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Columbia-Pacific National Heritage Area Study



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EXECUTIVE SUMMARY

The Columbia-Pacific National Heritage Area Study was prepared by the National Park Service (NPS) in response to Public Law 110-229 which required analysis, documentation, and determination of whether the area meets eight specific requirements in the law for eligibility as a national heritage area, and analysis of the potential impact of NHA designation on private land within or bordering the proposed area at the time of the study. The idea of a Columbia-Pacific National Heritage Area grew out the 2005-2006 bicentennial of the Lewis and Clark Expedition. Regional collaborative efforts in the decade leading up to and including the bicentennial produced many regional quality-of-life improvements especially in transportation, parks and trails. Support among local leaders and others in the region led to the study bill passed by Congress in May 2008, which directed the Secretary of the Interior, in consultation with the managers of any federal land within the study area, appropriate state and local agencies, tribal governments and any interested organizations, to study the feasibility of designating the region at the mouth of the Columbia River as the Columbia-Pacific National Heritage Area. The Secretary delegated responsibility for the study preparation to the National Park Service, which was to determine whether a potential national heritage area would meet the requirements set forth by P.L. 110-229. The study area was defined as the coastal areas of Clatsop and Pacific Counties (also known as the North Beach Peninsula), and areas relating to Native American history, local history, Euro-American settlement culture, and related activities of the Columbia River within a corridor along the Columbia River eastward in Clatsop, Pacific, Columbia and Wahkiakum Counties.

The study process pulled together previously compiled and newly collected information about the natural, historic and cultural resources of the study area, as well as information about traditions and folk life, opportunities for conservation and interpretation of natural, historic, cultural and scenic features, and recreational and educational opportunities. The collected information demonstrates that the study area contains resources that tell the story of how a great river helped shape our nation. Rich natural bounty in a strategic location spawned a sophisticated and prosperous Native American culture with influence in the region today. The search for America's western border led explorers to this unique corner of the continent, which fueled the young country's robust industrial growth and heightened its status in the international economy. In addition, proposals for a coordinating entity and conceptual financial plan, as well as a proposed heritage area boundary, were discussed at length.

During the course of the study, however, a severe national recession impacted the regional economy, strong opposition to a national heritage area designation surfaced among some private property interests, and the organization proposed as the heritage coordinating entity decided, as a result of the public opposition, to step away from that role.

NPS could not complete the analysis to determine that the study area fully meets the requirements of the legislation, and instead found that adequate public support for designation of a Columbia-Pacific National Heritage Area does not exist at this time.

INTRODUCTION

As defined by the National Park System Advisory Board in 2006,

National heritage areas are places where natural, cultural, historic, and scenic resources combine to form a cohesive, nationally distinctive landscape arising from patterns of human activity shaped by geography. These patterns make national heritage areas representative of the American experience through the physical features that remain and the traditions that have evolved in them. These regions are acknowledged by Congress for their capacity to tell important stories about our nation. Continued use of national heritage areas by people whose traditions helped to shape the landscape enhances their significance.

Since 1984 Congress has created 49 national heritage areas (NHA's) on canals, rivers, and coasts, in range land and factory towns, in farmland and battlefields from New England to Alaska.

Each NHA is designated by a separate Act of Congress and operates according to its legislated mandate. Although the heritage area program is administered by the National Park Service, NHA's are different from national parks because they are managed by a local coordinating entity and because designation of an NHA does not impose additional regulations on private or public land, nor does it allow the use of federal heritage area funds for land acquisition.

Built on the recognition that people who live and work in the region are uniquely qualified to steward its natural and cultural resources, the work of NHA's is to create and support community-based partnerships among public, private, federal, state, and local entities that will undertake conservation, revitalization, and economic development projects such as historic building preservation, trail development, cultural celebrations, and provision of visitor

facilities including interpretation.

Participation in heritage area partnerships is voluntary; however, the success of an NHA depends upon the active engagement of its partners in these activities to improve the regional quality of life.

NATIONAL PARK SERVICE PREPARATION OF THE COLUMBIA-PACIFIC NATIONAL HERITAGE AREA STUDY

In 2006, community leaders from the lower Columbia region, including local elected officials in Oregon and Washington, formed the nonprofit organization "Destination: The Pacific" with a mission to promote a national heritage area at the mouth of the Columbia River.

Subsequently, the Congressional delegation from the two states introduced legislation and on May 8, 2008 Congress passed Public Law (P.L.) 110-229 directing the Secretary of the Interior, in consultation with the managers of any federal land within the study area, appropriate state and local agencies, tribal governments, and any interested organizations, to conduct a study to determine the feasibility of designating the region at the mouth of the Columbia River as the Columbia-Pacific National Heritage Area. (See bill text in Appendix A). The Secretary delegated responsibility for preparation of the study to the National Park Service, which was to determine whether a potential national heritage area at the mouth of the Columbia would meet the requirements set forth by Congress in P.L. 110-229.

STUDY AREA DESCRIPTION AND STUDY REQUIREMENTS

P.L. 110-229 defines the Columbia-Pacific National Heritage Area study area as “the coastal areas of Clatsop and Pacific counties (also known as the North Beach Peninsula); and areas relating to Native American history, local history, Euro-American settlement culture, and related economic activities of the Columbia River within a corridor along the Columbia River eastward in Clatsop, Pacific, Columbia, and Wahkiakum counties.”

The study bill stipulated that the feasibility study must analyze, document, and determine whether the study area, or some portion of it, meets the following requirements for potential designation as a Columbia-Pacific National Heritage Area:

1. has an assemblage of natural, historic, and cultural resources that together represent distinctive aspects of American heritage worthy of recognition, conservation, interpretation, and continuing use that are best managed through public/private partnerships;
2. reflects traditions, customs, beliefs, and folk life that are a valuable part of the national story;
3. provides outstanding opportunities to conserve natural, historic, cultural, or scenic features;
4. provides outstanding recreational and educational opportunities;
5. contains resources important to the identified theme or themes of the study area that retain a degree of integrity capable of supporting interpretation;
6. includes residents, business interests, nonprofit organizations, and local and state governments that are involved in

the planning, have developed a conceptual financial plan that outlines the roles for all participants, including the federal government, and have demonstrated support for the concept of a national heritage area;

7. has a potential local coordinating entity to work in partnership with residents, business interests, nonprofit organizations, and local and state governments to develop a national heritage area consistent with continued local and state economic activity; and
8. has a conceptual boundary map that is supported by the public.

Moreover, in compliance with P.L. 110-229, Congress required the Secretary to analyze the potential impact that a national heritage area designation would likely have on privately-owned land within the proposed area or bordering the proposed area at the time the study was conducted.

STUDY PROCESS AND PUBLIC INVOLVEMENT

The idea to seek federal designation for a proposed Columbia-Pacific National Heritage Area grew out of the 2005-2006 bicentennial celebration of the Lewis and Clark Expedition. Regional collaborative efforts in the decade leading up to and during the bicentennial produced capital improvements, transportation and transit enhancements, new parks, and a successful marketing campaign. Although the focus of the bicentennial was the route of the famous Expedition, the celebration became a springboard for community and NPS investments in regional community development projects such as the 8-mile Discovery Trail on the Long Beach Peninsula, restoration of the historic Liberty Theater in Astoria, and the Fort-to-Sea Trail in Oregon.



A National Heritage Area meeting was held in Astoria, Oregon in April 2010.

In 2005, a group of local leaders including several elected county and city officials, along with the Chinook Indian Nation and the Clatsop Nehalem Confederated Tribes, founded the nonprofit “Destination: The Pacific” (DTP) to promote designation of the mouth of the Columbia River as a national heritage area. The Oregon and Washington Congressional delegation received almost 100 letters from local governments, businesses, trade associations, chambers of commerce, and ports in support of a feasibility study, and DTP raised matching funds for the study effort. The delegation introduced study bills into the House and Senate in May 2006.

In March 2007, a 3-day “Gateway Communities Workshop” was sponsored by the cities of Astoria and Gearhart, Bank of the Pacific, the Washington State Parks and Recreation Commission, and others. While NHA designation was a workshop topic, the overall purpose was to engage participants in discussion about heritage preservation, economic development, and collaboration across jurisdictional lines. The workshop was transformational for many of the city and county leaders who participated, and several projects were subsequently undertaken, including a plan for Astoria’s waterfront funded by a large

grant from the Ford Foundation, and a trails system for the city of Warrenton.

In March 2008, DTP and other stakeholders held a series of seventeen public scoping meetings, which ultimately helped shape the NHA feasibility study. Participants discussed the purpose and objectives for a potential national heritage area, assets and resources to be documented, heritage area themes and stories, proposed boundaries, and proposed organizational structure for the NHA. In May 2008, the Columbia-Pacific National Heritage Area Study bill became law. The National Park Service initiated the study by gathering information generated by DTP, and by engaging stakeholders in discussion about leadership, potential partnerships, and program performance, all critical components of a successful NHA.

About this time, DTP awarded the consulting firm Otak with a contract to oversee public meetings and the production of sections of a feasibility study for a proposed NHA. Otak oversaw 17 scoping meetings in 2008 and collected information that was integrated into an initial draft feasibility study, which helped inform this NPS study.

A transition in local leadership for the project took place at the end of 2008. As DTP did not intend to be the coordinating entity for the proposed NHA and the nonprofit ShoreBank Enterprise Cascadia (SBEC, now Craft3) had been recommended by other local leaders, DTP formally endorsed SBEC and transferred its assets, while continuing to collaborate in the NHA designation process.

By December 2008, SBEC and NPS had assumed joint responsibility for the project's outreach and public engagement efforts. This involved consultations with all incorporated jurisdictions and over 40 face-to-face meetings with state and Congressional legislators, potential partners and others across the study area. Topics of discussion included opportunities for collaboration, proposed boundaries, and governance structure for the NHA. SBEC and the NPS gave interviews to newspapers and radio stations in the study area to educate the public about the proposal and invite participation.

NATURAL, HISTORIC, AND CULTURAL CONTEXT OF THE STUDY AREA

This section summarizes the region's natural, historic and cultural background and resources identified during the study process and highlights key people, places and events that may potentially contribute to a nationally important story.

GEOGRAPHIC SETTING

At 39,700 square miles the Columbia-Pacific region is enormous, encompassing the mouth of the Columbia River as well as the Columbia basin, a network of waterways that reaches into seven states – Oregon, Washington, and Idaho, parts of western Montana, and small portions of Wyoming and Nevada – plus the Canadian province of British Columbia.

Plate tectonics, volcanoes, earthquakes, and tsunamis in the geologically active Pacific Rim have over time shifted the course of the lower Columbia River and the region's smaller rivers, forming the region's distinctive mountains and headlands, and creating the great Northwest forests.

The ancient Columbia River emptied into the Pacific Ocean at the latitude of present-day Newport, Oregon. Volcanic eruptions millions of years ago near the present Washington-Idaho border produced over 300 basalt flows in the Columbia River, some of which filled the river channel and continued to empty into the river's submarine canyon, sometimes to a depth of 3,000 feet. Each time its channel was filled, the river moved north and found another course until it reached its present location.

Ancient lava flows in the Columbia Basin were then pushed skyward by plate tectonics and are preserved in some of the region's most scenic features including the rugged headlands at Cape Disappointment and Tillamook Head. On the Oregon side of the river, the lava flows formed a series of

peaks including Saddle Mountain, Angora Peak, Onion Peak, and Nicolai Mountain. As the highest peak Saddle Mountain towers over the Youngs Bay watershed and its distinctive form is a landmark for people on both sides of the river. (Collectively, these peaks form the divide between the Columbia and Nehalem watersheds and the proposed southern boundary for the heritage area.)

At the end of the last Ice Age, sea levels were much lower than they are today and the Washington and Oregon coasts were far seaward of their present location. Melting glaciers drew the sea level inland but the rise in sea level began to slow about 5,500 years ago as sediments carried by the Columbia built land faster than the rising sea could flood it. Over many centuries ocean currents pushed the sediments to the north and south of the river's mouth. These landscapes are known today as the Clatsop Plains and the Long Beach Peninsula.

Geologic changes also formed a system of dunes – some as old as 5,000 years and the youngest less than a hundred – the longest dune complex on the West Coast stretching 55 miles from Leadbetter Point in Washington to Tillamook Head in Oregon. Between the dunes the water table rises to form ponds, lakes, and wetlands filled with aquatic life, including than 90 percent of the entire population of Pacific razor clams.

Native coastal prairie is one of the rarest West Coast habitats. The Columbia-Pacific region has more land area with opportunity for restoration to native prairie than anywhere else on the West Coast. Native prairie restoration is currently underway by several landowners, and endangered species such as the western snowy plover and the Oregon silverspot butterfly are returning.

The lower Columbia's extensive tidelands and Willapa Bay were also formed by rising sea levels at the end of the last Ice Age. The enormous freshwater and saltwater tidal exchanges in these estuarine areas produced not only bountiful salmon and oyster harvests but also plentiful crab and tuna. These resources have supported generations in commercial fishing and processing, as well as seafood farming.

The Columbia River estuary is a portal for all anadromous fish passing between the huge Columbia River basin and the Pacific Ocean. Although salmon and other anadromous fish range all along the continent's West Coast, the biggest fish were found at the mouth of the Columbia. The large and plentiful fish generated great wealth. The region's cannery communities, for example, were for a time among the wealthiest per capita in the United States.

