymond, South Bend, Long Beach, and Ilwaco are the only incorporated cities within the county. The cities' surrounding rural areas are primarily residential, forestlands, and shorelands.

The regional population has been steadily growing since the 1970s. In 2001, the U.S. Census Bureau estimated Pacific County had a population of 21,000 and a housing stock of almost 14,000 units. Pacific County's population is approximately 91 percent Caucasian with 9 percent racial minorities. The Chinook Tribe operates its administrative offices from Chinook, Washington.

The median income of Pacific County households is $31,209, which is 68 percent of Washington State's median income of $45,776. Since 1994, the unemployment rate has ranged between 8.4 and 10.8 percent. This is a higher unemployment rate than Washington's average but similar to other Pacific Northwest rural communities with natural-resource-based economies. These Pacific Northwest communities also tend to have a slightly higher percentage of families living below the poverty line than the overall state average. However, in Pacific County, projected growth in jobs in the tourism industry is expected to offset decreases in jobs available in the commercial fishing and forestry industries.

Socioeconomic Conditions

Tourism Overview

The region's tourism industry benefits from its beautiful coastal setting, historic sites, and convenient location between two major cities. Easily accessible for day and weekend trips, the region's attractions are 175 miles southwest of Seattle, Washington and 100 miles west of Portland, Oregon.

Scenic Highway 101 offers magnificent views of the Pacific Ocean, the hills of Astoria, the Astoria-Megler Bridge, Baker Bay, Fort Columbia State Park, the cities of Ilwaco and Long Beach, and sites along the Lewis and Clark Trail. Major tourist destinations along Highway 101 include Fort Clatsop in Astoria, Oregon; Cape Disappointment and the lighthouses at Fort Canby State Park in Ilwaco; and the vacationing communities of the Long Beach Peninsula.

Due largely to a decline in available resources and shifting economic conditions, the region is transitioning its main industry from fishing, logging, and agriculture to tourism. Growth in the tourism industry is focused on the region's numerous cultural, scenic, natural, and recreational attributes. The Bureau of Labor Statistics projects that between the years 2000 and 2010, the total nonagricultural employment in Pacific County will increase by approximately 12 percent. With this shift in the regional market, Pacific County expects to see an increase in jobs in the service industry and a slight decrease in the area's unemployment rate.

Transportation

Currently, no public transportation exists to link these sites together, although, there are ongoing efforts by local communities and regional transportation agencies to provide alternative transportation service during the bicentennial celebration.

Exisiting Visitation and Market Area

Megler Safety Rest Area is easily accessible from State Route 401. Station Camp and Fort Canby State Park are both easily acessible from U.S. Highway 101. Table 2.1, below, represents the current estimated annual visitation to these three sites.

Regional Recreational Opportunities

The region's scenic beauty and diverse coastal habitat draw visitors for camping, clamming, oyster harvesting, bird watching, whale watching, beach combing, hiking, kite flying, kayaking, sport fishing, boating, and other water-based activities.

Table 2.1 Estimated Annual Visitation and Parking Summary

Location	Parking Spaces	Usage at Peak Times	Average Annual Visitation
Megler Safety Rest Area	35 car spaces 5 RV/Bus spaces	<20%	441,624 people (2001)
Station Camp Wayside	8 car spaces	100%	25,000-40,000 people (Estimated)
Fort Canby State Park	290 car spaces	85%	761,017 people (1992-2001)

Compiled from Fort Canby State Park Planning Project, December 2002; Megler Safety Rest Area Memo, 2003.

Fishing is a major area attraction. The Buoy Ten fishing season begins the first of August and extends through Labor Day. At Station Camp, people come to fish for sturgeon off the riprap embankment. There is a boat launch at Fort Canby which is used for public boat access to the Columbia River for fishing excursions as well as recreational boating.

Fort Canby offers hiking trails and stretches of sandy beach to explore. Vacationers have their choice of overnight accommodations at the campground or the Lighthouse Keeper's building, as well as numerous hotels, bed-and-breakfasts, and inns in the area.

Long Beach hosts a Kite Festival annually along the ocean beach, which attracts families from all over the region.

In the general area, visitors are drawn to the area to explore old military forts, museums, and interpretive centers. Other area destinations for outdoor recreation include the Willapa National Wildlife Refuge, Fort Columbia State Park, Leadbetter Point, Pacific Pines, Ocean Park, and Loomis Lake.

Tourist attractions on the Oregon side of the Columbia River include Fort Stevens State Park, Fort Clatsop National Memorial, Lewis and Clark National Wildlife Refuge, Columbia River Maritime Museum, Flavel House Museum, and the Astoria Column.

Land Ownership

Megler Safety Rest Area (Clark's Dismal Nitch)

Washington State Department of Transportation (WSDOT) owns and manages Megler Safety Rest Area and the right-of-way of State Route 401. The site of the Dismal Nitch is partially located on state property and partially located on private land owned by a local timber company.

Station Camp

Descendants of the McGowan family owns the majority of the Station Camp site and the property north of the site. The U.S Highway 101 right-of-way is owned by WSDOT and currently runs along the shoreline of the Columbia River. The existing wayside park along U.S. Highway 101 in this area is owned and operated by WSPRC. WSHS is in the process of negotiating the purchase of approximately nine acres of land for a riverfront park and six acres for a new highway right-of-way which will be set back from the river. The historic St. Mary's Church, which is owned by the Roman Catholic Seattle Archdiocese is also within the Station Camp project area.

Fort Canby State Park (Cape Disappointment)

Approximately 1,883 acres in size, Fort Canby State Park is owned by four different agencies. WSPRC owns the northernmost park area that includes Beard's Hollow and North Head, and a southern parcel that includes O'Neil Lake, McKenzie Head, and the accreted lands to the west.

The Bureau of Land Management (BLM) owns the majority of the Park's forested land and the West Beach campsites. The U.S. Army Corps of Engineers (USACE) owns the majority of the area south of McKenzie Head including the Park Hub, the Lewis and Clark Interpretive Center, and the North Jetty. The U.S. Coast Guard (USCG) owns most of the peninsula south of the existing park contact station.

Existing Interpretive Facilities

The existing interpretive facilities at the three study sites currently do not provide sufficient information to adequately convey the Lewis and Clark story. The three sites have varied levels of interpretation with Megler providing no interpretation and Fort Canby providing very good interpretation with the completion of ongoing improvements.

Megler Safety Rest Area (Clark's Dismal Nitch)

Currently, Megler Safety Rest Area functions as a Washington State gateway information facility and a safety rest area. Its location on State Route 401, near the Megler-Astoria Bridge, makes it a key place to greet and direct travelers as they enter the state.

Its facilities include a parking area, restrooms, covered picnic tables, a viewpoint of the Columbia River, public information kiosk, brochure dispenser, and visitor information center. To promote safe driving, this rest area allows parking for up to eight hours. Because the potable water for the restrooms is treated from a surface water source with limited capacity, the facility is closed during the winter months.

The visitor information center is run by the Washington State Tourism Office and was recently closed due to lack of funding. When in operation, the information center distributes points-of-interest brochures including "The Washington Experience of the Lewis and Clark Expedition" and a general map of the Lewis and Clark Trail in Washington State.

Most visitors are unaware of the rest area's proximity to the historic Dismal Nitch, mainly due to the lack of information and interpretation at the site addressing its Lewis and Clark history, including a most dramatic encounter with the coastal environment.

Although currently there is no interpretation at the rest area, the State of Washington Agency Assistance Team (AAT) proposes to install limited interpretation related to the Corps of Discovery's time in the area. The proposed interpretation would consist of two single interpretive panels and one kiosk which would house two interpretive panels and two orientation maps.

The proposed interpretive material at Megler Safety Rest Area would cover the dramatic story of the Corps being trapped by a torrential storm, rendering them helpless in proceeding further; interaction with Native American tribes of the region who were experts at navigating their canoes across the treacherous river; and other topics, including the story of how salmon from Megler Creek helped to sustain the starving Corps of Discovery members when they were camped here.

Station Camp

Today, a portion of Station Camp is a Washington State Park wayside stop along the north side of U.S. Highway 101. Facilities include a small gravel pull-off area, a picnic table, an interpretive panel, and a deteriorating carved wood monument of Lewis and Clark. There are no public restrooms at this location.

Interpretive Facilities



Exhibits at the LCIC prior to ongoing renovations



North Head Lighthouse at Fort Canby State Park

The existing wayside does not provide a suitable opportunity for visitors to experience the full depth of the Lewis and Clark story at this site, mostly due to a lack of land, difficult pedestrian connections, visibility to the water, and limited interpretive facilities.

The major shortcoming of this wayside is its location on the opposite side of the highway. Highway 101 severs the connection between the wayside and the Columbia River. Besides the physical obstacle of the highway, the view of the water is obstructed by the riprap embankment protecting the highway.

Due to a lack of interpretive elements and programs at the current wayside site, most visitors are unaware of this site's rich history related to the Lewis and Clark story on the lower Columbia River. Thus, one of the most important Lewis and Clark sites in the country is vastly under-interpreted.

Fort Canby State Park (Cape Disappointment)

Fort Canby's Lewis and Clark Interpretive Center (LCIC) is currently undergoing an expansion and renovation. Planned improvements include increased exhibit space, new interpretive exhibits, an access road for accessible parking, minor expansion of this area, and the installation of three-phase electric utilities. Currently, Fort Canby also has interpretive facilities related to the North Head and Cape Disappointment Lighthouses.

Fort Canby's potential for presenting additional interpretation and programs relating to Lewis and Clark history is explored as part of the Interpretive Plan for the Long Beach Area State Parks in the *Draft Interpretive Master Plan: A Plan for Interpreting Resources.*

Study Process



The development of this study was a collaborative effort by a study team that included representatives of the National Park Service, Washington State Historical Society, Washington State Parks and Recreation Commission, Washington State Department of Transportation, and Pacific County, Washington working closely with Otak, Inc., the consulting team for the project. The National Park Service served as the project lead. The consultant assisted the study team in the planning process, research, community outreach, and product development.

The *Lower Columbia River Lewis and Clark Draft Boundary Study and Environmental Assessment* focused on two major subject areas. The first was an evaluation of the three Lewis and Clark sites located along the north side of the Columbia River against the National Park Service *Criteria for Boundary Adjustments* and *Criteria for Parklands*. Upon determining that each site met the criteria for inclusion within Fort Clatsop National Memorial, the study proceeded into the second subject area. The second was to define a set of management alternatives for the three sites and evaluate impacts on cultural resources, natural resources, socioeconomics, transportation, and visitor experience for each alternative.

Process Outline

The following is an outline of work elements developed by the study team in coordination with the National Park Service. The tasks have been completed or are currently in process at the time of this printing. The work elements are listed in chronological order.

- Define project goals, scope of work, key issues to be addressed, project schedule, and deliverables.
- Establish study team made up of representatives of participating agencies.
- Research existing conditions, history, and analysis of the three Lewis and Clark sites.
- Conduct study team working retreat.
- Conduct study team coordination meetings.
- Prepare draft study/environmental assessment.
- Conduct study team and policy review of draft study/environmental assessment.
- Release draft study/environmental assessment for public review and comment.
- Conduct public workshops.
- Revise study as needed.
- Prepare final study and recommendation.
- Present final study to Secretary of Interior for transmittal to Congress.

Project Schedule

Due to the timing of the authorization of the boundary study by Congress and the approaching bicentennial events commemorating the Lewis and Clark Expedition, the study process was expedited to allow for potential action by Congress in the fall of 2003.

The study was initiated in August 2002 and the final study scheduled to be completed by September 2003. The final study will be submitted to the Secretary of the Interior and then transmitted to Congress.

Figure 3.1 depicts the schedule for the project. The expected schedule was developed to accommodate a delivery of the final report to Congress for potential action in the fall of 2003.

The study team was already actively participating in other Lewis and Clark related projects in this area and made themselves available as needed to expedite the completion of the document.

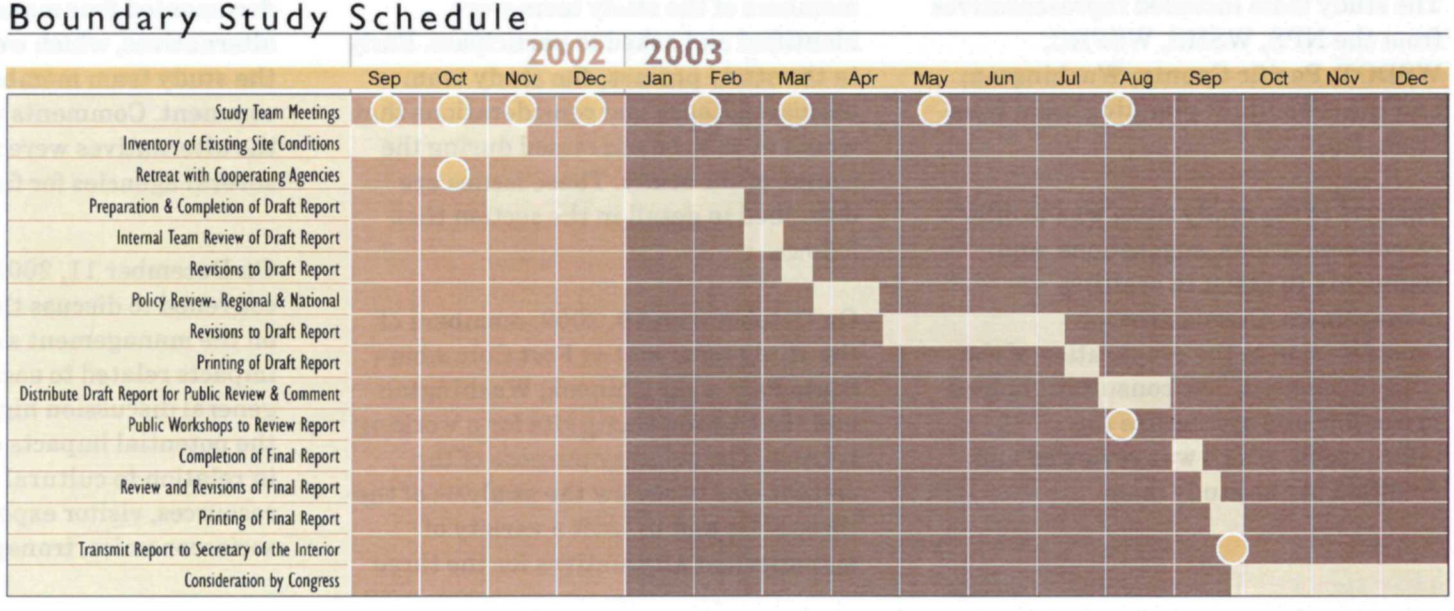


Figure 3.1 Boundary Study Schedule

Study Team Participation

The goal of the study team was to provide comprehensive perspectives from participating agencies to develop successful and implementable management alternatives in a collaborative manner.

Since the three sites currently have different agencies managing the resources, it was important to create varying alternatives that all met the goals and mission of each of the participating agencies.

The study team included representatives from the NPS, WSHS, WSPRC, WSDOT, Pacific County, Washington, and the consultant planning team from Otak, Inc.

The role of the study team was to offer recommendations, suggestions, and comments to assist in crafting management alternatives for consideration in the preparation of the study document. The consultant helped to compile and synthesize the information, which was reviewed and modified by the study team.

The study process began with coordination meetings between the consultant team and the National Park Service in August and September 2002 to develop the goals, schedule, process, and products for the study of alternatives. At this time, the proposed members of the study team were identified and asked to participate. Early in the study process, the study team discussed issues and considerations that would need to be addressed during the course of the study. These issues are described in detail in the section that follows.

On October 8 and 9, 2002, members of the study team met at Fort Columbia State Park near Chinook, Washington and the Station Camp site for a working retreat. The primary purpose of the retreat was to review the analysis of the three sites and to craft a variety of management alternatives for the three Lewis and Clark sites. The retreat format was chosen as a way to gather all of the varying interests into one room to develop a collaborative set of alternatives for management of the sites that addressed the needs of all parties. The retreat agenda included an overview of the study process, establishment of study goals, small group discussion on management alternatives, and a synthesis of concepts for management alternatives.

In November, the consultants synthesized the information gathered at the study team retreat and concisely documented four management alternatives, which were distributed to the study team members for review and comment. Comments were received and the alternatives were refined and sent to several agencies for further review.

On December 11, 2002, the study team convened to discuss the final comments on the management alternatives and impacts related to each alternative. A general discussion highlighted some of the potential impacts of the alternatives in relation to cultural resources, natural resources, visitor experience, socioeconomics, transportation, and

Study Team Participation

costs. These suggestions and comments were compiled and incorporated into the draft presentation of the study document.

On February 14, 2003, the study team presented the four preliminary management alternatives to the Regional Director, Pacific West Region, of the National Park Service and also to the Director of the Washington State Parks and Recreation Commission. The range of alternatives were approved for further consideration at that meeting.

On February 25, 2003, the draft study was distributed to the study team for an internal review. The two-week review period concluded in mid-March 2003 with the study team providing comments on the draft study to the consultant team. Each member of the study team received a copy of the draft study, which they used to provide written comments to the consultant. The consultant gathered all of the written comments and incorporated the suggestions into a revised version of the draft study for submittal to the Washington State Parks and Recreation Commission, Washington State Department of Transportation, Washington State Historical Society, and the National Park Service Pacific West Region and Washington, D.C. offices for policy review in late March.

During this review period the Oregon Parks and Recreation Department was asked to provide a review of the study to bring a more regional perspective and consider participation in management alternatives.

Presentations were made to Oregon State Park officials including Director Mike Carrier, Assistant Director Tim Wood, and staff. Approval was given to include consideration of Oregon State Park Lewis and Clark sites in the coordinated strategy advanced in Alternative D.

Subsequent to policy review by these agencies, the study team was briefed on the extent of the review comments and the last revisions to the draft study were incorporated prior to release of the draft study to the public in July.

Public Participation and Consultation

As part of the study process, public participation in the process was facilitated through a variety of methods. The involvement of the public ensures broad citizen participation and advice concerning the protection, public use, and management of these three Pacific County Lewis and Clark sites.

Interest has increased over the past decade in the story of the Expedition on the Washington side of the river near the mouth of the Columbia. The Lewis and Clark story has become more and more prominent with the coming bicentennial. Public interest in the potential study was already high when Congress authorized the study.

The outreach program for the boundary study included some of the following meetings and products:

Informational Meetings

- Meetings with local citizens and government representatives associated with the Pacific County Friends of Lewis and Clark, Port of Ilwaco, City of Long Beach, and other groups to provide an update of the scope and progress of the boundary study.
- Meetings with the Chinook Tribe to provide an update of the scope and progress of the boundary study.
- Briefings were provided to the Director of the Washington State Parks and Recreation Commission, Rex Derr, and the Pacific West Regional Director of the National Park Service, Jonathon Jarvis.
- Presentations were provided to the Washington State Parks and Recreation Commission and the Board of Trustees of the Washington State Historical Society on the scope and status of the boundary study.
- Briefings were provided to Oregon State Parks Director Michael Carrier, Deputy Director Tim Wood and Oregon State Parks staff.

Study Reviews

Public review of the draft boundary study will occur in July and August 2003.

Following public review and comment, the final study will be prepared and submitted to Secretary of the Interior and Congress. The final study will include the recommendation for the most effective and efficient management alternative along with a summary of public comment through the study process.

Informal briefings by telephone and in-person have been provided on the study to the Washington Office of Archaeology and Historic Preservation as a preliminary step to initiate formal consultation under Section 106 of the National Historic Preservation Act of 1966 as amended. In accordance with the 1995 Programmatic Agreement, the National Park Service will initiate formal consultation with the issuance of the draft study.

Additional Outreach Efforts

- Press releases regarding the boundary study were sent to newspapers throughout the lower Columbia region during July 2003. This included nearby metropolitan areas. The following newspaper press releases were distributed: *The Associated Press, The Chinook Observer, The Columbian, The Daily Astorian, The Longview Daily News, The Oregonian, The Olympian, Seattle Daily Journal of Commerce, Seattle Post-Intelligencer, The Seaside Signal, The Seattle Times, The Tacoma News Tribune* and outreach to a national audience via insertion on the Fort Clatsop National Memorial Website (http://www.nps.gov/focl.htm).

The final study will include a summary of public comment from both public workshops and written submissions.

Issues and Considerations





Issues and Considerations

During the development of the Lower Columbia River Lewis and Clark Sites Boundary Study and Environmental Assessment, a study team was assembled of representatives from the National Park Service, Washington State Parks and Recreation Commission, Washington State Historical Society, Washington State Department of Transportation, Washington State Department of General Administration, and the project consultants. Later in the process, representatives of the Oregon Parks and Recreation Department joined the study team which brought a regional perspective to addressing lower Columbia Lewis and Clark sites in a more comprehensive manner.

Throughout the process, the study team met at least once each month to discuss project status, issues and considerations. Through these meetings, key issues and considerations were identified to be addressed through the formulation of the management alternatives. The areas defined as issues and considerations are summarized in this section.



Henry McGowan residence built in 1911



Wooded hillside north of Station Camp

Resource Values

The protection of resource values was identified as a critical issue at Megler Safety Rest Area and Station Camp; and is also an important consideration at Fort Canby State Park with the potential for additional development projects within the park.

Megler Safety Rest Area (Clark's Dismal Nitch)

Currently, the forested hillside surrounding Megler Safety Rest Area and the Dismal Nitch site creates an ideal setting for telling the Dismal Nitch story. The Corps of Discovery retreated to higher ground here while waiting out a brutal coastal storm. They survived on fish they caught in Megler Creek, which outlets at this location today.

Station Camp

Recent archaeological research in the vicinity of Station Camp found some European-American settlement artifacts but little evidence of the historic Chinook village that was to the east of the Lewis and Clark campsite.

Located within the Station Camp project area, St. Mary's Catholic Church is eligible for the National Register of Historic Places. The proposed plan for Station Camp calls for the preservation and incorporation of the church in the site development program. The historic structures and subsurface remains of the historic McGowan townsite are being evaluated for their potential eligibility for the National Historic Register for Historic Places. Outside the project area, but associated with the European-American settlement of the area after the Lewis and Clark Expedition, is the 1911 Henry McGowan house and the 1903 McGowan era building, known as "the office." They are in good historical condition and are also eligible for the National Register of Historic Places.

Another valuable resource worthy of protection is the forested hillside to the northeast of U.S. Highway 101. In addition to serving as a beautiful natural backdrop for Station Camp, the forest is considered a habitat area for marbled murrelets and bald eagles, both listed species under federal protection. Clark's journal entries describe the steep hillsides of this area, and modern-day visitors can still experience the landscape.

Fort Canby State Park (Cape Disappointment)

In 1975, Cape Disappointment was registered as a historic district with its principal components: Cape Disappointment Lighthouse, North Head Lighthouse, Lighthouse Keeper's facility, the North Jetty, and several gun emplacements. These historic resources are under federal protection. Interpretive elements and programs at this site provide a great opportunity to highlight the history of these sites along with the prehistoric and historic sites recently identified during an archaeological investigation of the Fort Canby area.

Another protected resource within Fort Canby State Park is the natural forest area. Located in the central portion of the park, this Sitka spruce forest provides vital habitat for many flora and fauna. This protected old-growth forest is considered the best example of outer coastal Sitka spruce forest in Washington, south of Olympic National Park. The state park includes listed species, both threatened and endangered.



Courtesy of the U.S. Army Corps of Engineers

Aerial view of Cape Disappointment ca. 1939

Threats to the Resources

Threats to resources may come in a variety of forms, but for this analysis, the threats have been characterized and described under the subheadings of natural factors and human factors.

Natural Factors

All of the study areas are subject to the tremendous power of coastal storms. Shoreline areas and coastal roadways are frequently flooded during large storm events. On Highway 101 near Station Camp, waves from large storms have thrown huge pieces of woody debris over the riprap slope and the highway.

Since the construction of the North Jetty in 1919, the accretion and erosion of the beach sand and sediment has significantly changed the shoreline of Cape Disappointment and is expected to continue changing as weather patterns vary over the Pacific Ocean in the future.

