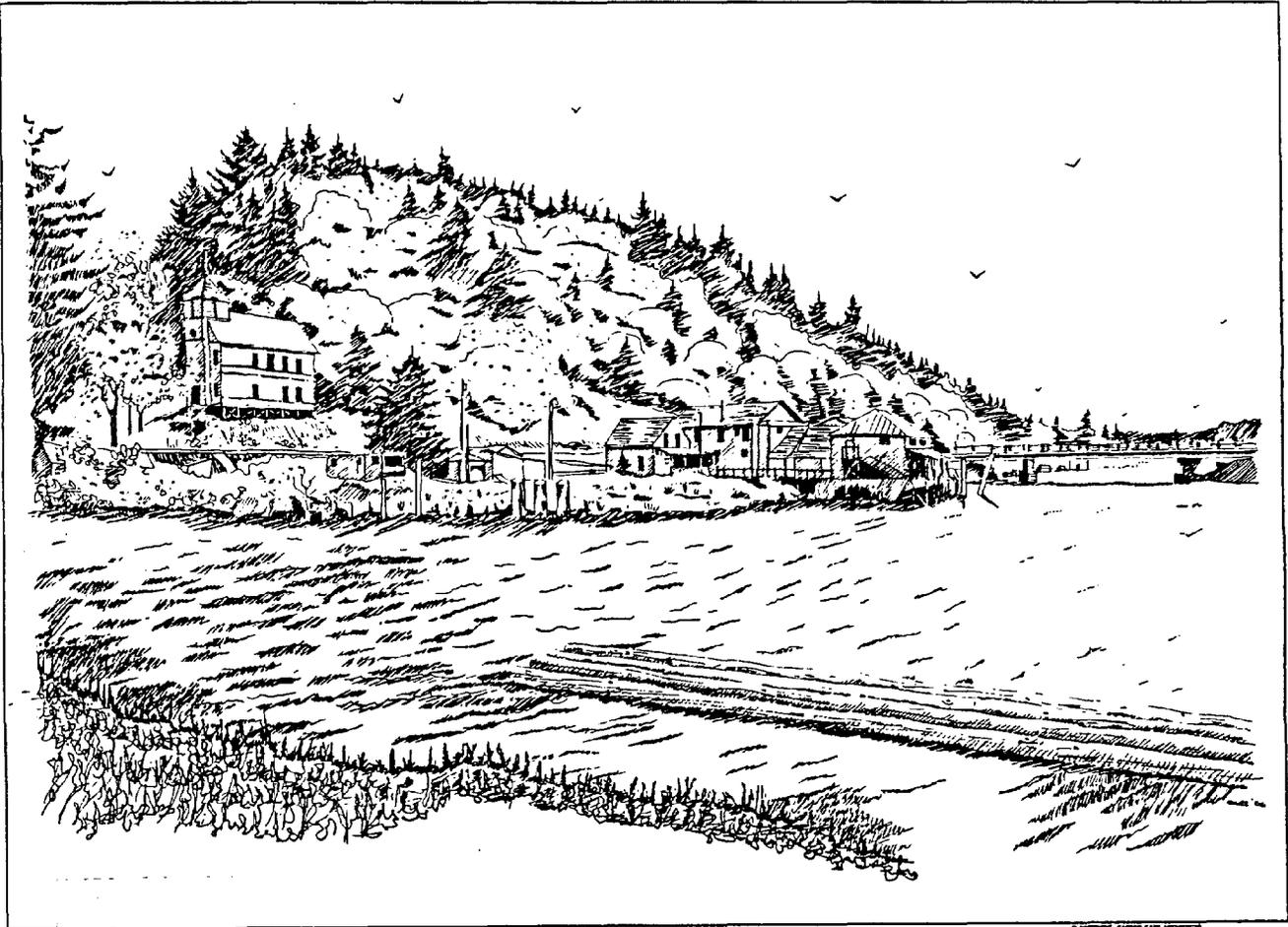


# SKAMOKAWA TOURISM FACILITIES PRELIMINARY FEASIBILITY STUDY



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the office of  
Robert Perron,  
landscape  
architects  
and  
planners  
2326 SW Park Place  
Portland, Oregon  
97205  
ph: (503) 223-2266

27 June 1986

Mr. Emile H. Combe  
Special Projects Manager  
Cowlitz-Wahkiakum Governmental Conference  
Administrative Annex  
207 Fourth Avenue North  
Kelso, WA 98626

Dear Mr. Combe;

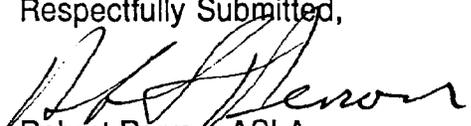
We are pleased to submit to your office the Skamokawa Tourism Facilities Preliminary Feasibility Study Final Document.

The report contains the major findings and recommendations of the planning process that was conducted in cooperation with our staff and subconsultants, members of your management team and the residents of Skamokawa.

We would like to take this opportunity to gratefully acknowledge the active participation, contributions and cooperation by all the "team members". All of the participants are to be commended for their timely input and enthusiasm displayed throughout the course of the study.

The Office of Robert Perron appreciates having the opportunity of working with you on this phase of the project. We look forward to assisting you in implementing the development.

Respectfully Submitted,

  
Robert Perron, ASLA  
Landscape Architect

Property of CSC Library

THE OFFICE OF ROBERT PERRON

RP/swp

U. S. DEPARTMENT OF COMMERCE NOAA  
COASTAL SERVICES CENTER  
2234 SOUTH HOBSON AVENUE  
CHARLESTON, SC 29405-2413

APR 1 6 1987

# SKAMOKAWA TOURISM FACILITIES PRELIMINARY FEASIBILITY STUDY

JUNE 27, 1986

for: **Lower Columbia Economic  
Development Council  
Wahkiakum County, Washington**

prepared by:  
**The Office of Robert Perron  
2326 S.W. Park Place  
Portland, OR 97205  
Ph: (503) 223-2266**

in association with:

**Property of CSC Library**

**Carter Case Architects  
133 S.W. Second Avenue  
Portland, OR 97204  
Ph: (503) 227-0383**

**Seton, Johnson & Odell, Inc.  
133 S.W. Second Avenue  
Portland, OR 97204  
Ph: (503) 226-3921**

**Sweet Edwards & Associates, Inc.  
208 Church Street  
Kelso, WA 98626  
Ph: (206) 423-3580**

**Bierly Associates  
2308 Ptarmigan Street N.W.  
Salem, OR 97304  
Ph: (503) 362-2529**

**U. S. DEPARTMENT OF COMMERCE NOAA  
COASTAL SERVICES CENTER  
2234 SOUTH HOBSON AVENUE  
CHARLESTON, SC 29405-2413**

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# INTRODUCTION

## INTRODUCTION

Skamokawa is a historically significant, unincorporated community approximately 25 miles from the mouth of the Columbia River. The center of the community is located on the Columbia River and at the mouth of Skamokawa Creek, Wahkiakum County, Washington. The central community is bounded on the north side by the Coast Range and lies north of Skamokawa Vista Park, a major tourist attraction of the area. The community hosts the Wahkiakum County Fair each year and has no other substantial income producing businesses. The population of the community including the farms of Skamokawa Creek Valley to the north is approximately 400.