THE FIRST AMERICANS

The Chinookan were the first people in the Columbia-Pacific region. In their creation legends the Chinookan were born on Saddle Mountain into a world of water and cedar, and their bountiful environment allowed them to flourish. The Chinookan lived in a complex society of royalty, commoners, slaves, and gender equality.

The Chinook traveled far and wide. They were traders, perhaps the most astute and adaptable traders on the West Coast before the conquest of North America. The tribal trading network on the Columbia-Snake River system was one of the two largest in North America. (The other was the Mississippi-Missouri network.) The Chinookan peoples — the Chinook proper, the Clatsop, and the Cathlamet expertly used the region's cedar trees to fashion canoes in which they piloted the river and the bar. Some historical observers have called the carved Chinook canoes the best craft they have ever seen.

The Chinookan traded with inland tribes from the Columbia Plateau at The Dalles and with coastal tribes as far away as Alaska



Chinook woman with cedar gathering basket.

and northern California. Their trading network was so powerful and wide-ranging, and their culture so complex and sophisticated, that a dialect of Chinook became a trade pidgin called Chinook Jargon, spoken from what is now northern California to Alaska.

The Chinook were some of the best traders that New World explorers, who began to arrive in 1792, had ever encountered. They initially adapted well to Euro-American expansion by trading with the newcomers to expand their own power and influence. European and American ships traded metal and manufactured goods with the Chinookan people for furs, mostly sea otter, which were traded for tea and porcelain in China. Lewis and Clark found them to be maddeningly adroit in their negotiations and less impressed by western culture and

trade goods. Chinook wanted only what they could trade for advantage with other tribes.

Archeologists estimate the pre-contact population along the lower Columbia at 40,000 people, a level it would not reach again until decades into settlement of the region as part of the United States. When the Lewis and Clark Expedition traveled the region in 1805 and 1806 they recorded the largest population of native peoples and cultures anywhere along their transcontinental journey, though the first wave of European diseases had already taken its toll. Tragically, in the late 18th century, at least two decades prior to the Lewis and Clark Expedition, the exposure of the Chinook people to viral influenza, measles, venereal diseases, malaria, and smallpox, diseases to which they had little immunity, devastated every village, home and family with suffering and death. By 1850, disease decimated the population of the region's first people to some 10 percent of their pre-contact numbers.

Moreover, the U.S. government in 1850 undertook region-wide action to remove First Americans from their land. First acknowledging the tribes' sovereignty as nations, the government then negotiated treaties to take their land. The Tansy Point treaties of 1851 ceded three million tribal acres, from Tillamook Bay to Willapa Bay. The treaties were never ratified by Congress, however, and many of their promises were never delivered. Many Chinookan went to live on confederated reservations. Others stayed and eked out a living in the new U.S. territories. Still others, after losing their traditional lands, took refuge with the other tribal groups linked to the Columbia-Pacific region through trade routes and political alliances – the Confederated Tribes of the Chehalis, Grand Ronde Community, Siletz Indians, Umatilla, and Warm Springs; also the Cowlitz Indian Tribe, Quinault Indian Nation, Wanapum Band, and the Yakama Indian Nation.

Like all tribal nations that occupied North America prior to European conquest, Chinookan people suffered disease, dishonesty, and deliberate action to remove them from their land and crush their culture through forceful assimilation. Yet, traditions important to Chinookan culture are carried out to this day and nationally important sites associated with their culture have been preserved, including the national historic landmark at Chinook Point and the recently discovered site of a Chinook Village at Station Camp, where Lewis and Clark camped in the early years of the 19th century.

EXPLORATION AND MAPPING

In the late 18th and early 19th centuries the mouth of the Columbia became the focus of an international race primarily between the U.S. and Britain, and to a latter extent Spain and Russia, to map and control the West Coast of North America. This contest was rarely conducted through military force. Instead, the countries sent expeditions to explore and map the homelands of Northwest tribes and attempted to engage them in trade. The Corps of Discovery led by Lewis and Clark was the most famous of these expeditions. By 1846 the quest for empire had run its course. The United States controlled the mouth of the Columbia and the international boundary was set at the 49th parallel.

Spaniard Bruno de Heceta arrived in August 1775 and mapped what he called Cape of Saint Roc and Leafy Cape, now Cape Disappointment and Point Adams. But, the entrance to the Columbia is not easy to find from sea. Three years later, the great explorer and navigator Captain Cook sailed by the river in the night on his way to trade for otter furs to sell in China. In 1788 the controversial British sailor John Meares also failed to find a river. Meares nearly created an international incident between Britain and Spain over Vancouver Island, and he gave Cape Disappointment its name to commemorate his failed search. That same year American merchant Captain Robert Gray logged an attempt to enter a river at 46

degrees latitude that appears to have been the Columbia, but he continued on to Boston and China. In April 1792, British naval Captain George Vancouver passed the river mouth and noted muddy water flowing into the sea, as well as waves breaking on the bar, and discounted the entrance as the mouth of a small river. British explorers Alexander Mackenzie and Simon Fraser also both failed to find the Columbia as they passed through the area. On May 11, 1792, Captain Gray returned and sailed across the bar and into the Columbia River estuary, the first documented non-Native American to do so. Gray's entry constituted the United States' earliest claim of possession under 18th century international law. Upon hearing about the river from Gray, Vancouver returned and mapped the river's lower end. However, the rest of the river and the anticipated water route across the continent continued to elude the Euro-American nation. Inspired by the discovery that the Chinese would pay substantial sums for otter fur from North America, Cook and later Gray and Vancouver, helped start a thriving trade network – the “Golden Round” – that included West Coast tribes, the Hawaiian Islands, China and the Far East, the United States and Britain. As many as 100 trading ships visited the Columbia from 1792 to 1805. Control of the otter fur trade fueled the contest for empire for years to come.

In the late 18th century Euro-American merchants took canoes into the interior and traded them to the tribes for the continent's great natural resource – furs. Western traders knew the key to unlocking all the continent had to offer meant finding a dependable water route. As Eastern and central North America had many navigable rivers, Euro-Americans imagined the west must have at least one great river. The Columbia, though inhabited by thousands of people speaking dozens of languages, was unknown to Euro-Americans. The search for the great western river became an obsession for fur traders and scientific and government expeditions. For about 60

years, from the 1790s to almost 1850, the mouth of the Columbia was the center of an international contest for control of large parts of the North American continent. The race to find a water route across the continent was pursued mostly through trade, commerce, and settlement rather than a force of arms.

The account of Mackenzie's expedition and British movements to map and control western North America inspired President Jefferson to sponsor the famous Lewis and Clark Expedition which traveled across the continent by land from 1804 to 1806. The Expedition reached the Columbia River but brought back bad news – no easy route was found between the Missouri drainages and those of western North America. Moreover, the Columbia was powerful, broken by rapids and falls, and difficult to navigate. A trip downstream took days but the return took months. Without a water route, transcontinental travelers would still go by land.

Undeterred, in fact excited by the Expedition's records of what they found, fur baron John Jacob Astor organized an 1811 expedition to establish a trading post on the Columbia as the center of a global network for land and sea transport of fur pelts as well as other goods and services between China, Russia, Europe, America's east coast and the Northwest. Fort Astoria became the trading post for the Pacific Fur Trade Company, thus “Astoria” became the first United States settlement west of the Rockies. The Astor expedition to the Columbia-Pacific region also opened the country's future key overland route for western settlement, the Oregon Trail.

The British gained control of Fort Astoria during the War of 1812 and called it Fort George. Astoria was returned to the U.S. six years later and in 1821 the Hudson's Bay Company moved in. The Congressionally authorized United States Exploring Expedition under Lieutenant Charles Wilkes sailed throughout the region in 1841. The flood of American settlers to the



View of Astoria, Oregon, where the Columbia River meets the Pacific Ocean.

Pacific Coast soon after the Wilkes expedition caused tension with both the indigenous people and the Hudson's Bay Company traders.

When in 1846 the country's boundary at the 49th parallel was established and the U.S. regained ownership of the mouth of the Columbia, the army moved into Fort Astoria. Americans had been arriving on the Oregon Trail and were now the majority in the Northwest. The Donation Land Law of 1850 provided generous land grants to the territory's residents which further encouraged migration to the region.

Although place names are what remains of many of the region's early explorations, NPS interprets the Corps of Discovery at Fort Clatsop, part of the larger Lewis and Clark State and National Historic Parks, while Fort George/Astoria in Astoria is a national historic landmark managed by the city of Astoria. Many other sites important to Lewis and Clark are interpreted to the public throughout the region.

COASTAL NAVIGATION AND PROTECTION

The Columbia has no delta. When the river's mighty current rams into westerly ocean swells and wind, it creates standing waves capable of toppling ships. Since 1792 some 2,000 ships have sunk to the "Graveyard of the Pacific."

Starting in the 1850s, as the United States looked ahead to establishing a new era of trade commerce, the Columbia-Pacific region would serve as the nationally strategic gateway to the Columbia River basin. Two key enterprises emerged: first, ways to bring ships safely across the Columbia River bar, the most dangerous river entrance in North America and one of the three most harrowing river mouths in the world; and second, a system of coastal defenses to keep enemies out, including the only U.S. location to come under enemy fire since the War of 1812.

The Chinook first guided European and American trade vessels that had cleared the bar to their villages along the river's channels. During settlement of the area in the 1840s some locals became bar pilots, albeit untrained. Concerned about the bar's impediment to trade, in 1846 the Oregon territorial legislature created the Oregon Board of Pilot Commissioners, which issues bar pilot licenses to this day. The Columbia remains the only river in North America that requires bar pilots to enter it. The Flavel House, home to one of the earliest bar pilots George Flavel, is owned by the Clatsop County Historical Society, listed on the national register, and open to the public.

The U.S. Army Corps of Engineers built jetties north and south of the Columbia's mouth in 1913 and 1917. The jetties accelerated the river's flow which scours the channels making them safer for river traffic. The jetties are within the boundaries of Fort Stevens State Park in Oregon and Cape Disappointment State Park in Washington.

Though formidable, the bar was not thought by the U. S. government to be sufficient natural protection from enemies seeking control of the Columbia. The



Oyster harvesting in Willapa Bay.

mouth of the Columbia River was strategic in planning for America's coastal defense and protection. Fort Stevens was built at Point Adams on the Oregon Shore from 1863 to 1865 to defend the area from Confederate ships during the Civil War. For added protection Fort Canby was built in 1875 on the Washington side. Fort Columbia was added to the north shore between 1896 and 1904 to protect the estuary and harbor. All three forts were used in World War II to guard against a Japanese attack which came on June 20, 1942. A Japanese submarine shelled Fort Stevens and it became the first military post in the lower 48 to be attacked by an enemy since 1814.

The mouth of the Columbia has one of the largest U.S. Coast Guard installations in the country. The stations at Cape Disappointment and Astoria are renowned for their operations in some of the roughest seas in the world. The internationally respected National Motor Lifeboat School is the only school for heavy sea boat operations and surf rescue in the U.S and operates at Cape Disappointment. The historic forts that remain today, as well as the national historic landmark the Lightship *Columbia*, remind us of this time in our nation's history.

NORTHWEST ECONOMIES

In the 1850s the Columbia-Pacific region was also the origin of many of the large-scale economic activities that would subsequently define the culture and economy of the entire Northwest coast in the late 19th and 20th centuries – commercial fishing and processing, logging, agriculture, recreation and tourism. Booms in commercial fishing and logging brought a range of ethnic groups that eventually created social and cultural institutions unique to the Northwest. The growth in recreation and tourism led to Oregon's landmark coastline protection and public access achievements which became a model for the nation.

From prehistoric times until the arrival of the railroads in the late 19th century, the region was connected by water and therefore by water travel. At times, the region had more frequent contact and trade with San Francisco or ships traveling around Cape Horn than with the nearby Willamette Valley. Locally, though, towns such as Youngs Bay, Baker Bay, the Skipanon River, Grays River, and Deep River sprung up along the estuary or next to one of its tributary bays, sloughs, and rivers. Most of these communities maintain their working waterfronts to this day. In contrast to other places where traditional livelihoods have perished and along with them the cultural fabric of place to be replaced by an economy driven solely by tourism, the Columbia-Pacific region with its many working waterfronts, historic buildings and districts, and ethnic diversity is today a place to trace centuries of life and commerce within a 21st century culture and economy.

Urban centers grew at Portland, and later Seattle and Tacoma, while the rest of the Northwest provided raw materials. Northwest coastal towns are dependent on their rivers and beaches for the trees, fish, oysters, and scenery they provide to support their major economic activities of commercial fishing and processing, logging, and tourism.

The Columbia River mouth was the first and largest center of commercial salmon fishing in the Northwest. The industry created the region's working waterfronts and attracted many immigrants. Beginning in 1850 newcomers to the region, many from the California gold fields, hired Native Americans to harvest salmon which was brined and shipped by the barrel to San Francisco. After 1870 brining was eclipsed by canning which better allowed the region meet a growing demand in the eastern U.S. and Europe for meat that could be shipped and stored. Although the nation's first cannery was established on the Sacramento River, that river's salmon runs were too small to meet the cannery's capacity so the

company relocated in 1866 to present day Wahkiakum County. Within 10 years 30 canneries operated on the lower Columbia River and drew an international workforce. Scandinavians filled the demand for gillnetters; Chinese immigrating to work in gold fields, mining towns, on railroads, levees, and other public works projects were recruited to the canneries. By 1883 some 1,700 commercial fishing boats on the Columbia supplied 39 canneries.