At Fort Canby, the steady erosion of the beach in recent years has reached the outer limit of the existing campground facility. Currently, plans for relocating the campground within the park are being explored through a master planning process. The beach is expected to continue to erode and threatens the development of recreational facilities along this stretch of beach.

Human Factors

Currently, the forested hillsides surrounding the Station Camp and Dismal Nitch are privately owned. The timber could be harvested at any time by the existing property owners. In addition, both sites have limited regulatory restrictions on land use. With no zoning covering those two sites, many types of uses could be developed on the property, which may pose a threat to the resources. These factors place both of these sites at risk of losing their naturalistic setting.

Commemoration

The United States of America is embarking on a three-year commemoration of the bicentennial of the Lewis and Clark Expedition. The Bicentennial kickoff event was held at Jefferson's Monticello in January 2003 which began a series of events across the United States.

Excitement has been building for several years in the states located along the Lewis and Clark National Historic Trail in anticipation of the actual 200th anniversary of the dates spent in each area along the 4,100 mile route. A National Bicentennial Council, for which First Lady Laura Bush serves as honorary chair, was formed to coordinate all of the states' efforts in preparation for the increased visitation to historic sites along the trail. The bicentennial effort will leave a legacy of Lewis and Clark history for the Nation.

In Washington, a group of representatives from a variety of state agencies has been meeting for more than three years to assist local communities and tribes in preparing for the bicentennial festivities. The AAT has also been coordinating the schematic design and implementation of a statewide highway interpretive wayside project, which will include more than 60 interpretive panels and 10 informational kiosks along the Lewis and Clark National Historic Trail as it passes through Washington.

Many local communities and tribal organizations in Washington and Oregon are planning and developing interpretive features and events on a local level to coincide with the day-to-day advances of the Expedition 200 years earlier. One of the major events planned in Washington State is "Destination The Pacific," which is to be held in Pacific County in November 2005. This event will be a commemoration of the Expedition's accomplishment of Jefferson's directive to reach the Pacific Ocean.

The consideration of the three study sites for inclusion in the National Park System is an important step in recognizing the significance of the events that unfolded over the 18 days the Corps spent along the north shore of the lower Columbia River in Pacific County, and in telling the story of Lewis and Clark's arrival at the Pacific Ocean. The recognition of these sites along with improvements to public access, interpretive facilities, visitor facilities, and site aesthetics will provide the American public with a glimpse of the raw emotion, determination, and fortitude of the members of this legendary Expedition. It is important that these historic sites be considered for inclusion in the National Park System as a legacy for generations to come.



Courtesy of the American Numismatic Society, New York

Thomas Jefferson Peace Medal
United States Mint, 1801



View of Saddle Mountain from Station Camp



Dune grasses along the beach at Fort Canby State Park

Visitor Experience

The visitor experience at the Lewis and Clark sites addressed by this study is an extremely important consideration in the development and management of the properties.

With the passing of 200 years, substantial changes to the specific site features are expected in almost any situation. As a result, strong consideration of the landscape, setting, and interpretation provided to visitors at each of these sites will improve the overall experience and allow for the greatest success in interpreting the historical events which occurred at these locations. Visitor experience is influenced by many elements, including site aesthetics, views, visual characteristics, interpretation, educational information, recreational opportunities, site functions, and surrounding land use.

At the three study sites, natural and human factors have caused changes in the landscape that affect the physical integrity of the site. In contrast to some other Lewis and Clark sites, this area of the country has remained rural with beautiful landscapes and significant landforms surrounding each of the sites.

The significance of the surrounding landscape is only emphasized by the writting of William Clark's journals. As he surveyed the mouth of the lower Columbia River, Clark sighted several prominent landforms across the broad extent of the Columbia River at multiple traverse points to accurately locate Station Camp.

Clark's use of these landforms for his survey provides tremendous opportunities to interpret the experiences of the Expedition members while at these sites and the nature of scientific exploration of which Lewis and Clark were a part. Visitors would feel as though they are standing in the footsteps of Lewis and Clark as they look out over the landscape.

Visitor Experience

Providing protection of the immediately surrounding landscape to preserve the natural evergreen forests in perpetuity will provide a consistent landscape setting for the visitor.

Currently, the visitor experience is confusing and disconnected. As they are now, these three sites are not connected to each other in any way, nor to the larger Lewis and Clark story in the lower Columbia region. As a result, the story's significance is understated. To tell the dramatic story of the journey by connecting these three sites with the other Lewis and Clark sites in Washington and Oregon will be important in understanding the whole story of the conclusive westward phase of Lewis and Clark Expedition.

The visitor experience at these sites will also be influenced by the style and method of interpretation, which should accommodate learning for all ages. To engage a wider audience, multiple sensory programs and displays should be considered to provide a universal design approach to interpretation.

Providing safe site access for a variety of transportation modes and comfortable accommodations at specific sites for visitor functions can greatly influence the experience of the visitor. In addition, comfortable walking distances to interpretive elements and appropriate recreational activities provide visitors with opportunities to experience multiple views of surrounding landforms and varying activities for users of different age groups.

The consideration of all of these interrelated elements will provide unique and compelling experiences for a diversity of visitors at each of the sites.



Dunes and rock outcroppings near Beard's Hollow

Accessibility to Sites

Providing public access to all of these sites is a primary consideration in improving the sites. In addition to public access rights, each site should be designed based on universally accessible guidelines of facility construction and interpretive features.

Megler Safety Rest Area (Clark's Dismal Nitch)
The major challenge of the site is to provide visitors visual and physical accessibility to the historic campsite. Land acquisition would be required to address this issue. In addition, park design, interpretative signage, and pedestrian circulation would need to be improved to support the goal of site accessibility. The primary challenge of this site will be providing safe pedestrian access across State Route 401 to the Dismal Nitch campsite.

Station Camp
Similar to the Dismal Nitch site, the two key elements for successful public accessibility to this site are improved views and physical connections to the Columbia River. Currently, the riprap embankment protecting the existing highway hinders views to the Columbia River from the north side of the highway. For the public to view or physically access the river, visitors must cross Highway 101 in an area with poor sight distance to reach a narrow gravel shoulder between the highway travel lanes and the riprap embankment. The safety concerns with this current site arrangement are significant and affect both site visitors and local citizens attempting to fish from the embankment. The embankment is also a significant barrier for people wanting to physically access the water.

In addition, the proposed park improvements should strike a balance between providing continued access to the water for fishing while not conflicting with the Lewis and Clark visitor experience.

Fort Canby State Park (Cape Disappointment)
Currently, the Lewis and Clark Interpretive Center (LCIC) is undergoing improvements, which include interpretive exhibits, accessible ramps, and an accessible outdoor plaza. The improvements also include the expansion of accessible parking spaces and potential improvement to pedestrian access from the parking lot to the interpretive center.

Access from the primary passenger vehicle parking lot to the LCIC is currently an unresolved issue. The parking is approximately 80 feet below the entry plaza outside the LCIC and is connected by a fairly steep paved trail, which does not meet accessibility guidelines.

The WSPRC is planning to construct an elevator or funicular to mitigate the accessibility issues from the lower parking lot, but design and construction is contingent upon securing funding from the state.

Tourism

Providing a comprehensive, integrated story of the Lewis and Clark Expedition throughout the region will enhance visitor experience, increase visitation, benefit the regional economy, and provide a stronger understanding of this important part of American history. The recognition of Lewis and Clark sites in Pacific County as nationally significant would provide tremendous benefits to the regional tourism industry and the local economy.



Bicycling on the Discovery Trail in Long Beach



Picnicking along the river

Recognition of sites west of the Astoria-Megler Bridge on the Washington side of the river could potentially draw tourists to the Long Beach Peninsula, dispersing visitors and economically benefiting the region. Improving these sites for the visiting public would provide potential for longer visits, which in turn increases expenditures on services such as meals and lodging.

A recognition of these sites would likely generate an increase in visitation both during and after the bicentennial. The increase would provide greater revenues for the local service and tourism industries.

With the anticipated increase in the area's tourism, the local economy would see increased employment opportunities as well. This employment demand in the service sector may necessitate recruiting and training staff to fill the needed positions.

A peak in visitation is expected in 2005-2006, but the level of tourism will most likely not drop back to present, pre-bicentennial levels. Enhanced park destinations along with activities and services catering to travelers will continue to draw visitors even after the commemoration. The Lewis and Clark story is truly timeless and will continue to create reoccurring and constant value for the region and the nation.

To promote the area's natural and cultural attractions and to sustain its tourism industry, planning for regional marketing efforts before and after the bicentennial will also be an important consideration.



Alternative modes of transportation along Highway 101



Recreational vehicles are a common sight in Pacific County

Transportation

With the bicentennial spotlight on the region's Lewis and Clark historic sites, Pacific and Clatsop counties anticipate an increase of tourists traveling to regional attractions in passenger and recreational vehicles.

Projections from a recent Lewis and Clark Bicentennial Transportation Committee study indicate the potential addition of 1,100 vehicles each weekend day at the peak of the bicentennial. Due to the numerous related attractions in the area, visitor activity is expected to be dispersed throughout the lower Columbia region rather than concentrated at any one site.

After the bicentennial, visitation is expected to taper off but it will not drop to the pre-bicentennial volumes due to the presence of new facilities and reoccuring public intrest in the story. To accommodate the increased demand for parking during the bicentennial and thereafter, Pacific County community proponents are considering supplemental park and ride facilities and a shuttle bus program for the sites. This will be extremely important since all three sites will have limited parking capacity.

Consideration of a management structure that facilitates collaboration at a regional level would provide efficiencies in administering a regional transportation system. The regional approach to transportation solutions for the bicentennial will improve the visitor experience. Consideration of recreational vehicle, tour bus, and shuttle system requirements is an essential component in designing the improvements to both park-and-ride facilities as well as the study sites.

Site Management Considerations

Creative approaches to the management of these sites is an important consideration in the development of successful management alternatives. Public agencies are struggling to balance budgets while continuing to provide quality service.

As a result, these agencies are always looking for opportunities to provide more efficient administration through partnership agreements. At the sites being studied, two state agencies already have some ownership and maintenance responsibilities within the lower Columbia region.

Washington State Parks and Recreation Commission manages both Fort Canby State Park and Station Camp State Park wayside. WSPRC also owns Station Camp State Park, but owns only portions of Fort Canby with several federal agencies owning the remaining land in the park. Washington State Department of Transportation owns and manages the Megler Safety Rest Area.

These agencies are integral participants in the success of the management of the sites. Congress has requested that the National Park Service initiate this study. The Park Service currently has a presence across the river in Oregon at Fort Clatsop National Memorial.

Partnership arrangements regarding the management of these sites could include cooperative agreements for assistance with interpretive programming, interpretive staffing, maintenance, and administration. The proximity of the sites to other operating units at the state and federal level may provide opportunities for efficiency with travel and response to the sites.

Consideration of existing use and function of the sites in relation to current management structures will be an important factor in building consensus on the management alternatives for the sites.

Boundary Adjustment Criteria





The National Park Service (NPS) is responsible for managing nationally important areas around the United States to provide for public enjoyment in such a way that will leave resources "unimpaired for the enjoyment of future generations"(1916 NPS Organic Act). Since 1872 the National Park System has grown to include more than 385 park units.

This section focuses on the NPS Boundary Adjustment Criteria as defined in the NPS *Management Policies* and the NPS *Criteria for Parklands.* The Boundary Adjustment Criteria are applied to studies of park boundary revisions to evaluate opportunities for public enjoyment, operational and management issues, protection of resources, feasibility of administration, and protection alternatives.

The *Criteria for Parklands* are applied to determine each site's national significance, suitability, and feasibility for inclusion within the boundary of Fort Clatsop National Memorial. The following pages summarize the evaluation of these criteria.



Historic photo of North Head area on Cape Disappointment



Photos Courtesy of the Washington State Historical Society

Historic photo of Cape Disappointment

Analysis of Boundary Adjustment and Land Protection Criteria

As one of the provisions of Public Law 95-625, the National Park and Recreation Act of 1978, Congress directed that the National Park Service consider, as part of a planning process, what modifications of external boundaries might be necessary to carry out park purposes.

Subsequent to this act, Congress also passed Public Law 101-628, the Arizona Desert Wilderness Act. Section 1216 of this act directs the Secretary of the Interior to develop criteria to evaluate any proposed changes to the existing boundaries of individual park units. Section 1217 of the act calls for the NPS to consult with affected agencies and others regarding a proposed boundary change, and to provide a cost estimate of acquisition cost, if any, related to the boundary adjustment.

These legislative provisions are implemented through NPS *Management Policies,* which state that the NPS will conduct studies of potential boundary adjustments and may make boundary revisions:

- To include significant resources or opportunities for public enjoyment related to the purposes of the park
- To address operational and management issues such as boundary identification by topographic or other natural features
- To protect park resources critical to fulfilling park purposes

NPS policies and Special Directive 92-11 instruct that any recommendation to expand park boundaries be preceded by determinations involving an analysis of criteria that the added lands will be feasible to administer considering size, configuration, ownership, cost, and other factors, and that other alternatives for management and resource protection have been considered and are not adequate.

The following is an analysis of the criteria for boundary adjustments as applied to the *Lower Columbia Lewis and Clark Sites Boundary Study and Environmental Assessment.* This analysis is included as documentation in support of the congressional legislation directing this study to examine the three Lewis and Clark sites in Washington State for their suitability and feasibility for addition to Fort Clatsop National Memorial.

Boundary Change

The study examines four alternatives for the public use, protection, and management of the Megler Safety Rest Area, Station Camp, and Fort Canby State Park sites. If a portion or all of the sites are deemed appropriate by Congress to add to the existing boundaries of Fort Clatsop National Memorial, then authorizing legislation would be required before the National Park Service could assume management, operation, development, and protection of these sites.

For purposes of this analysis, the area under consideration at Fort Canby State Park is a 10-acre site at a prominent location on Cape Disappointment overlooking the ocean. In two of the four

management alternatives that follow, the establishment of a Thomas Jefferson National Memorial within the site is proposed. Hence this concept is included in the analysis of the criteria.

Along with this authorization, appropriations from the Land and Water Conservation Fund could potentially be required at Megler Safety Rest Area and at Station Camp where the acquisition of conservation easements from "willing sellers" is a component of each of the management alternatives, except the No Action Alternative. It is assumed that if the Station Camp site and the Thomas Jefferson National Memorial site at Fort Canby State Park are authorized for addition to the Fort Clatsop National Memorial boundary, the state of Washington would transfer these sites to the National Park Service via donation. In the case of the 10-acre Thomas Jefferson National Memorial site within Fort Canby State Park, the underlying land ownership is already federal, so the land transfer would be between two federal agencies.

All three sites presented in the study, Megler Safety Rest Area (Clark's Dismal Nitch), Station Camp, and the Thomas Jefferson National Memorial component of Fort Canby State Park, are considered resources to be included for this evaluation for boundary adjustment to Fort Clatsop National Memorial. For the purposes of this analysis, it is assumed that each site is being considered separately for addition to the Fort Clatsop National Memorial, and does not necessarily, in total, conform to any one alternative presented in the study.

Significant Resources or Opportunities for Public Enjoyment Related to the Purpose of Fort Clatsop National Memorial

All three study areas provide significant opportunities for public education and enjoyment. Clark's Dismal Nitch represents the important story of the Lewis and Clark Expedition's difficulties even within mere miles of their ultimate goal. Site enhancements discussed in the management alternatives include protection of the forested setting and public access to the stream outlet into the Columbia River which provide enhanced opportunities for the public to appreciate this historic location and the stories associated with it.

Station Camp, including the funded park improvements and highway realignment by the state of Washington, provides



Station Camp and Saddle Mountain viewed from Fort Columbia State Park



Waves breaking on Waikiki Beach at Fort Canby State Park

significant enhancements for the public experience and a better understanding of the significance of this site. This includes an understanding of the key interpretive themes of "mission accomplished," "ocean in full view," Clark's survey of surrounding landforms, and the vote on the location of winter camp.

The visitor experience is further enhanced by the potential protection of the forested escarpment behind Station Camp through the purchase of a conservation easement from a willing seller.

The prospect of a Thomas Jefferson National Memorial site within Fort Canby State Park offers a fitting tribute to America's third President who had visions of a nation from "sea to shining sea." The 10-acre memorial site, which would be located on a promontory overlooking the Pacific Ocean, and a short walking distance via an accessible trail from the existing Lewis and Clark Interpretive Center, provides outstanding public opportunities to experience firsthand the magnitude of the moment for the Lewis and Clark Expedition, and to reflect on President Jefferson's vision for America.

Operational and Management Issues Related to Access and Boundary Identification by Topographic or Other Natural Features

The potential boundary change at all three sites provides the National Park Service with the prospect of manageable boundaries for satellite additions to the Fort Clatsop National Memorial.
The Clark's Dismal Nitch site includes a small defined land area between the highway and the Columbia River, a small area north of the highway at the Megler Creek outlet, and a forested escarpment where a conservation easement would be acquired. Two existing property owners would be involved: the Washington State Department of Transportation and a private timber company.

Boundary identification would be relatively easy, except toward the northern portion of the easement area, where the topography slopes steeply to the north. The boundary of the site is manageable. Maintenance of the site on behalf of the NPS could involve a cooperative agreement with Washington State Parks, which manages nearby Fort Columbia State Park a few miles to the west.

The Station Camp site includes a dedicated park area between the highway and the Columbia River, a small church property, and a potential conservation easement from a willing seller on a forested escarpment of private land to the north of the highway. One private ownership interest would be involved in the easement purchase. Much like Clark's Dismal Nitch, boundary identification would be relatively easy, except toward the northern portion of the easement area, where the topography slopes steeply to the north. The boundary of the site is manageable. Maintenance of the site on behalf of the NPS could involve a cooperative agreement with Washington State Parks, which manages nearby Fort Columbia State Park.

The potential Thomas Jefferson National Memorial site within Fort Canby State Park presents few boundary or management problems. The 10-acre site can be easily established within the park, the land is already in federal ownership, and public access to the site is from a parking lot and proposed funicular from the base parking area to the Lewis and Clark Interpretive Center. NPS maintenance of the 10-acre Memorial could be assisted by Washington State Parks, which

manages the surrounding Fort Canby State Park. This could be accomplished through a cooperative agreement.

Protection of National Memorial Resources and Fulfillment of Purpose of Fort Clatsop National Memorial

The potential boundary changes at Clark's Dismal Nitch and Station Camp would protect additional areas along the Columbia River in Washington State which directly relate to the Corps of Discovery experience during the winter of 1805-06. This includes sites that were mentioned in the journal and where the expedition spent significant time.

These potential additions to the National Memorial would greatly complement the theme and purpose of the park, and greatly assist in the protection of these sites for the American people and for posterity. They would protect valuable historic resources of the authentic settings of the Lewis and Clark Expedition, cultural landscapes and vistas of land and water experienced by the expedition. Additions would also protect various natural resources involving the banks of the Columbia River, riverine environs and forested uplands. The 10-acre Thomas Jefferson National Memorial site within Fort Canby State Park is already protected by Washington State Parks, and the site would remain protected under NPS management if authorized by Congress.

Feasibility to Administer the Lands Added through Boundary Adjustment

The proposed addition is highly feasible for the NPS to manage. The main park headquarters is just across the Columbia River in nearby Astoria, Oregon. Also, cooperative management arrangements with Washington State Parks could involve agreements whereby Washington State Parks assists the NPS in site maintenance, given the proximity of state park maintenance facilities at Fort Columbia and Fort Canby to each of the three sites. Sharing of interpretive staff among the sites has always been a consideration, including staffing during the bicentennial of the Lewis and Clark Expedition. Therefore, adding NPS interpretive staff to the sites during peak visitor periods, along with coordination on interpretive programming and exhibits has always been envisioned.

Protection Alternatives Considered

The study includes four alternatives, each calling for varying degrees of cooperation with other entities, including Washington and Oregon State Parks, to protect site resources found at each of the three sites. The study presents several strategies addressing both the protection and public use of resources. Two of the four management alternatives presented would not involve a boundary change or direct NPS management of the sites. All three sites are of national importance and directly relate to the core mission of Fort Clatsop National Memorial.

Proposed Additions to the Fort Clatsop National Memorial Boundary and Other Adjustments

Under the study findings, various alternatives involve different levels of NPS involvement and needs for boundary adjustments through donation or use of funds from the Land and Water Conservation Fund. Even under those alternatives calling for additions to the National Memorial, all three sites involve donation of land. Two sites may involve the use of the Land and Water Conservation Funds for the purchase of conservation easements or other appropriate interests from two willing sellers, one at each site. The preliminary estimate of the cost of the easements at these two sites has yet to be finalized, but would be expected to total under $3,000,000 between the two properties.

Criteria for Parklands

Public Law 105-391 (1998) outlines the criteria by which areas are evaluated for their potential inclusion in the National Park System. These criteria have been applied to analyze and determine the eligibility of each of the three sites. As directed by Congress, these sites have been evaluated for their national significance, suitability, and feasibility for possible inclusion in Fort Clatsop National Memorial.

NPS *Management Policies* have been applied to determine whether the Lower Columbia River Lewis and Clark sites qualify for inclusion as potential additions to Fort Clatsop National Memorial. The sites have been evaluated according to law and policy and are described as follows:

National Significance

The Lower Columbia River Lewis and Clark sites included in this study are significant campsites near the western terminus of the Lewis and Clark National Historic Trail. These sites provide the background and opportunity to interpret the culmination of the Corps of Discovery's expedition across the continent to reach the Pacific Ocean.

The experiences of the Lewis and Clark Expedition at these sites were some of the most dramatic and sensational of their entire voyage. They experienced a wide range of emotions including: despair at being pinned against the cliffs and rocky shore for several days at Clark's Dismal Nitch, unable to proceed; elation at reaching the *"butifull Sand beech"* at Station Camp, with their first full view of the Pacific Ocean; the spirit of democracy in the vote by all members of the Corps on the location of winter camp, and satisfaction and fulfillment in listening to the waves crashing against the rocks and walking along the shores of the Pacific Ocean.

The members of the Expedition experienced despair and fear for their well-being while trapped by a storm at this site located at present-day Megler Safety Rest Area. William Clark called this location the *"dismal nitich."* They remained camped in this vicinity for six days, spending the nights of November 10-14, 1805 waiting for the storm to relent.

During this storm, members of the Expedition tried several times unsuccessfully to navigate through the large waves crashing towards them from the southwest. After six days of stormy weather, the wind and rain ceased and allowed the Expedition to paddle their canoes around *"Point Distress"* (Point Ellice) to a place they described as a beautiful sandy beach.

The surrounding landforms, including the Megler Creek outlet, retain integrity in relation to the historic and natural setting. Broad views of the Columbia River and the surrounding landscape can be enjoyed at this site.

Station Camp is the most significant campsite along the lower Columbia River. Because of the events that occurred here, it is one of the most important camp sites of the entire journey. The members of the Expedition were at this site for more than ten days, from November 15-25, 1805, while conducting two excursions to investigate the coastline and determine an appropriate location for winter camp.

Criteria for Parklands

Station Camp is the place where the Corps had their first full view of the Pacific Ocean. Reaching this point in the journey brought much elation and satisfaction to the Expedition members. Sergeant Patrick Gass referred to this location as the *"end of our voyage."*

Station Camp was named for the traverse and stations when Captain Clark surveyed the site. Clark's survey is significant because the level of detail and number of sightings taken were performed at only a handful of sites along the entire journey.

Station Camp is also the site of an informal vote conducted by the leaders of the military expedition to determine the preferred location for winter camp.

By successfully reaching the Pacific Ocean, the Corps of Discovery accomplished President Thomas Jefferson's directive and helped the United States of America claim land west of the newly acquired Louisiana Purchase.

Cape Disappointment was the last piece of land explored as the Expedition reached the Pacific Ocean. Expedition members were finally able to touch the waters of the Pacific Ocean and see and hear the waves crashing onto the rocks and cliffs along the western shore of Cape Disappointment.