Tourism has been identified in the State of Washington's, Coastal Development Strategy as a major potential for economic diversification to address the problems of unemployment and the decline of the forest products industry in Southwest Washington. Wahkiakum County has been identified as a potential destination tourism location in the Wahkiakum County Overall Economic Development Plan, prepared by the Cowlitz-Wahkiakum Governmental Conference under the direction of the Lower Columbia Economic Development Council, and adopted by Wahkiakum County in 1985. This Skamokawa Tourism Facilities Development Program is a direct outgrowth of the recommendations in this study.

In 1986, the Lower Columbia Economic Development Council, LCEDC, contracted with The Office of Robert Perron, Landscape Architects and Planners, to prepare a preliminary environment analysis, drawings, and cost estimates for several tourism facility projects at Skamokawa. These projects are as follows:

1. Expansion of the existing Skamokawa Vista Park (Recreational Vehicle Park on the Columbia River) for enhanced public access through the addition of tent camping, additional R.V. spaces, and recreation boat camping facilities, including docking/fishing facilities on Skamokawa Creek.
2. Development of a footbridge across Skamokawa Creek providing direct pedestrian access between Skamokawa Vista Park and the Wahkiakum County Fairgrounds Park area.
3. Development of a small public pleasure boat marina or community boat docking facility, primarily for overnight campers and transient pleasure boaters, in the Skamokawa Creek area south of the Old New England Netrack.
4. Redevelopment of the historical New England Netrack building as a public moorage, a tourboat dock, boat/canoe/bike rental and food concession, operations office for the marina or docking facility, and public access point to Skamokawa Creek and the Columbia River, and public departure point for boat access to the Columbia White-Tailed Deer Wildlife Refuge and the Lewis and Clark Wildlife Refuge on the Columbia River.
5. Redevelopment of the historical Redmen Hall Schoolhouse as a public vista point and multiuse facility accessible to the public.

The purpose of this preliminary design analysis is to guide the community in a controlled development of its tourism potential over the next 5 to 10 years. The analysis recommends expansion of the existing park facilities, pedestrian circulation from the park to the Fairgrounds, potential public boat docking facilities, rehabilitation of the historic Netrack and Redmen Hall, landscape improvements, and related civil engineering necessary to develop a plan compatible with the existing and projected improvements. The analysis also addresses environmental concerns, historic preservation, estimates of probable costs and development for the improvements, including a potential phasing program.



# HISTORY

## HISTORY

Skamokawa has both a long history and prehistory; it was the site of an Indian village over two thousand years ago. The name Skamokawa means "smoke on the water," so called after the fog which drifts down the three valleys opening onto the town and the Columbia River. Skamokawa was also the name of the last chief of the Wahkiakum Indians. In 1851, he sold the land, later to become Wahkiakum County, to the federal government. Chief Skamokawa died in 1857 and is buried in the Cathlamet Pioneer Cemetery under the name Chief Wahkiakum.

Skamokawa is along the Lewis and Clark trail and is described in their journals as a stop where beaver skins were purchased for a new robe. The available evidence suggests their landing spot was on the bayshore where Chief Skamokawa's house was located. This location was also the site of the first white settlement in 1844 when Captain John Couch built a small trading post near Chief Skamokawa's house.

The real boom, however, took place in the period 1890-1910, when logging, commercial fishing and dairy farming were at their height. In 1891, the year the Skamokawa Eagle (now the Wahkiakum County Eagle) was founded, the town had a hotel, shipyard, cannery, hall, two churches, two saloons, two butchers, two real estate dealers, a carpenter, cooper, notary public, barber, and three large shingle mills. Skamokawa became an important Swedish fishing hamlet as a Columbia River flagstop, with a bustling waterfront lined with boardwalks, docks and 2-story woodframe buildings, owned and run by Swedish, Finnish and Anglo-Saxon descendants.\* In 1896, the Proebstal Brothers opened a creamery, which in 1898 was purchased by the Skamokawa Farmers' Creamery Association. It was the first co-operative creamery in the State of Washington - probably on the Pacific Coast - and specialized in the making of sweet butter which won prizes at a number of Pacific Coast expositions. Another important industry was the Columbia River Lumber & Manufacturing Company which, in 1892, had an annual output of 3,000,000 board feet.

The town's decline began with the depression, as the natural resource-based industries were hardest hit. In addition, the building of the Ocean Beach Highway through Skamokawa, in 1933-34, changed the focus of the town, once known as "Little Venice", from the water to the road. The creamery was sold in 1943 and later closed.

Remnants of what was once a thriving Columbia River town still remain. The village still uses the original names which characterized its various portions such as Swedetown, Sleepy Hollow, Pleasant Point, Moe Hill and Missouri Flats. In 1976, Skamokawa was placed on the State and National Register of Historic Districts.

\* Skamokawa, by Irene Martin



# EXISTING CONDITIONS

## EXISTING CONDITIONS

### 1. ENVIRONMENTAL SETTING AND SITE RESOURCES

The Skamokawa site lies at the confluence of Brooks Slough and Skamokawa Creek. Brooks Slough is a backwater of the Columbia River (behind Price Island). Skamokawa Creek is a tidally influenced creek that supports a spawning run of fall chinook and coho salmon. Brooks Slough supports warm water game fish populations. The Columbia White-Tailed Deer National Wildlife Refuge was established east of the community in 1972 as a sanctuary for this threatened species. The Lewis and Clark National Wildlife Refuge, part of the Pacific Flyway, is located along the Oregon shore of the Columbia River immediately south of Skamokawa. (Sheet 1)

The Skamokawa site is characterized by moist evergreen forests that reach to the banks of the nearby bodies of water. Steep slopes along the Columbia River support a forest of Douglas Fir, Western Red Cedar and Western Hemlock with a lush understory of Oregon oxalis, swordfern, salmonberry, and vine maple. This forest type characterizes the forest above the campground and the potential expansion area to the west of the existing campground.

The Skamokawa Creek shoreline is characterized by nearly vertical fill banks in the area between the Brooks Slough Bridge and the Fairgrounds. A fringe of tidal marsh occurs between low and high tide lines along the shoreline and pockets of more extensive tidal marsh occur in backwashes and cutouts as indicated on Sheet 1. Marsh vegetation is composed of primarily Carex obnupta (sedge) and Phlaris arundinaceae (reed canarygrass). Above the tidal marsh, the shoreline is characterized by blackberry, red alder, reed canarygrass and a variety of weedy species.

Vista Park, along the Columbia River, is dominated by dredge spoils. The shoreline of the park is designated as a beach nourishment disposal area. This means that the site is subject to chronic erosion and sandy channel material will continued to be disposed along the shore to maintain the Columbia River channel. Behind the sandy beach area is a small linear wetland fringe. The wetland is dominated by cattail, yellow flag, reed canarygrass and willow.

Protection of the tidal wetlands along Skamokawa Creek will be important during the design and construction phases of development. The "pocket marshes" next to the Netrack and Hoby's are important environmental features to be protected and/or enhanced.

### 2. EXISTING R.V. CAMPING

The R.V. camping facility consists of 15 camping spaces with individual electrical hookups, a table and fireplace to each space. Common hose bibs provide water for each 4 spaces and sewage is collected in a control dump station. The improvements to the circulation and parking spaces has been compacted gravel. A restroom with hot water and flush toilets is provided. (Sheet 1)

### 3. CIRCULATION

One main trail connects the R.V. camping facility viewpoint and picnic areas. There is no access provided to the harbor waterfront, nor to the Fairgrounds area.

