

Concept 2 – Alternative D

INTERPRETIVE/EDUCATION CENTER

- Construct outdoor interpretive exhibit.

The outdoor interpretive exhibit would be a sheltered/open-air area with interpretive panels that are accessible year-round, un-staffed/self-serve and open to the public. This type of exhibit would require minimum maintenance while providing an orientation point for the public. The interpretive panels would be sited at a viewpoint overlooking Crescent Bay, Grand Coulee Dam and the proposed marina.

BOAT LAUNCH

- Formalize existing informal kayak/canoe launch.

The proposed formalized launch would accommodate one canoe/kayak at a time. It would stay in its current location adjacent to the main road and across from the existing informal swim beach. This location slopes gently from the road to the lake, and is next to a large flat area set off from the road that could be used for staging.

PARKING

- Develop parking area to accommodate maximum number of parking spaces by boat launch.
- Develop separate, smaller parking areas adjacent to interpretive exhibit and swim beach day-use area.
- Pave and maintain the boat launch parking area (150 spaces).
- Set aside an overflow parking area to accommodate up to an additional 100 parking spaces.
- Develop separate, smaller parking areas adjacent to the interpretive/education center, day-use areas, and fishing pier.
- Where practical, parking lots will include adjacent shade trees and other measures to shade cars, reduce the impact of reflective heat and intercept rainfall.

Adjacent to the existing boat launch, the existing parking would be improved before or during construction of the proposed full-service marina. 150 parking stalls will fit in an expanded area roughly corresponding to the existing parking, assuming the parking lot will be paved and striped. If additional parking spaces are needed for boat trailers, there is room for an overflow parking area to accommodate up to 100 more parking spaces. Because the additional parking spaces would only be needed during busy summer weekends, the overflow parking lot could be surfaced with gravel to save costs.

ROADS AND PEDESTRIAN WALKWAYS

- Pave entry road; alignment remains as is.
- Pave road to marina and swim beach.

All main roads throughout the site would be paved with asphalt. Some existing stretches of dirt road could be removed to re-grade and restore some ground to natural vegetation. Pedestrian walkways would be constructed with crushed gravel, except for in the highly developed areas of the marina. The existing entry road would remain where it is currently sited.

UTILITIES

Utilities lines for buildings and restrooms would be installed and maintained by NPS for water, sewer, and power on the site.

SWIM BEACH AND DAY-USE

- Develop picnic area adjacent to swim beach.
- Develop large picnic/day use area encompassing the outdoor interpretive panels.

Two day-use/picnic area locations would be constructed. A large picnic area associated with the outdoor interpretive panels at an overlook of Crescent Lake would be large enough to accommodate groups. It would include a picnic shelter with a view of the lake and surroundings. A dog-friendly loop trail would be connected to the area.

The other picnic area would be associated with the swim beach, as part of a more elaborate day use area with restrooms. In the existing swim area the addition of a buoy swim barrier would prevent boats from parking on the swim beach and would increase the safety and passivity of the swim area. A swim platform would be considered, if found to be compatible with patrol and maintenance systems.

FISHING PIER

- Construct accessible fishing pier with ADA parking spaces next to day-use area.
- The fishing pier would be small, constructed with durable material similar to the recreation area courtesy docks and piers. ADA parking spaces would be needed adjacent to the pier.

CAMPING

There would be no camping in this alternative.

TRAILS

- Construct interpretive walk with overlooks that interpret the ice-age flood
- Designate the overlooks as the “Eden Overlook” and “Crescent Bay Overlook”
- Construct trail to connect the day-use area to Grand Coulee pedestrians
- Construct dog-friendly loop-trail on hillside adjacent to facility entrance

An interpretive walk with overlooks showing views of Lake Roosevelt and Crescent Lake would tell the story of the ice-age floods. Short trails would connect the various park facilities in the immediate surroundings of Crescent Bay. A longer loop trail could be considered that covers a larger area of the recreation area near Crescent Bay moving over the hills east of the bay. The important overlooks and viewpoints would have small interpretive elements constructed where most appropriate. The trailhead would be located near the swim beach day-use area. Parking would be shared with the day use facilities.