On November 18-19, 1805, Clark and 11 men hiked by land through present-day Fort Canby State Park on a two-day excursion from Station Camp to investigate the coastline. They trekked from Baker Bay across the cape, down through a wooded hollow to the ocean shores and north along the sandy beach of the Long Beach Peninsula.

Clark's party camped for one night on the beach near McKenzie Head. This is one of the few campsites currently situated on public land on the Pacific Ocean.

Cape Disappointment retains a high degree of integrity as a relatively unspoiled example of a natural and cultural resource associated with the Corps of Discovery's experience along the lower Columbia.

A portion of the landscape within the park remains relatively unspoiled and includes old-growth trees as well as significant landforms that Clark describes in his journals. In the park, one can imagine the Expedition coming in contact with those features 200 years ago. Although, there are some changes in the landscape, including the physical



Courtesy of The American Philosophical Society

Clark's survey map of Station Camp and Cape Disappointment



Aerial view of the Station Camp site

changes in the shoreline due to accretion after the construction of the jetties at the mouth of the Columbia River, the major landmarks observed by the expedition are still evident today from the site.

Summary of National Significance

All three sites offer excellent opportunities for public education, public use, and enjoyment.

Station Camp, under the name "Lewis and Clark Campsite," and Cape Disappointment at Fort Canby State Park are two of 89 certified sites on the Lewis and Clark National Historic Trail. (Certification of sites is described in the Cultural Resources portion of the Affected Environment section.)

In conclusion, all three sites are of national importance and reflect many of the attributes as found by Lewis and Clark. The sites serve to fully complement the significance of the winter encampment at Fort Clatsop.

Suitability

A portion of the Dismal Nitch site is in public ownership, but is not managed by a land management agency. The site is used currently as a highway safety rest area and managed by WSDOT. Portions of the Dismal Nitch campsite are not adequately protected for public use at this time since they are privately owned. No interpretation is currently provided at this site.

The importance of the Station Camp site is understood by the declaration of Sergeant Patrick Gass that this site represented the *"end of our voyage,"* the democratic vote on the location of winter camp, and Clark's detailed survey of the site and surrounding landforms. These events have been recognized at this time through a small wayside exhibit at this site owned and managed by WSPRC. However, there is a strong need to provide more extensive interpretation and commemoration about this significant history. This interpretation would be the most effective and meaningful if located specifically at the site.

Station Camp is not adequately protected for public enjoyment at this time. Except for the small interpretive wayside park owned by the WSPRC, the remainder of the site is privately owned. Negotiations are underway for the state of Washington to purchase the property from the private property owner.

At Fort Canby State Park, WSPRC is currently expanding and renovating the Lewis and Clark Interpretive Center, with new exhibits focusing on the Expedition's 18 days in Pacific County. Additional site specific interpretation at the three Lower Columbia Lewis and Clark sites would greatly enhance this overview.

Fort Canby State Park is adequately protected for public enjoyment. More than 1,883 acres are being managed by the WSPRC, with land ownership of this acreage split between WSPRC, USCG, USACE, and the BLM.

Summary of Suitability

The Lewis and Clark experience on the lower Columbia River and the accomplishment of reaching the Pacific Ocean could be enhanced through the addition of these three sites to Fort Clatsop National Memorial. The addition of these three sites would add to the public's understanding of the Corps of Discovery experience along the lower

Columbia. The addition of these sites would also afford additional protection to important historic resources.

Feasibility

At Megler Safety Rest Area (Clark's Dismal Nitch), a boundary can be drawn of sufficient size and configuration to ensure long-term preservation of the resources and to accommodate public use. It is likely the boundary could be drawn to maximize protection of the resources and minimize physical land ownership to only areas requiring public access.

There is potential for efficient administration at a reasonable cost with the determination of an appropriate method for addressing the need for improvements to the potable water system at the site.

Private ownership of land within the proposed boundary can be accommodated through a conservation easement without fee title acquisition while still realizing resource protection and visitor use goals.

Acquisition costs can be minimized or negated through donation by the state or through a cooperating agreement with the Washington State Department of Transportation.

Access to the site along State Route 401 and via existing driveways and parking is easily accomplished. Threats to the resources include barriers to fish passage and potential timber harvesting around the site.

At Station Camp, a boundary can be drawn of sufficient size and configuration to ensure long-term preservation of the resources and to accommodate public use.

It is likely the boundary could be drawn to maximize protection of the resources and minimize physical land ownership to only areas requiring public access. There is a potential for efficient administration at a reasonable cost through administration by Fort Clatsop National Memorial or cooperative agreement with WSPRC.

Private ownership of land within the proposed boundary can be accommodated through a conservation easement while still realizing resource protection and visitor use goals. Acquisition costs can be minimized or negated through a land donation by the state.



Forested Hillside at Station Camp

Access to the site along the existing U.S. Highway 101 can be easily accomplished. Threats to the resources are minimal at this time since the private owners have been stewards of the land for more than 150 years. However, the site is still primarily under private ownership with county land use standards currently allowing a variety of uses for the property.

At Fort Canby State Park, a boundary can be drawn of sufficient size and configuration to ensure long term preservation of the resources and to accommodate public use.

There is a potential for efficient administration at a reasonable cost, especially through cooperating agreements with the WSPRC and the three federal agencies owning land in the park. There is no private ownership of land within Fort Canby State Park.

Acquisition costs can be minimized or negated through a land exchange between public agencies or through a cooperating agreement with WSPRC, BLM, USCG, and USACE.

Access to the site along U.S. Highway 100 into existing park roads and parking lots is easily accomplished, but could be enhanced to improve accessibility to specific areas of the park.

Threats to the resources are minimal since the park is currently managed by WSPRC and protected through ownership by WSPRC, BLM, USCG, and USACE.

Summary of Feasibility

In conclusion, Megler Safety Rest Area (Clark's Dismal Nitch), Station Camp, and Fort Canby State Park (Cape Disappointment) have the sufficient size and configuration to ensure long term preservation of the resources and meet the criterion of feasibility to be added to Fort Clatsop National Memorial.

The addition of these sites would round out the story of the end of the Corps journey and make compelling new additions to the national memorial.

Management Alternatives





The four management alternatives related to the three lower Columbia Lewis and Clark sites analyzed in this study include:

- **Alternative A – No Action: Current Site Management Continues**
- **Alternative B – Lewis and Clark Washington State Park Sites**
- **Alternative C – Expansion of National Memorial and Washington State Park Sites**
- **Alternative D – Lewis and Clark National and State Historical Park**

Each of these alternatives is described in detail in this section, including aspects related to site management, resource protection, visitor experience, cost considerations, and feasibility.

Elements Common to All Alternatives

Alternative A assumes a minimal level of improvement to the existing Station Camp State Park wayside in its current location north of the existing highway, which would not be realigned. The remainder of the three management alternatives include similar development assumptions for the Station Camp site, including expanded services. Alternatives B, C, and D assume that the state highway would be realigned and an expanded riverfront park would be created between the new highway alignment and the Columbia River to commemorate the significant history of the Lewis and Clark Expedition related to the site. In addition, St. Mary's Church would continue to be privately owned and managed by the Catholic Archdiocese of Seattle.

Public transportation services between various lower Columbia Lewis and Clark sites in both Washington and Oregon have been proposed by regional transportation providers. This is common to all alternatives and the costs associated with these operations have therefore not been included in the cost estimates provided in this study.

In all alternatives, the National Park Service (NPS) would provide programmatic assistance to these sites, including the potential development of wayside exhibits, contributions of seasonal interpretive staff, and support for special programs and events during the bicentennial. The level of participation by the NPS will vary with each alternative.

All alternatives include a recommendation to add Megler Safety Rest Area (Clark's Dismal Nitch) to the list of officially certified historic sites on the Lewis and Clark National Historic Trail.

Management Alternative A: No Action Current Site Management Continues

Under Alternative A, the "No Action" alternative, the current ownership and management structure for all three sites would be maintained with no change.

Megler Safety Rest Area (Clark's Dismal Nitch)

General Description of the Management Alternative

Megler Safety Rest Area would continue to be owned and managed by WSDOT as a safety rest area. The lands surrounding the Megler Safety Rest Area, including the site of the Dismal Nitch experience described in the Lewis and Clark journals, would continue to be privately owned.

Site Management

Megler Safety Rest Area is currently managed by WSDOT as a safety rest area for the traveling public and, under this alternative, WSDOT ownership would continue. The privately owned land to the west and northwest of the safety rest area would continue to be managed by the private owner. Most of the private land surrounding the site is owned by a timber company and at least some of the site would likely be harvested at some point in the future when the timber matures. The safety rest area would continue to provide seasonal service, with restrooms closing seasonally from November 30th to March 1st due to water treatment issues.

Resource Protection

Resource protection at the site of the Dismal Nitch is limited. While WSDOT owns Megler Safety Rest Area, the State Department of Transportation is not considered a land management agency and has limited policies regarding the protection of natural and cultural resources.

Protection measures for the private land that encompasses the historic Dismal Nitch are currently state and local laws governing forest practices and the federal Endangered Species Act.

Visitor Experience

At the Dismal Nitch site and specifically at the Megler Safety Rest Area, visitor experience is limited in relation to the Lewis and Clark story. The safety rest area does provide essential services such as parking for up to 30 vehicles, restrooms, and picnic tables, but currently lacks any interpretation or design elements relating to the Lewis and Clark story. There are plans to add orientation and interpretive panels featuring the Lewis and Clark Expedition as part of a statewide interpretive wayside project.

Cost Considerations

No costs for land acquisition are expected under this alternative since the site would remain under state ownership. No additional permanent or temporary staffing or development costs are expected under this alternative.

WSDOT has investigated alternative water supply options in past years with no reasonable cost solution being identified. As a result, closure of the restrooms is expected to continue indefinitely until a solution is identified. Any future costs for an alternative water supply system would likely be significant considering the constraints of the site.

Management Alternative A

No Action: Current Site Management Continues

Station Camp State Park

General Description of the Management Alternative

Station Camp State Park would continue to be owned and managed by the WSPRC as a small interpretive wayside off of the existing alignment of Highway 101. With the potential for site improvements, the existing park would provide better services to the public. The land around the wayside would continue to be held in private ownership.

Site Management

Station Camp State Park would continue to be owned and managed by the WSPRC as a small wayside park along Highway 101. The private property that encompasses the remainder of historic Station Camp site would continue to be privately owned. Limited site improvements to the existing park would be considered as an alternative to moving the highway and creating a riverfront park.

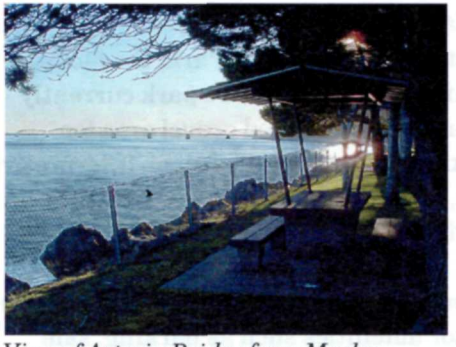
It is assumed the site improvements to the existing park would not be on as large a scale as the other management alternatives, although a primary goal would be to provide additional services and improved access to the Station Camp site.

In addition, St. Mary's Church would continue to be privately owned and managed by the Catholic Archdiocese of Seattle. This action is common to all of the alternatives. Neither of these private ownership groups appear to have any plans for major changes in the management or use of the private property. However, the opportunity always exists, and changes in use could be substantial given Pacific County development allowances.

Resource Protection

Station Camp has limited protection of resources since all but one acre of the property in the vicinity of the historic Station Camp site is privately owned.

There is no local zoning ordinance that governs the land use in this part of Pacific County, hence the surrounding private land could potentially be developed in a variety of uses. While the site has limited protections, it has been owned by the same family for more than 150 years. This family has a personal history with the land and has provided good stewardship of the property for the tenure of its ownership. Pacific County does have a Shoreline Master Program that governs uses and setbacks from the Columbia River.



View of Astoria Bridge from Megler Safety Rest Area



Station Camp State Park Wayside

Management Alternative A

No Action: Current Site Management Continues

Visitor Experience
At Station Camp State Park, the facilities are limited. The one-acre park currently includes an undefined gravel area for parking five or six vehicles, an interpretive sign, picnic table, and carved wood statue of Lewis and Clark.

Potential park improvements may include visitor amenities such as parking, safe vehicular access to the highway, additional interpretation, and possibly a comfort station. The park would be in its current location across the highway from the Columbia River. The visitors would have no safe route to get closer to the shoreline and experience the river, severely limiting the visitor experience of the park and reducing the direct connection to the Lewis and Clark story.

Cost Considerations
Since the existing state ownership would continue at the site, no costs for land acquisition are expected for the federal government. The funding for compliance, design, and construction of a park at Station Camp is already appropriated at the state level. For improvements to a small scale wayside and a slight shift of the highway to improve safety conditions, estimated costs are $1,200,000 to $2,000,000.

No additional permanent staff or development costs are expected under this alternative for the federal government. Additional temporary staffing of interpretive rangers through Fort Clatsop National Memorial could occur at any time under a cooperative agreement with Washington State Parks to assist with interpretive staffing, particularly during the bicentennial years of 2005 and 2006. The additional annual staffing costs for NPS to support WSPRC at Station Camp for the years 2005 and 2006 are estimated to be $8,150.

Fort Canby State Park (Cape Disappointment)

General Description of the Management Alternative
Fort Canby State Park would continue to be managed by the WSPRC with underlying ownership to be maintained. The ownership of the park lands includes the U.S. Army Corps of Engineers (USACE), Bureau of Land Management (BLM), U.S. Coast Guard (USCG), and WSPRC. Improvements by WSPRC would continue in preparation for the Lewis and Clark Bicentennial and include an expansion to the Lewis and Clark Interpretive Center, new indoor and outdoor interpretive exhibits, and improved access from the parking lot to the LCIC.

Site Management
Fort Canby State Park would continue to be managed by the WSPRC as a major state park destination for visitors to this area. The park will likely go through some changes in operations and management in the next few years in preparation for the Lewis and Clark Bicentennial. The WSPRC would continue to be the primary manager and operator of the park with assistance from the NPS with interpretive programming and staffing.

Resource Protection
Fort Canby State Park currently has the highest level of resource protection of the three sites since it is entirely owned by public agencies. Three of the four agencies owning property within the park boundaries are land management agencies including the primary manager of the property, WSPRC. As a result, the parklands have strict policies on resource protection, which limit any threats to the resources at this site.

Visitor Experience
Fort Canby State Park provides the best visitor experience of the three sites since it is operated as one of the premier state parks in the state of Washington. The park has camping, a boat launch, day use areas, beach areas, lighthouses, trails,

Management Alternative A

No Action: Current Site Management Continues

the Lewis and Clark Interpretive Center, and other facilities. Visitors have a multitude of experiences to select from at this park.

The Lewis and Clark Interpretive Center is currently being expanded and renovated with new interpretive exhibits in preparation for the bicentennial. One limiting factor at the LCIC is the number of parking spaces and the location of parking in relation to the LCIC. Parking is 80 feet below the interpretive center and requires a strenuous walk to the building. WSPRC is seeking funding for an elevator or funicular system to provide better access to the LCIC and improve the visitor experience.

Cost Considerations

No costs for land acquisition are expected under this alternative since the site would remain under the current state and federal ownership.

No additional permanent staff or development costs are expected under this alternative. Additional temporary staffing of interpretive rangers through Fort Clatsop National Memorial could occur at anytime under a cooperative agreement with Washington State Parks to assist with interpretive staffing, particularly during the bicentennial years of 2005 and 2006. The additional annual staffing costs for NPS to support WSPRC at Fort Canby State Park for the years 2005 and 2006 are estimated to be $29,650.

Washington State Parks and Recreation Commission is investing more than $3,000,000 in capital improvements associated with the Lewis and Clark Interpretive Center at the park.



View overlooking Beard's Hollow at Fort Canby State Park

Alternative B: Lewis and Clark Washington State Park Sites

Under Alternative B, the ownership and management of the Megler Safety Rest Area would change to a state park designation and Station Camp State Park would be expanded. Fort Canby State Park ownership and management would remain the same. The land required to expand Megler and Station Camp would be acquired from the surrounding private land owners.

Megler Safety Rest Area (Clark's Dismal Nitch State Park)

General Description of the Management Alternative

In this alternative, Megler Safety Rest Area would continue under WSDOT ownership and management. It would be enveloped within a larger boundary named Clark's Dismal Nitch State Park, which would be managed by the WSPRC (See Figure 6.1). The WSPRC would acquire the property northwest of the safety rest area as a land base for the protection and interpretation of the Dismal Nitch story.

The WSPRC would also consider obtaining a conservation easement over the land to the north of the Dismal Nitch site and safety rest area through an agreement with the private owner to protect the scenic qualities, historic, and natural values of the land. This area includes a portion of the Megler Creek watershed which is part of the history of the Dismal Nitch.

Site Management

In this alternative, Megler Safety Rest Area would continue under WSDOT ownership and management. It would be enveloped within a larger boundary named Clark's Dismal Nitch State Park, which would be managed by the WSPRC. The WSPRC would acquire and manage the property northwest of the safety rest area as a land base for the protection and interpretation of the Dismal Nitch story. WSDOT and WSPRC would develop a cooperative agreement regarding the management of the joint use property. The issues related to potable water treatment would be studied further so year-round service could be provided in the future.

Resource Protection

The Megler Safety Rest Area is currently owned by WSDOT, which puts the land in the public domain, although WSDOT is not considered a land management agency and has limited policies regarding the protection of natural and cultural resources. As a result, this alternative includes the proposal for a cooperative agreement with the WSPRC regarding use and management of the rest area and the remainder of the WSDOT property.

WSPRC would also acquire additional property northwest of the safety rest area at the historic Dismal Nitch to protect the natural and cultural resources associated with the site. This property acquisition along with the agreement with WSDOT on the safety rest area property would essentially create Clark's Dismal Nitch State Park.

In addition, the WSPRC would consider obtaining a conservation easement over the land surrounding the historic Dismal Nitch to protect the historic, natural, and scenic qualities of the property. These actions would greatly improve the protection of both cultural and natural resources of the area known as the Dismal Nitch.

Preserving this landscape setting from potential timber harvest can be achieved through a conservation easement over the surrounding private property. In addition to protecting the forested hillside as a visual amenity, a conservation easement would protect slope stability, water quality of the stream and its watershed, and habitat for flora and fauna.

Visitor Experience

Under this alternative, the Megler site would continue to be operated as a safety rest area with the same basic services. To enhance the visitor experience, opportunities to walk to the specific area believed to be the site of the Dismal Nitch would be provided along with interpretation relating to the Lewis and Clark story at the Dismal Nitch.

Consideration of safe pedestrian access alternatives to the Dismal Nitch would be an essential part of the site design to address potential solutions for pedestrians crossing State Route 401.

The interpretive improvements would include interpretive panels, orientation panels, and interpretive trails which tie thematically with interpretation provided at other Lewis and Clark sites managed by the WSPRC. The visitor experience would also be enhanced through the provision of guided interpretive tours provided by WSPRC or NPS rangers at peak visitation periods. The improvement of the visitor experience would also be guaranteed to last in perpetuity with the protection of the landscape as it currently exists surrounding the site.

Cost Considerations

No costs for land acquisition would be expected by the federal government under this alternative since the site will be under state ownership. State costs for land acquisition would be expected to total between $250,000 to $1,000,000 for Clark's Dismal Nitch State Park with the potential for approximately $750,000 to $1,500,000 in development costs for trails, interpretive exhibits, and other improvements. This estimate would also cover the cost of developing an alternative water system, as well as culvert replacement, and stream restoration at Megler Creek. The acquisition costs include the potential to acquire a conservation easement on lands surrounding the publicly acquired land.

No additional full-time permanent staffing would be expected under this alternative, although additional part-time

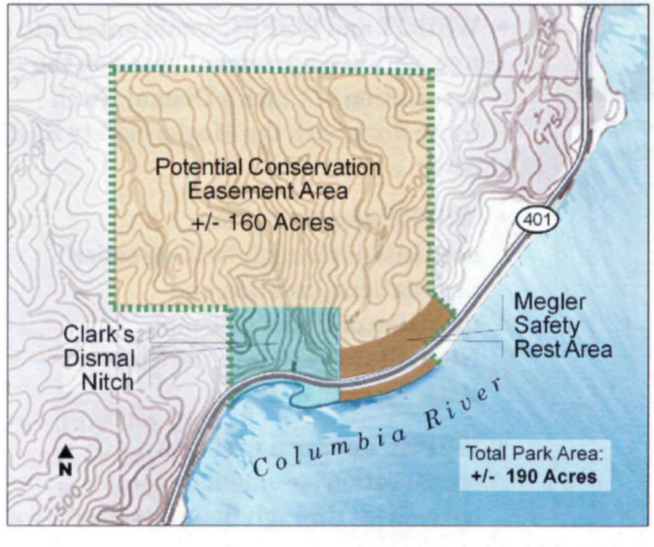


Figure 6.1 Boundary of Clark's Dismal Nitch State Park (Typical of Alternatives B and C)



St. Mary's Catholic Church at Station Camp



View looking from Station Camp to Cape Disappointment

staffing for interpretation and maintenance would be necessary at the state level. Additional seasonal staffing of interpretive rangers also would be used as funding permits through Fort Clatsop National Memorial under a cooperative agreement with Washington State Parks to assist with interpretive staffing during the bicentennial years of 2005 and 2006. The additional annual staffing costs for the NPS in the years 2005 and 2006 are estimated to be $8,150.

Feasibility

This alternative for Megler Safety Rest Area and Clark's Dismal Nitch would be feasible, but would also be subject to the following contingencies:

- WSDOT and WSPRC would enter into a cooperative agreement based on the association of Clark's Dismal Nitch State Park with the Megler Safety Rest Area;
- WSPRC approval of the acquisition through "willing seller" negotiations, creation and inclusion of Clark's Dismal Nitch State Park into the State Park System; and
- WSPRC approval to obtain a conservation easement or use agreement through "willing seller" negotiations on the private lands surrounding Clark's Dismal Nitch State Park.

Station Camp State Park

General Description of the Management Alternative

The Station Camp site would be improved through the realignment of the highway to create a riverfront park named Station Camp State Park. The site would incorporate improvements such as parking, safe ingress/egress, a comfort station, pedestrian walkways separated from vehicular access, interpretation of the history of the site, and viewpoints of the surrounding landscape (See Appendix C). The park would be owned and managed by the WSPRC. In addition, WSPRC would consider obtaining a conservation easement over the remainder of the private land to protect the scenic, historic, and natural qualities surrounding the site (See Figure 6.2).

Site Management

Station Camp State Park would continue to be managed by the WSPRC. The improved park site would be located between the realigned highway and the Columbia River shoreline. The site would provide improved visitor access, a comfort

station, enhanced interpretation of the Lewis and Clark story at Station Camp, and viewpoints of the surrounding landscape. Pedestrian access to Fort Columbia State Park from Station Camp is also being explored through a trail link.

The privately owned land surrounding the site on the west, north, and east would continue to be managed by the current owners, with an easement granted to state parks to preserve the natural and scenic qualities of the backdrop of Station Camp. St. Mary's Church would continue to be privately owned and managed by the Catholic Archdiocese of Seattle. The church and the WSPRC would establish a joint use agreement for use of the parking, comfort station, and public gathering spaces.

Resource Protection

This alternative for Station Camp State Park would provide much greater long-term resource protection. Approximately nine acres of property would be transferred to WSPRC from private ownership for the purpose of developing a riverfront park to commemorate the history of the Corps of Discovery at the site. This property would then be protected by many of the standard resource protection policies associated with public lands.

In addition, the WSPRC would consider obtaining a conservation easement through "willing seller" negotiations over a portion of the remaining private property surrounding the park site to protect the historic, natural, and scenic qualities of the property as a backdrop to the park.

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Visitor Experience

Under this alternative, the visitor experience at Station Camp State Park would be greatly improved from the existing state park wayside. The development of the riverfront park would enhance the visitor experience at the site by providing parking, improved egress/ ingress, a comfort station, safe and direct access to the Columbia River, enhanced interpretation of the Lewis and Clark story, group gathering areas, and viewpoints so visitors can enjoy the surrounding landscape.