### 4. REDMEN HALL

Structurally, this facility is in reasonably good shape and rests on an adequate foundation. Major areas of concern are the roof, which needs replacing, and interior finishes. The exterior features (with exception of the roof) are mostly intact and restorable. Interior elements such as walls, ceilings and floors are in an advanced state of disrepair, due to a leaking roof and changes in humidity associated with the extremes in weather conditions. Electrical, plumbing and heating systems need total repair.

### 5. NETRACK

This structure is in an advanced state of disrepair. The major concern is for the pilings and deck that make up the foundation of the facility. The pilings have partially self-destructed over time as has the deck itself; the entire foundation has also twisted itself out of square. The Netrack building is reasonably sound structurally above the deck. Being a very simple and straight forward building in the first place, most of the original features are intact and can be restored without much trouble. The foundation situation needs to be remedied immediately to avoid losing the building altogether.



**SITE AND FACILITY  
CONSIDERATIONS**

## SITE AND FACILITY CONSIDERATIONS

### 1. PARK EXPANSION

RV Camping: During peak park use, June, July, August, and during the Fair, R.V.'s must use the picnic area for camping. Camping fees are the main revenue for the park. The need for additional camping space exists. The total number of R.V. spaces is 15. However, during the Fair 49 vehicles have been in the park camping. Approximately 4,000 overnight camping visitors used the park in 1985. Expansion of the existing R.V. park will require minimal immediate investment while providing the largest percentage of income. Consideration for acquiring additional property for expansion should be explored, especially to the west of the existing camping area where a forest canopy can be used to enhance the quality of the campground.

Boat Camping: As boating on the lower Columbia River becomes more popular, boat camping facilities are anticipated. Boat camping necessitates boat docking facilities while camping on the shore. The boat camping would require a docking facility. With an increase in boating the existing boat ramp will need improvements. Currently there are no short term docking facilities next to the boat ramp.

Small boat tent camping represents a significant market available to Wahkiakum County to strengthen the economic viability of the proposed facilities. It is an independent market from vehicle camping and larger pleasure boats which people sleep on. For this reason, it is a source of revenue which will affect the economic viability of the community. It does not compete with the existing overnight moorage facilities at Cathlamet. There are few developed small boat tent camping facilities on the lower Columbia River. It offers public access to Columbia River recreation opportunities for the income groups which cannot afford the larger pleasure boats.\*\*

### 2. CIRCULATION

Circulation from the park to the Fairgrounds is difficult because there is no direct access across Skamokawa Creek to the Fair facilities. A footbridge across Skamokawa Creek would provide direct access to the grounds. This could be implemented by using an existing bridge turret. The design of the bridge should be a replica of the previous historic structure of the 1930's. Current pedestrian circulation is across a narrow pedestrian walk on the State Highway #4 bridge which creates dangerous pedestrian and vehicular conflicts. Pedestrian circulation under the Highway #4 bridge and along the north bank of Skamokawa Creek between the Fairgrounds and the Netrack area, would help keep foot traffic off the State Highway assuring greater pedestrian safety.

\*\* Wahkiakum County Overall Economic Development Plan, August, 1985

### 3. REDEVELOPMENT OF REDMEN HALL

Redmen Hall is an excellent example of turn of the century wood frame architecture. The building is generally in its original state and is an excellent candidate for restoration. Its prominent location in relation to the town, visibility and views lends itself to uses that will be a draw for "people-related" activities. Careful attention to the original intent of the design must be considered in remodelling the building for new uses. Research should be done to ensure that the building matches the original design and is "historically correct" for the era. Increased public access and handicapped access to the building must be part of the design.

Weather and time continue to take their toll on the Hall. Rain leaks allow water into the Hall structure which is causing substantial deterioration to the ceiling and walls. Vandalism is also becoming a problem. The building is under private ownership and could be sold and/or moved out of the community at any time.

### 4. REDEVELOPMENT OF NEW ENGLAND NETRACK

The New England Netrack is a wonderful example of a specific use facility commonly found in the 1920's and 30's along the Columbia River. Although the structure is in disrepair, it is definitely worth saving and restoring. Given its prominent location on the water at the center of the town's core area, the building lends itself to both water and landside related activities. Special attention needs to be given to the original use of the structure. Research should be done to ensure that restoration to the building is historically correct and appropriate for a Netrack facility of this era. Increased public access and handicapped access to the building must be part of the design.

The piling and decking that make up the foundation of the Netrack building are in an advanced state of disrepair and will need to be replaced. The deck and piers have already partially collapsed into the water, and if allowed to continue, could be lost forever.

### 5. REDEVELOPMENT OF OTHER HISTORIC BUILDINGS IN THE CORE AREA

Although less historically distinctive, three other remaining buildings in Skamokawa's core area are prime candidates for remodelling and are well suited for new uses due to their proximity to water related activities. These are Hoby's General Store, the house to the west of Hoby's and the building to the south of Hoby's. Hoby's should remain a general store and the upstairs could be remodelled for either a retail or lodging use, i.e., a bookstore or a bed & breakfast. The house to the west of Hoby's would make an excellent site for the new post office. The building to the south of Hoby's would best be used as a retail space and would make sense to be recreation or water oriented, i.e., kites, boating or even windsurfing accessories. Public access would be a key element for all these facilities.

### 6. ONSITE SEWAGE DISPOSAL

Several acres of the Skamokawa Vista Park are currently utilized for open

space/day use and as a baseball field. This area is underlain by several feet of medium sand dredge spoil fill material. It is proposed that usage of this area will remain the same. Utilization of this area for subsurface waste water disposal via drainfields is consistent with the current and anticipated development options. Total waste water flow under the most intensive proposed development would require the use of only a small portion of the suitable area available (Sheets 5 and 6).

Waste water disposal systems for each subproject would be independent of each other. Modifications of system designs and/or installed systems based on changes in waste water flow projections could be possible in most cases by increasing septic tank capacity by adding additional tanks and increasing drainfield size. Flexibility in system sizing is provided by utilizing multiple small systems rather than a single large system.

Waste water disposal system size is based on the following assumptions:

- Waste water flow rates for each type of use category as shown in Table 2
- Septic tank volume (v);  $v = 1125 + 0.75$  (daily flow)
- Pump chamber volume (v);  $v = 1.5$  (daily flow)
- Drainfield trench area (a);  $a = 1.2$  gpd/sq. ft.

The "R.V. Park Expansion: Existing" subproject could utilize existing septic tank capacity if no hookups are provided, and additional and existing septic tank capacity if full hookups are provided. The additional waste water flow generated by the small boat/tent camping subproject could be disposed of by the addition of drainfield area to the existing day use area restroom system. All other subprojects require the installation of new waste disposal systems with capacities approximately as indicated in Table 1.

Possible waste water disposal system orientations for the Redmen Hall, Netrack and Hoby's Store multi use system, and the R.V. Park Expansion subprojects without hookups, are shown on sheet 5. Sheet 6 indicates possible system orientation if full hookups were provided for each R.V. Park subproject.

All subproject waste water disposal system designs would be reviewed and approved by the Cowlitz-Wahkiakum Health District. Should the multi use system waste water flow exceed 3500 gallons per day it would fall into the category of "Larger Onsite Sewage Disposal Systems" under Washington Administrative Codes. Review and approval authority for larger onsite systems is with the Washington State Department of Social and Health Services. The principal additional requirements, when exceeding 3500 gpd, are for drainfields to be 50% greater than required based upon applicable soil loading rates.