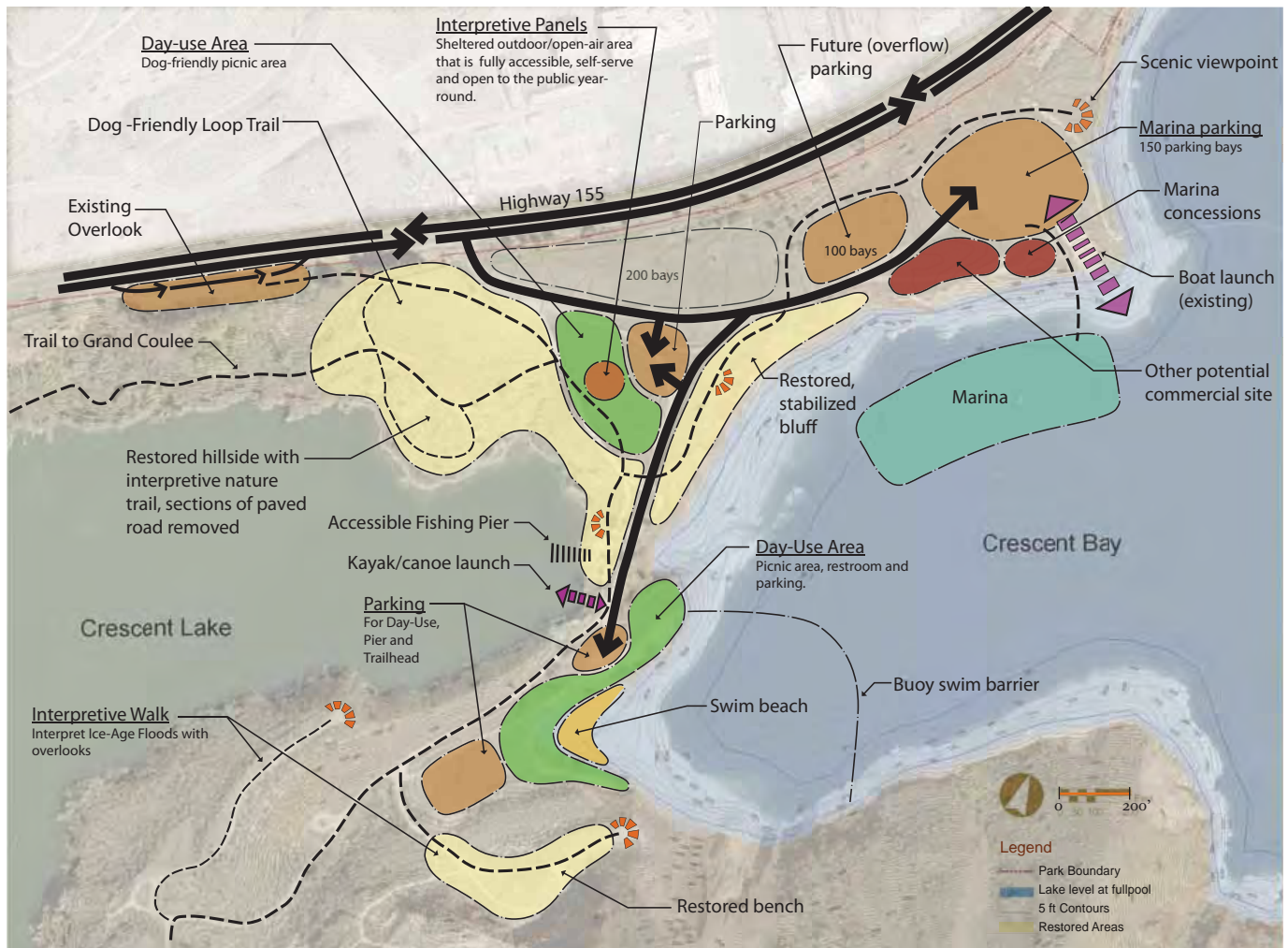
Dogs would be allowed in the entry picnic area and on a dog-friendly loop trail nearby. The authority to allow pets in any unit of the National Park System is contained in 36 CFR 2.15 Pets. The Superintendent via the *Superintendent’s Compendium* can designate specific dog walking areas.



RESTORATION

- Remove sections of paved road adjacent to the main entry area
- Restore hillside adjacent to the main entry area
- Restore steep bluff encircling bay

Three main areas, similar to Concept 1, have been delineated for potential restoration where native vegetation has been degraded due to previous land use. The largest area includes the hillside adjacent to the facility entrance where some sections of paved road could be removed to both simplify circulation as well as allow the restoration of the natural topography and vegetation. The other areas that could be restored include the steep bluff section of land encircling the bay as well as a section of hillside south of the swim beach where there is potential to install an interpretive trail leading to the Crescent Bay Overlook.