WSPRC and NPS interpreters, along with commercial tours, historic groups, and others would be able to utilize areas on site for interpretive programs. The site would be designed for maximum accessibility to accommodate a variety of users including children, school groups, adults, senior citizens, and people with disabilities. It is expected the site would also accommodate anglers who have historically fished from the banks of the Columbia River at this site.



Figure 6.2 Boundary of Station Camp (Typical of Alternatives B, C and D)

Management Alternative B

Lewis and Clark Washington State Park Sites



Waikiki Beach at Fort Canby State Park



Cape Disappointment Lighthouse

The primary interpretive themes proposed for this site include the following:

- Jefferson's Vision
- "Full View of the Ocean," by the Corps of Discovery (Mission Accomplished)
- Clark's survey of Station Camp
- Station Camp vote on the location of winter camp
- Expedition relations with the Chinook Tribe and other native people

Secondary themes include:

- McGowan family history, including the canneries
- St. Mary's Church history
- Natural ecology of the area

Cost Considerations

No costs for land acquisition are expected by the federal government under this alternative since the site would be under state ownership. State funding for land acquisition has already been appropriated for the Station Camp park project. Additional funding would be needed to acquire a conservation easement on lands surrounding the publicly acquired land. This cost could be up to approximately $1,000,000 depending on the extent of the easement boundary.

No additional permanent NPS staff or development costs are expected under this alternative. Additional seasonal staffing of interpretive rangers through Fort Clatsop National Memorial is expected, under a cooperative agreement with WSPRC, to assist with staffing during the bicentennial years of 2005 and 2006. The additional annual staffing costs for the NPS in the years 2005 and 2006 are estimated to be $8,150.

Feasibility

This management alternative would be feasible although the proposed improvements at Station Camp rely on a successful "willing seller" negotiation to acquire the additional property necessary for the realignment of the highway and development of the park. This alternative would be contingent on:

- WSPRC approval of the relinquishment of the existing park wayside and acceptance of the developed Station Camp State Park site, and
- WSPRC approval of obtaining a conservation easement or use agreement on the private lands surrounding Station Camp State Park to protect the scenic backdrop.

The funding for acquisition, design, and construction of the highway realignment and park development has already been appropriated at the state level.

Fort Canby State Park (Cape Disappointment)

General Description of the Management Alternative

Fort Canby State Park would continue to be managed by the WSPRC under the current land ownership configuration which includes the WSPRC, BLM, USACE, and USCG. Efforts would continue on the improvement of the park in preparation for the Lewis and Clark Bicentennial. These include an expansion to the Lewis and Clark Interpretive Center, new indoor and outdoor interpretive exhibits, and improved access from the parking lot to the interpretive center.

Site Management

Fort Canby State Park would continue to be managed by the WSPRC as a major state park and destination for visitors to this area. The park will likely go through some changes in operations and management in the next few years in preparation for the Lewis and Clark Bicentennial, but WSPRC would continue as the primary manager and operator of the park with assistance from the NPS on interpretive programming.

Resource Protection

Fort Canby State Park would maintain current levels of resource protection since it is already entirely owned by public agencies. Three of the four agencies owning property within the park boundaries are land management agencies including the primary manager of the property, WSPRC. As a result, the park lands have strict policies on resource protection which limits any threats to the resources at this site.

Visitor Experience

Fort Canby State Park provides a quality visitor experience because of its size and operation. Amenities at the park include camping, a boat launch, day use areas, beach areas, lighthouses, trails, the Lewis and Clark Interpretive Center, and other features. Visitors have a multitude of experiences to select from at this park.

The LCIC is currently being expanded and renovated with new interpretive exhibits in preparation of the bicentennial. One current limitation to the experience of visiting the LCIC is the limited number of parking spaces and the location of parking in relation to the LCIC. The parking is 80 feet below the interpretive center and requires a strenuous walk to the building. WSPRC is seeking funding for an elevator or funicular system to provide better access to the LCIC and improve the visitor experience.

Cost Considerations

No costs for land acquisition are expected by the federal government under this alternative since the site would remain under the current state and federal ownership. No additional permanent staff or development costs would be expected under this alternative. Although, additional seasonal staffing of interpretive rangers through Fort Clatsop National Memorial is expected under a cooperative agreement with Washington State Parks to assist with interpretive staffing during the bicentennial years of 2005 and 2006. The additional annual staffing costs for the NPS for the years 2005 and 2006 are estimated to be $29,650. WSPRC is currently investing more than $3,000,000 in capital improvements associated with the Lewis and Clark Interpretive Center at Fort Canby.

Feasibility

This alternative for Fort Canby State Park would be feasible since no change of management is required. Some coordination with the NPS would be needed to provide an integrated visitor experience for all of the sites in the lower Columbia region, including Fort Clatsop National Memorial.

Alternative C: Expansion of National Memorial and Washington State Park Sites

Generally, Alternative C focuses on the expanded management of all three areas. There are three significant elements in this alternative. First, designation of Clark's Dismal Nitch State Park by the state of Washington; secondly, the proposed addition of Station Camp to Fort Clatsop National Memorial; and third, the creation of the Thomas Jefferson National Memorial (TJNM) within Fort Canby State Park as a second addition to Fort Clatsop National Memorial.

Megler Safety Rest Area (Clark's Dismal Nitch State Park)

General Description of the Management Alternative

In this alternative, Megler Safety Rest Area would continue under WSDOT ownership and management but would be enveloped within a larger boundary named Clark's Dismal Nitch State Park, managed by the WSPRC (See Figure 6.1). The WSPRC would acquire the property northwest of the safety rest area as a land base for the protection and interpretation of the Dismal Nitch story.

The WSPRC would also consider obtaining a conservation easement over the land to the north through an agreement with the private owner to protect the long-term scenic, historic, and natural values of the land. This area would include a portion of the Megler Creek watershed, which is part of the history of the Dismal Nitch.

Site Management

In this alternative, Megler Safety Rest Area would continue under WSDOT ownership and management, but would be enveloped within a larger boundary named Clark's Dismal Nitch State Park, and managed by the WSPRC. The WSPRC would acquire and manage the property northwest of the rest area as a land base for the protection and interpretation of the Dismal Nitch story. The safety rest area would continue to provide seasonal service, closing in the winter months due to potable water treatment issues.

Resource Protection

The Megler Safety Rest Area is currently owned by WSDOT, which places the land in the public domain, although WSDOT is not considered a land management agency and has limited policies regarding the protection of natural and cultural resources. As a result, this alternative includes the proposal for a cooperative agreement with the WSPRC regarding use and management of the rest area and the remainder of the WSDOT property.

WSPRC would also acquire additional property northwest of the rest area at the approximate location of historic Dismal Nitch to protect the natural and cultural resources associated with the Lewis and Clark story. This property acquisition, along with the agreement with WSDOT on the safety rest area property, essentially creates Clark's Dismal Nitch State Park.

In addition, the WSPRC would consider obtaining a conservation easement over

the land surrounding the historic Dismal Nitch to protect the historic, natural, cultural, and scenic qualities of the property.

Preserving this landscape setting from potential timber harvest could be achieved through a conservation easement over the surrounding private property. In addition to protecting the forested hillside as a visual amenity, a conservation easement would protect slope stability, water quality of the stream and its watershed, and habitat for flora and fauna.

Visitor Experience

Under this alternative, the Megler site would continue to be operated as a safety rest area with the same basic services. To enhance the visitor experience, opportunities to walk to the specific area believed to be the site of the Dismal Nitch would be provided along with interpretation relating to the Lewis and Clark story at the Dismal Nitch.

Consideration of safe pedestrian access alternatives to the Dismal Nitch would be an essential part of the site design to address potential solutions for pedestrians crossing State Route 401. The interpretive improvements would include interpretive panels, orientation panels, and interpretive trails which tie thematically with interpretation provided at other Lewis and Clark sites.

The visitor experience will also be enhanced with the provision of guided interpretive tours provided by WSPRC or NPS rangers at peak visitation periods. The improvement of the visitor experience will also be guaranteed to last in perpetuity with the protection of the cultural landscape as it currently exists surrounding the site.

Cost Considerations

No costs for land acquisition are expected by the federal government under this alternative since the site will be under state ownership. State costs for land acquisition are expected to total from $250,000 to $1,000,000 for Clark's Dismal Nitch State Park. Development costs for trails, interpretive exhibits, improvement of the existing water system or development of a new system, culvert replacement, and stream restoration associated with Megler Creek would be approximately $750,000 to $1,500,000. The acquisition costs include the potential to acquire a conservation easement on lands surrounding the publicly acquired land. No additional full-time permanent staffing is expected under this alternative, although additional part-time staffing for interpretation and maintenance would be necessary at the state level. Additional seasonal staffing of interpretive rangers is expected through Fort Clatsop National Memorial under a cooperative agreement with Washington State Parks to assist with interpretive staffing during the bicentennial years of 2005 and 2006. The additional annual staffing costs for the NPS in the years 2005 and 2006 are estimated to be $8,150.

Feasibility

This alternative for Megler Safety Rest Area and Clark's Dismal Nitch would be feasible, but would also be subject to the following contingencies:

- WSDOT and WSPRC approval of cooperative agreement on the association of Clark's Dismal Nitch State Park with the Megler Safety Rest Area,
- WSPRC approval of the acquisition through "willing seller" negotiations creation and inclusion of Clark's Dismal Nitch State Park into the State Park System, and
- WSPRC approval of obtaining a conservation easement or use agreement through "willing seller"

Management Alternative C

Expansion of National Memorial and Washington State Park Sites



The Dismal Nitch area



The bottomlands characterized as the Dismal Nitch

negotiation on the private lands surrounding Clark's Dismal Nitch State Park.

Station Camp (Unit of Fort Clatsop National Memorial)

General Description of the Management Alternative

The Station Camp site would be developed through the realignment of the highway creating a riverfront park to commemorate the Lewis and Clark story. The park would be developed through a state-initiated capital project financed through state appropriations and federal grants (FHWA TEA-21). The park would incorporate improvements such as parking, safe ingress/egress, a comfort station, pedestrian walkways, direct access to the Columbia River, enhanced interpretation of the history of the site, and viewpoints so visitors can enjoy the surrounding landscape (See Appendix C).

The park would be owned and managed by the NPS as part of Fort Clatsop National Memorial upon completion of a land donation by the state of Washington. In addition, the NPS would consider obtaining a conservation easement over a portion of the remaining private land to protect the scenic, historic, and natural qualities of the site (See Figure 6.2).

Site Management

Station Camp would be owned and managed by the NPS as part of Fort Clatsop National Memorial. The improved park site would be located between the realigned highway and the Columbia River shoreline. The site would provide improved visitor access, a comfort station, enhanced interpretation of the Lewis and Clark story at Station Camp, and viewpoints of the surrounding landscape.

The privately owned land surrounding the site on the west, north, and east would continue to be managed by the current owners, although, with an agreement to preserve the natural and scenic qualities of the backdrop of Station Camp. St. Mary's Church would continue to be privately owned and managed by the Catholic Archdiocese of Seattle. The church and the NPS would establish a joint use agreement for use of the parking, comfort station, and public gathering spaces. In addition, the WSPRC would relinquish ownership of the existing one-acre wayside to allow the realignment of the highway and creation of a larger park.

Resource Protection

This alternative for Station Camp would provide much greater resource protection than currently exists. Approximately nine acres of property would be

transferred to the NPS from WSPRC for the purpose of developing a riverfront park commemorating the history of the Corps of Discovery.

This property would then be provided many of the standard protections associated with federal public lands including the National Environmental Policy Act, Section 7 of the Endangered Species Act, and the National Historic Preservation Act.

In addition, the NPS would consider obtaining a conservation easement over much of the remaining private property surrounding the park site to protect the historic, natural, and scenic qualities of the property as a backdrop to the park.

Visitor Experience

The development of the riverfront park would enhance the visitor experience at the site by providing parking, safe egress/ ingress, a comfort station, direct access to the Columbia River, enhanced interpretation of the Lewis and Clark story, group gathering areas, and viewpoints so visitors can enjoy the surrounding landscape.

NPS rangers would be able to utilize areas on site for interpretive programs. The site would be designed for maximum accessibility to accommodate a variety of users including children, school groups, adults, senior citizens, and for visitors (or persons) with disabilities. It is expected the site would also accommodate anglers, who have historically fished from the banks of the Columbia River at this site.

The primary interpretive themes proposed for this site include the following:

- Jefferson's Vision
- "Full View of the Ocean," by the Corps of Discovery (Mission Accomplished)
- Clark's survey of Columbia Estuary
- Station Camp vote on the location of winter camp
- Expedition relations with the Chinook Tribe and other native people

Secondary themes include:

- McGowan family history, including the canneries
- St. Mary's Church history
- Natural ecology of the area

Cost Considerations

Land acquisition for the Station Camp site would be achieved via donation of the nine-acre park to the NPS from the state of Washington. In addition, the acquisition of a conservation easement on private lands surrounding the publicly owned land may cost up to approximately $1,000,000 depending on the extent of the easement boundary.

The park improvement costs including design, compliance and construction are estimated at $2,500,000 to $3,000,000 and would be a part of the donation by the state of Washington. These improvements include vehicular access, parking, a comfort station, native landscaping, pedestrian walkways, interpretive exhibits, and viewpoints of the surrounding landscape.

No additional development costs are expected under this alternative except for nominal NPS signing. The operations and maintenance of the park unit would be managed out of the Fort Clatsop National Memorial administrative offices. Permanent annual staffing of rangers and maintenance staff as well as other operational costs are estimated to cost $12,140 a year.

There would be an expectation of needs for special event costs during the bicentennial years of 2005 and 2006. The additional annual temporary staffing costs for the years 2005 and 2006 are estimated to be $30,000. Potential cooperative agreements with WSPRC for maintenance of the site could be explored since Fort Columbia State Park is only one mile from the site.

Feasibility

This management alternative would be feasible although the proposed improvements at Station Camp rely on a

Management Alternative C

Expansion of National Memorial and Washington State Park Sites



The Pacific Ocean and North Jetty from the LCIC

successful "willing seller" negotiation to acquire the additional property necessary for the realignment of the highway and development of the park. This alternative would be contingent on:

- WSPRC approval of a transfer of the expanded Station Camp State Park to the NPS,
- Congressional approval of the addition of Station Camp to Fort Clatsop National Memorial,
- Congressional approval of the acquisition of a conservation easement to the north of the Station Camp site, and
- WSPRC and NPS approval of a cooperative agreement to maintain the Station Camp park site.

The funding for acquisition, design, and construction of the highway realignment and park development has already been appropriated at the state level. It is anticipated that the NPS and WSPRC would develop a cooperative agreement regarding the maintenance of the park site since Fort Columbia State Park is less than a mile away from Station Camp.

Fort Canby State Park (Thomas Jefferson National Memorial)

General Description of the Management Alternative

The greater portion of Fort Canby State Park would continue to be managed by the WSPRC, with the additional creation of the Thomas Jefferson National Memorial (TJNM) within the boundaries of the state park. The memorial would be approximately 10 acres in size and owned and managed by the NPS as a part of Fort Clatsop National Memorial (See Figures 6.3 and 6.4).

The developed portion of the memorial would be a fraction of the 10 acres and located to utilize existing visitor service facilities associated with the Lewis and Clark Interpretive Center. This alternative would also investigate the possibility of transferring all or a portion of the federal land ownership in the park determined excess by the BLM, USACE, and USCG to the NPS to aid in consolidated federal ownership and continuity of relationship with Fort Canby State Park.

Efforts would continue on the improvement of the state park in preparation for the Lewis and Clark Bicentennial, including

Management Alternative C

Expansion of National Memorial and Washington State Park Sites

the expansion of the Lewis and Clark Interpretive Center, new indoor and outdoor interpretive exhibits, and improved access to the interpretive center from the parking lot. The site design of the TJNM would commence after an assessment of the existing resources.

Site Management

Fort Canby State Park would continue to be managed by the WSPRC as a major state park and destination for visitors to this area. The park will likely go through some changes in operations and management in the next few years in preparation for the Lewis and Clark Bicentennial, but WSPRC would continue as the primary manager and operator of the park with assistance from the NPS on interpretive programming. The TJNM would be operated as a unit of Fort Clatsop National Memorial with cooperation from the WSPRC on maintenance and staffing.

Resource Protection

Fort Canby State Park and the TJNM would maintain current levels of resource protection since both the state park and the land associated with the national memorial are already owned by public agencies. With the possibility of ownership transferring to the NPS, land management policy around the TJNM would become stricter, providing a higher level of resource protection. As a result, both the state park lands and the TJNM would have policies on resource protection which would limit any threats to the resources at this site.

Visitor Experience

Fort Canby State Park already provides a high-quality visitor experience because of its size and operation. Amenities available at this park include camping, boat launch, day use areas, beach areas, lighthouses, trails, the Lewis and Clark Interpretive Center, and other features. Visitors have a multitude of experiences to select from at this park.

Thomas Jefferson, the country's third president, envisioned a nation from "sea to shining sea," and the TJNM would commemorate that vision. The memorial would be located near the LCIC overlooking the Pacific Ocean. The visitor would gain an understanding of the fulfillment of Jefferson's dream for the Nation through the relationship between this site and the Jefferson National Expansion Memorial in St. Louis, Missouri.

The location of the memorial would be selected to utilize the existing visitor service facilities associated with the Lewis and Clark Interpretive Center. One limitation to the experience of visiting the LCIC is the lack of adequate parking spaces and the location of parking in relation to the LCIC. The parking is 80 feet below the interpretive center and requires a strenuous walk to the building. WSPRC is seeking funding for an elevator or funicular system to provide better access to the LCIC and improve the visitor experience.

Cost Considerations

No costs for land acquisition are expected by the federal government under this alternative since the state park and TJNM would remain under the current state and federal ownership. A transfer of land ownership from other federal agencies to the NPS would be considered under this alternative, particularly for transfer of excess property owned by USACE at the proposed TJNM site.

Design and construction costs associated with this alternative would be required for the development of the TJNM, which would likely consist of a memorial feature and viewing plaza of the Pacific Ocean along with pedestrian walkways from the LCIC at Fort Canby State Park. The development

costs for the memorial including design, compliance, and construction are estimated to range from $500,000 to $1,500,000.

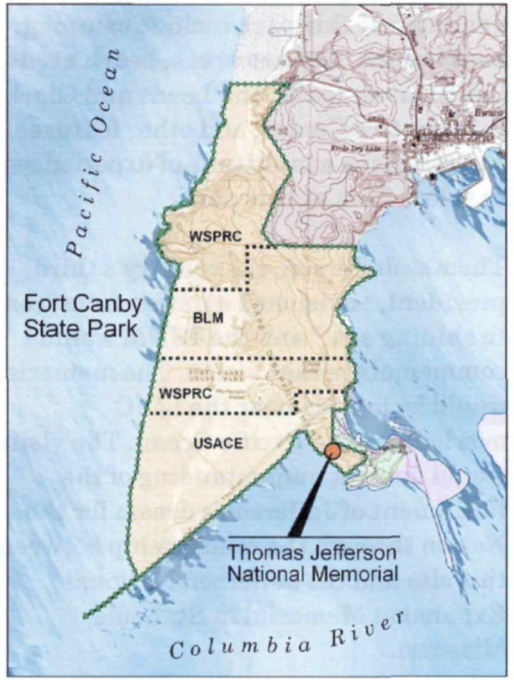
The operations and maintenance of the park unit would be managed as part of Fort Clatsop National Memorial, although it is expected that a cooperative agreement with WSPRC on the management of the site would provide some efficiencies. Permanent annual staffing for rangers and maintenance staff is estimated to cost $37,050 a year. There is an expectation of needs for additional temporary staffing during the bicentennial years of 2005 and 2006.

WSPRC is currently investing $3,000,000 in capital improvements associated with the Lewis and Clark Interpretive Center at Fort Canby State Park.

Feasibility

This alternative for Fort Canby State Park would be feasible since little change of management is required. The creation of the TJNM requires approvals at both the state and federal level but probably would not require the same level of capital improvement costs associated with the Station Camp site. Coordination with the NPS would be needed to provide an integrated visitor experience for all of the sites in the lower Columbia region including Fort Clatsop National Memorial. The following contingencies would need to be addressed with this alternative:

- WSPRC approval of the creation of the Thomas Jefferson National Memorial within Fort Canby State Park,
- Congressional approval of the creation and inclusion of the Thomas Jefferson National Memorial as part of Fort Clatsop National Memorial,
- U.S. Congressional appropriation for the design and construction of the Thomas Jefferson National Memorial, and
- WSPRC and NPS approval of a cooperative agreement for maintenance and operations of the Thomas Jefferson National Memorial.



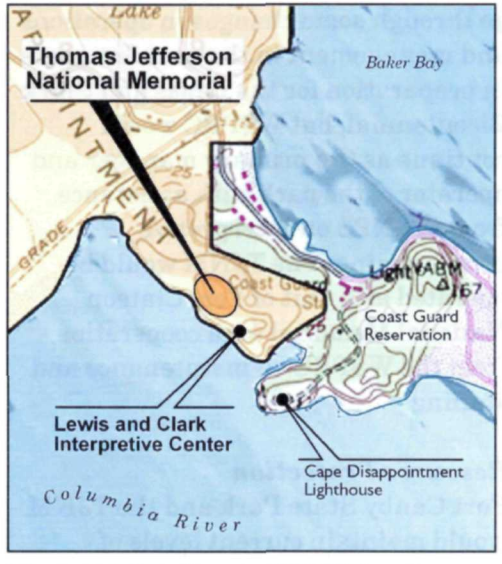


Figure 6.4 Detail map of TJNM location

Figure 6.3 (Left) Fort Canby State Park Boundary and TJNM location

Alternative D: Lewis and Clark National and State Historical Park

Under Alternative D, the Lewis and Clark National and State Historical Park would be created to develop a framework to present a comprehensive picture of the Expedition's experiences on the lower Columbia River. The national and state historical park designation would affect the broad multiple attributes of these sites within the context of Lewis and Clark history along the lower Columbia and Pacific Coast. The historical park would be accomplished within a cooperative framework which retains jurisdictional responsibilities of each partner.

General Description of Lewis and Clark National and State Historical Park

This alternative is based on the concept of an overarching federal and state cooperative approach in the form of the Lewis and Clark National and State Historical Park. The historical park would provide a framework for cooperation, collaboration, and coordination for interpretive programming, special programs, and events conducted at all of the Lewis and Clark sites in the region regardless of ownership. The federal and state sites associated with the Lewis and Clark story would be included within the historical park as listed below: *(See Figure 6.5)*

Lewis and Clark National Historic Trail

Lewis and Clark National Historical Park
National Park Service

- Fort Clatsop National Memorial
- Fort to Sea Trail
- Sunset Beach Unit
- Saltworks Unit
- Clark's Dismal Nitch Unit
- Station Camp Unit
- Thomas Jefferson National Memorial

Lewis and Clark State Historical Park
State of Washington

- Fort Canby State Park

State of Oregon

- Ecola State Park
- Fort Stevens State Park

This alternative also includes consideration of two Oregon park sites which would provide important additional interpretive opportunities and a more comprehensive picture of the expedition's experiences in the lower Columbia region.

If plans are implemented for tribal and/or Lewis and Clark history interpretation at other sites, (for example Chinook Park, Fort Columbia State Park, etc.), programs at these sites could also be included in the overall historical park coordination efforts.