#### Water Supply Requirements

The supply well currently in use reportedly is capable of a sustained yield of approximately 20 gallons per minute (gpm); total daily yield from this well would

be 28,800 gallons. Table 3 indicates the water supply and storage requirements (excluding fire flow) for each project. The well would apparently be a suitable supply for all subprojects should maximum development occur.

A second well within the park property also has a reported capacity of nearly 20 gpm. It is likely that no additional wells would be required to provide for water supply under the maximum development level proposed.



# DESIGN CONCEPTS

## DESIGN CONCEPTS

The design concepts for the Skamokawa area were developed around the melding of three major themes: Skamokawa's history; restoration of the town; and, preservation of the environment. It is important for the reader, in reviewing this document, to understand the thread that ties all the diverse recommendations together is that one must look at the whole development when analyzing one of its parts.

From the areas first inhabitants came the name "smoke on the water" from the fog which characteristically flows through the valleys, and because of the fog and wet climate the vegetation was lush and stretched to the banks of the water, and because of the vegetation logging was one of the first industries in the area, and because of Skamokawa's location at the confluence of two bodies of water trading, farming and fishing became important parts of its economy.

Today logging, farming and fishing are not the important generators of economic viability that they once were and to once again increase activity in Skamokawa, and thus its economic viability, it is felt to be necessary to recapture part of Skamokawa's past by developing the area into a more "people oriented" place. However, this recreation of the past and the increase in activity has to keep preservation of the environment, which is still lush and stretches to the water's edge, as a top priority.

Development of access to the water along the shoreline throughout Skamokawa would be done without disrupting the fragile wetlands/marsh ecosystems and, in fact, these access points could be used as educational study areas showing how to develop or preserve a fragile ecosystem.

As a part of the past Redmen Hall and the Netrack Building would be renovated and, as reminders of the past, they would be reused to form new links to the future. Redmen Hall could once again become the focal point in town as a restaurant and/or crafts gallery. The Netrack facility with a new dock could become the starting point for environmental and educational trips to the Lewis and Clark Wildlife Refuge and the Columbia River White-Tailed Deer Refuge thus once again making the water's edge an important part in Skamokawa's future.



**SCHEMATIC DESIGN  
BUBBLE DIAGRAM**

## SCHEMATIC DESIGN

### BUBBLE DIAGRAM

A presentation of the program and a bubble diagram of a proposed design was reviewed by the public allowing for community comments and design involvement (Sheet 2). The community was very supportive of the program and the design suggestions. The following recommendations were made by the community which are incorporated in the final plan:

1. Direct boating moorage off 4th Street would not be appropriate because of river currents and limited size of the public easement. A boating moorage would be more appropriate at the boat ramp area.
2. Boat tie-ups in the Columbia would not be practical due to periodic adverse winds, currents, tides and cargo ship wakes.
3. A boating marina would not be practical because of the size of the harbor limits, quantity of area for boating slips, and the existing marina facility at Cathlamet. However, a small multipurpose dock that could accommodate overnight use, day use, boat tie-ups, commercial fishing boats and a small tour boat would be more appropriate.
4. The incorporation of winterized minimal accommodations, such as small "log type cabins" in the park, could produce additional income to the community during the "off-season" recreational period.
5. Netrack - The consensus was that the community could use a working netrack, however, security would be a problem if not secured over a 24 hour period. A concession or cafe was a great idea, however, not something a local owner would want to do.
6. Redmen Hall - Which is also known as the Redmen Lodge, is the most distinct building in the community, and could be used for a small restaurant, craft sales, and local cottage type industries. (i.e. artists, photography, wood carvers, textile weaving, local baked goods, food processing such as jams and jellies, pottery manufacturing, greeting cards, tile makers, etc) The first floor appears to be the logical location for a restaurant, cottage industry and craft sales. Other uses include a museum of local artifacts, an information center, and a viewpoint. The second floor seems to be best for an information area and a museum type use while the small space on the third floor could be used as a gallery and the upper space would be ideal for observation of the surrounding areas.



# PRELIMINARY DESIGN PLAN

## PRELIMINARY DESIGN PLAN

After presentation of the preliminary design plan to the Wahkiakum Governmental Conference, LCEDC and the Port District #1, the following plan was recommended for implementation:

### DESCRIPTION OF THE PLAN

#### SITE DEVELOPMENT PLAN

Phase 1: Expansion of the existing 15 space R.V. park to 30 spaces. This can be accomplished by developing 9 new back-in spaces on a south loop -- 2 back-in spaces in the existing loop, and 2 double occupancy pull through spaces on the east side of the viewpoint road. Two additional hose bibs and 15 new electrical hook-ups will be needed. Surfacing for the spaces would be gravel to match the existing. The existing restroom and dump station will be adequate for this expansion. However, the existing drainfield will need to be expanded and 2 additional site lights installed. (Sheet 3)

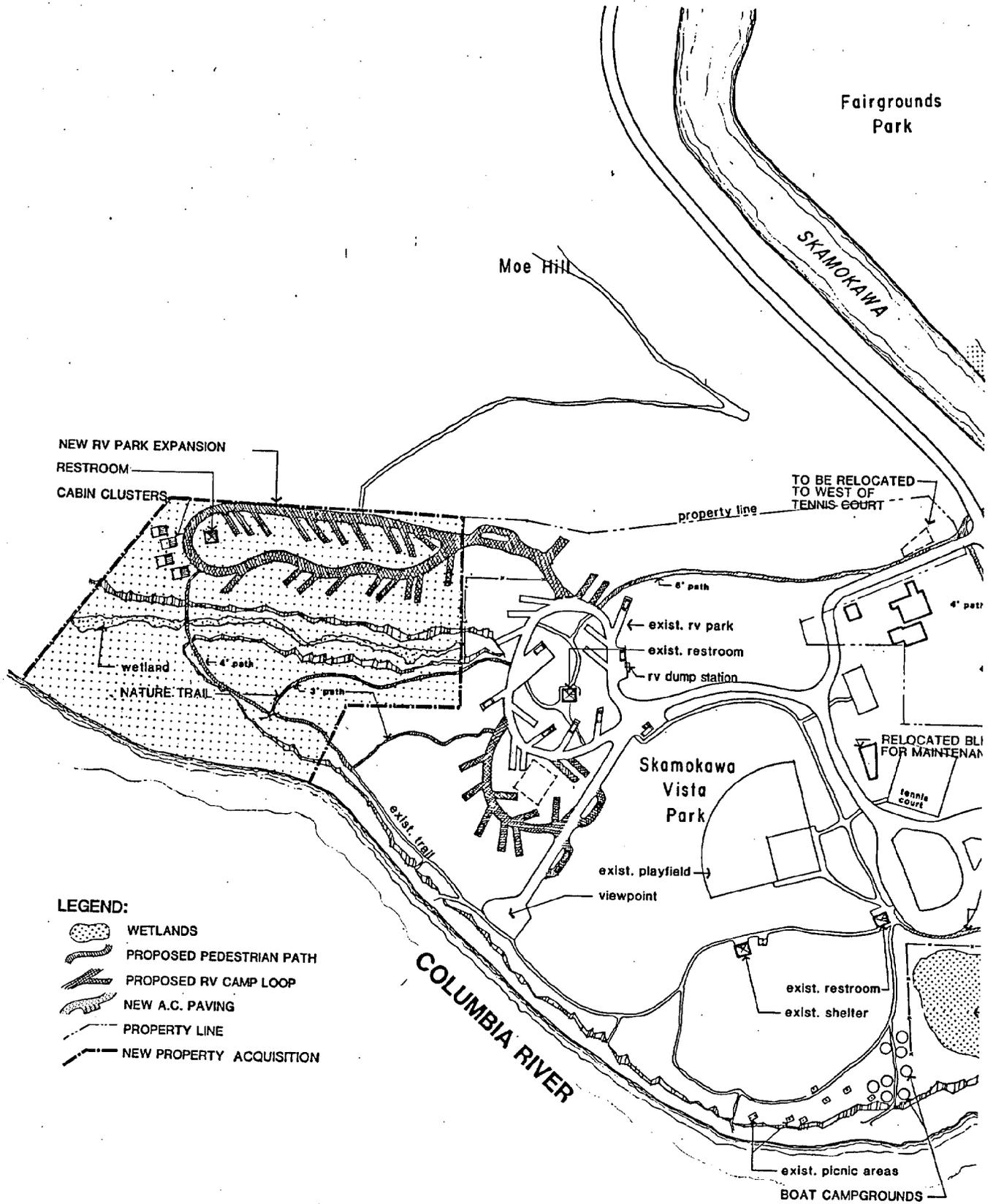
Phase 2: Provide complete water and sewer hookups to each camp space. This will increase revenues to the park for a minimal amount of investment. Five new septic tanks, a distribution line to new drainfield, and a water distribution line to each camp space will be required for this improvement.