Tastes began to change in the early 20th century and the advent of refrigeration made it possible to ship fresh fish longer distances. The canneries gradually closed, fell into disrepair, and were dismantled. Commercial boats and processing plants turned to other species, though, and the region retains a robust fishing industry. Many historic buildings and piers remain from the early canning and commercial fishing industries and these have been adaptively reused as hotels, restaurants, and other contemporary businesses.

Today, Washington's Willapa Bay is the largest producer of oysters on the West Coast, but the boom-bust story of Willapa Bay's oysters is reminiscent of other resource dependent industries. By the early 1850s the oyster beds of San Francisco Bay were depleted and schooners began arriving to harvest Olympia oysters. Towns sprang up, including Oysterville, now part of the Oysterville National Historic District. Oyster sales took a nosedive in the 1870s when eastern oyster seed was brought to reseed San Francisco Bay and demand for Willapa Bay oysters fell. It was no longer profitable to harvest Willapa's native oysters by the 1890s so these growers also imported eastern oyster seed and production again soared. In the early 20th century, Japanese oyster seed replaced the east coast seed as well as the mostly depleted native Olympia oyster.

The Hudson's Bay Company started logging in the 1830s. In response to the surge in demand for wood in Gold Rush California in the 1840s and 50s, mills sprang up

throughout the Northwest near water, at that time the only cost effective way to transport logs.

Transformation of the Northwest timber industry from small-scale, ox and water-powered operations to large-scale lumbering took place in the 1880s and 1890s. Simon Benson arrived in the Northwest in 1880 and began introducing industry-changing technologies. By the late 1880's Midwest timber was played out and lumbermen moved to the forests of the Pacific Northwest. In 1891 Benson's steam donkey began to replace oxen as the primary movers of logs. The steam donkey could work in mud and allowed logging to continue year round.

Another innovation, the "Benson log raft" was a huge floating raft made of logs and chains that safely transported millions of board feet of timber to coastal markets. After World War II demand for framing timber and plywood to supply the post-war southern California building boom fueled a huge expansion in the woods products industry throughout the Northwest. Many mills were built on both sides of the river in the 1950s and 60s.

The Northwest timber industry then contracted when the 1970s recession slowed housing starts and regenerated forests in the southeast could compete with Northwest forests. Some mills still operate, but many in the logging industry are today exploring other ways to stay in the woods including forestry restoration, "Smartwood" and other specialty market certifications, woody biomass energy production, recycling, salvage and carbon credits to supplement forest revenues.

In the 1890s the federal Knappton Cove Quarantine Station was the "Ellis Island of the west," one of three quarantine and entry stations along the West Coast of North America. Fishing, canning, and logging as well as other public works drew immigrants to the region from China and Scandinavia. Their work, including dikes and roads, and

ethnic traditions helped shape the region we know today. Scandinavians – Swedes, Norwegians, Finns – operated the gillnet boats that supplied the salmon canneries and packing plants, worked in the logging camps and mills, and played a role in the nation's history of organized labor, including the 1896 Astoria Fisherman's strike and the region wide millworkers and loggers strike in the summer of 1917. Scandinavian settlements at the river's mouth are well documented by the dozens of National Register listed buildings and structures.

Today's immigrants to the Columbia-Pacific region, largely from Mexico, work in the resource industries that in earlier eras employed Chinese and Scandinavians. Like those who came before, they contribute to the regional economy and cultural life, opening restaurants and businesses, assembling athletic leagues, and forming social clubs.

TOURISM

Beginning in the latter part of the 19th century, tourism emerged as an economic force in the Columbia-Pacific region. For more than 130 years, Willamette Valley and Puget Sound residents in the millions have made northwest Oregon and southwest Washington their summer destination. Coastal retreats have attracted political figures as well as working families able to build or rent cottages and homes for the season. Boardwalks and seaside attractions were built to amuse the visitors. Much of this history is documented in early hospitality buildings and sites listed on the National Register of Historic Places.

Oregon beaches in the early settlement days were considered highways and indicated as such on state maps. When the Oregon State Land Board began to sell submerged lands in 1874 an outcry came from citizens concerned not about recreation but about commerce and transportation. In 1899, the state legislature declared Clatsop County beaches from the Columbia River to the south county line as a public highway, and

by 1913 all of Oregon's beaches were declared public highways. Construction of the Oregon Coast Highway landward of the coastline in 1919 paved the way for the ground-breaking Oregon Beach Bill which opened the coastline to 16 feet elevation to the public. This legislation became a model for other coastal areas.

PROPOSED THEMES OF THE STUDY AREA

Themes provide a structure for understanding the region's contribution to our national heritage by helping residents and visitors make connections between the area's resources and their meaning. The following themes for a proposed Columbia-Pacific National Heritage Area were developed based upon the information gathered and public input.

1. Waterways: The Great River of the West meets the Pacific Rim

The Columbia is the largest river in the western United States. A vast network of waterways, the Columbia Basin meets the sea at the river's mouth. This geography determined the region's prominence for settlement in both prehistory and modern times.

2. Estuaries

The Columbia River estuary is among the most productive ecosystems in the nation. Its historic salmon runs are legendary. The Chinookan people and Euro-Americans who came later took advantage of this natural abundance and created great wealth.

3. Land of Water and Cedar: Chinookan Homeland

The story of the Chinookan people dispels our national myths about the simplistic life of Native American people. The Chinook had control over the lower Columbia, and used their strategic position in the environment to build a wealthy, populous, and politically complex society rich in art, architecture, commerce, and ceremony.

4. Exploration, Conquest and Empire
Lewis and Clark's Corps of Discovery was the most famous exploration and

mapping expedition in the international race to control the west coast of North America in the late 18th and early 19th centuries. When the quest for empire had run its course, the country's northern border was at the 49th parallel and the United States controlled the mouth of the Columbia with its vast natural resources and critical location at the edge of the continent.

5. Crossing and Defending the Bar

The Columbia River bar is among the most dangerous river entrances on earth. Yet, because the mouth of the Columbia is the gateway to the Northwest interior, the region has seen major national investments in wartime defense and rough sea navigation aids.

6. Beginnings of the Northwest Coastal Economy and Culture: Fish, Forests and Tourism

The Columbia-Pacific region led the large economic developments – commercial fishing and processing, logging, recreation, tourism – that define the character of the Pacific Northwest we know today.

7. Immigration

The Columbia River was a major artery carrying immigrants drawn by the region's robust resource economy. These diverse cultures contributed mightily to our national prosperity and our "melting pot" cultural heritage.

8. Public Treasure

The regional political struggle that culminated in preservation of Oregon's renowned coast for public use and enjoyment is a model for the nation.

RESPONSE TO STUDY REQUIREMENTS

The authorizing legislation for this study, P.L. 110-229, stipulated the requirements to be met for potential designation of the study area, or a portion of it, as a Columbia-Pacific National Heritage Area. This section presents the study requirements and summarizes the information that was collected to address them. As explained in the narrative, the NPS found that adequate support for NHA designation does not currently exist, and therefore was unable to determine that the study area meets all requirements of the legislation.

- 1. Does the study area have an assemblage of natural, historic, and cultural resources that together represent distinctive aspects of American heritage worthy of recognition, conservation, interpretation, and continuing use that are best managed through public/private partnerships?**

Detailed information about the study area's natural, historic, and cultural resources is found in both Chapter II and the appendices of this report.

The mighty Columbia is the largest river in western North America. It empties to the Pacific Ocean, and its mouth – a broad estuary with bays and islands, coastal hills, rocky headlands, and a long, narrow coastal plain of dunes and lakes – is one of the nation's most distinctive geographic features. The drowned estuary of Willapa Bay is the second largest bay on the west coast. Thousands of acres of lowland marshes and hills covered in hemlock, alder, spruce and cedar lie within and around the huge tidal estuaries and dozens of smaller tidal rivers that come together here. This region's assemblage of big river, ocean, and estuarine environments once produced the continent's largest salmon

runs and rich harvests of sturgeon, oysters, and other animals from the sea.

The historic working waterfronts at Astoria, Warrenton, Chinook, and Ilwaco still bustle with the activity of fishing boats, packing plants, and canneries. Large freighters push through the waves at the bar. Bar pilots still board ships and guide them up river. Logging trucks still bump along on the roads to mills near the river. Old pilings are reminders of past lives and livelihoods from centuries ago. Numerous and diverse historic and cultural resources with high integrity remain today to tell the many stories of the Columbia-Pacific region.

The region contains a mix of public and private land, and many examples of partnership-based resource stewardship and economic activity, many with sustainability in mind, can be found.

Clatsop Community College has developed a track in historic preservation. Architects and trades people have assembled a historic preservation cluster to explore opportunities to work together. Historic buildings and structures have been adaptively reused through partnerships. Timber interests in Wahkiakum County have proposed a scheme to manage forests as county community forests. Private businesses along Astoria's waterfront have explored ways to collaborate to interpret the region's commercial fishing industry.

Several companies are making a profit from the woods in a greener way. Trail's End Recycling, owned by a fourth generation logger, employs a few dozen people to provide a range of green services, including materials recycling, road decommissioning, and restoration forestry. Willapa Land and Dendrology and two Smartwood sawmills in Raymond and South Bend sustainably

grow and harvest certified wood products. Investors have proposed a biofuel plant on the Columbia to be sited at a historic military anchorage would employ 70 people to collect material that is now burned as part of timber “waste” and would use recycled wastewater from the city of Astoria.

Bornstein’s Seafood Company, having invested \$11 million in a new commercial fish packing plant, has developed a proposal to build the Fish Factory, an interpretive facility similar to the popular Tillamook Cheese Factory that would allow visitors to tour the plant and learn about commercial fishing and processing.

Another example of heritage preservation through economic activity is the Willapa Demonstration Land Bank near Long Beach, Washington. This project restored a portion of Willapa Bay’s original shoreline, 65 acres of saltwater marshes, providing salmon habitat, flood-holding capacity, and hydrological recharge. It also provided badly needed public works jobs and a wetland bank that will offset future development activities in the region.

2. Does the study area reflect traditions, customs, beliefs, and folk life that are a valuable part of the national story?

A list of regional festivals and cultural events is in Appendix E.

Chinookan culture has enjoyed a renaissance along the lower Columbia River. The Chinook Nation has enrolled several hundred members and organized the Clatsop-Nehalem, a group that includes interrelated descendants of the Chinookan Clatsop and the Salish-speaking Nehalem-Tillamook.

Despite 170 years of disease, displacement, forced assimilation and all the other tragedies

suffered upon native peoples, the Chinook have kept their culture and family ties alive. Today the Chinook Nation is active in the region’s civic life including natural resources policy and estuary restoration. Tribal members serve on the Boards of nonprofits such as American Rivers and Sea Resources, two organizations concerned with salmon restoration. Traditional ceremonies such as First Salmon and Winter Gathering have been reinstituted. The people are again creating and piloting their peerless canoes.

The critical period 1792-1813 is kept alive by reenactments and living history. The Pacific Northwest Living Historians regularly interpret the Lewis and Clark Expedition at state and national park units including Fort Clatsop, the Salt Works in Seaside, Cape Disappointment, and the Dismal Nitch. Each spring the Lady Washington, a replica of one of the ships on Captain Robert Gray’s voyage to the West Coast, is greeted by members of the Chinook Tribe in traditional canoes near Gray’s historic anchorage at Chinook Point. Astoria celebrated its 200th anniversary in 2011 with festivals, reenactments, and celebrations of its historic claim to primacy and control of the Pacific Northwest.

The Columbia River bar and ship traffic remain prominent features of the region. From their headquarters in downtown Astoria, the bar pilots make their way to the bar, board the incoming ships, and pilot them safely across, as they have been for 164 year. The U.S. Coast Guard stations at Air Station Astoria and Cape Disappointment still stand guard over this dangerous bar that has sunk more than 2,000 seafaring vessels.

The shipping channel passes within a few hundred yards of the Oregon shore. Each day’s traffic – bulk carriers, container ships, car carriers, and other large vessels bearing flags and names from countries all

over the world – passes under the Astoria-Megler Bridge and along the Astoria waterfront. Each day, ships anchor in the Astoria Anchorage awaiting inspections, orders, and berth space at upriver ports. All of this coming and going is catalogued and brought to life by the popular Columbia River Ship Report, a program broadcast daily on public radio stations KMUN and KCPB funded by the Columbia River Maritime Museum.

Historians believe the Native American fishery in the Columbia-Snake River basin was the largest in the world with pre-contact harvests of salmon, taken in woven gillnets at the river's mouth, nearly equal to later commercial take. These fish still bear the name of the tribe that caught and traded them, the Chinook, and though largely contracted from earlier eras, commercial fishing and processing, as well as logging and wood product production, are still practiced as heritage livelihoods.



The foot of Youngs River Falls.

The first salmon salteries established by Europeans and Americans in the 1830s bought fish from the Native Americans. Eventually, the largest concentration of canneries in North America, started in the 1860s, was supplied by more than 1,000 gillnet boats operated largely by Scandinavian immigrants. Fourth generation descendants of those Scandinavian gillnetters still run bowpickers in season even though gillnetting is rarely able to pay the bills on its own. However, Astoria ranks 15th in commercial landings nationwide. Its waterfront and those of Ilwaco, Chinook, and Warrenton, still hum with activity – boats, marine industry, fish processing, and fish markets. Many buildings are reused as meeting places and businesses, such as the Astoria net shed and Hanthorn Cannery.