The creation of the Lewis and Clark National and State Historical Park would include a framework to present a

Management Alternative D

Lewis and Clark National and State Historical Park

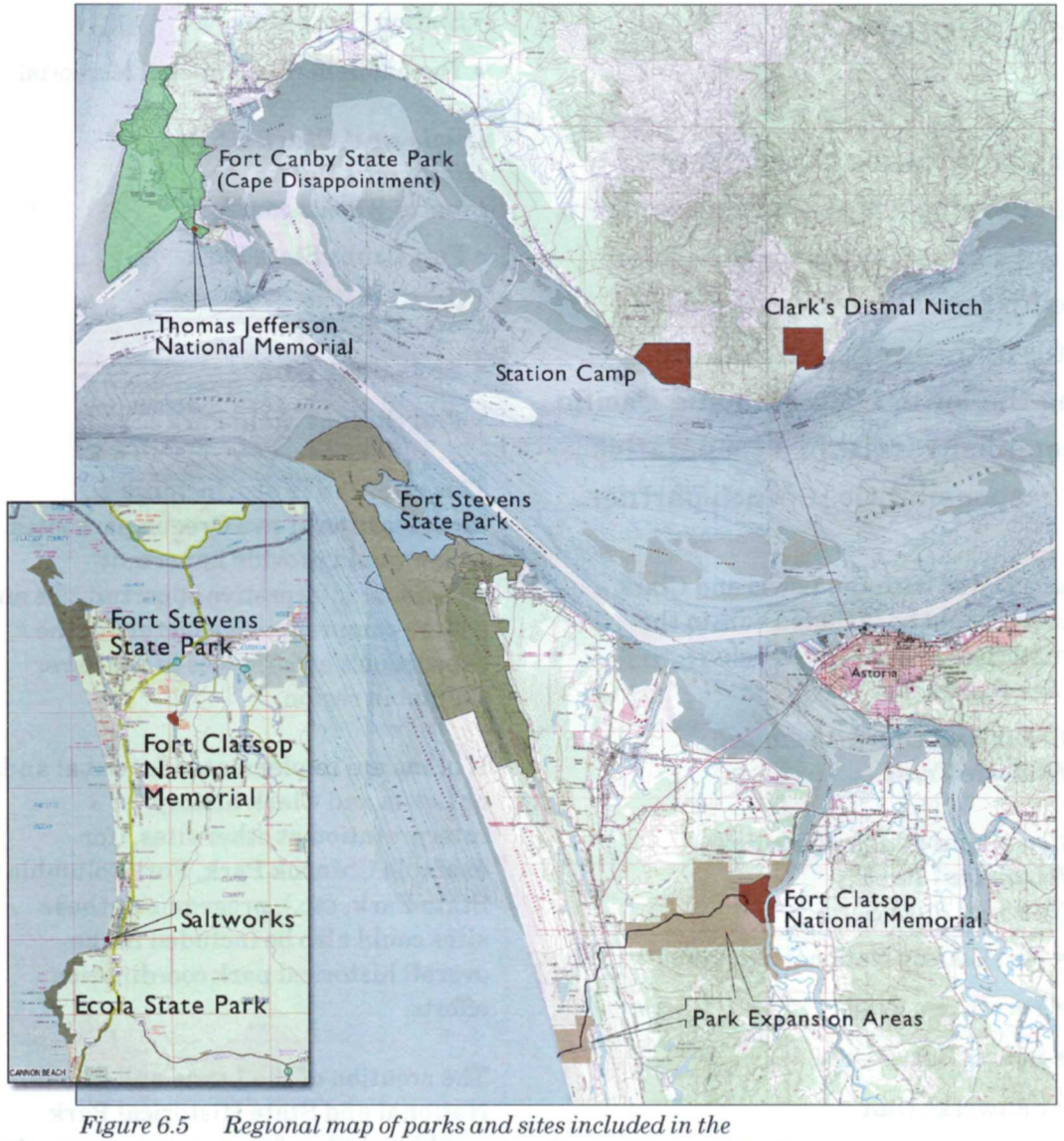


Figure 6.5 Regional map of parks and sites included in the Lewis and Clark National and State Historical Park

comprehensive picture of the Expedition's journey. The historical park will not only encompass the three sites being studied, but also other Lewis and Clark sites on the lower Columbia and Pacific Coast. This alternative will provide a coordinated experience for the public and will preserve a piece of American history that otherwise might be irreparably impacted or even forgotten.

Within this alternative, visitors will have the opportunity to develop a of sense of connection between Clark's Dismal Nitch, Station Camp, Cape Disappointment, and the other significant Lewis and Clark sites in the region. This connection will bring more continuity to the Lewis and Clark story and establish the significance of this part of the journey in our country's history.

The costs associated with the historical park would be primarily administrative since the underlying ownership and management of the individual sites will remain intact.

In order to promote good public understanding of the various Lewis and Clark sites, development costs associated with the historical park would include signing at all associated Lewis and Clark

sites in the lower Columbia region. The development costs under this element of the alternative would be expected to range from $300,000 to $500,000.

The staffing and operations costs would be primarily administrative and would include one additional employee plus additional space, equipment, and supplies. The annual operating costs would be expected to total approximately $53,000.

This alternative is subject to the following contingencies:

- Congressional authorization to establish the Lewis and Clark National and State Historical Park framework,
- Congressional appropriation for operation of the Lewis and Clark National Historical Park, and
- WSPRC approval of participation in the Lewis and Clark National and State Historical Park, and
- Oregon Parks and Recreation Department approval of participation in the Lewis and Clark National and State Historical Park.

Megler Safety Rest Area (Clark's Dismal Nitch – Unit of Lewis and Clark National Historical Park)

General Description of the Management Alternative

In this alternative, Megler Safety Rest Area would be transferred to NPS ownership and management as part of the Lewis and Clark National Historical Park with an investigation of potentially eliminating potable water service at the site and finding another solution for restroom service. As a result, the WSDOT safety rest area may be moved to an undetermined location or eliminated. Relocation of the safety rest area is dependent on availability of WSDOT capital construction funding.

The NPS would seek authorization based on study results to establish a boundary encompassing the safety rest area property, Clark's Dismal Nitch, a portion of the Megler Creek watershed and the escarpment along the north side of the existing safety rest area property. The NPS would seek ownership of the property adjacent to the safety rest area, which encompasses the Dismal Nitch, and would seek to obtain a conservation easement encompassing the forested uplands surrounding the Dismal Nitch and the wooded escarpment to preserve the integrity of the scenic viewshed surrounding the historic Dismal Nitch site (See Figure 6.6).

Site Management

In this alternative, the current safety rest area site itself and the property in the area of the historic Dismal Nitch would be combined with a conservation easement over the surrounding private property to create Clark's Dismal Nitch. This site would be managed by the NPS through the newly created Lewis and Clark National Historical Park.

The NPS would acquire the property northwest of the current rest area as a land base for the protection and interpretation of the Dismal Nitch story, along with a conservation easement of the surrounding cultural landscape. Service to visitors would change with the removal of the safety rest area use on the site, although that function may continue to be provided at a new location a few miles away.

Resource Protection

The site of the existing safety rest area would be rehabilitated and improved for the purposes of interpretation. As a land management agency, the NPS

Management Alternative D

Lewis and Clark National and State Historical Park

emphasizes the protection of natural and cultural resources. As a result, the resource protection at this site would be strengthened significantly.

The NPS would also acquire additional property northwest of the existing safety rest area at the historic site of this important Lewis and Clark story to protect the natural and cultural resources associated with the site. This property would then be provided many of the standard protections associated with federal public lands, including the National Environmental Policy Act, Section 7 of the Endangered Species Act, and the National Historic Preservation Act.

In addition, the NPS would consider obtaining a conservation easement over the land surrounding the historic Dismal Nitch to protect the historic, natural, and scenic qualities of the property. The property acquisition along with the conservation easement would become the Clark's Dismal Nitch Unit of the Lewis and Clark National Historical Park. Preserving this landscape setting from potential timber harvest can be achieved through a conservation easement over the surrounding private property. In addition to protecting the forested hillside as a visual amenity, a conservation easement would protect slope stability, water quality of the stream and its watershed, and habitat for flora and fauna.

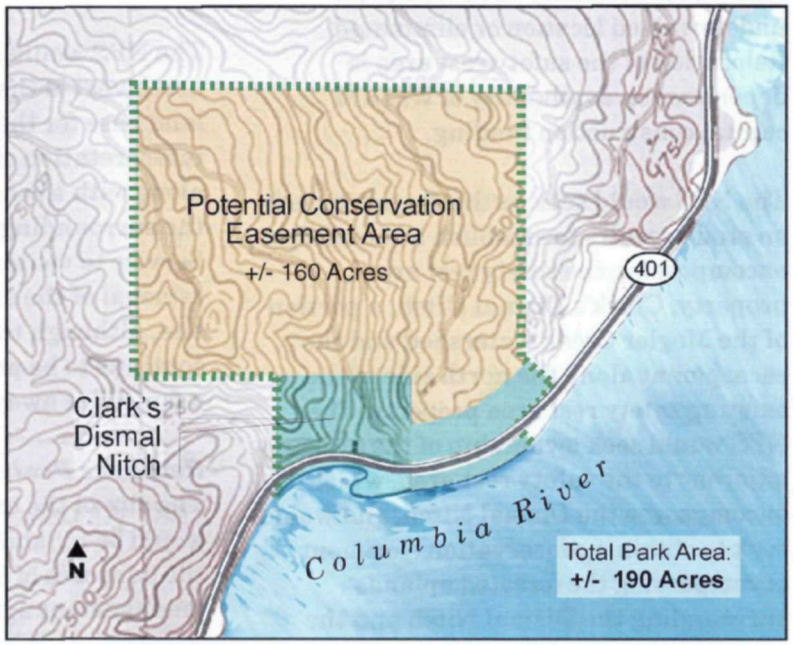


Figure 6.6 Boundary of Clark's Dismal Nitch Unit of the Lewis and Clark National Historical Park

Visitor Experience

Under this alternative, the Megler Safety Rest Area no longer would be operated as a safety rest area, but instead would be rehabilitated to emphasize interpretation of the story at the Dismal Nitch. To enhance the visitor experience, opportunities to walk to the area believed to be the site of the Dismal Nitch would be provided, along with interpretation relating to the Corps of Discovery's story. Consideration of safe pedestrian access alternatives to the Dismal Nitch would be an essential part of the site design to address the potential for pedestrians crossing State Route 401. In addition, the potential exists for reduction in the paved surface of the existing rest area site through redesign. Night sky viewing opportunities would potentially be enhanced contingent on lighting changes.

The interpretive improvements would include interpretive panels, orientation panels, interpretive trails, and places for group interpretive talks which tie thematically with interpretation provided at other Lewis and Clark sites managed by the NPS and the state. Other site improvements would include culvert replacement and stream restoration of Megler Creek and provision of a smaller comfort station, but not to the scale of the existing rest area facilities.

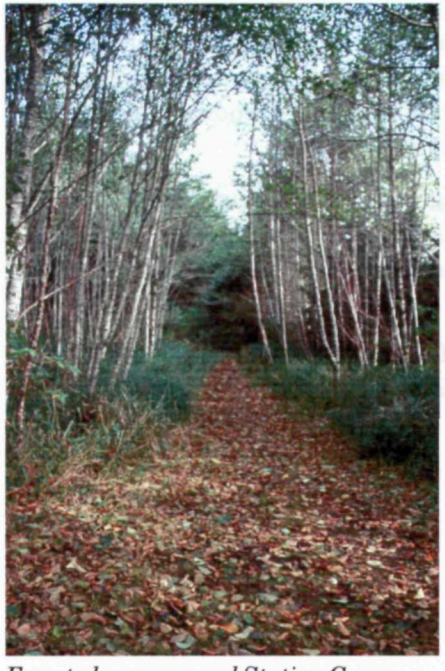
The visitor experience would also be enhanced with the provision of guided interpretive tours by NPS rangers and interpreters at peak visitation periods. The improvement of the visitor experience would be guaranteed to last in perpetuity with the protection of the cultural landscape as it exists surrounding the site.

Cost Considerations

Costs for land acquisition are expected to be captured through a land exchange or donation by a land conservancy group. The costs for land acquisition to bring the property into the public domain are expected to range from $500,000 to $1,300,000 for acquiring the Dismal Nitch site and a conservation easement over the surrounding land along with a land exchange of donation from the State of Washington for the WSDOT property. The development costs for the site include a rehabilitation of the existing safety rest area and the development of trails and interpretive exhibits and other previously described improvements. The development costs are estimated to be in the range of $1,250,000 to $2,000,000.

The operations and maintenance of the park unit would be managed by the NPS through the Lewis and Clark National Historical Park administrative offices. Annual staffing for seasonal rangers and maintenance staff is estimated to cost $8,150 a year.

Potential cooperative agreements with WSPRC for maintenance of the site would be explored since Fort Columbia State Park is only four miles from the site.



Forested area around Station Camp

Feasibility

This alternative for Clark's Dismal Nitch would be feasible, but is subject to the following contingencies:

- Congressional authorization of the addition of Clark's Dismal Nitch to the Lewis and Clark National Historical Park,

- Congressional authorization and appropriation to obtain a conservation easement or use agreement on the private lands surrounding Clark's Dismal Nitch,
- Congressional appropriation for the design and construction of improvements to Clark's Dismal Nitch, and
- WSDOT approval of the relocation or closing of the Megler Safety Rest Area.

Station Camp (Unit of Lewis and Clark National Historical Park)

General Description of the Management Alternative

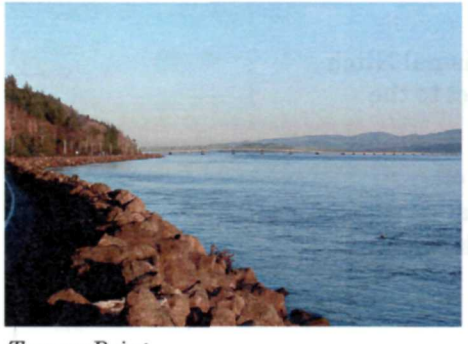
The Station Camp site would be developed through the realignment of the highway to create a riverfront park commemorating the Corps of Discovery's experiences at the site. The park would incorporate improvements such as parking, safe ingress/egress, a comfort station, pedestrian walkways, direct access to the Columbia River, enhanced interpretation of the history of the site, and viewpoints so visitors can enjoy the surrounding landscape (See Appendix C).

The park would be owned and managed by the NPS as part of the Lewis and Clark National Historical Park. In addition, the NPS would consider obtaining a conservation easement over the remainder of the private land to protect the scenic, historic, and natural qualities of the site.

Site Management

Station Camp would be owned and managed by the NPS as part of the Lewis and Clark National Historical Park. The improved park site would be located between the realigned highway and the Columbia River. The site would provide improved visitor access, a comfort station, enhanced interpretation of the Lewis and Clark story at Station Camp, and viewpoints of the surrounding landscape.

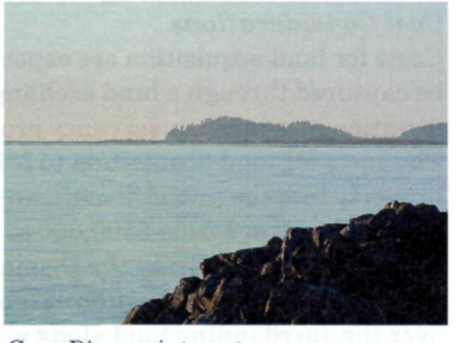
The privately owned land surrounding the site on the west, north, and east would continue to be managed by the current owners although with the addition of an agreement to preserve the natural and



Tongue Point



Saddle Mountain



Cape Disappointment

scenic qualities of the backdrop of Station Camp. St. Mary's Church would continue to be privately owned and managed by the Catholic Archdiocese of Seattle. The church and the NPS would establish a joint use agreement for the parking, comfort station, and public gathering spaces.

Resource Protection

This alternative for Station Camp would provide much greater resource protection than currently exists. Approximately nine acres of property would be transferred to the NPS by the WSPRC for the purpose of developing a riverfront park commemorating the history of the Expedition at the site. This property would then provide many of the standard protections associated with federal public lands including NEPA, Section 7 of the ESA, and the NHPA. In addition, the NPS would consider obtaining a conservation easement over a portion of the remaining private property surrounding the park site to protect the historic, natural, and scenic qualities of the property as a backdrop to the park.

Visitor Experience

Under this alternative, the visitor experience at Station Camp would be greatly improved from the experience at the existing state park wayside. The development of the riverfront park would enhance the visitor experience at the site by providing parking, safe egress/ingress, a comfort station, direct access to the Columbia River, enhanced interpretation of the Lewis and Clark story, group gathering areas, and viewpoints so visitors can enjoy the surrounding landscape.

NPS rangers would be able to use areas on site for interpretive programs. The site would be designed for maximum accessibility to accommodate a variety of users including children, school groups, adults, senior citizens, and the disabled. It is expected the site would also accommodate anglers, who have historically fished from the banks of the Columbia River at this site.

The primary interpretive themes proposed for this site include the following:

- Jefferson's Vision
- "Full View of the Ocean," by the Corps of Discovery (Mission Accomplished)
- Clark's survey of Columbia Estuary
- Station Camp vote on the location of winter camp
- Expedition relations with the Chinook Tribe and other native people

Secondary themes include:

- McGowan family history, including the canneries
- St. Mary's Church history
- Natural ecology of the area

Cost Considerations

Land acquisition for the Station Camp site would be achieved via donation of the nine-acre park site to the NPS from the state of Washington.

In addition, the acquisition of a conservation easement on private lands surrounding the publicly owned land to protect the scenic backdrop may cost up to approximately $1,000,000 depending on the extent of the easement boundary. The park improvement costs including design, compliance, and construction are estimated at $2,500,000 to $3,000,000 and would be part of the donation. These improvements include vehicular access, parking, a comfort station, native landscaping, pedestrian walkways, interpretive exhibits, and viewpoints of the surrounding landscape.

No additional development costs are expected under this alternative except for nominal NPS signing. The operations and maintenance of the park unit would

be managed out of the Lewis and Clark National Historical Park administrative offices. Permanent annual staffing for rangers and maintenance staff is estimated at $14,860.

There would be an expectation of needs for additional special event costs during the bicentennial years of 2005 and 2006 which are estimated to be $30,000. Potential cooperative agreements with WSPRC for maintenance of the site would be explored since Fort Columbia State Park is less than one mile from the site.

Feasibility

This management alternative would be feasible although the proposed improvements at Station Camp rely on a successful "willing seller" negotiation to acquire the additional property necessary for the realignment of the highway and development of the park. The alternative would be contingent on the following:

- WSPRC approval of a transfer of an expanded Station Camp State Park to the NPS,
- U.S. Congressional authorization of the addition of Station Camp to the Lewis and Clark National Historical Park,
- U.S. Congressional authorization and appropriation of the acquisition of a conservation easement to the north of the Station Camp site, and
- WSPRC and NPS approval of a cooperative agreement to maintain the Station Camp park site through NPS funding.

The funding for acquisition, design, and construction of the highway realignment and park development has already been appropriated at the state level. It is anticipated the NPS and WSPRC would develop a cooperative agreement regarding the maintenance of the park site since Fort Columbia State Park is less than one mile away from Station Camp.

Fort Canby State Park (Thomas Jefferson National Memorial)

General Description of the Management Alternative

The greater portion of Fort Canby State Park would continue to be managed by the WSPRC, with the additional creation of the TJNM within the boundaries of the park. The memorial would be approximately 10 acres in size and owned and managed by the NPS as a unit of the Lewis and Clark National Historical Park.

The developed portion of the memorial would be a fraction of the 10 acres and located to utilize existing visitor service facilities associated with the LCIC.

This alternative would also investigate the possibility of transferring all or a portion of the federal land ownership in the park from the BLM, USACE, and USCG to the NPS.

Efforts would continue on the improvements of the park in preparation for the Lewis and Clark Bicentennial including an expansion of the Lewis and Clark Interpretive Center, new indoor and outdoor interpretive exhibits, and improved access from the parking lot to the interpretive center.

Site Management

Fort Canby State Park would continue to be managed by the WSPRC as a major state park destination for visitors to this area. The park will likely go through some changes in operations and management in the next few years in preparation for the Lewis and Clark Bicentennial, but WSPRC would continue as the primary manager and

operator of the park with assistance from the NPS on interpretive programming. The TJNM would be operated as a unit of the Lewis and Clark National Historical Park with cooperation from the WSPRC on maintenance and staffing.

Resource Protection

Fort Canby State Park and the TJNM would maintain current levels of resource protection since both the state park and the national memorial are already owned by public agencies. With the possibility of ownership transferring to the NPS, land management policy around the TJNM would become stricter, providing a higher level of resource protection. As a result, both the state park lands and the TJNM would have strict policies on resource protection, limiting any threats to the resources at this site.

Visitor Experience

Fort Canby State Park already provides a high-quality visitor experience because of its size and operation. Amenities available at the park include camping, boat launch, day use areas, beach areas, lighthouses, trails, the Lewis and Clark Interpretive Center, and other features. Visitors have a multitude of experiences to select from at this park.

Thomas Jefferson, the country's third president, envisioned a Nation from "*sea to shining sea,*" and the TJNM would commemorate that vision. The memorial would be located near the LCIC overlooking the Pacific Ocean. The experience for the visitor would be in learning about the fulfillment of Jefferson's dream and understanding the relationship between the Jefferson National Expansion Memorial in St. Louis, Missouri and the Thomas Jefferson National Memorial at Fort Canby State Park.

The location of the memorial would be selected to utilize existing visitor service facilities associated with the LCIC. One limitation to the experience of visiting the LCIC is the number of parking spaces and the location of parking in relation to the LCIC. The parking is 80 feet below the interpretive center and requires a strenuous walk to the building. WSPRC is seeking funding for an elevator or a funicular system to provide better access to the LCIC and improve the visitor experience.



View of Pacific Ocean from the potential site of the Thomas Jefferson National Memorial



Protected old growth forests can be seen at Fort Canby State Park

Management Alternative D

Lewis and Clark National and State Historical Park



The Pacific Ocean

Cost Consideration

No costs for land acquisition are expected by the federal government under this alternative since the state park and national memorial would remain under the current state and federal ownership. A transfer of land ownership from other federal agencies to the NPS would be considered under this alternative.

Development costs associated with this alternative would be required for the development of the TJNM, which would likely include a memorial feature and viewing plaza of the Pacific Ocean, along with pedestrian access from the existing LCIC at Fort Canby State Park. The development costs for the memorial, including design, permitting, and construction are estimated to range from $500,000 to $1,500,000.

The operations and maintenance of the park unit would be managed out of the Lewis and Clark National Historical Park administrative offices, but it is expected that a cooperative agreement with WSPRC on the management of the site would provide some efficiencies. Permanent annual staffing for rangers and maintenance staff is estimated to cost $37,050 a year.

WSPRC is currently investing over $3,000,000 in capital improvements associated with the Lewis and Clark Interpretive Center at Fort Canby State Park.

Feasibility

This alternative for Fort Canby State Park would be feasible since little change of management would be required. The creation of the TJNM would require approvals at both the state and federal level, but would not require the same level of capital improvement costs as the Station Camp site. This alternative provides a high degree of coordination among agencies to provide an integrated visitor experience for all of the sites in the lower Columbia region including Fort Clatsop. The following contingencies would need to be addressed with this alternative:

- WSPRC approval of the creation of the Thomas Jefferson National Memorial within Fort Canby State Park,
- Congressional appropriation for the design and construction of the Thomas Jefferson National Memorial, and

- WSPRC and NPS approval of a cooperative agreement for maintenance and operations of the Thomas Jefferson National Memorial and securing funds needed to implement the agreement.

Other Sites Under the Historical Park Designation

Fort Stevens State Park

In this alternative, Fort Stevens State Park would remain under the management of the Oregon Parks and Recreation Department (OPRD) but would become part of the Lewis and Clark National and State Historical Park. Currently the northern portion of the park is owned by the U.S. Army Corps of Engineers, and is operated by OPRD under lease agreement with USACE. The remainder of the park is owned by the state of Oregon. This ownership would continue, unless USACE would transfer most of its lands to OPRD. OPRD and USACE would negotiate the conditions of such a transfer. The NPS will not seek ownership of any portion of Fort Stevens, but would cooperate with OPRD in managing the Lewis and Clark related interpretive story, including the Clatsop village site.