Phase 3: Acquisition of additional acreage to expand the recreational vehicle/camping area. (see Page 12a) The development of the camping loop would provide one electrical hook-up for each camping space, one hose bib per 5 camping spaces, a gray water dump station per 5 camping spaces and the use of the sanitary dump station in the existing loop. A restroom would be provided with sewer and water. This system would be connected to new collection tanks, pump, and drainfield.

Phase 4: Four cabins would be erected that would provide sleeping for 4 persons, convenience kitchens and fireplaces for winter heating. Restrooms would be shared with the R.V. campground facility. Water and sewer connections would be extended to each camping spot to complete the new R.V. camping area.

Boat Camping: Development of 7 tent camping spaces on the easterly portion of the site that is in proximity to the boat docking areas and that can be used by boaters for camping. Improved tent sites would consist of grassed areas with a table and a fire enclosure. Restrooms would be provided in the existing dayuse facility area adjoining these sites. A water line would be extended to a hose bib in the center of the area. Gray water drywells would be provided at each camp spot, and the existing day use restroom drainfield will need to be expanded to accommodate this use.

Boat camping provisions are minimal on the lower Columbia River, and a developed campsite could attract this potential recreational activity. The campsites can be accessed from the beach which then would allow removal of camping gear from the boat. The boat could then be moored overnight in the protection of the harbor area.



# RV PARK PROPERTY ACQUISITION

A shuttle boat could be used to transport the "boat captain" from the moorage to the floating boat drop-off, which is less than 1,000 feet to the camping facilities, or the captain could walk across the bridge on Highway #4 to the campground. Should the Columbia River be too rough for access, the provision of the floating boat drop can be used. The floating boat dock, at the stepped terrace, is multi-purpose and can also be used as a fishing pier and starting dock for ski boats.

Circulation: The tent camping and R.V. areas would be connected to the Fairgrounds by a 6' gravel path and a foot bridge across Skamokawa Creek. Installation of terraced steps for fishing next to the floating boat drop in the street right-of-way east of the park would be developed and providing connection to the camping areas. A new 4' wide path or boardwalk would be developed along the north bank of Skamokawa Creek, between the Fairgrounds and the proposed memorial, crossing under the bridge on Highway #4 to the boat tie-up facilities and the improved Netrack facilities. (Sheet 7) As the park is completed, additional 3' paths are to be constructed to provide for a nature walk and connection between camping and the beach area.

One tour bus parking space is anticipated and 12 auto spaces would be provided around the memorial park. Circulation to Redmen Hall would be via the existing stairs, across the Highway to new steps leading to the entrance of Redmen Hall. Regrading and surfacing of the existing road to Redmen Hall would be necessary for safety considerations. Parking for 12 vehicles would be provided at Redmen Hall. A pedestrian walking zone would be provided along the road for additional access to Redmen Hall. (Sheet 7)

Memorial Park: The existing structure housing the post office would be removed in conjunction with the relocation of the post office, and a memorial park or common area would be developed. The park would include mounting the existing double-ended fishing boat from the butterfly fleet under a shelter for protection from the weather, 2 benches, lawn, shrub plantings, and a plaque mounted on a rock structure depicting the historical significance of the community. The plaque would tell about Chief Skamokawa's village location in the community, Lewis and Clark's landing on the site, Captain Couch's trading post, and the Skamokawa Cooperative Creamery.

Pavilion: Two separate pavilion structures or shelters should be built along the boardwalk for bike rental, food concession and/or local vendors use. The design of these would blend with the historical character of the community.

Boat Tie-Up Facilities: Boat tie-up facilities would be 6' wide by 60' long floating docks connected to the shore line decks by ramped steps. The docks should be designed to be interconnectable allowing for a phased development, such as module floats allowing for construction of 1 or 2 at a time over a 5-10 year period as necessary. The Netrack floating dock would be 10' x 180' long connected to the Netrack and adjoining Hoby's boardwalk terrace. Tent structures could be constructed on the decks for sales and/or demonstrations of seasonal local marketed goods, tour guide services and public seating areas. (Sheets 7 & 8)

## SKAMOKAWA FOOTBRIDGE

The footbridge would be constructed of weathered steel and built as replica of the original bridge. However, it would only be 8' wide to prevent vehicular use. Existing footings would be used and modified to accommodate the new structure. The wetlands area under the bridge would be preserved. The clearance under the bridge from the water must be the same as the bridge on Highway #4. However, this elevation could be lower than the highway bridge, if there is no public objection. A Coast Guard permit will be required to build the bridge. (Sheet 7)

## REDMEN HALL REDEVELOPMENT (Sheets 9, 10 & 11)

A complete remodel and restoration of Redmen Hall would include the following:

- a. New stairways to provide access to all levels of the building including the observation tower, and to meet fire code requirements for egress.
- b. A parking lot north of the building and ramped handicap access to the east end of the building.
- c. An outdoor deck at the east end of the building.
- d. First Floor
  - cafe
  - gift shop
  - office
  - restroom with handicap accessibility
- e. Second Floor
  - museum/interpretive center
  - office
- f. Attic Level
  - art and sculpture gallery
  - skylights
- g. Observation Tower
  - operable windows
  - lighting and heat
- h. General Improvements to the Building
  - exterior painting
  - new shingle roof
  - repair windows
  - insulated walls and roof
  - new painted plaster throughout

- new lighting and electrical
- new plumbing
- new heating system
- flags and banners
- signage

#### NETRACK REDEVELOPMENT (Sheets 12 & 13)

Due to the deteriorating condition of this facility, especially the dock and piers, it must be reconditioned. If not, within the next couple of years, it will collapse into the river and be unsalvageable.