The commercial fishing culture is celebrated in events such as the Pacific Commercial Fisherman's Festival and the Fisher Poets Gathering, which gathers in Astoria with some 70 participants from near and far – Oregon, Washington, Florida, Texas, Hawaii, Alaska, British Columbia, Japan – to share poems and songs about fishing. These performances are broadcast on the local public radio station and the gathering has been featured nationally by the *Today Show*, *National Public Radio*, the *New York Times*, and *Smithsonian Magazine*. Stories of traditional livelihoods have so captured the American imagination that they are featured in popular reality television programs such as the *Deadliest Catch* and *Axemen*. The Columbia-Pacific region is one of the few remaining places in the nation these heritage industries can still be found.

Moreover, heritage industries at the mouth of the Columbia are evolving, adapting, and exploring new ways to thrive in the 21st century. Like the Finns, Swedes, and Chinese who came before, new immigrants are finding jobs in the commercial fish and

wood products industries, bringing their own customs, beliefs and traditions to the cultural fabric of the region.

3. Does the study area provide outstanding opportunities to conserve natural, historic, cultural or scenic features?

Publicly owned lands are shown in Figure 1. Lists of Registered Historic Places, Regional Trails, and Museums are included in appendices B, D, and E respectively.

Tourism has been a mainstay of the region's economy and culture since 1870 when rail baron Ben Holladay first built Seaside House as one of two coastal resorts in the Pacific Northwest. Since then coastal Oregon and Washington have been favorite destinations for vacationers and residents of Puget Sound and the Willamette Valley. Local attractions, some more than 80 years old, include the Seaside Aquarium and Promenade, National Register listed cottages and resorts, and the National Register listed historic village of Oysterville.

Willapa National Wildlife Refuge contains some of the best remaining examples of old-growth temperate rainforest. The Lewis and Clark National Wildlife Refuge protects 27 islands and adjacent tidelands in the Columbia River. Lewis and Clark National Historic Park protects seven sites associated with the Lewis and Clark Expedition, Chinook culture, and early United States history in the region.

The extensive State parks systems include the "flagship" parks Fort Stevens State Park in Oregon and Cape Disappointment State Park in Washington, which together offer over 700 campsites and host more than three million visitors annually. The historic

military installations at Tillamook Head are in Ecola State Park while the iconic birthplace of the Chinook people is protected in Saddle Mountain State Park.

The Nature Conservancy's (TNC) Ellsworth Creek Preserve and the adjacent Willapa National Wildlife Refuge contain some of the largest sections of old growth in Pacific County. At Ellsworth, TNC practices cutting-edge restoration forestry. Blind Slough Preserve in Oregon is the best example of Sitka spruce wetland in the lower Columbia.

Other regional conservation efforts are locally driven, for example:

- The North Coast Land Conservancy's projects with the timber industry, dairy farmers, and developers protect key places in the Necanicum watershed and Clatsop Plains such as salmon stream protection in housing developments, also elk and butterfly habitat protection aside agricultural lands;
- The nonprofit Warrenton Trails Association's project with the city of Warrenton to complete the city's trail system;
- A citizens' project in Chinook to renovate and adaptively reuse the historic Chinook School;
- The nonprofit Liberty Restoration, Inc. revitalization of the Liberty Theater in Astoria which now anchors a revitalized downtown;
- The community of Seaside master plan for the city's 450 acres of public lands on the Necanicum estuary.

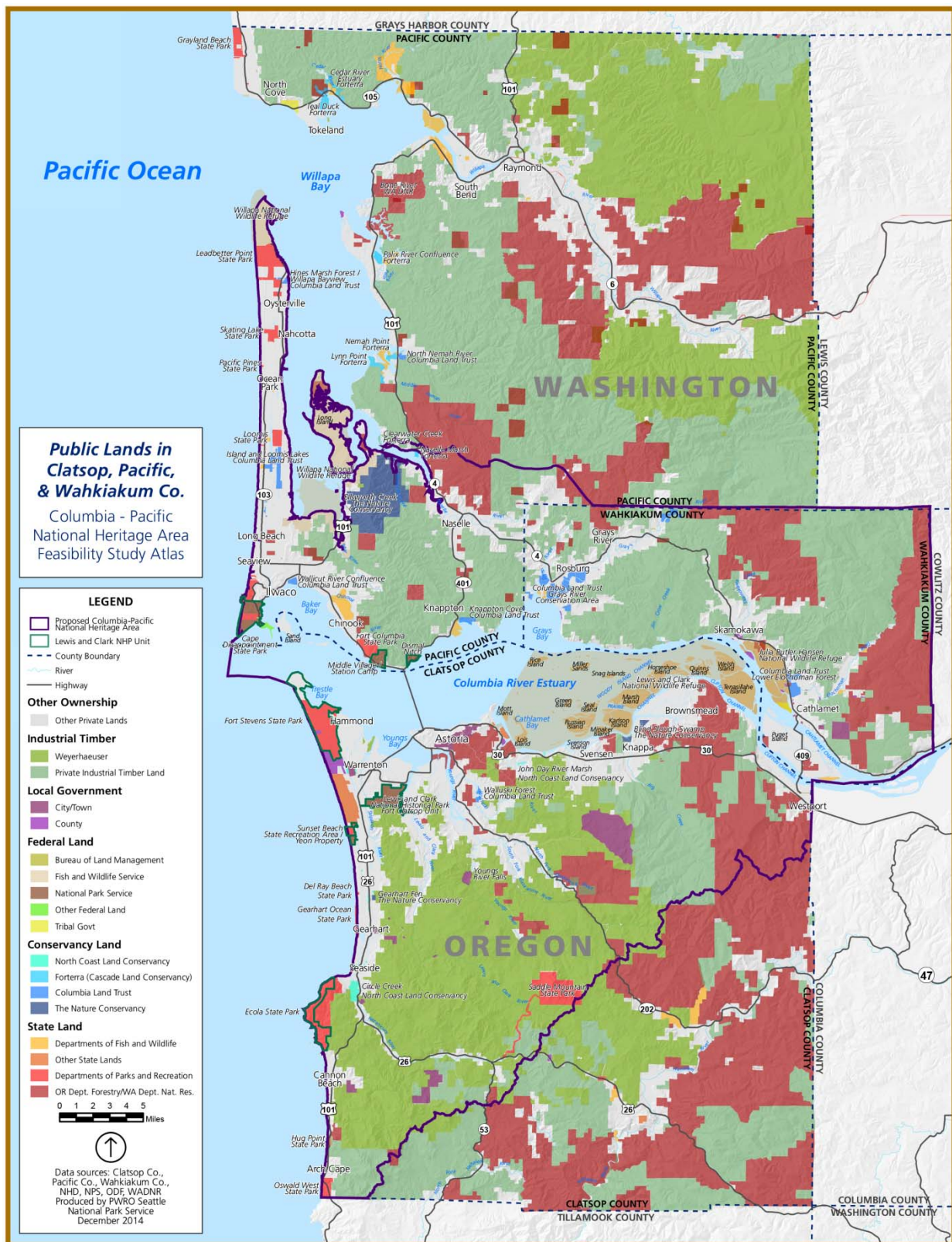


Figure 1 – Publicly Owned Lands

4. Does the study area provide outstanding recreational and educational opportunities?

Public lands include undeveloped seashore, rocky headlands, working waterfronts, and tidal marshes, as well as the sites important to the nation's history. Public trails take visitors to such places as the historic Astoria and Ilwaco waterfronts, 40 miles of beaches, historic military forts, shipwrecks and treaty sites. The many museums and publicly accessible historic sites within the study area include the Flavel House, Clatsop County Historical Society, Columbia-Pacific Heritage Museum, and the most visited Columbia River Maritime Museum which showcases the notorious river mouth and bar. Regional festivals and events commemorate the region's culture and traditions.

5. Does the study area contain resources important to the identified theme or themes of the study area that retain a degree of integrity capable of supporting interpretation?

The study area retains a high degree of integrity for several reasons. Overall, its individual communities have made choices to conserve and integrate their heritage sites into the local economy and civic life rather than obscure or overshadow them with new development.

The area contains five historic districts and over 80 places individually listed on the National Register of Historic Places. Dozens of additional state register listed places might also be eligible for the National Register. Other resources relevant to the themes and appropriate for interpretation include the area's three

national wildlife refuges, a national park, and four fully staffed state park units and more than a dozen other state park areas, as well as several county parks and local trails.

The area's integrity can also be attributed to a small population along with management of most private land for timber production or agriculture, which helps retain a rural character.

Finally, large portions of the study area are underwater in the Columbia River estuary, Willapa Bay, and tidelands and freshwater wetlands, thus largely unchanged over time except by nature.

6. Does the study area include residents, business interests, nonprofit organizations, and local and State governments that are involved in the planning, have developed a conceptual financial plan that outlines the roles for all participants, including the Federal Government, and have demonstrated support for the concept of a national heritage area?

Significant effort was made to involve the public in planning for a proposed Columbia-Pacific National Heritage Area. Starting in 2007, some 24 presentations about the heritage area concept were made in the region and an all-day workshop on "Balancing Community, Heritage, and Commerce in the Gateway Communities of the Columbia-Pacific Region" was held in March. Seventeen presentations were made throughout the region in 2008 and a series of 17 public scoping meetings were held in early March. A total of 46 public meetings were held in 2009. Appendix F lists the participating elected officials, organizations and agencies.

Table 1 – Funding Model Summary

Federal Appropriation	\$5,000,000 (over a 5 year period)
Match Funds Leveraged – Grants	\$2,000,000 (over a 5 year period)
Match Funds Leveraged – Loans	\$8,000,000 (over a 5 year period)
Investments in NHA related economy	\$2,500,000 to \$3,000,000 per year
Operating Costs	\$200,000 to \$250,000 per year
Marketing/Project Costs	Limited – Unknown
Self-Sufficiency	5 to 7 years (dependent on rate of appropriation)

The conceptual financial plan proposed by Craft3 (originally SBEC) for the heritage area concept involved the use of federal heritage area program funds to leverage capital from foundations, historic preservation agencies, and other community investors in the Columbia-Pacific region. The intent was to develop a revolving loan fund of \$10 to \$15 million, and to generate earned income from activities with a return on investments in heritage related projects as the primary basis of future earnings.

More specifically, the idea after management planning was to request a higher federal appropriation, i.e., a minimum of 5 million dollars, to better attract matches from other sources such as private foundations, and then borrow from other foundations or banks against the matched funding at a low rate, thus allowing lending to partners at a reasonable rate. The lending fees and loan payments would replenish the fund and provide an adequate stream of income to the program to support its overhead.

The plan anticipated a core operating budget of \$200,000 to \$250,000 per year, including overhead costs, travel, and staff salaries/benefits of a seasoned professional team. Additional marketing and project costs would be identified during the management planning process. Operational support for the first couple of years was anticipated from Oregon and Washington states.

It was anticipated that the core operating functions of the NHA could be self-sustaining within five to seven years and result in investments of over 10 million dollars in the local economy. Additional resources would later be sought for growth, specific investments, or future project opportunities. Even without the requested funding level, the proposed financial plan was expected to achieve self-sufficiency goals over a longer period of time, e.g., a \$400,000 annual appropriation would mean sustainability in about 15 years.

Acting like a Heritage Area: Three Partnerships Deserve Special Mention

SBEC's Indian Country Initiative, which allows staff to work directly with tribal governments and their members, is meant to increase transactions and partnerships with individual entrepreneurs and tribal nations in a manner consistent with their stated beliefs, sovereignty, and community goals. These activities help tribes to maintain their identities and cultures and choose their own destinies; at the same time it offers a framework for collaboration.

The Hispanic Community Services Initiative allows SBEC to provide financial education and training, community services and financial products to the Hispanic community of the Lower Columbia Region in partnership with the Lower Columbia Hispanic Council. Hispanic people, mostly recent immigrants from Mexico, make up a fast growing part of the coastal population. Like other immigrants before them, they work mostly in the region's heritage industries – fish and shellfish processing, wood products, and the hospitality industry. Within a generation, they will assume leadership positions in the community like those who preceded them.

The Consumer Seafood Initiative is a partnership program involving SBEC, Oregon State University, Sea Grant, and the Seafood Consumer Center. The program is designed to bring Oregon and Washington fishermen, shellfish growers, processors, wholesalers, retailers, and chefs together to develop new approaches to management and harvesting practices, develop new value added seafood products, and access new markets. This is accomplished through research, education, and product development services. SBEC provides both support in the management of this program as well as financial services that facilitate the transfer of innovative process technology and the development of new products and business models, including discussion with a local community college to expand impact on workforce training, job creation, and retention.

The history of the proposed coordinating entity Craft3 in the region would enable it to operate across municipal, county, and state boundaries and the financial model would enable the organization to support the NHA long past the availability of federal funds.

The proposed concept would also involve the community in development measures to track impacts on the preservation of the natural, cultural, historic and scenic resources within the heritage area. The proposed “balanced scorecard” approach is used worldwide to align an organization's business activities to its vision by improving communications and monitoring performance against strategic goals. Economic development, for example, could be tracked by job growth related to preservation of regional heritage economies such as fishing, farming, and forestry, through perhaps development of a guild dedicated to historic preservation knowledge and expertise, or development

of green jobs such as weatherization with contractors that help preserve the historic homes and buildings of the area while promoting energy efficiency. Another indicator might measure the increase of funds into the region to support growth of heritage focused small business or heritage tourism. Finally, the scorecard could track partnership development with other local public and private entities within the national heritage area.

Although many in the region expressed support for the concept of a national heritage area over the course of the study, opposition to the proposal eventually emerged from some private property interests. The divisiveness caused the proposed coordinating entity Craft3 to withdraw, leaving the proposal without a conceptual financial plan.