The current master plan for Fort Stevens and preliminary site plan for the old fort and Clatsop village sites of the park identify a set-aside area for protecting some of the riverfront area for study and interpretation of the Clatsop occupation. NPS would work collaboratively with OPRD on completing a Parkwide Interpretive Plan for the park that would define the approach for interpreting and providing access to the Clatsop village area. The Interpretive Plan would also address other areas of the park that represent the landscape of the area at the time of Indian occupation and early fort settlement. OPRD would also address other, non-Lewis and Clark interpretive themes in the Parkwide Interpretive Plan, such as the history of the jetty, Fort Stevens, and shipwrecks.

The Clatsop village site is shown on historic maps as being near the north shore of Point Adams, which was the original mouth of the Columbia River prior to the construction of the south jetty. This was a strategic location for contacting Native Americans and later, European-American traders traveling on the Columbia River. Point Adams is still discernible today, although sand accretion to the west due to the jetty has drastically changed the configuration of the mouth of the river.

The village site has a view of the Columbia River to the north. The Civil War earthworks lies to the south of the village site. Beyond the earthworks, to the south, are the remains of Fort Stevens which was constructed at a later date. Site management for the interpretation of the Clatsop village would need to address protecting the integrity of later historic elements of the jetty construction and Fort Stevens. Some site restoration and potential village marking, or limited reconstruction, would be considered for the Clatsop village site.

In-depth archaeological surveys would be completed to better determine the specific location of the village. OPRD would request NPS support through staffing, technical assistance, and funding participation for the completion of the archeological investigation.

The visitor experience would be enhanced by the use of a spatial buffer between the village site and the fort site structures. The interpretive improvements would include interpretive panels, orientation panels/signs, interpretive trails and viewpoints, and places for group talks which tie thematically with interpretation

Management Alternative D

Lewis and Clark National and State Historical Park

"I determine to Set out early tomorrow with two canoes & 12 men in quest of the whale, or at all events to purchase from the Indians a parcel of the blubber, for this purpose I made up a Small assortment of merchindize, and directed the men to hold themselves in readiness &c."

— William Clark, January 5th, 1806

provided at other Lewis and Clark sites managed by the NPS and the state of Washington. Interpretive staff from OPRD and NPS would provide guided interpretive tours of the village and Point Adams site.

OPRD is planning a renovation of the visitor center and museum at the fort site. Space in this facility would be devoted to the story of the Clatsop occupation of the area and their interaction with the members of the Lewis and Clark Expedition, and others such as the Hudson's Bay Company. In the future, OPRD would request that the NPS assist with developing interpretive themes, designing exhibits, and constructing interpretive improvements for the visitor center and outdoor interpretive areas.

Ecola State Park

In this alternative, OPRD would continue to own and manage Ecola State Park. The park would also be included in the new Lewis and Clark National and State Historical Park. Ecola State Park includes the headland that William Clark and a party from the Corps of Discovery crossed on January 6, 1806 in search of a beached whale they had learned of from the Clatsop Indians. Clark's party found the whale after descending to "*a butifull sand shore*" and crossing a creek, which Clark later named Ecola Creek, using the Chinook work for whale ("ekoli").

OPRD has been working with the Oregon Forest Resource Institute to complete trail improvements and the installation of interpretive signs that tell the story of Native American use of the headland trail and of Clark's visit. These improvements will be in place by the summer of 2004.

OPRD would work with the NPS to further refine the interpretive opportunities offered at Ecola State Park. This park has two trailhead parking lots with access to the beaches and views of the rocky coast. Visitors can look to the south toward the beach that Clark visited from viewpoints along park trails. The park does not have a visitor center, and no real potential to provide for such a structure is available due to steep, slide prone slopes. However, the park landscape is preserved in a state similar to when Clark and his party visited the area.

As part of a cooperative agreement with OPRD, the NPS would provide technical assistance such as contribution of seasonal interpretive staff and support for special programs and events.

Other Alternatives Considered but Rejected

Fort Canby State Park (Unit of Fort Clatsop National Memorial)

With Fort Canby State Park providing the second highest revenue for the Washington State Park system, an alternative that would involve the transfer of management to the NPS was rejected because of cost considerations, such as the potential loss of revenue to the state, and the substantial costs associated with transferring administrative and management functions to an entirely new agency. There were also concerns related to the loss of efficiency and effectiveness Washington State Parks would experience by removing Fort Canby from the regional management system, which currently is responsible for several other parks and state lands in the surrounding area.

In addition, Fort Canby State Park provides opportunities for all types of users and is used in ways which do not specifically meet the objectives associated with Fort Clatsop National Memorial. The Fort Clatsop National Memorial was established to protect and interpret the Lewis and Clark story in the lower Columbia region, whereas Fort Canby State Park serves a much broader function related to several historical and interpretive themes and outdoor recreation and camping.

It was determined that the opportunities associated with establishing an NPS presence at Fort Canby State Park could be adequately studied within the other range of alternatives proposed.

Environmental Consequences





Analysis of potential impacts is a critical step in evaluating the comparison of management alternatives and identifying the most effective and efficient alternative. This study analyzes potential impacts related to cultural resources, natural resources, socioeconomic conditions, transportation, and the visitor experience.

Cultural resources at all three sites include archaeological resources of Native American and European American settlements and the cultural landscapes surrounding the sites.

Natural resources common to all sites consist of forested areas; shoreline areas and floodplains; threatened, sensitive, and endangered species; wetlands; streams; and noise and air quality.

Socioeconomic conditions include the economy of local communities, potential job creation, safety and environmental health, potential impacts to agency capital, maintenance and operations costs, and aspects related to private land ownership such as the desire for conservation easements.

Transportation impacts relate to the potential for increased traffic and congestion and the need for enhanced accessibility and safety for all modes of travel.

Lastly, the experience of the visitor is affected by all of these elements, as well as other site specific characteristics such as aesthetics, views and visual characteristics; existing and potential interpretive, educational, recreational opportunities; other existing and potential site functions; and surrounding land uses.

The analysis of each of these five categories of potential impacts associated with the management alternatives is provided on the following pages. In addition to the impacts described in this study, an Environmental Assessment titled *U.S. Highway 101 Realignment at Station Camp Park* has been prepared detailing more specific project impacts related to highway realignment and park development at the Station Camp site. This document is being prepared for WSDOT on behalf of FHWA and will be available in the near future at the Ilwaco Timberland Library and on the Washington State Department of Transportation website.

Environmental Consequences – Alternative A

Cultural Resources

Megler Safety Rest Area (Clark's Dismal Nitch)

This site currently functions as a WSDOT safety rest area with surrounding private timber land. Under Alternative A, it would retain those functions. The consequences of the No Action Alternative on the cultural resources at the site include a lack of national recognition for the site's historic value, limited protection for potential existing archeological resources, and limited protection of the surrounding cultural landscape.

Under Alternative A, no additional interpretation would be provided leaving visitors with an incomplete story of the dramatic events that took place at the site. While the approximate area where the Expedition was trapped for six days is visible from the safety rest area, it is not accessible to the public since it is on private property. This will remain the situation under this alternative.

Station Camp

The Station Camp site, under this alternative, would consist of an improved wayside area owned and maintained by WSPRC. Consequences of Alternative A on this site include limited protection of potential archeological resources and limited protection of the surrounding cultural landscape. Minimal interpretation would likely be provided resulting in an inability to fully expand the traveling public's awareness of the Expedition's time at Station Camp, their interactions with Native American tribes of the area, and other topics.

No Action at this site allows the configuration of the church to remain as it is now. The continued informal and controlled access and parking would remain and the opportunities to improve these conditions that would be realized through Alternatives B, C, and D, would not exist under Alternative A. However, with limited improvements to the site, fewer visitors will be drawn to it, therefore minimizing potential conflicts church attendees may have with Lewis and Clark tourists. However during the bicentennial period, some increased visitation to the site would be expected.

Fort Canby State Park (Cape Disappointment)

The Lewis and Clark Interpretive Center (LCIC) is undergoing exhibit and center enhancements prior to the Lewis and Clark Bicentennial. These enhancements will continue under Alternative A although there would be limited interpretive connection to the two other Lower Columbia Lewis and Clark sites. The cultural resources within the park would continue to be protected under WSPRC management.

Natural Resources

Megler Safety Rest Area (Clark's Dismal Nitch)

Impacts to natural resources vary for this site under Alternative A. The scenic backdrop around the safety rest area and the Dismal Nitch campsite is a steep, rocky, wooded slope with a small creek. A majority of this area is owned by a timber company with some property ownership by WSDOT. While the Cathlamet Timber company has left the slope and the creek in a natural

condition in recent years, there is no assurance the historic forested setting and creek area would remain protected over the long term. The stability of the slope is also not guaranteed if the timber is harvested sometime in the future, depending upon the extent of the harvest and the steepness of the slope.

Station Camp
Much like Clark's Dismal Nitch, Station Camp has a forested backdrop that looks today much as it did when the Corps of Discovery was there nearly 200 years ago. The land is owned by family members of the original European American settlers who have been respectful stewards of the property for 150 years.

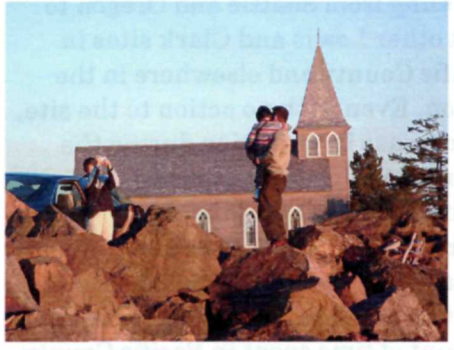
Alternative A, however, does not assure the continued protection of this historic forested landscape. A creek also runs through the Station Camp site but under Alternative A would not be protected or enhanced. As such, fish habitat and passage would not be improved as under the other alternatives. In addition, with no protection of the forested land, slope stability would be an issue if the timber is harvested.

Fort Canby State Park (Cape Disappointment)
Under the No Action Alternative, there would be no impacts to the natural resources at Fort Canby State Park.

Socioeconomic Environment

Megler Safety Rest Area (Clark's Dismal Nitch)
Megler Safety Rest Area is perfectly situated to encourage and orient tourists traveling from the Seattle or Longview/Kelso areas to other Lewis and Clark sites in the region. Not improving the site minimizes the likelihood that tourists will place it on their itinerary for the purpose of visiting Lewis and Clark sites, thereby shortening the time they spend in the lower Columbia area and specifically Pacific County, Washington. The end result would be a lost opportunity for additional tourism revenues to the local economy, and benefits to the region would not be as great as under the other alternatives.

Station Camp
Only three miles away from Megler Safety Rest Area, Station Camp is also situated to encourage and orient tourists


Visitors along the highway at Station Camp


Station Camp and forested hillside to the north

traveling from Seattle and Oregon to visit other Lewis and Clark sites in Pacific County and elsewhere in the region. Even with no action to the site, an increase in visitation during the bicentennial years is expected. Unfortunately the minimal interpretive information available and the accessibility issues associated with this site will not significantly increase the amount of time spent in Pacific County. Similar to Clark's Dismal Nitch, the local economy will miss out on an opportunity for additional revenue.

The increased visitation does have the potential to increase the impact to the surrounding private property owners. Inadequate parking only ensures that visitors to the site will illegally park on any open grassy area or along the narrow highway shoulder. A current problem that would become substantially worse is the issue of anglers and visitors using the great outdoors as a restroom, creating sanitary and other problems and potentially impacting the private property owners surrounding the site.

Lastly, fishing access to the site would not be improved under this alternative. Fishing does benefit the local economy, but the safety aspects and limited land availability for fishing at this site affects access, safety, and enjoyment of the site.

Fort Canby State Park (Cape Disappointment)

The ongoing improvements to Fort Canby State Park and the LCIC are already expected to improve the economy of Pacific County. With more to see and learn about at the park, more visitors will travel to the state and lengthen their stay in the region. This translates to more meals eaten, more souvenirs purchased, and more lodging activity in Pacific and Clatsop counties.

Transportation

Megler Safety Rest Area (Clark's Dismal Nitch)

There are no major transportation impacts at this site under Alternative A as the safety rest area and the highway would maintain current functions. However, knowledgeable Lewis and Clark enthusiasts may still visit the site and attempt to cross the highway to access the Dismal Nitch campsite causing safety concerns.

Station Camp

Several transportation impacts exist at Station Camp and would continue with no action taken. Parking is inadequate at the site now and during the bicentennial years, it will only worsen as anglers would continue to share the limited parking with Lewis and Clark tourists. Alternative A retains the status quo with regard to anglers' safety. People visiting the small wayside would continue to experience poor ingress and egress. With unsafe parking, a high number and variety of users, and inadequate sight-distance at Station Camp, the transportation issues are significant.

Not only are anglers and Lewis and Clark visitors negatively impacted by the transportation difficulties, but so are highway drivers. The drivers must deal with illegally parked cars along a curving stretch of highway, pedestrians running spontaneously and unpredictably across the highway, visitors standing along the edge of the highway, and cars pulling in and out of an area where sight-distance is poor. The experience for drivers along this stretch of highway is also compromised under the No Action Alternative.

Fort Canby State Park (Cape Disappointment)
WSPRC is improving the interpretative center at Fort Canby State Park. Regional efforts are also underway to improve the transportation to the LCIC. One potential enhancement includes a proposed shuttle system to access the park and the center from Ilwaco. Coordination for the system with both Washington and Oregon transit agencies would be an ongoing task. Another potential improvement is to build a funicular or elevator from the parking lot below the LCIC up to the plaza outside the interpretive center, but this is contingent upon securing funds.

Visitor Experience

Megler Safety Rest Area (Clark's Dismal Nitch)
Visitors to Clark's Dismal Nitch would experience negative consequences with the No Action Alternative. The poor potable water service currently requires seasonal closing of the restrooms. Without potable water in the winter, the safety rest area cannot maintain its restroom function year-round. While the remainder of the safety rest area is open all year, the restrooms are closed during the winter months. Although not an ideal time to visit the Washington coast, it is the time that the Corps of Discovery journeyed through the area. Therefore, an increase in visitation is expected in the winter of 2005, but the No Action Alternative may limit WSDOT from opening the restrooms to visitors who are traveling the trail at that time of year.

Other consequences include the lack of additional interpretation at the safety rest area and a lack of visitor access to the historic Dismal Nitch itself. Also, visitors would not have the opportunity to experience other potential enhancements to the site that would likely occur under the other alternatives.

Station Camp
Highway safety issues currently exist at the Station Camp site and with the anticipated increase in visitation, the situation could worsen. The lowered ground elevation northeast of the highway prevents people from standing on that side of the highway to fully view the Columbia River and the Pacific Ocean.

For this reason, many visitors to the site will risk running across the highway to a narrow shoulder next to the riprap shoreline in order to view the river. Once safely across the highway, visitors will not find a safe observation area. The large riprap boulders along the shoreline are an obstacle and are difficult to navigate while attempting to reach the water. The noise of the traffic is distracting, especially to visitors who had hoped to reflect on the trials, tribulations, and joys of the Corps of Discovery.

For years, anglers have been the prime users of this narrow shoulder, but with the bicentennial, they will be joined by many Lewis and Clark enthusiasts. The existing interpretation on site is inadequate, although interpretives would be improved at the wayside park.

Parking is inadequate now, and anglers use the open area around the church and the highway shoulders to park. The parking situation will only become more problematic as visitors descend on the area. Alternative A does not propose to relieve any of these concerns but only to provide more organized parking, more clearly defined ingress/egress, and better interpretation on the northeast side of the highway as part of an improved state park wayside.

Fort Canby State Park (Cape Disappointment)
Given the limitations of additional interpretation at Clark's Dismal Nitch and Station Camp and the significant renovation and interpretive improvements at the LCIC, visitors would be expected to spend most of their time at Fort Canby State Park.

The downside to this alternative is minimal interpretive connections to the two other Lewis and Clark sites would be provided and capacity issues with parking and access at Fort Canby may become more of an obstacle. The influx of visitors would not be dispersed effectively and as such, would be more difficult to manage and serve. Another consequence is the state park would not receive a national memorial to recognize the president who commissioned exploration westward.

Cumulative Effects

Alternative A would offer the least enhancement of the visitor experience and commemoration of Lewis and Clark history, and the least protection of cultural and natural resources compared to the other alternatives presented in this study.

Environmental Consequences – Alternative B

Cultural Resources

Megler Safety Rest Area (Clark's Dismal Nitch State Park)
With WSPRC owning, managing, protecting the resources, and developing interpretative facilities at Clark's Dismal Nitch with NPS assistance, the cultural and historic landscape of this site would receive stronger protection than under Alternative A. WSDOT would continue to own and manage the safety rest area through a cooperative agreement with WSPRC. WSPRC would also acquire through "willing seller" negotiation, a portion of the private property and obtain a conservation easement over the surrounding private land. This would protect the archaeological resources, historic setting, and cultural landscape including the upstream watershed.

Station Camp State Park
Similar to the situation at Clark's Dismal Nitch, Alternative B would ensure protection of the approximate campsite location through "willing seller" negotiation and fee simple acquisition of a portion of the riverfront property and preservation of the historic forested landscape surrounding Station Camp through a conservation easement over the property. Potential archaeological resources at Station Camp would also receive protection since state and federal laws would apply to any resources discovered at the site.

As part of the Environmental Assessment for the U.S. Highway 101 realignment through the project area, recommendations were made to measure, draw, and photo-document the standing McGowan buildings in the Station Camp project area. Furthermore, a recommendation was made for a professional archaeologist to be present during the construction of the realignment of U.S. Highway 101 and the proposed Station Camp site development to monitor the most severe ground-disturbing activities. If any significant deposits are found, they should be recovered to prevent damage. Alternative B generates greater protections of cultural resources for Station Camp than Alternative A.

Fort Canby State Park (Cape Disappointment)
As in Alternative A, the Lewis and Clark Interpretive Center (LCIC) is undergoing exhibit and center enhancements prior to the Lewis and Clark Bicentennial. These



View of Mount St. Helens from Megler Safety Rest Area



Stream and wetland area north of Station Camp park site



Stream outlet through culvert under Highway 101 at Station Camp

enhancements will continue under Alternative B. The difference between Alternative A and B is that under B, there would be a stronger interpretive connection to the other protected Lewis and Clark sites being studied since WSPRC would manage these sites as well. No impacts to cultural resources would be expected within Fort Canby State Park under this alternative.

Natural Resources

Megler Safety Rest Area (Clark's Dismal Nitch State Park)

Under Alternative B, protection of many of the natural resources at the site would be improved compared to Alternative A. WSPRC would acquire, through "willing seller" negotiation, the Dismal Nitch campsite and Megler Creek area under Alternative B. This would ensure long-term protection of the area. In addition, the WSPRC would obtain a conservation easement over the surrounding wooded backdrop to protect the area from timber harvesting. Slope stability could also be addressed by long-term land management policy.

Station Camp State Park

Ownership and management by the WSPRC of Station Camp would allow for continued stewardship of the natural resources at the site much as the private owner has done for the past 150 years. In addition, the WSPRC would obtain a conservation easement over the surrounding wooded backdrop to protect the wetlands and habitat from timber harvesting.

An added benefit of WSPRC ownership is the protection of the upstream watershed. Slope stability could be addressed under Alternative B by long-term management policies. Alternative B provides greater protections of natural resources than Alternative A.

A more site specific assessment of effects to endangered species of Station Camp is provided in the Environmental Assessment titled *U.S. Highway 101 Realignment at Station Camp Park.*

Fort Canby State Park (Cape Disappointment)

As with Alternative A, there would be no impacts to Fort Canby State Park's natural resources under Alternative B.

Socioeconomic Environment

In compliance with executive orders 12898 and 13045 the implementation of this alternative would not be expected to have any adverse affects or present any

safety or environmental hazards to children. The additional protection of resources and enhanced visitor opportunities would provide an enhanced environment, reduced risks through improved safety and access, and provide overall improved conditions that benefit the health and welfare of all citizens.

Megler Safety Rest Area (Clark's Dismal Nitch State Park)

The socioeconomic environment would be improved with Clark's Dismal Nitch becoming a state park. With increased public use, the state park would become a tourist destination, increasing the time tourists spend in the area and in Pacific County. As tourists stay longer, Pacific County as well as regional tourism operations would benefit economically.

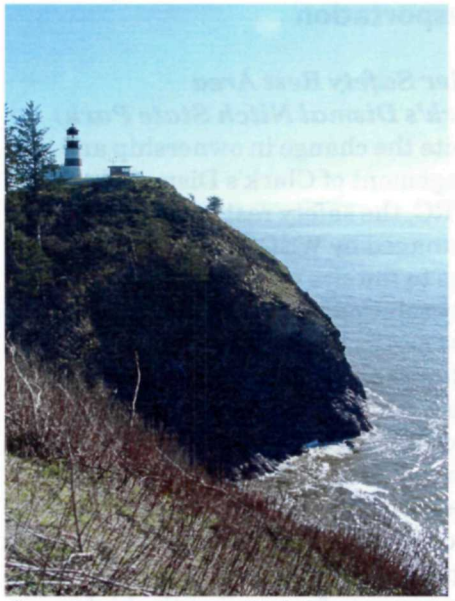
Station Camp State Park

With Station Camp as an expanded state park, Pacific County and regional tourism would experience greater benefits than they would with Alternative A. Station Camp would draw more tourists resulting in more time spent in Pacific County and the region. More time spent in an area by tourists would result in more money spent, which would benefit the regional economy.

As a state park, controlled access to the site, improved parking facilities, and visual screening of park uses would be part of the site development. These improvements would minimize the negative consequences that increased visitation would cause to neighboring property owners.

Fort Canby State Park (Cape Disappointment)

The improvements underway at Fort Canby State Park are already expected to improve the economy of Pacific County through increased visitation. With more to see and learn at the state park, more visitors will travel to the park and spend more time in the area. Under this alternative, Fort Canby would be one of three enhanced Lewis and Clark sites for visitors to see in Pacific County. This translates into a cumulative tourism benefit because people would stay longer in the area. More meals would be eaten, more souvenirs purchased, and more overnight stays would occur in Pacific County. The connection to the three other sites would likely provide more positive socioeconomic benefits than Alternative A.



Cape Disappointment Lighthouse



Lewis and Clark Interpretive Center at Fort Canby State Park

Transportation

Megler Safety Rest Area (Clark's Dismal Nitch State Park)
Despite the change in ownership and management of Clark's Dismal Nitch to WSPRC, the safety rest area would still be managed by WSDOT and ingress and egress to the site would be maintained. Safety solutions for potential pedestrian access across the highway would need to be addressed early in the process since visitors parking at the safety rest area would likely try to access the Dismal Nitch campsite and Megler Creek area. Transportation impacts would be slightly improved from Alternative A with designated pedestrian safety improvements for crossing the highway.

Station Camp State Park
Under Alternative B, the transportation issues at Station Camp would be improved greatly over Alternative A. Site access would be safer and parking facilities would be improved, including a capacity increase. Safety concerns would be eliminated as anglers and motorists are separated, and the horizontal alignment of the highway would be improved. Pedestrian access to Fort Columbia State Park from Station Camp is being explored through a potential trail link. This link has the potential to immerse the hiker into the historic forested backdrop, reminiscent of what Lewis and Clark experienced almost 200 years ago.

Fort Canby State Park (Cape Disappointment)
WSPRC is improving the building and interpretive exhibits at the LCIC, and regional efforts are also underway to improve transportation to the park and the LCIC. One potential enhancement includes a proposed shuttle system to access the park from Ilwaco. Under Alternative B, the shuttle system could expand to include links to Clark's Dismal Nitch and Station Camp.

Coordination for the system with both Washington and Oregon transit agencies would be an ongoing task. Another potential improvement is for an elevator or funicular from the lower level parking lot to provide access to a new plaza area outside the LCIC, although this project is contingent upon securing funds for design and construction.

Visitor Experience

Megler Safety Rest Area (Clark's Dismal Nitch State Park)
The visitor experience at Clark's Dismal Nitch would be enhanced under Alternative B since the site would become a state park. As a state park, recognition and interpretation of the Corps of Discovery's time at the site would be enhanced through outdoor interpretive panels and trail access to the Dismal Nitch.

Opportunities would be explored to provide public access to the area of the Dismal Nitch campsite through separate parking on the north side of the highway or a safe pedestrian highway crossing.