A complete remodel and restoration of the Netrack building would include the following:

- a. Replace piling and base deck.
- b. Replace stairway to upper level.
- c. Upper Level
  - cafe/gathering place
  - office
  - restroom
- d. Lower Level
  - Netrack use during commercial fishing season.
  - boat and canoe rental facility during tourist seasons.
  - storage racks
  - roll-up doors
  - portable counters
- e. General Improvements Throughout the Building
  - replace roof if necessary
  - exterior repair and painting
  - insulate walls and roof
  - repair windows
  - new lighting and electrical
  - new heating for upper level
  - new plumbing
  - new wood interior finish
  - signage
  - flags and banners

#### REDMEN HALL AND NETRACK SEWAGE AND WATER DESIGN

Individual septic tanks would be used for each of the two facilities east of Skamokawa Creek. A common pump station with a capacity of approximately 6000 gallons would be recommended. Total waste water flow for Redmen Hall and the

Netrack building is estimated to be 2860 gallons per day. A single drainfield system serving these facilities would be constructed within the day use area of the park. Onsite waste water disposal facilities disposing of less than 3500 gpd or more do not need to meet Washington State Administrative Codes for larger onsite systems. Water for the facilities would be provided by using a combination of the existing well and storage facility and the unused well in the park. A new pump and storage tank will be needed for the unused well in conjunction with the existing park system. The pump and tank should be located next to the picnic restroom facility. (Sheet 5)

Distribution of the water and sewer will be in 4" lines, crossing Skamokawa Creek to the park areas on the understructure of the Highway #4 bridge. Since the bridge is no longer an operating drawbridge, this crossing is the most economically feasible. This will require a permit from the Washington State Highway Commission. (Skamokawa Creek Bridge No. 12/211, Dec. 31, 1962 directive to permit drawbridge to remain in a closed position). A fire riser should be installed on the 4" line in the vicinity of the Memorial Park for fire hose connection.

#### HOBY'S GENERAL STORE

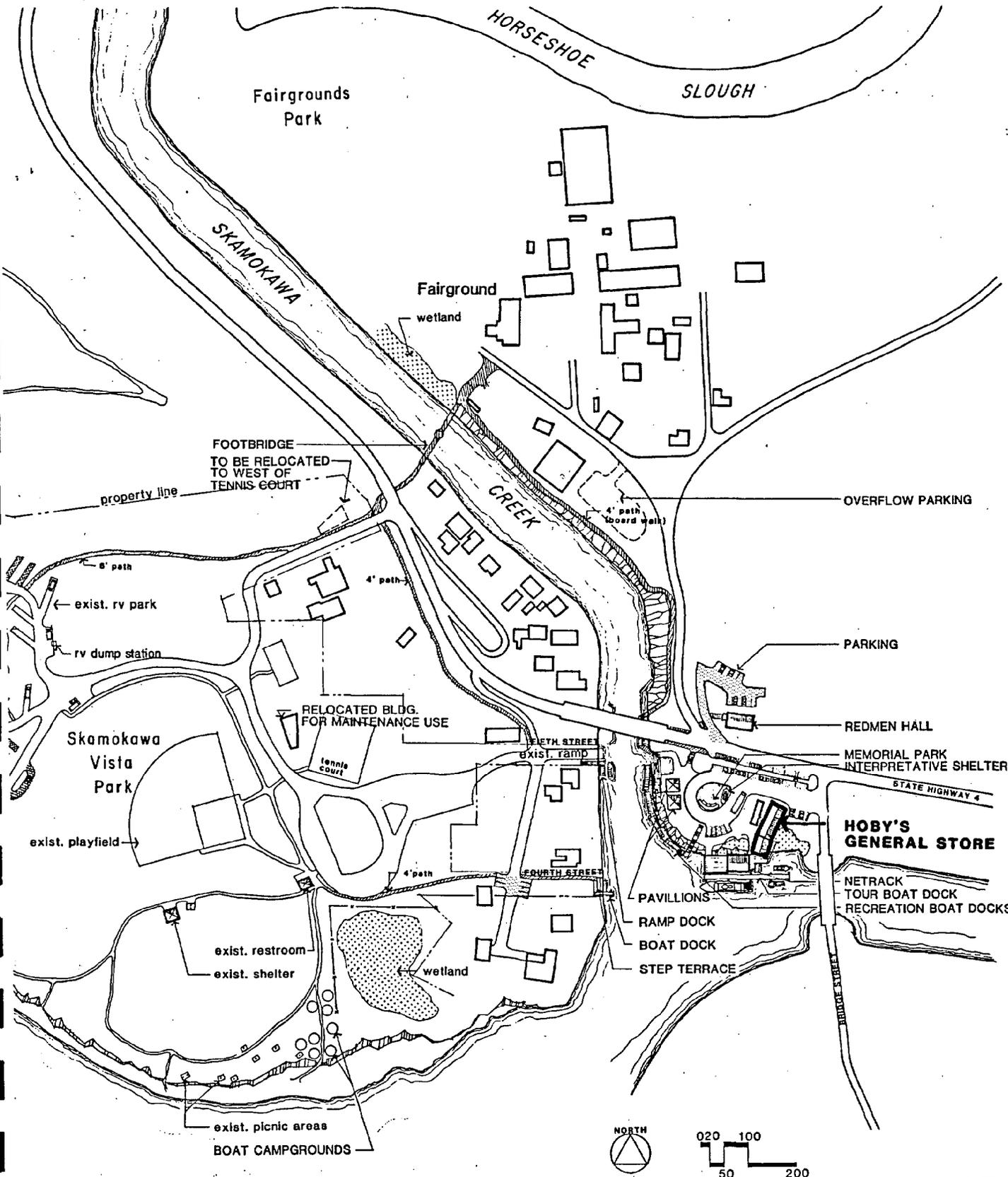
The remodel of Hoby's General Store would include new sewer and water connections, possibly to the Redmen Hall and Netrack sanitary and water system, developing small retail spaces on the second floor, in the rear addition, and in the residence to the west. A boardwalk to the Netrack facility would also be constructed. Relocation of the post office to the residence is a viable consideration. A service station has been considered for Hoby's, but would be better situated in another part of the community. (see Page 16a)

#### ENTRY SIGNS

Attractive entry signs identifying the historical community would be located on Highway #4 at the east and west entries. The signs should be mounted on rock structures with landscaped backdrops. (Sheet 3)

#### MAINTENANCE BUILDING

As the park expands the need for storage of equipment will be necessary. The existing garage at the entrance to the park can be moved and used for this storage. (Sheet 3)



# POTENTIAL REMODEL OF HOBY'S GENERAL STORE

\*The preparation of this report for the Lower Columbia Economic Development Council was financially aided through a grant from the Washington State Department of Ecology with funds obtained from the National Oceanic and Atmospheric Administration, and appropriated for Section 306b of the Coastal Zone Management Act of 1972.\*



# **ENVIRONMENTAL ASSESSMENT**

## ENVIRONMENTAL ASSESSMENT

### HISTORIC RESOURCES, BUILDINGS AND STRUCTURES

As a Historic District Skamokawa must be developed with care. The planning of new uses for facilities within the District should only be done with historic and environmental preservation in mind.

The history of Skamokawa illustrates a town that once had a very active commercial life. In recent decades the town has become very quiet and nearly devoid of foot traffic. The goal of interjecting new "people-oriented" /tourist oriented uses into the District is not inconsistent with the resources of the Historic District.

Much care needs to be taken in any proposed remodelling to keep in character with the original intent of the buildings while becoming more exciting at the same time. Wherever possible, any physical alterations to the exterior of historic buildings will be kept to a minimum and will be "historically correct". Add-on elements should be non-permanent and colorful, such as banners, awnings, flags and signage. Interior alterations should be in keeping with the original design intent wherever possible.

Signage and lighting should be appropriate to the historical era of the buildings.

### PROPOSED FACILITIES: IMPACTS AND REGULATIONS

This section provides an assessment of the design elements of each proposed facility identifying the project element, the potential impacts, and applicable regulations. The design for this project does not propose alterations to the shoreline of the Columbia River or Skamokawa Creek.