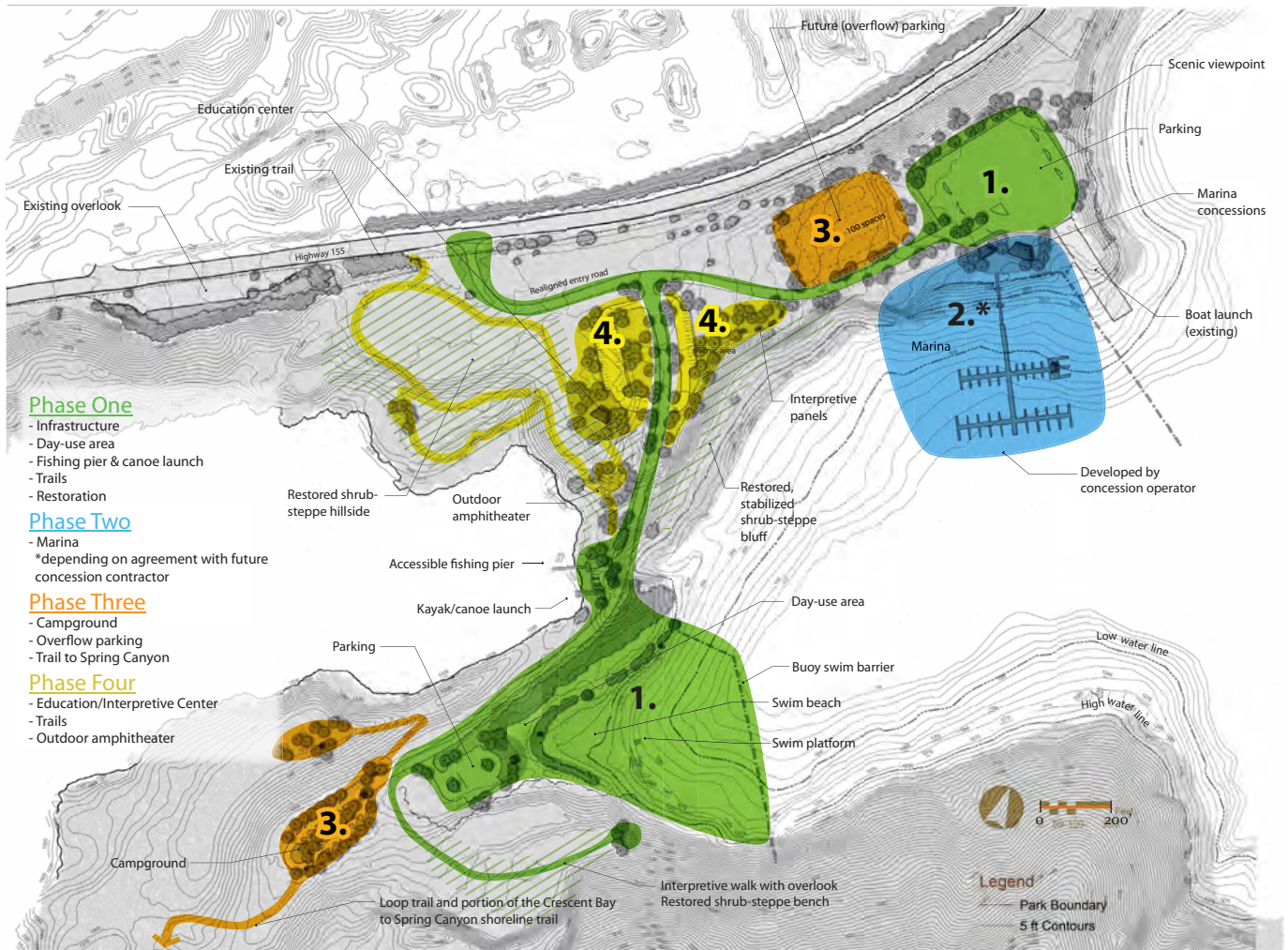


CONCEPT 2 - CRESCENT BAY DEVELOPMENT ALTERNATIVE PLAN

D. Phasing and Costs

Without immediately available funds for the entire project and a quick contract with a well-funded private concessionaire, the Crescent Bay development would be constructed in phases.

PREFERRED CRESCENT BAY ALTERNATIVE PHASING PLAN



This proposed phasing plan recognizes changes may occur between plan publication and implementation. The NPS would maintain flexibility in constructing the Crescent Bay development to facilitate implementation and a partnership with a concessionaire. Many aspects of Phase 2, development of a full-service marina, are beyond the control of the NPS and may not be implemented in the recommended order.

PHASE 1 – CRESCENT BAY INFRASTRUCTURE AND DAY USE AREA

Entry road, marina parking, fishing pier, canoe launch, swim beach, day use area, trails, utilities and restoration

Total \$932,000

PHASE 2 – FULL-SERVICE MARINA (BY OTHERS)

Docks, courtesy docks, fueling station, restaurant and convenience store, office, restrooms

by others

PHASE 3 – CAMPGROUND AND PARKING

Small campground, spur trail to Eden Harbor, overflow parking for marina

Total \$340,000

PHASE 4 – EDUCATION CENTER

Education center w/ wetlab, office, classroom, parking, interpretive panels, picnic area, trails, outdoor amphitheater

Total \$1,066,000

Cost estimates associated with the project's phasing are based on the preferred conceptual plan of Crescent Bay development and are preliminary in nature. The estimates are based on 2009 construction costs. Inflation, programmatic changes, funding sources and the future concessions agreement may change the actual construction costs before construction begins.