Unlike the current situation, the facility may be open year-round if a solution for the potable water supply is identified through a cooperative agreement with WSDOT. The potable water issues would need to be addressed by WSDOT and WSPRC to allow for full season use of the restrooms.

Station Camp State Park

Visitor experience at Station Camp would be greatly improved over Alternative A if the site were an expanded state park as in this alternative. Site development would occur at Station Camp enhancing the visitor experience through recognition and interpretation of Lewis and Clark historic events that occurred at the site. Improvements to the visitor experience would include riverfront access, outdoor interpretive panels, comfort station, upgraded parking capacity, better ingress/egress, and river and ocean viewpoints. The site development would also improve safety for anglers using the site.

A potentially negative consequence for passing motorists would be a greater separation from the water's edge affecting views out to the river. However, the positive consequences for passing motorists would be an improved highway alignment, fewer potential pedestrian conflicts in this area, and the ability to stop at the park to rest, use the restroom facilities, and get out of the car to experience the view.

Fort Canby State Park (Cape Disappointment)

As in Alternative A, the LCIC interpretive improvements and center renovation would continue under Alternative B. Unlike Alternative A, interpretive connections to the other protected Lewis and Clark sites would be enhanced since all three sites would be managed by the WSPRC. This alternative would not include recognition of our third president through a Thomas Jefferson National Memorial.

Cumulative Effects

Overall, implementation of this alternative would result in enhanced preservation of both natural and cultural resources and increased opportunities for the public to enjoy and appreciate Lewis and Clark history. In addition, implementation of this alternative would not cause an impairment to park resources.

Environmental Consequences – Alternative C



Anchorage site at Fort Canby State Park



Historic battery at Fort Canby State Park

Cultural Resources

Megler Safety Rest Area (Clark's Dismal Nitch State Park)
With WSPRC owning, managing, protecting the resources, and developing interpretative facilities at Clark's Dismal Nitch with NPS assistance, the cultural landscape of this site would receive much stronger protections than under Alternative A, but similar to Alternative B. WSDOT would continue to own and manage the safety rest area through a cooperative agreement with WSPRC. WSPRC would acquire the private property at the Dismal Nitch site and obtain a conservation easement over the surrounding private land. This would protect the historic setting and cultural landscape including the upstream watershed.

Station Camp (Unit of Fort Clatsop National Memorial)
Similar to the situation at Clark's Dismal Nitch, Alternative C would ensure protection of the Station Camp site through "willing seller" negotiations and fee simple acquisition while preserving the historic forested landscape surrounding Station Camp through a conservation easement. The NPS would own and manage the site as a unit of Fort Clatsop National Memorial. Potential archaeological resources at Station Camp would receive additional protection since the site would fall under federal management. Laws that would apply include the National Historic Preservation Act and the National American Graves Protection and Repatriation Act.

As part of the Environmental Assessment for the U.S. Highway 101 realignment through the area, recommendations were made to measure, draw, and photo document the standing McGowan buildings in the Station Camp project area. Furthermore, a recommendation was made for a professional archaeologist to be present during the construction of the realignment of U.S. Highway 101 and the proposed Station Camp site development to monitor the most severe ground-disturbing activities. If any significant deposits are found, they should be recovered to prevent damage.

As a result, Alternative C would provide stronger protections of cultural resources than both Alternative A and B.

Fort Canby State Park and Thomas Jefferson National Memorial
Proposed improvements to the LCIC will continue under all alternatives, including Alternative C. As in Alternative B, this alternative also would enhance the interpretive connection between Fort Canby State Park, Clark's Dismal Nitch, and Station Camp. This alternative would also include development of a Thomas Jefferson National Memorial (TJNM). The memorial development area would have a small imprint on the land covering less than an acre and would be surrounded by a maximum of 10 acres as part of the memorial boundary.

The site design of the memorial would commence after an assessment of the existing resources. Development would then need to be cognizant of the existing cultural resources, which include the dormitory foundation, water tower, and other architectural remains. The TJNM will provide a fitting memorial to Thomas Jefferson's vision of creating a Nation from *"sea to shining sea."* The impacts to cultural resources will be similar to Alternatives A and B.

Natural Resources

Megler Safety Rest Area (Clark's Dismal Nitch State Park)
Under Alternative C, protection of many of the natural resources at the site would be improved over Alternative A and comparable to Alternative B. WSPRC would acquire the Dismal Nitch site and Megler Creek area as under Alternative B. This would ensure long-term protection of the natural resources immediately adjacent to the historic site. In addition, the WSPRC would obtain a conservation easement over the surrounding wooded backdrop to protect the area from timber harvesting. Slope stability also could be addressed by a long-term land management policy.

Station Camp (Unit of Fort Clatsop National Memorial)
Ownership and management by the NPS of Station Camp would allow additional protection of the historic cultural landscape. A conservation easement over the surrounding forested backdrop would be obtained from the private owner through "willing seller" negotiation to preserve this historic landscape.

Protection of the upstream watershed and Class I and II wetlands through the conservation easement would provide long-term protection to water quality and slope stability. In addition, under NPS management, Station Camp would fall under the protection afforded to federally owned lands through NEPA and Section 7 of the Endangered Species Act.

Fort Canby State Park and Thomas Jefferson National Memorial
Development of the Thomas Jefferson National Memorial within Fort Canby would be designed to be sensitive to the protection of natural resources such as rare plant species, the existing coastal spruce forest, threatened and endangered species, migratory bird habitat, and the issues of slope stability and erosion. A more detailed assessment of these natural resources would be completed prior to final design through separate environmental analysis.

The majority of the 10-acre memorial would be left protected in its natural setting with the provision of pedestrian only access to the site. The memorial site would be in a prominent location in relation to the LCIC, but would have

minimal impacts to the current plan for the LCIC. Whenever possible, existing infrastructure supporting the LCIC would be utilized in cooperation with the WSPRC. No natural resource impacts are expected with this alternative.

Socioeconomic Environment

In compliance with executive orders 12898 and 13045 the implementation of this alternative would not be expected to have any adverse affects or present any safety or environmental hazards to children. The additional protection of resources and enhanced visitor opportunities would provide an enhanced environment, reduced risks through improved safety and access, and provide overall improved conditions that benefit the health and welfare of all citizens.

Megler Safety Rest Area (Clark's Dismal Nitch State Park)

The socioeconomic environment of the region would be improved with Clark's Dismal Nitch becoming a state park. With increased public use, the state park would become a tourist destination, increasing the time that tourists spend in the area and in Pacific County. As tourists stay longer, Pacific County, as well as regional tourism operations, would benefit economically. The socioeconomic benefits of Alternative C are greater than Alternative A and comparable to Alternative B.

Station Camp (Unit of Fort Clatsop National Memorial)

With Station Camp under NPS management, Pacific County and regional tourism would experience greater benefits from increased visitation than in Alternatives A and B. The national designation of the site as a unit of Fort Clatsop National Memorial would draw more tourists to the site resulting in more time spent in Pacific County and the region.

Fort Canby State Park and Thomas Jefferson National Memorial

Improvements planned for the LCIC and Fort Canby State Park are already expected to benefit the economy of Pacific County through increased visitation. Additional visitation would be expected at Fort Canby State Park and the area under Alternative C due to the national recognition and establishment of the Thomas Jefferson National Memorial. With more to see and learn, more visitors will travel to the site and spend longer periods of time in the region. Under this alternative, Fort Canby becomes one of three enhanced Lewis and Clark sites in Pacific County. The economic benefits of Alternative C are greater than Alternatives A or B with the addition of the TJNM.

Transportation

Megler Safety Rest Area (Clark's Dismal Nitch State Park)

Despite the change in ownership and management of Clark's Dismal Nitch to WSPRC, the safety rest area would still be managed by WSDOT and ingress and egress to the site would be maintained. Pedestrian access across the highway would need to be addressed, since visitors parking at the safety rest area may try to traverse the highway to access the Dismal Nitch campsite. Transportation impacts for Alternative C are minimal and comparable to Alternative B.

Station Camp (Unit of Fort Clatsop National Memorial)

Under Alternative C, the transportation issues at Station Camp would be improved greatly over Alternative A and similar to Alternative B. Site access would be safer and parking facilities would be improved including a capacity increase. During peak visitation periods, shuttle service to Station Camp would likely be required to augment on-site parking. Safety would be enhanced as anglers and motorists are separated and the

horizontal alignment of the highway is improved. Pedestrian access to Fort Columbia State Park from Station Camp would be explored through a trail link. This link has the potential to immerse the hiker into the historic forested backdrop reminiscent of what Lewis and Clark experienced.

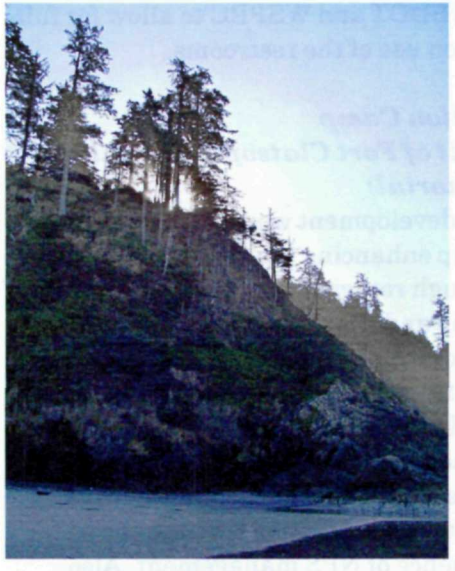
Fort Canby State Park and Thomas Jefferson National Memorial
As part of the LCIC renovations, transportation improvements to the park and the LCIC are also being planned. As a state park that includes the Thomas Jefferson National Memorial, the park would experience an increase in visitation. The existing parking lot at the LCIC would be inadequate to accommodate the increase in visitors during the peak season. The increase in visitation would provide more transportation impacts to the state park than in Alternatives A or B. As a result, increased shuttle service would be proposed beyond the improvement that WSPRC was already proposing as part of the LCIC enhancements.

As in Alternative B, the shuttle system may include links to Clark's Dismal Nitch and Station Camp. Coordination for the system would be conducted with both Washington and Oregon transit agencies. Another potential improvement is an elevator or funicular from the lower level parking lot to the plaza outside the LCIC, but this is contingent upon WSPRC securing funds for design and construction.

Visitor Experience

Megler Safety Rest Area (Clark's Dismal Nitch State Park)
The visitor experience at Clark's Dismal Nitch would be enhanced by visitor improvements and a collaborative management agreement between WSPRC and WSDOT. These improvements would provide a better visitor experience than Alternative A and a similar experience to Alternative B.

With WSPRC management at the site, interpretation of the Corps of Discovery's time at the site would be greatly enhanced through additional outdoor interpretive panels and trail access to the Dismal Nitch campsite. Unlike the current situation, the restrooms would potentially be open year-round through an agreement with WSDOT. The potable water issues would need to be addressed



Rocky cliff near North Head

by WSDOT and WSPRC to allow for full-season use of the restrooms.

Station Camp (Unit of Fort Clatsop National Memorial)

Site development would occur at Station Camp enhancing the visitor experience through recognition and interpretation of Lewis and Clark events at the site. The visitor experience under Alternative C is greatly improved over Alternative A and similar to Alternative B, although the connection of interpretive themes to Fort Clatsop National Memorial would be greatly strengthened through the influence of NPS management. Also, there would be opportunities to strengthen interpretive connections with Fort Canby State Park and Clark's Dismal Nitch through collaborative management with the WSPRC.

Improvements to the visitor experience would include riverfront access, outdoor interpretive panels, a comfort station, upgraded parking capacity, safe ingress/egress, and waterfront viewpoints. The site development would provide better access for bank fishing. The site design would emphasize the national significance of the site and NPS presence.

A potential negative consequence for passing motorists would be a greater separation from the water's edge affecting views out to the river. However, the positive consequences for passing motorists would include improved highway alignment, fewer potential pedestrian conflicts in this area, and the opportunity to stop at the park to rest, get out of the car to experience the views, and use the facilities.

Fort Canby State Park and Thomas Jefferson National Memorial

The LCIC interpretive improvements and center renovation would continue under Alternative C with interpretive connections to Clark's Dismal Nitch and Station Camp. Since this alternative includes a Thomas Jefferson National Memorial, interpretation of Jefferson's role in the Expedition and in nation building would greatly improve the visitor experience over Alternatives A and B. Visitors would be able to understand and appreciate the importance of Jefferson's vision with the creation of the memorial.

There are potential impacts to the viewshed of the bluff from the beach and jetty area as a result of the creation of a Jefferson Memorial, but these would likely be minimal. Capacity issues with parking and access at the LCIC and the site of the national memorial would be more of an obstacle with increased visitation, and would need to be resolved through future design and coordination between the NPS and WSPRC.

Cumulative Effects

Overall, implementation of this alternative would result in enhanced preservation of both natural and cultural resources and increased opportunities for the public to enjoy and appreciate Lewis and Clark history.

Implementation of this alternative and the potential addition of these lower Columbia Lewis and Clark sites to Fort Clatsop National Memorial would not cause an impairment to park resources. Instead, the potential addition of these sites would help to complement and round out the interpretive story and mission of the park.

Environmental Consequences – Alternative D

Cultural Resources

Clark's Dismal Nitch (Unit of Lewis and Clark National Historical Park)

Alternative D would ensure protection of the historic forested setting, creek area, and safety rest area property at Clark's Dismal Nitch through NPS management. The nitch area would be protected through fee simple ownership and management by the NPS, and the surrounding historic cultural landscape would be protected by a conservation easement over the privately owned property. In addition, WSDOT would transfer ownership of all property outside the highway right-of-way to the NPS.

Potential archaeological resources at the Dismal Nitch would receive additional protection since the site would fall under federal laws. Applicable laws include the National Historic Preservation Act and the National American Graves Protection and Repatriation Act. This alternative would provide the highest degree of protection for the cultural resources compared to Alternatives A, B, and C.

Station Camp (Unit of Lewis and Clark National Historical Park)

Similar to the situation at Clark's Dismal Nitch, Alternative D would ensure protection of the historic forested landscape, historic church, and the Station Camp site area through NPS management of the site. The Station Camp site would be protected through fee simple ownership and management by the NPS, and the surrounding historic cultural landscape would be protected by a conservation easement over the privately owned property.

As part of the Evironmental Assessment for the U.S. Highway 101 realignment through the area, recommendations were made to measure, draw, and photo document the standing McGowan buildings in the Station Camp project area. Furthermore, a recommendation was made for a professional archaeologist to be present during the construction of the realignment of U.S. Highway 101 and the proposed Station Camp site development to monitor the most severe ground-disturbing activities. If any



Trail leading to the LCIC at Fort Canby State Park



Historic Battery near LCIC

significant deposits are found, they should be recovered before being destroyed.

Potential archaeological resources at Station Camp would receive additional protection since the site would fall under federal management. Laws that would apply include the National Historic Preservation Act and the National American Graves Protection and Repatriation Act. This alternative would provide a higher degree of protection for the cultural resources compared to Alternatives A and B and similar protections compared to Alternative C.

Fort Canby State Park and Thomas Jefferson National Memorial

Improvements to the LCIC and Fort Canby State Park will be completed under all alternatives, including Alternative D. As in Alternative B and C, this alternative also would retain the interpretive connection to Clark's Dismal Nitch and Station Camp and is strengthened by NPS involvement at all three sites. As with Alternative C, this alternative would include development of a Thomas Jefferson National Memorial (TJNM).

The memorial would have a small imprint on the land covering less than an acre and would be surrounded by a maximum of 10 acres, as part of the memorial boundary. The site design of the memorial would be commenced after an assessment of the existing resources. Development would then need to be cognizant of the existing cultural resources which include the dormitory foundation, water tower, and other architectural remains. The TJNM would provide a fitting memorial to Thomas Jefferson's vision to create a Nation from *"sea to shining sea."* Alternative D provides the highest degree of protection for cultural resources in comparison to Alternatives A, B, and C.

Natural Resources

Clark's Dismal Nitch (Unit of Lewis and Clark National Historical Park)

Under Alternative D, protection of the natural resources at the site would be greater than Alternatives A, B, and C since the property would be owned by the NPS. In addition, the potential exists for reduction in the paved surfaces through redesign of the safety rest area site and resolution of the potable water issue by eliminating the rest area and restroom function. Night sky viewing opportunities would be enhanced contingent on lighting changes at the site.

Ownership by the NPS of the Dismal Nitch area would afford additional protection to the natural resources on site under the National Environmental Policy Act (NEPA) and Section 7 of the Endangered Species Act. The potential erosion of the steep slope areas would be mitigated by implementation of long term protection of the forested land around the site through a conservation agreement with the private property owners. This alternative would provide the highest degree of protection for the natural resources compared to Alternatives A, B, and C.

Station Camp (Unit of Lewis and Clark National Historical Park)

Ownership and management of Station Camp by the NPS allows additional protection of the natural resources. Protection of the upstream watershed through a conservation easement over the privately owned land would provide long-term improvements to water quality and slope stability and ensure protection of the timber from harvesting.

Station Camp would fall under the protection afforded to federally owned lands through NEPA and Section 7 of the Endangered Species Act. This

alternative would provide a higher degree of protection for the natural resources compared to Alternatives A and B and similar protections compared to Alternative C.

Fort Canby State Park and Thomas Jefferson National Memorial
Development of the Thomas Jefferson National Memorial within Fort Canby State Park would be sensitive to the protection of natural resources such as rare plant species, the existing coastal spruce forest, Class I and II wetlands, threatened and endangered species, migratory bird habitats, and the issues of slope stability and erosion. Assessment of these natural resources would be completed prior to final design. The majority of the 10-acre memorial would be left protected in its natural setting with only pedestrian access provided to the site. The memorial site would be in a prominent location in relation to the LCIC, but yet have minimal impacts to the current plans for the LCIC.

Whenever possible, existing infrastructure supporting the LCIC would be utilized in cooperation with the WSPRC. This alternative would provide a higher degree of protection for the natural resources compared to Alternatives A and B and similar protections compared to Alternative C.

Socioeconomic Environment

In compliance with executive orders 12898 and 13045 the implementation of this alternative would not be expected to have any adverse affects or present any safety or environmental hazards to children. The additional protection of resources and enhanced visitor opportunities would provide an enhanced environment, reduced risks through improved safety and access, and overall improved conditions that benefit the health and welfare of all citizens.

Under this alternative the regional economy would be expected to realize greater benefits since the entire lower Columbia region would be marketed under the Lewis and Clark banner and name recognition.

Clark's Dismal Nitch (Unit of Lewis and Clark National Historical Park)
Under Alternative D, Clark's Dismal Nitch would be managed as a unit of the



Tongue Point from Megler Safety Rest Area



Dismal Nitch



Rocky shoreline near the Dismal Nitch

Lewis and Clark National Historical Park. The historical park would be conducive to regional marketing of the lower Columbia Lewis and Clark experience, providing an economic benefit to Washington and Oregon tourism, especially for Pacific and Clatsop counties.

The socioeconomic environment would be improved with Clark's Dismal Nitch being managed by the NPS. The addition of the NPS arrowhead would create national recognition for the site, drawing in additional tourists, who in turn would increase their time spent in the area. As tourists stay longer, Pacific County, as well as regional tourism operations, would benefit economically. This alternative would provide the most positive socioeconomic impacts to the region of the alternatives considered.

Station Camp (Unit of Lewis and Clark Historical Park)

Under Alternative D, Station Camp would be managed as a national park unit of the Lewis and Clark National Historical Park. The historical park would be conducive to regional marketing of the lower Columbia Lewis and Clark experience, providing additional emphasis to the economic benefit to Washington and Oregon tourism especially for Pacific and Clatsop counties.

With Station Camp under NPS management, Pacific County, and regional tourism operations, would experience significant symbolic and economic benefits. The national designation of the site as a unit of the Lewis and Clark National Historical Park would draw more tourists to the site, resulting in more time spent in Pacific County and in the region. This alternative would provide the most positive socioeconomic impacts to the region of the alternatives considered.

Fort Canby State Park and Thomas Jefferson National Memorial

Under Alternative D, Fort Canby State Park would be managed by the WSPRC and the Thomas Jefferson National Memorial would be managed as a unit of the Lewis and Clark National Historical Park. The historical park would be conducive to regional marketing of the lower Columbia Lewis and Clark experience. This would provide an economic benefit to Washington and Oregon tourism especially for Pacific

and Clatstop counties. The economy of Pacific County is already expected to improve through increased visitation at Fort Canby State Park and LCIC as a result of the planned interpretive improvements at the site.

Additional visitation also would be expected at Fort Canby State Park and the area due to the national recognition and establishment of the Thomas Jefferson National Memorial under this alternative. With more to see and learn, more visitors would travel to the site and increase their time spent in the area, resulting in additional economic benefits for the local communities. This alternative would provide the most positive socioeconomic impacts to the region of the alternatives considered.

In addition to the three Washington sites, Ecola and Fort Stevens state parks would continue to be managed by the OPRD within the broader context of the Lewis and Clark National and State Historical Park. This would provide visitors with enhanced interpretive programming and managers with additional opportunities to promote all of the Lewis and Clark sites in the region.

Transportation

Clark's Dismal Nitch (Unit of Lewis and Clark National Historical Park)

The designation of a National and State Historical Park would be expected to encourage a more coordinated transportation system for the general public in preparation for the bicentennial and beyond. With the relocation of the WSDOT safety rest area, the parking and visitor use demands would decrease, allowing a reduction in parking capacity. With the parking reduced and a new site design, a regional shuttle system would provide better access to the site during peak periods. This would result in more reliance on the transit shuttle services at Clark's Dismal Nitch during events and peak use.

No additional impacts to highway use would be expected except for improved pedestrian access across the highway to the Dismal Nitch site. With the relocation or removal of the safety rest area, Alternative D would have the least transportation impacts of the alternatives considered.

Station Camp (Unit of Lewis and Clark National Historical Park)

In addition, the overarching coordination associated with the historical park may offer opportunities for enhanced public transportation system operations.

During peak visitation periods, shuttle service to Station Camp would likely be required to augment on-site parking. Safety concerns would be eliminated as anglers and motorists are separated and the horizontal alignment of the highway would be improved. Access to Fort Columbia State Park from Station Camp would be explored through a potential trail link. This link has the potential to immerse the hiker into the historic forested backdrop reminiscent of the landscape Lewis and Clark experienced.

Fort Canby State Park and Thomas Jefferson National Memorial

The designation of a National and State Historical Park would be expected to encourage a more coordinated transportation system for the general

public in preparation for the bicentennial and beyond. As part of the LCIC renovations, transportation improvements to the park and LCIC are also being planned.

With the establishment of the Thomas Jefferson National Memorial, the park would experience an increase in visitation. The existing parking lot at the LCIC would be inadequate to accommodate the increase in visitors during the peak season. As a result, increased shuttle service would be required above the amount WSRRC was proposing as part of the LCIC enhancements.

As in Alternatives B and C, the shuttle system would likely include links to Clark's Dismal Nitch and Station Camp. Coordination for the system would be conducted with both Washington and Oregon transit agencies. In addition, the overarching coordination associated with the historical park would provide better transportation shuttle solutions than likely would occur under the other alternatives.

The scheduled service improvements by area transportation providers would benefit from the coordinated public information approach provided by this alternative.

Visitor Experience

Designation of the Lewis and Clark National and State Historical Park would provide the opportunity for greater coordinated public understanding of the Lewis and Clark experience in the lower Columbia region. For the NPS and Washington and Oregon State Parks, it would provide a better forum for coordinating interpretation and individual site management while respecting the jurisdictional responsibilities of each entity.

Clark's Dismal Nitch (Unit of Lewis and Clark National Historical Park)

Overarching collaborative management of all Washington and Oregon Lewis and Clark sites by the NPS in cooperation with Washington and Oregon State Parks would provide the public with better interpretive coordination and unifying historical themes. Clark's Dismal Nitch would have continuity with other NPS units through management by the Lewis and Clark National Historical Park. Coordinated interpretation with Station Camp and other Lewis and Clark sites would also occur under Alternative D. This alternative would provide the highest level of visitor experience compared to the other alternatives being considered.