Netrack Building: Restoration of the Netrack Building will require replacement of the existing piling supports and deck. This project is essentially the renovation of an existing structure. The primary expansion associated with this project is proposed construction of a deck between the Netrack and Hoby's. This decking would be over a portion of tidal marsh on the east side of Hoby's. Decking over the marsh will shade some areas and may even eliminate a small amount of marsh production. However, a design that minimizes the area covered by decking would have a minimal impact on the marsh. Areas along the shoreline that in the past have been filled, particularly near the Netrack structure, would be removed creating more productive marsh land. Improved parking in this area will not affect the circulation on and off Highway #4, if access is maintained at the county road. Reconstruction of the Netrack and construction of a deck to Hoby's will require a Corps Section 10 permit.

Redmen Hall: Improvements from the existing access road to the parking lot will require a 30' wide approach with 30' radius corners per State Highway standards. Because of the intended use of Redmen Hall and the minimal 12 space auto parking lot, excessive access and egress is not anticipated. A permit will be required for this improvement.

Recreational Boating Tie-Up: The design plan calls for recreational boating tie-up floats along Skamokawa Creek and adjacent to the rebuilt Netrack. Design care should be taken to insure tie-up floats do not "beach" on the tidelands. The floats should be pile

supported with adjustable walkways connecting to the shore. They would be placed so that they are the floats in a location not susceptible to grounding. Construction of these boating facilities will require a Corps Section 10 permit.

Boat Ramp Improvement: The proposed tourism design plan envisions a tie-up float and ramp adjacent to the existing boat ramp. The float and ramp is located in tidally influenced shallows. The float would be parallel to the boat ramp and would be supported on piling above the tideflats and allowed to rise with high water. The float would be placed to prevent beaching. These structures will require a Corps Section 10 permit.

Stepped Terrace: The shore protection/public access terrace should be designed from low water to the existing top of bank. It would follow the bankline as close as possible. Presently this area is an eroding sandy bank with a fringe of sedge and reed canary grass. The property immediately upstream is bulkheaded. Construction of the stepped terrace into the existing bank would eliminate the need for fill and protect the intertidal beach from excessive erosion. This element would likely require a Nationwide permit 13 under Corps of Engineers regulations.

Footpath and Bridge: Construction of the footpath from the memorial site to the Fairgrounds will require careful design to eliminate any fill to be placed into Skamokawa Creek. Preliminary conversations with the Washington Department of Transportation Bridge Division indicate preference for the walk to be located behind the boat fenders. However, head clearance may negate this location. Projection of the walk from the "boat fender" is possible as long as the design is consistent with the purpose of the "boat fender." The tidal scrub/shrub wetland alongside Skamokawa Creek at the site of the old highway bridge would be avoided. Construction of the footbridge will require authorization by the: Washington Department of Transportation Bridge Division; and a U.S. Coast Guard, bridge permit application, U.S. Department of Transportation, U.S. Coast Guard Commandant publication P16591.3. The Coast Guard regulates bridges and causeways across navigable waterways. Skamokawa Creek has been declared navigable by the Corps of Engineers for 1.1 miles (to the confluence with West Fork).

Boat Camping: The construction of boat campsites along the eastern shore of Skamokawa Park will require careful placement of facilities to avoid wetlands in the area. Continued beach nourishment by the Corps of Engineers will maintain a beach in this area, however, this process will eliminate the possibility of developing shorefront tie-up facilities. If wetland areas are avoided no permits would be required.

Campground Expansion: With expansion of the campground care should be taken to minimize alteration of forest canopy species in the hillside area. This expansion would not require state or federal permits other than sanitation approvals.

## LAND USE PLANS AND REGULATIONS

The proposed development area is regulated by the Wahkiakum County shoreline master program. The shoreline plan for Skamokawa was prepared as a part of the CREST - Columbia River Estuary Regional Management Plan. This plan designates the shoreline in the study area as development. This designation allows expansion of urban and industrial levels of development. The aquatic area is also designated as

development which allows major alteration. The proposed development meets the requirements of the County Comprehensive Plan.

County wide shoreline policies that apply to the Skamokawa site are:

a. Navigational Improvements

- The congressionally authorized project at the entrance to Skamokawa Creek should be maintained to a depth adequate for traditional shallow draft vessels.
- Serious consideration should be given to new dredging in Brooks Slough by Skamokawa.

b. Marsh and Tideflat Conservation

- Tideflats and tidal marshes provide food and shelter for waterfowl, invertebrates and fish. These areas provide nutrients to the estuarine ecosystem and produce large amounts of food for fish and other wildlife. Juvenile salmon, in particular, are very dependent upon the food produced in these marsh and tideflat areas. Because of this relationship between these shallow areas and salmon, and the importance of fishing to Wahkiakum County's economy, tideflats and tidal marshes should be conserved. (Sheet 4)

c. Shoreline Development

- Intensive industrial development should occur only in Development designated areas. To preserve the natural character of undeveloped shorelines, areas where development currently exists should be fully utilized before allowing intensive development to extend into other areas. The proposed tourism development is fully consistent with the Wahkiakum shoreline master program.

Any construction along the shoreline would be coordinated with the Washington State Departments of Game and Fisheries and timed to minimize disturbances to the aquatic resources.

## STATE AND FEDERAL REGULATORY REQUIREMENTS

A variety of interacting environmental regulations will affect the proposed tourism project. This description focuses on the discretionary regulation of shoreline development at the state and federal level. The following discussion highlights the applicable regulations.

State Ownership: The State of Washington owns fee title to the bed of navigable waterways. The use of state owned submerged lands or development of structures over such lands may require a lease from the Department of Natural Resources. A review with the DNR concerning current leasing requirements for the moorage and Netrack is necessary.

Shoreline Management Substantial Development Permit: An application for the Tourism Facilities should be submitted to Wahkiakum County. The application should emphasize the development designation of the shorelines and aquatic areas. The shoreline management master program for Wahkiakum County emphasizes water dependent and water related development for the Skamokawa shoreliness. The proposed tourism facilities has been identified in the Wahkiakum County Overall Economic Development Plan. The preliminary analysis and plan complies with the policies developed in the CREST plan and are consistent with regional policies concerning commercial development and public access to the estuary and its shoreline. Additionally, preliminary analysis includes regional design standards for docks and moorage, commercial uses, recreational use, bankline alteration and shoreline stabilization.

State Environmental Policy Act: Completion of an environmental impact checklist will be a necessary part of the submittal to Wahkiakum County. Wahkiakum County will be required to determine whether the proposed project would have a "significant" impact requiring the preparation of an Environmental Impact Statement (EIS).

Hydraulic Project Approval: A joint regulatory program administered by the Washington Departments of Fisheries and Game CRCW 75.20.700 focuses on structures and alterations that could have adverse effects on Washington's game and food fish. The Department of Fisheries has developed "Criteria Governing the Design of Marinas for Protection of Fish and Shellfish Resources" which provides criteria for facility design.

The preliminary design plan should be reviewed with the Washington Departments of Fisheries and Game prior to completion of application forms for the Hydraulic Project Approval.

Corps of Engineers Section 10/404: The Seattle District Corps of Engineers administers as regulatory program under the authority of Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act. The Section 10 program requires a permit from the Corps of Engineers for the alteration of navigable waters of the United States. The Section 404 program requires a permit from the Corps of Engineers for the discharge of dredged or fill material into waters of the United States. These programs require projects to meet a "public interest review" that balances environmental impacts against mitigation measures and public benefits. Section 404 is viewed by many people as a wetlands protection program.