7. Does the study area have a potential local coordinating entity to work in partnership with residents, business interests, nonprofit organizations, and local and state governments to develop a national heritage area consistent with continued local and state economic activity?

The initial proposed coordinating entity for the Columbia-Pacific National Heritage Area was ShoreBank Enterprise Cascadia (SBEC), a 501(c) (3) community development financial institution established in 1995 to strengthen economic, ecological, and family resilience in Pacific Northwest communities. SBEC worked to stimulate private investment in businesses and real estate development in distressed communities by providing loans and assistance to entrepreneurs, nonprofits, and individuals without other access to financing, and to fund projects meeting more than one community need. SBEC invested more than \$80 million in the Pacific Northwest in the past 15 years.

During the study process SBEC was renamed Craft3 and a conceptual approach for the Columbia-Pacific NHA was developed in collaboration with other stakeholders. The approach was thought to be significantly different from that of most other heritage areas, which often focus on visitor programming and facilities, branding, regional promotion, and educational activities to generate increased tourism interest and traffic in order to stimulate investment in the region.

Craft3 intended to build capacity, create opportunity, and facilitate collaboration by generating capital from philanthropists, foundations, and other sources to invest in projects that would not otherwise be possible, for example, the Community Seafood Initiative, a public-private partnership between Craft3 and Oregon

State University to find new markets for sustainably harvested seafood products.

During the study NPS reviewed SBEC reports and project summaries and conducted interviews with Craft3 staff, partners, elected officials, and clients to assess whether the organization could work in partnership with residents, business interests, nonprofit organizations, and local and state governments; develop a heritage program in a manner consistent with continued economic activity and opportunity; demonstrate measurable performance; and achieve self-sufficiency. Craft3 appeared to meet these criteria and their proposed management approach was consistent with continued local and state economic activity. Ultimately, however, as explained in criterion number 7 above, Craft3 withdrew as the potential coordinating entity.

8. Does the study area have a conceptual boundary map that is supported by the public?

The conceptual boundary for a potential Columbia-Pacific National Heritage Area shown in Figure 3 was defined in consideration of the following criteria:

- Physical barriers, such as watershed divides, mountains, and others
- Boundaries of the Columbia River estuary
- Ecological boundaries of maritime influence
- Pre-contact cultural divides between the tribal groups that occupied the area
- Historic social and market connections
- Modern political boundaries
- Modern social and market connections

In Oregon the proposed boundary encompassed the northwest part of Clatsop County in consideration of both the Columbia-Nehalem watershed boundary and the work and social affiliations of residents. The southern boundary coincided with that between the Columbia and Nehalem River watersheds, historically a loose cultural boundary between the Chinookan-speaking Clatsop, Salish-speaking Tillamooks, and Athabaskan-speaking Clatskanie. Political, social, and market affiliations of the region's residents are defined by this same boundary even today. The proposed heritage area boundary received broad public support in Oregon.

The recommended area in Washington State comprised southwest Pacific County, south of the Naselle River watershed, and included Long Beach Peninsula, based on historic and pre-historic roots, contemporary work and social affiliations, and also watershed and other physical

boundaries such as the Willapa Hills. The study found that residents in north Pacific County did not have the same connections to the mouth of the Columbia as other parts of the study area. Moreover, several landowners in north Pacific County were concerned about the effect of heritage area designation on private property rights. The proposed boundary initially also included Wahkiakum County in its entirety based on the area's strong cultural ties with the Columbia River. However, local support for the proposed designation later eroded.

Ultimately, a conceptual boundary for a Columbia-Pacific Heritage Area that was supported by the public could not be defined.



Figure 2 – Conceptual Boundary for a Columbia-Pacific National Heritage Area

PRIVATE PROPERTY

P.L. 110-229 requires the Secretary in conducting the Columbia-Pacific National Heritage Area Study to “analyze the potential impact that designation of the area as a national heritage area is likely to have on land within the proposed area or bordering the proposed areas that is privately owned at the time that the study is conducted.”

A March 2004 report of the United States Government Accounting Office (GAO) found no impacts on private property rights from heritage area designation.

Accordingly, no finding was made that the proposed Columbia-Pacific NHA would negatively impact land that is privately owned within the proposed area or bordering the proposed area.

As the GAO’s report found no impacts on private property rights from heritage area designation, no finding was made that the proposed for a Columbia-Pacific NHA would negatively impact land within the proposed area or bordering the proposed areas that is privately owned

Excerpt From the March 2004 GAO Report to the Senate Committee on Energy and Natural Resources

National heritage areas do not appear to have affected private property rights, although private property rights advocates have raised a number of concerns about the potential effects of heritage areas on property owners’ rights and land use. These advocates are concerned that heritage areas may be allowed to acquire or otherwise impose federal controls on nonfederal lands. However, the designating legislation and the management plans of some areas explicitly place limits on the areas’ ability to affect private property rights and use. In this regard, eight areas’ designating legislation stated that the federal government cannot impose zoning or land use controls on the heritage areas. Moreover, in some cases, the legislation included explicit assurances that the areas would not affect the rights of private property owners. For example, the legislation creating 13 of the 24 heritage areas stated that the area’s managing entity cannot interfere with any person’s rights with respect to private property or have authority over local zoning ordinances or land use planning. While management entities of heritage areas are allowed to receive or purchase real property from a willing seller, under their designating legislation, most areas are prohibited from using appropriated funds for this purpose.⁴

In addition, the designating legislation for five heritage areas requires them to convey the property to an appropriate public or private land managing agency.

As a further protection of property rights, the management plans of some heritage areas deny the managing entity authority to influence zoning or land use. For example, at least six management plans state that the managing entities have no authority over local zoning laws or land use regulations. However, most of the management plans state that local governments’ participation will be crucial to the success of the heritage area and encourage local governments to implement land use policies that are consistent with the plan. Some plans offer to aid local government planning activities through information sharing or technical or financial assistance to achieve their cooperation. Property rights advocates are concerned that such provisions give heritage areas an opportunity to indirectly influence zoning and land use planning, which could restrict owners’ use of their property. Some of the management plans state the need to develop strong partnerships with private landowners or recommend that management entities enter into cooperative agreements with landowners for any actions that include private property. Despite concerns about private property rights, officials at the 24 heritage areas, Park Service headquarters and regional staff working with these areas, and representatives of six national property rights groups that we contacted were unable to provide us with a single example of a heritage area directly affecting—positively or negatively—private property values or use.

⁴The Shenandoah River Valley Battlefields National Historic District is the only heritage area that has received authority and appropriations to acquire land.

SUMMARY OF FINDINGS

BACKGROUND

The National Park Service (NPS) conducted the Columbia-Pacific National Heritage Area Study in response to Public Law (P.L.) 110-229, which set forth the following eight criteria for determining the feasibility of designating the study area as the Columbia-Pacific National Heritage Area. The study was to analyze, determine, and document that the area:

1. has an assemblage of natural, historic, and cultural resources that together represent distinctive aspects of American heritage worthy of recognition, conservation, interpretation, and continuing use, and are best managed through partnerships among public and private entities and by combining diverse and sometimes noncontiguous resources and active communities;
2. reflects traditions, customs, beliefs, and folk life that are a valuable part of the national story;
3. provides outstanding opportunities to conserve natural, historic, cultural, or scenic features;
4. provides outstanding recreational and educational opportunities;
5. contains resources important to the identified theme or themes of the study area that retain a degree of integrity capable of supporting interpretation;
6. includes residents, business interests, nonprofit organizations, and local and State governments that are involved in the planning, have developed a conceptual financial plan that outlines the roles for all participants, including the Federal Government, and have

demonstrated support for the concept of a national heritage area;

7. has a potential local coordinating entity to work in partnership with residents, business interests, nonprofit organizations, and local and State governments to develop a national heritage area consistent with continued local and State economic activity; and
8. has a conceptual boundary map that is supported by the public.

FINDINGS

The NPS and other organizations gathered broad-ranging information with which to evaluate the area. This collected information demonstrates that the study area contains resources that tell the story of how a great river helped shape our nation. Great natural bounty in a strategic location spawned a sophisticated and prosperous Native American culture with influence in the region today. The search for America's western border led explorers to this unique corner of the continent, which fueled the young country's robust industrial growth and heightened its status in the international economy. The lives and livelihoods of the region's residents today reflect the evolution of this landscape as a vital part of the American experience.

Preliminary analysis through the study process indicated that the area could potentially meet the eight evaluation requirements. During the course of the study, however, strong opposition to national heritage area designation surfaced among some interests. As a result of the public opposition, Craft 3, the organization proposed as the heritage area coordinating entity, decided to step away from that role. Since the proposed coordinating entity had withdrawn, there was no proposed conceptual financial plan. Moreover,

although a conceptual boundary based on preliminary resource information had support in some parts of the study area, opposition to the designation precluded further boundary definition.

The NPS therefore finds that the study area does not meet three of the eight requirements in P.L. 110-229, specifically to demonstrate support from all participants for national heritage area designation (requirement 6); identify a potential coordinating entity to develop a national heritage area (requirement 7); and propose a conceptual boundary map that is supported by the public (requirement 8).

Although a good deal of information to support the remaining five requirements was collected, documented, and discussed with participants over several phases of a study process, the NPS ceased further documentation and analysis of requirements 1, 2, 3, 4, and 5 when it became clear that requirements 6, 7, and 8 would not be met. Therefore, while the study presents

information related to requirements 1, 2, 3, 4, and 5, the NPS has drawn no conclusions related to these elements and cannot make a determination that the proposed study area meets the requirements necessary to designate a Columbia-Pacific National Heritage Area.

The NPS recognizes considerable potential in the region for conservation, development and interpretation of heritage resources in the area. Should interest in designation of a Columbia-Pacific National Heritage Area re-emerge in the future, NPS recommends further identification, analysis, and documentation of the resources of the Columbia River, the Chinookan people, Euro-American discovery, settlement, and resource dependent industrialization of the United States in the northwest; and application of the interim national heritage area guidelines to determine whether the area is appropriate for national heritage area designation.

APPENDICES

The natural, historic and cultural resources listed in Appendices A through F are intended to provide documentation for study criterion #1 that “the proposed NHA has an assemblage of natural, historic, and cultural resources that together represent distinctive aspects of American heritage worthy of recognition, conservation, interpretation, and continuing use, and are best managed through partnerships among public and private entities, and by combining diverse and sometimes noncontiguous resources and active communities. “

- A. Public Law 110-229 Columbia-Pacific National Heritage Area Study**
Congressional legislation authorizing the study to determine the feasibility of designating a Columbia-Pacific National Heritage Area and specifying the study criteria.
- B. Registered Historic Places**
A resource inventory of buildings, sites, and districts compiled to address study criterion # 5 “the study area contains resources important to the identified theme or themes of the proposed NHA that retain a degree of integrity capable of supporting interpretation.”
- C. Public Lands, Private Conservation Land, and Historic Places**
A list of places to address study criterion # 3 “the study shall demonstrate that the proposed NHA provides outstanding opportunities to conserve natural, historic, cultural or scenic features.”
- D. Regional Trails**
A list of regional trails to address study criterion #4 “the study shall document that the proposed NHA provides outstanding recreational and educational opportunities.”
- E. Recreational Lands, Historic Places, and Museums Open to the Public**
A list to address study criteria #3 “the study shall demonstrate that the proposed NHA provides outstanding opportunities to conserve natural, historic, cultural, or scenic features;” # 4 “the study shall document that the proposed NHA provides outstanding recreational and educational opportunities;” and # 5 “the study shall confirm that the study area contains resources important to the identified theme or themes of the proposed NHA that retain a degree of integrity capable of supporting interpretation.”
- F. Festivals and Cultural Events**
A list of events to address study criterion # 2 “the study shall document that the proposed NHA reflects traditions, customs, beliefs, and folk life that are a valuable part of the national story.”
- G. Parties Involved in the Study**
A list of participants to provide documentation for study criterion # 6 that “residents, business interests, nonprofit organizations, and local and state governments shall be involved in the planning.”

APPENDIX A – PUBLIC LAW 110-229 COLUMBIA-PACIFIC NATIONAL HERITAGE AREA STUDY

**Public Law 110-229
110th Congress**

SEC. 481. COLUMBIA-PACIFIC NATIONAL HERITAGE AREA STUDY.

(a) Definitions.--In this section:

(1) Secretary.--The term "Secretary" means the Secretary of the Interior.

(2) Study area.--The term "study area" means--

(A) the coastal areas of Clatsop and Pacific Counties (also known as the North Beach Peninsula); and

(B) areas relating to Native American history, local history, Euro-American settlement culture, and related economic activities of the Columbia River within a corridor along the Columbia River eastward in Clatsop, Pacific, Columbia, and Wahkiakum Counties.

(b) Columbia-Pacific National Heritage Area Study.--

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(1) In general.--The Secretary, in consultation with the managers of any Federal land within the study area, appropriate State and local governmental agencies, tribal governments, and any interested organizations, shall conduct a study to determine the feasibility of designating the study area as the Columbia-Pacific National Heritage Area.