Station Camp (Unit of Lewis and Clark National Historical Park)

Overarching collaborative management of all Washington and Oregon Lewis and Clark sites by the NPS in cooperation with Washington and Oregon State Parks would provide the public with better interpretive coordination and unifying historical themes. Site development at Station Camp would enhance the visitor experience through recognition and interpretation of Lewis and Clark events at the site. Interpretive ties would also be strengthened to other

units of the Lewis and Clark National Historical Park with the influence of NPS management. The site development would provide safe and improved access to bank fishing. The site design would emphasize the national significance of the site since the site would be managed by the NPS.

A potential negative consequence for passing motorists would be a greater separation from the water's edge affecting views out to the river. However, the positive consequences for passing motorists would include an improved highway alignment, fewer potential pedestrian conflicts in this area, and the ability to stop at the park to rest, get out of the car to experience the views, and use the facilities. This alternative would provide the highest level of visitor experience compared to the other alternatives.

Fort Canby State Park and Thomas Jefferson National Memorial

Overarching collaborative management of all Washington and Oregon Lewis and Clark sites by the NPS in cooperation with Washington and Oregon State Parks would provide the public with better interpretive coordination and unifying historical themes.

The LCIC interpretive improvements and center renovation would continue under Alternative D with interpretive connections to Clark's Dismal Nitch and Station Camp. Since this alternative includes a Thomas Jefferson National Memorial, interpretation of Jefferson's role in the expedition and in nation building would greatly improve the visitor experience over Alternatives A and B and would be similar to Alternative C. With the creation of the memorial, visitors would be able to understand and appreciate the importance of Jefferson's vision. There may be potential impacts to the viewshed of the bluff from the beach and jetty area as a result of the creation of a Jefferson memorial, but these would be minimal.

Capacity issues with parking and access to the LCIC and the site of the national memorial could potentially be more of an obstacle with increased visitation, and would need to be resolved through design and coordination between NPS and WSPRC, as well as through potential transit/shuttle service options. This alternative would provide the highest level of visitor experience in comparison with other alternatives.

Cumulative Effects

Overall, implementation of this alternative would result in enhanced preservation of both natural and cultural resources and increased opportunities for the public to enjoy and appreciate Lewis and Clark history.

The coordinated approach among state and federal agencies managing Lewis and Clark resources would expand opportunities for the public to have an informed and valued experience.

Implementation of this alternative and the potential addition of these lower Columbia Lewis and Clark sites to Fort Clatsop National Memorial would not cause an impairment to park resources. Instead, the potential addition of these sites and the added collaboration with Washington and Oregon State Parks would help to complement and round out the interpretive story and mission of the park.

Alternative D

Lewis and Clark National and State Historical Park



View of sunset across the Columbia River

Environmentally Preferred Alternative

The environmentally preferred alternative is defined as the alternative that causes the least damage to the biological and physical environment. It is also the alternative which best protects, preserves, and enhances historic, cultural and natural resources.

Under Alternative D, all three sites that were the subject of the study would receive the consistent protection of their cultural, natural, and scenic resources under the management of the National Park Service in accord with federal laws and departmental and bureau policies. This would provide for a continuity of efficient site management and resource protection. Additionally, the coordinated approach advanced in Alternative D concerning the framework for coordination among Washington and Oregon State Parks and the National Park Service would provide the greatest opportunity for the additional protection of resources while allowing for additional opportunities for public education, use and enjoyment at each of these three sites.

The National Park Service would consider Alternative D as the environmentally preferred alternative over the No Action Alternative and Alternatives B and C.

The Most Effective and Efficient Management Alternative





The Most Effective and Efficient Management Alternative

Public Law 105-391 directs that the Secretary of the Interior "shall consider whether direct National Park Service management or alternative protection by other public agencies or the private sector is appropriate for the area..." and "... shall identify what alternative or combination of alternatives would in the professional judgement of the Director of the National Park Service be the most effective and efficient in protecting significant resources and providing for public enjoyment...."

This section will be added in the final report following public and agency review of the draft report, and NPS policy determination.

Summary of Public Comment



Summary of Public Comment

Early public comment has been overwhelmingly positive to this point although much more outreach is planned and needed to select the most efficient and effective management alternative. The governmental agencies, local communities, tribes, and area landowners who have been consulted to date have been receptive to the range of alternatives presented and will be engaged in further consultation during the public comment period.

This section will be supplemented in the final report following the draft public review and comment period.

Early Summary of Public Comment

Below is list of recipients of the draft boundary study.

United States Congress

Representative Brian Baird (WA)

Senator Maria Cantwell (WA)

Representative Norman Dicks (WA)

Senator Patty Murray (WA)

Senator Gordon Smith (OR)

Representative David Wu (OR)

Senator Ron Wyden (OR)

Federal

Advisory Council on Historic Preservation

Federal Highway Administration

National Marine Fisheries Service

National Park Service – Columbia Cascades Support Office

National Park Service – Fort Clatsop National Memorial

National Park Service – Fort Vancouver National Historic Site

United States Army Corps of Engineers

United States Environmental Protection Agency

United States Fish and Wildlife Service

State

Washington Governor Gary Locke

State Representative Brian Blake

State Senator Mark Doumit

State Representative Brian Hatfield

Oregon Governor Ted Kulongoski

Oregon Senator Joan Dukes

Oregon Representative Betsy Johnson

Oregon State Parks and Recreation Department

Washington Department of Ecology

Washington Department of Fish and Wildlife

Washington Department of General Administration

Washington Office of Archaeology and Historic Preservation

Washington State Department of Transportation

Washington State Historical Society

Washington State Parks and Recreation Commission

Oregon Department of Environmental Quality

Oregon Department of Land Conservation and Development

Oregon State Historic Preservation Officer

Oregon Department of Transportation

Counties

Pacific County Commissioners

Jon Kaino
Norman "Bud" Cuffet
Pat Hamiliton

List of Recipients

Clatsop County Commissioners
- Lylla Gaebel
- Bob Green
- Richard Lee
- Sam Patrick
- Helen Werbrook

Pacific County Community Development Department

Clatsop County

Local

City of Astoria

City of Ilwaco

City of Long Beach

City of Warrenton

Cowlitz-Wahkiakum Council of Governments

Ilwaco Timberland Library

Pacific County Friends of Lewis & Clark

Port of Ilwaco

Sunset Empire Transit

Pacific Transit

Organizations

1000 Friends of Washington

National Parks Conservation Association

The Nature Conservancy of Washington

Washington State Audubon Society

Tribal

Chinook Tribe

Confederated Tribes of the Grande Ronde Community of Oregon

Quinault Tribe

Shoalwater Bay Tribe

Newspapers

The Associated Press

The Chinook Observer

The Columbian

The Daily Astorian

The Longview Daily News

The Oregonian

The Olympian

Seattle Daily Journal of Commerce

Seattle Post-Intelligencer

The Seaside Signal

The Seattle Times

The Tacoma News Tribune

Individuals

Copies of the study were also sent to seven individuals

Appendices





Public Law 107–221
107th Congress

An Act

To authorize the acquisition of additional lands for inclusion in the Fort Clatsop National Memorial in the State of Oregon, and for other purposes.

Aug. 21, 2002
[H.R. 2643]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

Fort Clatsop National Memorial Expansion Act of 2002.
16 USC 450mm note.

SECTION 1. SHORT TITLE.

This Act may be cited as the "Fort Clatsop National Memorial Expansion Act of 2002".

16 USC 450mm–1 note.

SEC. 2. FINDINGS.

The Congress finds the following:

(1) Fort Clatsop National Memorial is the only unit of the National Park System solely dedicated to the Lewis and Clark Expedition.

(2) In 1805, the members of the Lewis and Clark Expedition built Fort Clatsop at the mouth of the Columbia River near Astoria, Oregon, and they spent 106 days at the fort waiting for the end of winter and preparing for their journey home.

(3) In 1958, Congress enacted Public Law 85–435 authorizing the establishment of Fort Clatsop National Memorial for the purpose of commemorating the culmination, and the winter encampment, of the Lewis and Clark Expedition following its successful crossing of the North American continent.

(4) The 1995 General Management Plan for Fort Clatsop National Memorial, prepared with input from the local community, recommends the expansion of the memorial to include the trail used by expedition members to access the Pacific Ocean from the fort and the shore and forest lands surrounding the fort and trail to protect their natural settings.

(5) Expansion of Fort Clatsop National Memorial requires Federal legislation because the size of the memorial is currently limited by statute to 130 acres.

(6) Congressional action to allow for the expansion of Fort Clatsop National Memorial to include the trail to the Pacific Ocean would be timely and appropriate before the start of the bicentennial celebration of the Lewis and Clark Expedition planned to take place during the years 2004 through 2006.

SEC. 3. EXPANSION OF FORT CLATSOP NATIONAL MEMORIAL, OREGON.

(a) REVISED BOUNDARIES.—Section 2 of Public Law 85–435 (16 U.S.C. 450mm–1) is amended—

(1) by inserting "(a) INITIAL DESIGNATION OF LANDS.—" before "The Secretary";

(2) by striking "coast:" and all that follows through the end of the sentence and inserting "coast."; and

(3) by adding at the end the following new subsections:

"(b) AUTHORIZED EXPANSION.—The Fort Clatsop National Memorial shall also include the lands depicted on the map entitled 'Fort Clatsop Boundary Map', numbered '405–80026C–CCO', and dated June 1996.

"(c) MAXIMUM DESIGNATED AREA.—The total area designated as the Fort Clatsop National Memorial shall not exceed 1,500 acres.".

(b) AUTHORIZED ACQUISITION METHODS.—Section 3 of Public Law 85–435 (16 U.S.C. 450mm–2) is amended—

(1) by inserting "(a) ACQUISITION METHODS.—" before "Within"; and

(2) by adding at the end the following new subsection:

"(b) LIMITATION.—The lands (other than corporately owned timberlands) depicted on the map referred to in section 2(b) may be acquired by the Secretary of the Interior only by donation or purchase from willing sellers.".

(c) MEMORANDUM OF UNDERSTANDING.—Section 4 of Public Law 85–435 (16 U.S.C. 450mm–3) is amended—

(1) by striking "Establishment" and all that follows through "its establishment," and inserting "(a) ADMINISTRATION.—"; and

(2) by adding at the end the following new subsection:

"(b) MEMORANDUM OF UNDERSTANDING.—If the owner of corporately owned timberlands depicted on the map referred to in section 2(b) agrees to enter into a sale of such lands as a result of actual condemnation proceedings or in lieu of condemnation proceedings, the Secretary of the Interior shall enter into a memorandum of understanding with the owner regarding the manner in which such lands will be managed after acquisition by the United States.".

Washington.

SEC. 4. STUDY OF STATION CAMP SITE AND OTHER AREAS FOR POSSIBLE INCLUSION IN NATIONAL MEMORIAL.

The Secretary of the Interior shall conduct a study of the area near McGowan, Washington, where the Lewis and Clark Expedition first camped after reaching the Pacific Ocean and known as the "Station Camp" site, as well as the Megler Rest Area and Fort Canby State Park, to determine the suitability, feasibility, and national significance of these sites for inclusion in the National

Park System. The study shall be conducted in accordance with section 8 of Public Law 91–383 (16 U.S.C. 1a–5).

Approved August 21, 2002.

LEGISLATIVE HISTORY—H.R. 2643 (S. 423):

HOUSE REPORTS: No. 107–456 (Comm. on Resources).
SENATE REPORTS: No. 107–69 accompanying S. 423 (Comm. on Energy and Natural Resources).
CONGRESSIONAL RECORD, Vol. 148 (2002):
July 8, considered and passed House.
Aug. 1, considered and passed Senate.

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Park System. The study shall be conducted in accordance with section 8 of Public Law 91–383 (16 U.S.C. 1a–5).

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Public Law 105-391

FROM TITLE 15 OF THE U.S. CODE, AS AMENDED BY P.L. 105-391, TITLE III

16 USC SEC. 1a-5

TITLE 16- CONSERVATION

CHAPTER 1 – NATIONAL PARKS, MILITARY PARKS, MONUMENTS, AND SEASHORES

SUBCHAPTER 1 – NATIONAL PARK SERVICE

Sec. 1a-5. Additional area for National Park System

(a) General authority

The Secretary of the Interior is directed to investigate, study, and continually monitor the welfare of the areas whose resources exhibit qualities of national significance and which may have potential for inclusion in the National Park System. Accompanying the annual listing of areas shall be a synopsis, for each report previously submitted, of the current and changed condition of the resources integrity of the area and the other relevant factors, compiled as result of continual periodic monitoring and embracing the period since the previous such submission or initial report submission on year earlier. The Secretary is also directed to transmit annually to the Speaker of the House of Representatives and to the President of the Senate, at the beginning of each fiscal year, a complete and current list of all areas included on the Registry of Natural Landmarks and those areas of national significance listed on the National Register of Historic places which areas exhibit known or anticipated damage or threats to the integrity of their resources, along with notations as to the nature and severity of such damage or threats. Each report and annual listing shall be printed as a House document: Provided, That shall adequate supplies of previously printed identical reports remain available, newly submitted identical reports shall be omitted from printing upon the receipt by the Speaker of the United States House of Representatives of a joint letter from the chairman of the Committee on Natural Resources of the United States House of Representatives and the chairman of the Committee on Energy and Natural Resources of the United States Senate indicating such to be the case.

(b) Studies of areas for potential addition

(1) At the beginning of each calendar year, along with the annual budget submission, the Secretary shall submit to the Committee on Resources of the House of Representatives and to the Committee on Energy and Natural Resources of the United States Senate a list of areas recommended for study for potential inclusion in the National Park System.

(2) In developing the list to be submitted under this subsection, the Secretary shall consider:

(A) those areas that have the greatest potential to meet the established criteria of national significance, suitability, and feasibility;

(B) themes, sites, and resources not already adequately represented in the National Park System; and

(C) public petition and Congressional resolution

(3) No study of the potential of an area for inclusion in the National Park System may be initiated after November 13, 1998, except as provided by specific authorization of an Act of Congress.

(4) Nothing in this Act shall limit the authority of the National Park Service to conduct preliminary resources assessments, gather data on potential study areas, provide technical and planning assistance, prepare or process nominations for administrative designations, update previous studies, or complete reconnaissance surveys of individual areas requiring a total expenditure of less than $25,000.

(5) Nothing in this section shall be construed to apply to or to affect or alter the study of any river segment for potential addition to the national wild and scenic rivers system or to apply to or to affect or alter the study of any trail for potential addition to the national trail system.

(c) Report

(1) The Secretary shall complete the study for each area for potential inclusion in the National Park System within 3 complete fiscal years following the date on which funds are first make available for such purposes. Each study under this section shall be prepared with appropriate opportunity for public involvement, including at least one public meeting in the vicinity of the area under study, and after reasonable efforts to notify potentially affected landowners and State and local governments.

(2) In conducting the study, the Secretary shall consider whether the area under study:

(A) possesses nationally significant natural or cultural resources and represents one of the most important examples of a particular resource type in the country; and

(B) is suitable and feasible addition to the system.

(3) Each study:

(A) shall consider the following factors with regard to the area being studies-

(i) the rarity and integrity of the resources

(ii) the threats to those resources;

(iii) similar resources are already protected in the National Park System or in other public or private ownership;

(iv) the public use potential;

(v) the interpretive and educational potential

(vi) cost associated with acquisition, development and operation;

(vii) the socioeconomic impacts of any designation;

(viii) the level of local and general public support; and

(ix) whether the area is of appropriate configuration to ensure long-term resource protection and visitor use;

(B) shall consider whether direct National Park Service management or alternative protection by other public agencies or the private sector is appropriate for the area;

(C) shall identify what alternative or combination of alternatives would in the professional judgment of the Director of the National Park Service be most effective and efficient in protecting significant resources and providing for public enjoyment; and

(D) may include any other information which the Secretary deems to be relevant.

(4) Each study shall be completed in compliance with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.).

(5) The letter transmitting each completed study to Congress shall contain a recommendation regarding the Secretary's preferred management option for the area.

(d) New study office

The Secretary shall designate a single office to be assigned to prepare all new areas and to implement other functions of this section.

(e) List of areas

At the beginning of each calendar year, along with the annual budget submission, the Secretary shall submit to the Committee on Resources of the House of Representatives and to the Committee on Energy and Natural Resources of the Senate a list of areas which have been previously studied which contain primarily historical resources, and a list of areas which have been previously studied which contain primarily natural resources, in numerical order of priority for addition to the National Park System. In developing this list, the Secretary should consider threats to resource values, cost escalation factors, and other factors listed in subsection (c) of this section. The Secretary should only include on the lists areas for which the supporting data is current and accurate.

(f) Authorization of appropriations

For the purposes of carrying out the studies for potential new Park Systems units and for monitoring the welfare of those resources, there are authorized to be appropriated annually not to exceed $1,000,000.

For the purpose of monitoring the welfare and integrity of the national landmarks, there are authorized to be appropriated annually not to exceed $1,500,000. For carrying out subsections (b) through (d) of this section there are authorized to be appropriated $2,000,000 for each fiscal year.

-SOURCE-

(Pub. L. 91-383, Sec. 8, as added Pub. L. 94-458, Sec. 2, Oct. 7, 1976, 90 Stat. 1940; amended Pub. L. 95-625, title VI, Sec. 604(1), Nov. 10, 1978, 92 Stat. 3518; Pub. L. 96199, title I, Sec. 104, Mar. 5, 1980, 94 Stat. 68; Pub. L. 96-344, See. 8, Sept. 8, 1980, 94 Stat. 1135; Pub. L. 103-437, Sec. 6(b), Nov. 2, 1994, 108 Stat. 4583; Pub. L. 104-333, div. I, title VIII, Sec. 814(d) (1) (I), Nov. 12, 1996, 110 Stat. 4196; Pub. L. 105-391, title III, Sec. 303, Nov. 13, 1998, 112 Stat. 3501.)

Functional & Experiential Program Elements for Station Camp

Functional Elements:

Access and Parking

- Highway Ingress and Egress
- One Way Traffic Circulation
- 30 Standard Vehicle Parking spaces including 2 Accessible Spaces (minimum)
- Tour/School/Shuttle Bus Loading and Unloading Area
- 2 RV/Bus Parking Spaces

Visitor Orientation and Wayfinding

- Advanced Signing on Highway 101
- Signing at Entrance
- Parking Area Directional Signing
- Visitor Information Display
- Visitor Orientation on Approach to Welcome Station
- Discreet Visitor Orientation throughout Site

Site Circulation

- Circuitous/Connected Flow
- Gathering Spaces for Tours/Group
- Varying Degrees of Experience

Comfort Station

- Visitor Information Display
- Maintenance Area / Ranger Storage Area (inside comfort station)
- 3 Stalls Each (Men & Women) including Accessible Stalls
- 2 Sinks Each (Men & Women)

Protection from Highway

- Noise Buffering
- Psychological and Physical Separation for Visitors

Restored Ecosystem

- Embayment Area with Woody Debris for Enhanced Fish Habitat
- Fish Passage Culvert
- Shoreline Enhancement Plantings

Native Landscape/Natural Materials

- Low Maintenance
- Low Profile

Recreational Opportunities

- Viewing River/Ocean
- Walking
- Picnicking
- Wildlife Viewing
- Fishing

St. Mary's Church

- Improved Circulation and Access
- Semi-Private Outdoor Space
- Shared-Use Parking

McGowan (Garvin) Family Property

- Preserved View Corridors
- Buffering/Screening

Interpretive Elements:

Welcome Station
Interpreter's Stops #1 & #4

- Group Orientation
- Introduction to the Lewis and Clark Story/Jefferson's Vision
- The Vote for Winter Camp
- Seating & Interpretive Exhibits Addressing these Topics

Lower Overlook
Interpreter's Stop #2

- Clark's Survey
- Seating & Interpretive Exhibits Addressing these Topics

Upper Viewpoint
Interpreter's Stop #3

- In Full View/End of Our Voyage
- Seating & Interpretive Exhibits Addressing these Topics

Tribal Interpretation

- Location and Medium to be Determined

Layers of History

- Locations to be Determined
- Including McGowan Family History and History of St. Mary's Church

Ecosystem Restoration

- Location to be Determined
- Improved Fish Habitat at Stream Outlet

Partner Agencies and Study Team Participants

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Lewis and Clark National Bicentennial Council
Letter of Support



Where as, On August 21, 2002 President Bush signed into law a boundary expansion for Fort Clatsop National Memorial that would allow for the creation of the Fort To The Sea Trail.

Where as, Fort Clatsop National Memorial, established in 1958, marks the spot where Lewis and Clark and the Corps of Discovery spent the winter of 1805-1806, and is the only unit of the National Park System solely dedicated to commemorating the Lewis and Clark expedition.

Where as, The Fort Clatsop Expansion Act also directed the National Park Service to study sites in southern Washington state, along the Columbia River to determine their suitability for inclusion into the National Park System.

Where as, the sites to be studied in the State of Washington represent where the drama of the mission of the Corps of Discovery was fulfilled by safely arriving at the Pacific Ocean.

Where as, the Department of Interior, National Park Service and Destination The Pacific (the Washington and Oregon organizing committee) have publicly committed to a "signature event" at Fort Clatsop in November 2005. A main feature of this event is the dedication of an expanded National Memorial, the dedication of a park at Station Camp and the opening of the Fort to the Sea Trail.

Where as, the law establishing the boundary expansion represents a half-way point in a process heavily influenced by local stakeholders, and enjoys broad, bipartisan support at all levels, including both states federal congressional delegation, governors, local elected officials, state and local bicentennial planning committees, and the Chinook Tribe.

Where as, the largest land owner effected by the expansion, Weyerhaeuser, testified in support of the Expansion Act, and all land owners involved continued to support selling their land for an expanded National Memorial.

Where as, the Washington State Historical Society and Washington Department of Transportation have obtained the funding to purchase land, reroute Hwy 101 and construct a park at Station Camp with a dedication as part of the Bicentennial celebrations.

Where as, Oregon's Governor Kulankoski has designated the Fort Clatsop National Memorial Expansion an Oregon Solutions Project with the expectation that the land acquisition and construction of the Fort To The Sea Trail will be dedicated as part of the Bicentennial celebrations.

Where as, time is of the essence in completing the land acquisition, studies and necessary construction activities for the bicentennial commemoration

National Council of the Lewis & Clark Bicentennial
P O Box 11940 Saint Louis, MO 63112-0040
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Therefore, The Lewis and Clark National Bicentennial Council supports federal appropriations for land acquisition to complete the Fort Clatsop National Memorial Expansion and,
Asks the National Park Service to complete the Lower Columbia River Lewis and Clark Sites Boundary Study by late summer 2003.
Asks that the Secretary of Interior transmits the Lower Columbia River Lewis and Clark Sites Boundary Study to congress by early fall 2003 and,
Supports efforts by congress and the President to enact legislation based upon the recommendations of the Boundary Study.

Robert R. Archibald, Ph.D., President

6-3-03
Date

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Glossary / Acronyms

Anadromous Fish - Fish that spend most of their adult lives in salt water and migrate to freshwater rivers and lakes to reproduce.

BLM- Bureau of Land Management.

Easement - A right, such as a right of way, afforded a person to make limited used of another's real property.

Ethnographers - People who conduct research on human customs based on observation and understanding.

FHWA - Federal Highway Administration.

Funicular - A cable railway on a steep incline, especially such a railroad with simultaneously ascending and descending cars counter balance one another.

Jetty - A structure, such as a pier, that projects into a body of water to influence the current or tide or to protect a harbor or shoreline from storms or erosion.

LCIC - Lewis and Clark Interpretive Center.

NBC - National Bicentennial Council.

OPRD - Oregon Parks and Recreation Department.

Potable Water - Stored and processed water, distributed through a city, town, or country.

TJNM - Thomas Jefferson National Memorial.

USACE - United States Army Corps of Engineers.

USCG - United States Coast Guard.

WSDOT - Washington State Department of Transportation.

WSPRC - Washington State Parks and Recreation Committee.