(2) Requirements.--The study shall include analysis, documentation, and determinations on whether the study area--

(A) has an assemblage of natural, historic, and cultural resources that together represent distinctive aspects of American heritage worthy of recognition, conservation, interpretation, and continuing use, and are best managed through partnerships among public and private entities and by combining diverse and sometimes noncontiguous resources and active communities;

(B) reflects traditions, customs, beliefs, and folk life that are a valuable part of the national story;

(C) provides outstanding opportunities to conserve natural, historic, cultural, or scenic features;

(D) provides outstanding recreational and educational opportunities;

(E) contains resources important to the identified theme or themes of the study area that retain a degree of integrity capable of supporting interpretation;

(F) includes residents, business interests, nonprofit organizations, and local and State governments that are involved in the planning, have developed a conceptual financial plan that outlines the roles for all participants, including the Federal Government, and have demonstrated support for the concept of a national

heritage area;

(G) has a potential local coordinating entity to work in partnership with residents, business interests, nonprofit organizations, and local and State governments to develop a national heritage area consistent with continued local and State economic activity; and

(H) has a conceptual boundary map that is supported by the public.

(3) Private property.--In conducting the study required by this subsection, the Secretary shall analyze the potential impact that designation of the area as a national heritage area is likely to have on land within the proposed area or bordering the proposed area that is privately owned at the time that the study is conducted.

(c) Report.--Not later than 3 fiscal years after the date on which funds are made available to carry out the study, the Secretary shall submit to the Committee on Energy and Natural Resources of the Senate and the Committee on Natural Resources of the House of Representatives a report that describes the findings, conclusions, and recommendations of the Secretary with respect to the study.

APPENDIX B – REGISTERED HISTORIC PLACES

NAME	CITY	STATE	COUNTY	CATEGORY	TIME	STATUS	SOURCE
1847 Post Office Memorial	Astoria	OR	Clatsop	Site	1847	POT	ACS
1852 Custom House Reconstruction	Astoria	OR	Clatsop	Site	1852	POT	ACS
Albert W. Ferguson House	Astoria	OR	Clatsop	Building	1875-1899	NHR	NR
Allan Herschell Two Breast Carousel	Seaside	OR	Clatsop	Structure	1935-1949	NRI	NR
Custer/Victor/Alois Habersetzer Farm	Frances	WA	Pacific	Site		INV	
Andrew Peterson House	Skamokawa	WA	Wahkiakum	Building	1892-1893	WHR NRD	WIS
Andrew Young House	Astoria	OR	Clatsop	Building	1875-1899	NRI	NR
Anthony Chabot Cranberry Bog	Long Beach	WA	Pacific	Site		INV	
Associated Building	Astoria	OR	Clatsop	Building	1920	POT	ACS
Astor Building (aka Liberty Theater)	Astoria	OR	Clatsop	Building	1875-1924	NHR	NR
Astoria Airport	Astoria	OR	Clatsop		1933	POT	ACS
Astoria City Hall	Astoria	OR	Clatsop	Building	1900-1949	NHR	NR
Astoria Column	Astoria	OR	Clatsop	Structure	1925-1949	NHR	NR
Astoria Downtown Historic District	Astoria	OR	Clatsop	District	1800-1949	NHR	NR
Astoria Elks Building	Astoria	OR	Clatsop	Building	1900-1949	NHR	NR
Astoria Fire House No. 2v	Astoria	OR	Clatsop	Building	1875-1949	NRI	NR
Astoria Marine Construction Co.	Astoria	OR	Clatsop	Building	1929-1945	POT	ACS
Astoria to Salem Military Road	Astoria	OR	Clatsop	Road	1856-1880	POT	ACS
Astoria Train Depot	Astoria	OR	Clatsop	Building	1925	POT	ACS
Astoria Victory Monument	Astoria	OR	Clatsop	Building	1900-1949	NHR	NR
Astoria Wharf & Warehouse Co.	Astoria	OR	Clatsop	Building	1875-1899	NRI	NR
Astoria YMCA	Astoria	OR	Clatsop	Building	1914	POT	ACS
Astoria-North Ferry Company Landing	Astoria	OR	Clatsop	Structure	1927-1966	POT	ACS SHPO

NAME	CITY	STATE	COUNTY	CATEGORY	TIME	STATUS	SOURCE
August Norberg Residence	Astoria	OR	Clatsop	Building	1895	POT	ACS
Bald Point Site (35-CLT-23)	Cannon Beach	OR	Clatsop	Site	1500-1599	NHR	NR
Bay View Motel	Astoria	OR	Clatsop	Building	1940	POT	ACS
Beltline Overcrossing	Astoria	OR	Clatsop	Structure	1921	POT	ACS
Benjamin Young House & Carriage House	Astoria	OR	Clatsop	Building	1875-1899	NRI	NR
Birnie & West Cemetery	Cathlamet	WA	Wahkiakum	Site	1846	WHR	WIS
Birnie-Roberts Home	Cathlamet	WA	Wahkiakum	Building	1860	WHR	WIS NR
Bruce's Candy Kitchen	Cannon Beach	OR	Clatsop	Building	1944-2007	POT	CBHS
Bumble Bee Seafood	Astoria	WA	Clatsop	Building	1900-1976	INV	DAHP
Callender Navigation Co.	Astoria	WA	Clatsop	Building	1904-1975	INV	DAHP
Cannon from the "Shark"	Cannon Beach	OR	Clatsop	Site	1846	POT	SHPO
Cape Disappointment Historic District	Ilwaco	WA	Pacific	District	1800-1924	NRD	NR
Capt. Robert Gray School	Astoria	OR	Clatsop	Building	1925	POT	ACS
Captain George Conrad Flavel House	Astoria	OR	Clatsop	Building	1900-1924	NRB	NR
Captain George Flavel House & Carriage House	Astoria	OR	Clatsop	Building	1875-1899	NRI	NR
Captain Hiram Brown Residence	Astoria	OR	Clatsop	Building	1852	NRB	ACS
Captain J.H.D. Gray House	Astoria	OR	Clatsop	Building	1875-1899	NRB	NR
Captain Robert Gray Landing	McGowan	WA	Pacific	Site		INV	DAHP
Carmichael Garage	Astoria	WA	Clatsop	Building	1885-1910	INV	DAHP
Charles Carlson House	Skamokawa	WA	Wahkiakum	NRD	1892-1893	WHR NRD	WIS
Charles David Latourette House	Gearhart	OR	Clatsop	Building	1875-1924	NRI	NR
Charles Matsen House	Skamokawa	WA	Wahkiakum	Building	1885	WHR NRD	WIS
Charles Preston House	Seaside	OR	Clatsop	Building	1900-1949	NRI	NR
Charles Stevens House	Astoria	OR	Clatsop	Building	1850-1899	NRB	NR

NAME	CITY	STATE	COUNTY	CATEGORY	TIME	STATUS	SOURCE
Chinese School Site	Astoria	OR	Clatsop	Site	1913	POT	ACS
Chinook Fish Hatchery	Chinook	WA	Pacific	Building	1900	INV	DAHP
Chinook Point	Chinook	WA	Pacific	Site	1750-1849	NHI	NR
Christian & Mary Leinenweber House	Astoria	OR	Clatsop	Building	1850-1899	NRI	NR
Clark's Dismal Nitch		WA	Pacific	Site	P1805-2006	LEWI	
Clatsop County Courthouse	Astoria	OR	Clatsop	Building	1900-1924	NRB	NR
Clatsop County Jail (old)	Astoria	OR	Clatsop	Building	1900-1924	NHR	NR
Clatsop Mill Site	Astoria	OR	Clatsop	Site	1886-1950	POT	ACS
Clatsop Plains Cemetery	Warrenton	OR	Clatsop	Site	1840	POT	SHPO
Clatsop Village	Astoria	OR	Clatsop	Site		POT	ACS
Colbert House (Fred)	Ilwaco	WA	Pacific	Building	1850-1899	NRI	NR
Columbia Lightship WAL-604	Astoria	OR	Clatsop	Structure	1925-1974	NRI	NR
Columbia River Gillnet Boat/ Altoona Cannery	Altoona	WA	Wahkiakum	Structure	1900-1924	NHR	NR
Columbia River Packers Association Net Loft	Astoria	OR	Clatsop	Building	1910	POT	ACS SHPO
Columbia River Quarantine Station	Knappton	WA	Pacific	Building	1875-1924	WHR NRI	NR
Colwell House	Skamokawa	WA	Wahkiakum	Building	1880	WHR NRD	WIS
Cottages (multiple)	Seaview	WA	Pacific	Building		INV	DAHP
County Poor Farm Site	Astoria	OR	Clatsop	Site	1910	POT	ACS
CRFPA Union Hall	Astoria	OR	Clatsop	Building	1898-1938	POT	SHPO
Crown Zellerbach Logging Camp #2	Cathlamet	WA	Wahkiakum	Site			DAHP
Custer Barn	Frances	WA	Pacific	Building		INV	DAHP
Daniel Knight Warren Hotel	Warrenton	OR	Clatsop	Building	1875-1924	NRI	NR
Darigold Creamery	Menlo	WA	Pacific	Building		INV	DAHP
Deep River Pioneer Lutheran Church	Deep River	WA	Wahkiakum	Building	1900-1924	WHR NHR	WIS

NAME	CITY	STATE	COUNTY	CATEGORY	TIME	STATUS	SOURCE
Depot Tavern	Seaview	WA	Pacific	Building		INV	DAHP
Desdemona Club	Astoria	OR	Clatsop	Building	1880-1934	POT	ACS
Dobler Cheese Factory	Menlo	WA	Pacific	Building		INV	DAHP
Doupé Building	Ilwaco	WA	Pacific	Building	1880-1930	POT	IHM
Ecola Point Site (35-CLT-21)	Cannon Beach	OR	Clatsop	Site	1499-1649	NHR	NR MSR
Erikson-Larsen Ensemble	Astoria	OR	Clatsop	Building	1875-1949	NRI	NR
Evangelical Lutheran Church	Chinook	WA	Pacific	Building		INV	DAHP
Fern Creek Lumber Co./ Custer Mill	Frances	WA	Pacific	Building		INV	DAHP
Fernidad Fisher House	Astoria	OR	Clatsop	Building	1875-1899	NHB	NR
Finnish Meat Market	Astoria	OR	Clatsop	Building	1920	NRD	ACS
First Pacific County Courthouse	Oysterville	WA	Pacific	Building		INV	DAHP
Fort Astoria	Astoria	OR	Clatsop	Landscape	1800-1824	NRI	NR
For Clatsop	Astoria	OR	Clatsop	Building	1800-1824	NRI	NR
Fort Columbia State Park	Chinook	WA	Pacific	Site/ Building	1896-1940s	NR	DAHP
Fort Columbia Tunnel	Chinook Point	WA	Pacific	Structure			DAHP
Fort George Cemetery	Astoria	OR	Clatsop	Site	1811-	POT	ACS
Fort Stevens Military Reservation	Hammond	OR	Clatsop	Site	1860-1949	NRI	NR
Fort Stevens Park – Point Adams Lighthouse	Fort Stevens Park	OR	Clatsop	Site	1875	POT	SHPO
Fort-to-Sea Trail	Astoria	OR	Clatsop	Site	1805-1806	LEWI	
Fort Vancouver	Vancouver	WA	Clark	Building	1825-1849	NHS	NR
George C. & Winona Flavel House	Astoria	OR	Clatsop	Building	1875-1924	NRI	NR
Goodwin-Wilkinson Farmhouse	Warrenton	OR	Clatsop	Building	1850-1949	NRI	NR
Grace Episcopal Church & Rectory	Astoria	OR	Clatsop	Building	1874-1925	NRB	NR
(Old) Grace Episcopal Church & Rectory	Astoria	OR	Clatsop	Building	1875-1924	NRB	NR

NAME	CITY	STATE	COUNTY	CATEGORY	TIME	STATUS	SOURCE
Grace Masney House	Ilwaco	WA	Pacific	Building	1890-	POT	IHM
Grant Willams House	Skamokawa	WA	Wahkiakum	Building	1920	WHR NRD	WIS
Grays River Covered Bridge	Grays River	WA	Wahkiakum	Structure	1900- 1924	NHR	NR
Greenwood Cemetery	Astoria	OR	Clatsop	Cemetery	1891	POT	ACS
Gustavus Holmes House	Astoria	OR	Clatsop	Building	1875- 1924	NRI	NR
Haller-Black House	Seaside	OR	Clatsop	Building	1924- 1949	NRI	NR
Hammond Mill Site	Astoria	OR	Clatsop	Site	1903	POT	ACS
Herrold House	Ilwaco	WA	Pacific	Building	1885- 1920s	POT	IHM
Hillside Cemetery	Astoria	OR	Clatsop	Cemetery	1864- 1897	POT	ACS
Hilltop School	Ilwaco	WA	Pacific	Building	1890s	POT	IHM
Hlilusqahih Site (35-CLT-37)	Knappton	OR	Clatsop	Site	1499- 1750	NRI	NR
Home Baking Co.	Astoria	OR	Clatsop	Building	1929/ 1943	POT	SHPO
Hook & Ladder Co. 1	Ilwaco	WA	Pacific	Building	1840s	POT	IHM
Hotel Bill	Cannon Beach	OR	Clatsop	Building	1904-	POT	CBHS
Hume Salmon Cannery Site	Cathlamet	WA	Wahkiakum	Site	1866	WHR	WIS
Ilwaco Railroad & Navigation Co.	Nachotta	WA	Pacific	Site		INV	DAHP
Ilwaco Railroad Freight Depot	Ilwaco	WA	Pacific	Building		INV	DHP
Indian Creek Village Site (35-CLT-12)	Cannon Beach	OR	Clatsop	Site	1499- 1824	NRI	NR
Indian Point Site (35-CLT-34)	Svenson	OR	Clatsop	Site	1000- 1750	NRI	NR
Isabella Shipwreck Site Remains	Astoria	OR	Clatsop	Site	1825- 1849	NRI	NR
J.D. Hanthorn Cannery	Astoria	OR	Clatsop	Building	1877	POT	ACS
J.T. Potter Riverboat Remains Site	Astoria	OR	Clatsop	Site	1888- 1920	POT	ACS SHPO
John Crellen House	Oysterville	WA	Pacific	Building		INV	DAHP
John Hobson House	Astoria	OR	Clatsop	Building	1850- 1874	NRI	NR

NAME	CITY	STATE	COUNTY	CATEGORY	TIME	STATUS	SOURCE
John Jacob Astor Experiment Station	Astoria	OR	Clatsop		1914	POT	ACS
John Jacob Astor Hotel	Astoria	OR	Clatsop	Building	1900-1924	NRB	NR
John Jacob Astor School	Astoria	OR	Clatsop	Building	1925	POT	ACS
John N. Griffin House	Astoria	OR	Clatsop	Building	1875-1899	NRB	NR
Johnson House	Ilwaco	WA	Pacific	Building	1900-1920	POT	IHM
Judge C.H. Page House	Astoria	OR	Clatsop	Building	1875-1899	NRB	NR
Kaino Boarding House	Ilwaco	WA	Pacific	Building	1890s	POT	IHM
Karhuvaara Boarding House	Astoria	OR	Clatsop	Building	1896	NRD	ACS
Klipsan Beach Life Saving Station	Klipsan Beach	WA	Pacific	Building	1875-1949	NRI	NR
Kola Boarding House	Ilwaco	WA	Pacific	Building	1912-1930	POT	IHM
Kola Boat Works	Ilwaco	WA	Pacific	Building	1904-1906	POT	IHM
L.D. Williams House	Ilwaco	WA	Pacific	Building	1870s-1920s	POT	IHM
Labor Temple	Astoria	WA	Clatsop	Building	1924-2000	INV	DAHP
Leback Boarding House	Ilwaco	WA	Pacific	Building	1880s-1930s	POT	IHM
Lower Columbia Co-op Dairy Assoc.	Astoria	OR	Clatsop	Building	1923	POT	ACS SHPO
Lum Quing Grocery	Astoria	OR	Clatsop	Building	1928	POT	ACS
Lumber Exchange Building	South Bend	WA	Pacific	Building	1900-1949	NRI	NR
Marshall J. Kinney Cannery	Astoria	OR	Clatsop	Building	1875-1949	NRI	NR ACS
Martin Foard House	Astoria	OR	Clatsop	Building	1875-1899	NRB	NR
Mat Frederiksen House	Skamokawa	WA	Wahkiakum	Building	1889	WHR NRD	WIS
McEarchen Ship Co. Site	Astoria	OR	Clatsop	Site	1916-1918	POT	ACS
Meares' Discovery of Shoalwater Bay		WA	Pacific	Site		INV	DAHP
Methodist Episcopal Church & Parsonage	Chinook	WA	Pacific	Building		INV	DAHP
Naselle Hotel	Naselle	WA	Pacific	Building		INV	DAHP

NAME	CITY	STATE	COUNTY	CATEGORY	TIME	STATUS	SOURCE
Naselle Community Congregational Church	Naselle	WA	Pacific	Building		INV	DAHP
Naselle River Bridge	Naselle	WA	Pacific	Structure		INV	DAHP
Naselle Valley Grange 871	Naselle	WA	Pacific	Building		INV	DAHP
National Hall	Astoria	OR	Clatsop	Building	1905	POT	ACS
Netul Landing	Astoria	OR	Clatsop	Site	1805-1806	LEWI	LEWI
Nicol's Riding Academy	Gearhart	OR	Clatsop	Building	1942-1945	POT	GCS
Noonan-Norblad House	Astoria	OR	Clatsop	Building	1900-1949	NRB	NR
Norris Staples House	Astoria	OR	Clatsop	Building	1900-1924	NRB	NR
Norse Hall	Puget Island	WA	Wahkiakum	Building	1937-2006	POT	WS
Ocean Home Farm	Gearhart	OR	Clatsop	Building	1849-1890	POT	GCS
Ocean View Cemetery	Warrenton	OR	Clatsop	Cemetery	1897	POT	SHPO ACS
Old Bathhouse	Ilwaco	WA	Pacific	Building	1880s-1900s	POT	IHM
Ole Erickson's Arboretum Site	Astoria	OR	Clatsop	Site	1888	POT	ACS
Osburn's Grocery Site	Cannon Beach	OR	Clatsop		1915-2004	POT	CBHS
Oswald West Coastal Retreat	Cannon Beach	OR	Clatsop	Building	1900-1949	NRI	NR
Owen & Peeke Grain & Feed Co.	Astoria	OR	Clatsop	Building	1924	POT	ACS
Oysterville Historic District	Oysterville	WA	Pacific	District	1850-1924	NRD	NR
Pacific City House	Ilwaco	WA	Pacific	Building	1849-	POT	IHM
Pacific County Courthouse	South Bend	WA	Pacific	Building	1900-1924	NHI	NR
Pauper's Cemetery	Astoria	OR	Clatsop	Site	1850	POT	ACS
Peter & Maria Larson House	Astoria	OR	Clatsop	Building	1875-1924	NRI	NR
Peter L. Cherry House	Astoria	OR	Clatsop	Building	1875-1924	NHR	NR
Peter Schulderman House	Seaview	WA	Pacific	Building	1875-1899	NRI	NR
Pioneer Church	Cathlamet	WA	Wahkiakum	Building	1875-1899	WHR NRI	WIS NR

NAME	CITY	STATE	COUNTY	CATEGORY	TIME	STATUS	SOURCE
Point Adams		OR	Clatsop	Site		LEWI	LEWI
Point Adams Net Rack	Skamokawa	WA	Wahkiakum	Structure	1930	WHR NRD	WIS
Poles for Cable Television Antennae	Astoria	OR	Clatsop	Structure	1948	POT	ACS
Poysky Boarding House	Astoria	OR	Clatsop	Building	1880- 1930	POT	ACS
Public School Site, 1st	Astoria	OR	Clatsop	Site	1859	POT	ACS
R.H. Espy House	Oysterville	WA	Pacific	Building		INV	DAHP
Raymond Public Library	Raymond	WA	Pacific	Building	1925- 1949	WHR NRI	NR
Raymond Theater	Raymond	WA	Pacific	Building	1925- 1949	WHR NR	NR
Redmen Hall-Central School	Skamokawa	WA	Wahkiakum	Building	1894	WHR NRD	WIS
Rev. William S. Gilbert House	Astoria	OR	Clatsop	Building	1900- 1949	NRB	NR
Riekkola Farmstead	Seaview	WA	Pacific	Building		INV	DAHP
River View Cemetery	Astoria	OR	Clatsop	Cemetery	1897	POT	ACS
Robert Rensselaer Bartlett House	Astoria	OR	Clatsop	Building	1900- 1949	NRB	NR
Rotten Row Site	Astoria	OR	Clatsop	Site	1817- 1945	POT	ACS
Russell House	South Bend	WA	Pacific	Building	1875- 1899	WHR NRI	WIS NR
Salt Works Unit	Seaside	OR	Clatsop	Site	1805- 1806	LEWI	LEWI
Sanfred Wiitala House	Naselle	WA	Pacific	Building		INV	DAHP
Sankela House	Ilwaco	WA	Pacific	Building	1897	POT	IHM
Sea Lyft	Gearhart	OR	Clatsop	Building	1875- 1949	NRI	NR
Seaport Lodge No. 7 Ancient Free & Accepted Masons of Oregon	Astoria	OR	Clatsop	Building	1923	NRD	ACS
Seaside Women's Club	Seaside	OR	Clatsop	Building	1925	POT	SHPO files
Shelburne Hotel	Seaview	WA	Pacific	Building	1875- 1924	NRI	NR
Shively Park	Astoria	OR	Clatsop	Landscape	1898- 1920	POT	ACS
Shively-McClure Historic District	Astoria	OR	Clatsop	District		NRD	NR

NAME	CITY	STATE	COUNTY	CATEGORY	TIME	STATUS	SOURCE
Silverman's Emporium	Skamokawa	WA	Wahkiakum	NRD	1904	WHR NRD	WIS
Silverman's Residence	Skamokawa	WA	Wahkiakum	NRD	1912	WHR NRD	WIS
Site of Knappton	Knappton	WA	Pacific	Site	1960- 1941	WHR	WIS
Skamokawa Historic District	Skamokawa	WA	Wahkiakum	District	1890- 1944	WHR NRD	WIS
Skamokawa Grange Hall	Skamokawa	WA	Wahkiakum	Building	1900s	POT	WS
Carnegie Public Library	South Bend	WA	Pacific	Building	1900- 1924	NRI	NR
St. Mary's Catholic Church	McGowan	WA	Pacific	Building	1904	INV	DAHP
Station Camp		WA	Pacific	Site	P1805- 2006	LEWI	DAHP
Sunflower Dairy	Astoria	OR	Clatsop	Building	1928	POT	ACS SHPO
Sunset Beach State Recreational Area	Astoria	OR	Clatsop	Site		LEWI	LEWI
Suomi Hall	Astoria	OR	Clatsop	Building	1893	NRD	ACS
Svenson Blacksmith Shop	Astoria	OR	Clatsop	Building	1900- 1924	NRI	NR
Swedish Lutheran Apostolic Lutheran Church	Astoria	OR	Clatsop	Building	1884-	NHD	SHPO ACS
Telephone Utilities Building	Ilwaco	WA	Pacific	Building	1903- 1973	POT	IHM
The Breakers Hotel Community	Long Beach	WA	Pacific	Building		INV	DAHP
The Fair Building	Menlo	WA	Pacific	Building		INV	DAHP
The Gerritse Building	Cannon Beach	OR	Clatsop	Building	1915-	POT	CBHS
The Wave Roller Rink	Cannon Beach	OR	Clatsop	Building		POT	CBHS
The Wreckage	Ocean Park	WA	Pacific	Building	1912	NRI	NR
The Youngs Bay Bridge	Astoria	OR	Clark	Structure	1921	POT	ACS
Tidal Rock Site	Astoria	OR	Clatsop	Site	1811	POT	ACS
Tillamook Rock Lighthouse	Seaside	OR	Clatsop	Building	1875- 1899	NRI	NR
Tokeland Hotel	Tokeland	WA	Pacific	Building	1875- 1924	NRI	NR
Tongue Point Naval Air Station	Astoria	OR	Clatsop		1919, 1940	POT	ACS

NAME	CITY	STATE	COUNTY	CATEGORY	TIME	STATUS	SOURCE
Union Fishermen's Cooperative Packing Co. Alderbrook Station	Astoria	OR	Clatsop	Building	1900-1949	NRI	NR
Uniontown-Alameda Historic District	Astoria	OR	Clatsop	District	1875-1949	DIS	NR
US Army Radar Installation Test Site	Baleville	WA	Pacific	Site		INV	DAHP
US Post Office & Customs House	Astoria	OR	Clatsop	Building	1925-1949	NRI	NR
US Post Office-Raymond Main	Raymond	WA	Pacific	Building	1925-1949	NRI	NR
Warren Investment Co. Housing Group	Astoria	OR	Clatsop	Building	1875-1899	NRD	NR
Weather & Navigational Station Site	Astoria	OR	Clatsop	Site	1900	POT	ACS
Willapa Bay Boathouse	Willapa Bay	WA	Pacific	Building	1925-1949	NRI	NR
William Abrams House #1	Skamokawa	WA	Wahkiakum	Building	1883	WHR NRD	WIS
William Abrams House #2	Skamokawa	WA	Wahkiakum	Building	1895	WHR NRD	WIS
William & Nellie Fullam House	Seaside	OR	Clatsop	Building	1900-1949	NRI	NR
William Samuel Badger House	Gearhart	OR	Clatsop	Building	1918-1936	POT	GCS
Wilson Bros. Shipyards Site	Astoria	OR	Clatsop	Site	1911-1920	POT	ACS
Wilson Oyster Farms Shell Hopper	Bay Center	WA	Pacific			INV	DAHP

ACRONYM LEGEND FOR APPENDIX B

STATUS COLUMN

DIS = district

INV = inventory

LEWI = Lewis and Clark National Historic Park

NHB = both individually listed and in historic district

NHR = National Historic Register

NRB = National Registered Building

NRD = listed within a district

NRI = individually listed

WHR = WA Historic Register

SOURCE COLUMN

ACS = Astoria Context Statement

DAHP = Washington Department of Archeology and Historic Preservation

GCS = Gearhart Context Statement

IWM = Ilwaco Heritage Museum

MSR = Multiple Submissions Report

NR = National Register

SHPO = State Historic Preservation Office

WIS = WISSARD Database

APPENDIX C – PUBLIC LANDS, PRIVATE CONSERVATION LAND, AND HISTORIC PLACES

Clatsop County, Oregon

Blind Slough Swamp
Clatsop State Forest
Cullaby Lake County Park
Ecola State Park
Fort Stevens State Park
Gearhart Fen
Lewis and Clark National Historical Park
Lewis and Clark National Wildlife Refuge
Necanicum River Property
Oswald West State Park
Saddle Mountain State Park
Youngs River Falls State Park

Pacific County, Washington

Cape Disappointment State Park
Dismal Nitch
Ellsworth Creek
Fort Columbia State Park
Knappton Cove
Leadbetter State Park
Oysterville National Historic District
Station Camp
Willapa National Wildlife Refuge

Wahkiakum County, Washington

Grays River Conservation Area
Julia Butler Hansen National Wildlife Refuge
Skamokawa National Historic District

APPENDIX D – REGIONAL TRAILS

AREA	STATE	TRAIL
Warrenton	Oregon	Warrenton Waterfront
Warrenton	Oregon	Skipanon River Loop
Warrenton	Oregon	Airport Dike Trail
Astoria	Oregon	Astoria River Walk
Astoria	Oregon	Cathedral Tree Trail
Fort Clatsop	Oregon	Fort-to-Sea Trail
Fort Clatsop	Oregon	Netul River Trail
Fort Stevens State Park	Oregon	Coffenbury Lake Hiking
Fort Stevens State Park	Oregon	Jetty Trail
Fort Stevens State Park	Oregon	Sunset Trail
Fort Stevens State Park	Oregon	Battery Russell Trail
Fort Stevens State Park	Oregon	Isaac Stevens Trail
Fort Stevens State Park	Oregon	Trestle Bay Trail
Fort Stevens State Park	Oregon	Kestrel Dune Trail
Fort Stevens State Park	Oregon	Horseback Trail – DeLaura Beach
Ecola State Park	Oregon	Clatsop Look Trail
Ecola State Park	Oregon	Tillamook Head to Ecola Point Trail
Saddle Mountain State Park	Oregon	Saddle Mountain Trail
Seaside	Oregon	Mill Ponds Park Trail
Seaside	Oregon	The Seaside Promenade
Seaside	Oregon	The North Gateway Park Trail
Seaside	Oregon	Giant Spruce Trail
Cullaby Lake County Park	Oregon	Cullaby Wetlands Trail
Gnat Creek, East Clatsop County	Oregon	Gnat Creek Trail
Gnat Creek, East Clatsop County	Oregon	Upper Gnat Creek Trail
Fort Columbia State Park	Washington	Scarborough Trail
Fort Columbia State Park	Washington	Canyon Creek Trail
Fort Columbia State Park	Washington	Military Road Trail
Leadbetter Point State Park	Washington	Bearberry Trail
Leadbetter Point State Park	Washington	Weather Beach Trail
Leadbetter Point State Park	Washington	Bay Loop Trail
Leadbetter Point State Park	Washington	Dune Forest Trail
Cape Disappointment State Park	Washington	Coastal Forest Trail
Cape Disappointment State Park	Washington	Discovery Trail
Cape Disappointment State Park	Washington	McKenzie Head Trail
Cape Disappointment State Park	Washington	North Head Trail
Cape Disappointment State Park	Washington	Westward Trail

APPENDIX E – RECREATIONAL LANDS, HISTORIC PLACES, AND MUSEUMS OPEN TO THE PUBLIC

MUSEUM	CITY	COUNTY	STATE
Astoria Column	Astoria	Clatsop	OR
Astoria River Front Trolley	Astoria	Clatsop	OR
Cannon Beach Historical Society	Cannon Beach	Clatsop	OR
Clatsop County Heritage Museum	Astoria	Clatsop	OR
Columbia River Maritime Museum	Astoria	Clatsop	OR
Gateway Coastal Natural History Center	Seaside	Clatsop	OR
George Flavel House Museum	Astoria	Clatsop	OR
Seaside Historical Society Museum	Seaside	Clatsop	OR
Uppertown Firefighters Museum	Astoria	Clatsop	OR
Appelo Archives Center	Naselle	Pacific	WA
Columbia-Pacific Heritage Museum	Ilwaco	Pacific	WA
Lewis and Clark Interpretive Center	Ilwaco	Pacific	WA
Pacific Coast Cranberry Research Foundation Museum	Long Beach	Pacific	WA
Willapa Bay Oyster House Interpretive Center	Nahcotta	Pacific	WA
World Kite Museum and Hall of Fame	Long Beach	Pacific	WA
Wahkiakum County Historical Society Museum	Cathlamet	Wahkiakum	WA

APPENDIX F – FESTIVALS AND CULTURAL EVENTS

EVENT	LOCATION	DATE
Whale Watching	Oregon/Washington coasts	Jan/Feb/Mar
Living History programs	Ft. Clatsop, LEWI	1/1 - 1/2
Crab Feed - Benefits Deep Sea Fisherman's Benefit Fund	Warrenton	1/15 - 1/16
Crab Weekend	Long Beach	1/16-1/17
In Their Footsteps - Speakers Forum Series	Ft. Clatsop, LEWI	1/17, 2/14, 3/21, 4/18, 5/16, 9/19
Ships Up River - Military	Port of Astoria	2/2-3/2
Fisher Poets Gathering	Astoria	2/26-2/28
Crab & Oyster Feed	Roseburg	3/6
Crab & Oyster Feed	Cathlamet	3/13
National Park Week	LEWI	4/17-4/24
Crab & Seafood Festival	Clatsop County Fairgrounds	4/23-4/25
Black Lake Fishing Derby	Ilwaco	4/24
Halibut/Sturgeon Fishing	Ilwaco	May
Surf Perch Derby - surf fishing	Long Beach	5/15
Sturgeon Derby	Skamokawa	6/5
SWWA Sturgeon Derby	Chinook	6/12
Scandinavian Midsummer Festival	Clatsop County Fairgrounds	6/18-6/20
NW Garlic Festival	Ocean Park	6/19-6/20
Daily Ranger Programs on Lewis and Clark	Ft. Clatsop, LEWI	6/21-9/06
Salmon Fishing Season	CR Estuary	July
Shanghaied in Astoria play performances	Astoria	7/8-9/11
Bald Eagle Festival	Cathlamet	7/16-7/17
Wooden Boat Show	Cathlamet	7/18
Clamshell Railroad Days	Ilwaco	7/17-7/18

EVENT	LOCATION	DATE
Finnish American Folk Festival "FinnFest"	Naselle	7/24-7/25
Oregon Tuna Classic	Ilwaco	7/31
Lughnasa Festival	Astoria	7/31
Astoria Regatta Festival	Astoria	8/11-8/15
Buoy 10 Fishery	CR Estuary	August
Covered Bridge Celebration	Grays River	8/7
Jazz & Oysters	Oysterville	8/15
Washington State International Kite Festival	Long Beach	8/16-8/22
JBH Garden Party - Julia Butler Hansen Heritage Center	Cathlamet	August
Civil War Reenactment - Ft. Stevens State Park	Hammond	9/4-9/6
Victorian Fun & Games at Flavel House	Astoria	9/11-9/12
Pacific Commercial Fisherman's Festival	Astoria	9/18-9/19
Columbia River Country Days & Covered Bridge Dinner	Grays River	10/1-10/2
Cranberrian Fair	Ilwaco	10/9-10/10
Graveyard of the Pacific Events	Ilwaco	10/24
Talking Tombstones	Astoria	10/31
St. Lucia Festival of Lights - Scandinavian	Astoria	11/26
Ocean in View - Lewis and Clark Speaker Series	Ilwaco	11/12-11/13
Lighted Boat Parade & Crab Pot Christmas Tree	Ilwaco	12/4
Old Time Christmas Celebration	Deep River, Naselle	December
Tall Ships Tour	Ilwaco, Astoria	TBA

APPENDIX G – PARTIES INVOLVED IN THE STUDY

Oregon Elected Officials

Representative Brad Witt, 31st District
Representative David Wu, 1st District
Senator Betsy Johnson, 16th District
Senator Jeff Merkley
Senator Ron Wyden

Washington Elected Officials

Representative Brian Baird, 3rd District
Representative Brian Blake, 19th District
Representative Dean Takko, 19th District
Senator Maria Cantwell
Senator Brian Hatfield, 19th District
Senator Patty Murray

Oregon Local Government

City of Astoria
City of Cannon Beach
City of Gearhart
City of Seaside
City of Warrenton

Washington Local Government

City of Cathlamet
City of Ilwaco
City of Long Beach

***Destination: The Pacific* (Organizations Represented On the Board of Directors)**

Ilwaco City Council
Independent Books/City of Long Beach
Chinook Nation
Clatsop County Commissioner
Clatsop County Historical Society
Clatsop-Nehalem Confederated Tribes
Columbia River Maritime Museum
Confluence Project
The Cottage Bakery
Knappton Cove Heritage Center
Lewis & Clark National Historical Park
Oregon Heritage Commission
Seaside Chamber of Commerce
Wahkiakum Chamber and Visitors Center
Washington State Historical Society
Washington State Parks/LCIC

Other Organizations

Appelo Archives Center
Astoria-Warrenton Chamber of Commerce
Lower Astoria Downtown Historic District Association
Columbia Tourism Committee

Columbia-Pacific Preservation
East Wahkiakum Citizens Group
Ilwaco Merchants Association
Long Beach Merchants
Association
Long Beach Visitors' Bureau
Lower Columbia Preservation
Society Group
Ocean Park Area Chamber of Commerce
Oregon Cultural Trust
Port of Ilwaco
Property Owners Against NHAs
Western Wahkiakum/East Pacific County Citizens Group

Agencies

Dept. of Interior, Deputy Assistant Secretary for Fish and Wildlife and Parks
Fort Stevens State Park
Lewis and Clark National Historical Park
National Park Service Pacific West Region
Oregon Parks and Recreation Commission
Washington State Parks/LCIC

Other

Ford Foundation
Grantmakers of Oregon & Southwest Washington
OTAK
ShoreBank Enterprise Cascadia

Preparers

Many people contributed over time to studying the feasibility for a Columbia-Pacific National Heritage Area. We gratefully acknowledge their participation. The following NPS staff were involved in preparation of this report.

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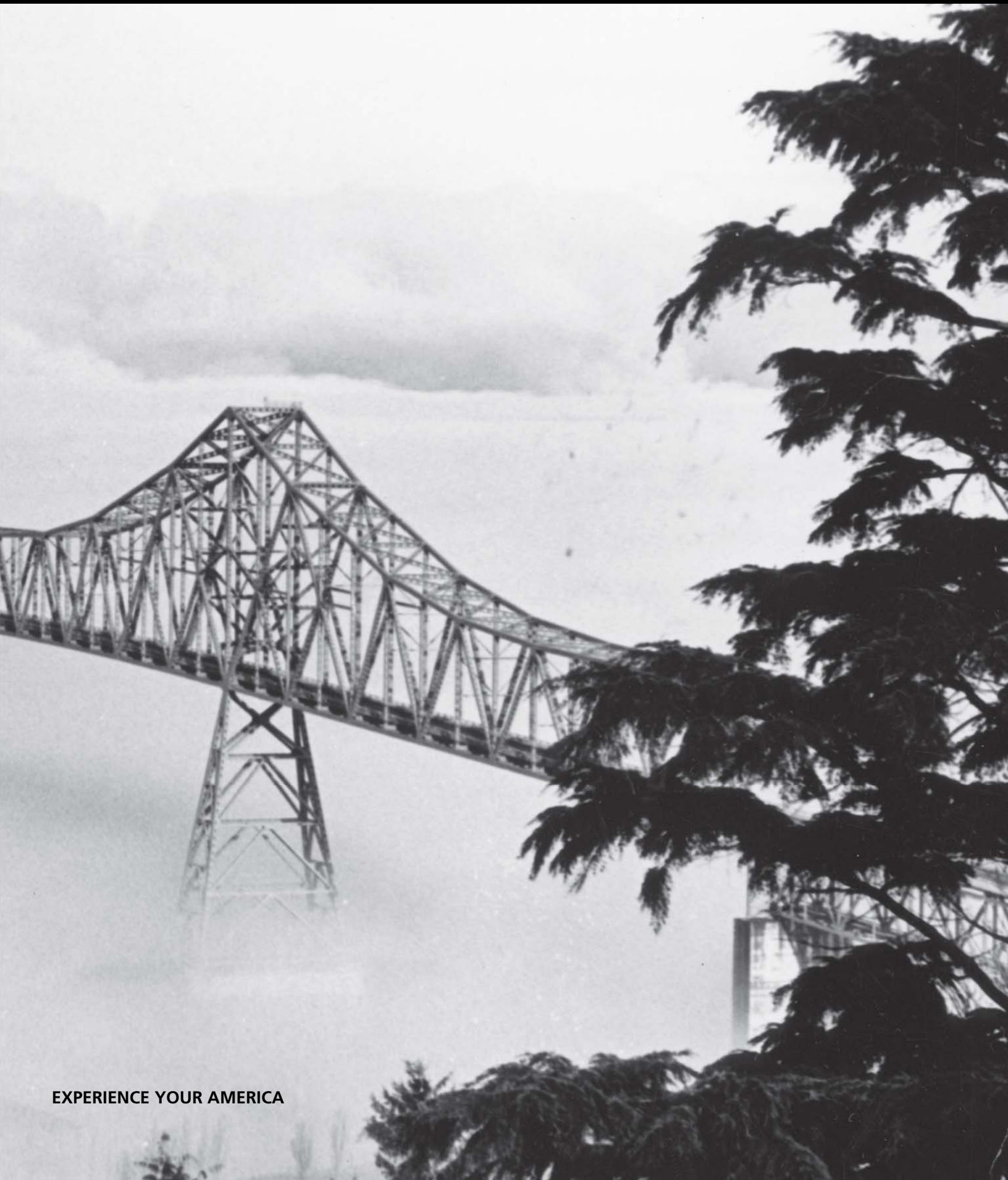
The National Park Service cares for the special places saved by the American people so that all may experience our heritage.

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As the nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our national parks and historical places; and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

National Park Service
U.S. Department of the Interior



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