A Corps Section 10 permit will be required for all docks and other piling supported structures. The proposed terrace may comply with Nationwide permit 13 or 18 authorized under 33 CFR 330.4.

A permit application should be submitted to the Corps as soon as local approval of the design concept is given. The permit process will take approximately 60 days.

Water Quality Certification: The Washington Department of Ecology will be asked to provide water quality certification of the proposed activity by the Corps. This certification will carry design standards to minimize adverse water quality impacts.

Coastal Zone Certification: The Washington Department of Ecology will also be asked to certify that the project is consistent with Washington's Coastal Zone Management

Program by the Corps. Local approval under Wahkiakum County's shoreline management master program will provide the necessary determination of consistency.

Coast Guard Permit: To construct the pedestrian bridge a permit will be required by the U.S. Department of Transportation, U.S. Coast Guard, Commandent publication P16591.3.

Skamokawa Creek Bridge No. 12/211 Modification Permit: Washington State Highway Commission, Department of Highway will require a permit for attaching utility lines to the bridge and a permit to construct a walkway under the bridge structure.

Floodplain Requirements: Currently there are have been no floodplain maps developed and until such time as maps become available the community is under Wahkiakum County's Emergency Management Criteria. Under this criteria new construction should be placed at and above the historically determined high water line which can be determined by observations of high water marks on existing structures or from persons in the community that have observed the high water levels.

**COST ESTIMATE**

# COST ESTIMATE

SKAMOKAWA TOURISM FACILITIES COST ESTIMATE - 6/27/86 - 8626

UNIT DESCRIPTION	UNITS	QUANTITY	UNIT COST	SUBTOTAL	TOTAL
<b>DEMOLITION</b>					
Post Office Structures	EA	1	\$1,000.00	\$1,000.00	
Pilings			Lump Sum	\$1,200.00	\$2,200.00
Architectural & Engineering Fees				\$330.00	\$2,530.00
<b>BUILDING RELOCATIONS</b>					
Storage Shed	EA	1	\$600.00	\$600.00	\$600.00
Architectural & Engineering Fees				\$90.00	\$690.00
<b>EXISTING R.V. CAMPING</b>					
Planting		1	\$1,000.00	\$1,000.00	
Grading		15	\$100.00	\$1,500.00	
Surfacing		15	\$300.00	\$4,500.00	
Site Lighting			Lump Sum	\$2,000.00	
Water	LF	400	\$8.00	\$3,200.00	
Electricity	LF	800	\$7.00	\$5,600.00	
Sewer System		1	\$5,900.00	\$5,900.00	\$23,700.00
Architectural & Engineering Fees				\$3,555.00	\$27,255.00
<b>Phase 2</b>					
Complete Water Hook-ups	EA	15	\$50.00	\$750.00	
Complete Sewer Hook-ups	EA	15	\$50.00	\$750.00	
Complete Sewer System		1	\$27,000.00	\$27,000.00	\$28,500.00
Engineering Fees				\$2,280.00	\$30,780.00
<b>Phase 3</b>					
New R.V. Camp Loop					
Land Acquisition	ACRES	14	\$800.00	\$11,200.00	
Site Preparation for Camp Spaces	SPACES	20	\$500.00	\$10,000.00	
Restroom	EA	1	\$40,000.00	\$40,000.00	
Sewer		1	\$10,600.00	\$10,600.00	
Electrical Hook-ups	EA	20	\$150.00	\$3,000.00	
Water Distribution	LF	1,400	\$8.00	\$11,200.00	
Survey New Boundary		1	\$8,000.00	\$8,000.00	\$94,000.00
Architectural & Engineering Fees				\$14,100.00	\$108,100.00
<b>Phase 4</b>					
Log Cabins	EA	4	\$10,000.00	\$40,000.00	
Complete Water Hook-ups	EA	20	\$50.00	\$1,000.00	
Complete Sewer Hook-ups	EA	20	\$50.00	\$1,000.00	
Sewer System			Lump Sum	\$31,000.00	\$73,000.00
Architectural & Engineering Fees				\$10,950.00	\$83,950.00
<b>TENT CAMPING</b>					
Fire Pits	EA	7	\$75.00	\$525.00	
Space Improvements	SPACES	7	\$200.00	\$1,400.00	
Tables	EA	7	\$500.00	\$3,500.00	
Site Lighting			Lump Sum	\$1,000.00	
Water	LF	500	\$8.00	\$4,000.00	
Gray Water and Drain Field Expansion			Lump Sum	\$1,500.00	\$11,925.00
Architectural & Engineering Fees				\$1,788.75	\$13,713.75

SKAMOKAWA TOURISM FACILITIES COST ESTIMATE - 6/27/86 - 8626

UNIT DESCRIPTION	UNITS	QUANTITY	UNIT COST	SUBTOTAL	TOTAL
<b>PEDESTRIAN PATHS</b>					
6' Gravel	LF	2,750	\$4.50	\$12,375.00	
4' Gravel	LF	1,400	\$3.00	\$4,200.00	
3' Gravel	LF	300	\$2.25	\$675.00	\$17,250.00
Architectural & Engineering Fees				\$2,587.50	\$19,837.50
<b>MEMORIAL PARK</b>					
Land Acquisition				\$8,900.00	
Improvements				\$4,500.00	
Mount Boat	EA	1	\$1,000.00	\$1,000.00	
Benches	EA	2	\$800.00	\$1,600.00	
Lawn	SF	3,600	\$0.20	\$720.00	
Planting	SF	250	\$2.00	\$500.00	
Memorial Structure & Plaque	EA	1	\$3,000.00	\$3,000.00	
Lighting		1	\$3,000.00	\$3,000.00	
Interpretive Shelter	EA	1	\$10,000.00	\$10,000.00	\$33,220.00
Architectural & Engineering Fees				\$4,983.00	\$38,203.00
<b>FOOTBRIDGE</b>					
Lighting		1	\$30,000.00	\$30,000.00	
Architectural & Engineering Fees				Lump Sum \$1,000.00	\$31,000.00
				\$4,650.00	\$35,650.00
<b>ENTRY SIGNS</b>					
Architectural & Engineering Fees	EA	2	\$1,000.00	\$2,000.00	\$2,000.00
				\$400.00	\$2,400.00
<b>ARCHITECTURAL IMPROVEMENTS</b>					
Redmen Hall					
Land Acquisition				\$2,500.00	
Property Improvements				\$10,000.00	
Access Road	SF	3,000	\$1.50	\$4,500.00	
A.C. Parking Area	SPACES	12	\$600.00	\$7,200.00	
Water	LF	100	\$8.00	\$800.00	
Septic Tank	EA	1	\$1,800.00	\$1,800.00	
Building Remodel					
Preventive Maintenance Remodel					
Replace Roof			Lump Sum	\$6,000.00	
Insulate and Waterproof			Lump Sum	\$5,500.00	
Misc. Repairs (windows, etc.)			Lump Sum	\$8,500.00	
Renovation of Building			Lump Sum	\$123,000.00	
Exterior Deck			Lump Sum	\$5,000.00	\$174,800.00
Architectural & Engineering Fees				\$26,220.00	\$201,020.00
Phase 2					
Interior Improvements					
Ground Floor			Lump Sum	\$16,000.00	
Second Floor			Lump Sum	\$14,500.00	
Gallery			Lump Sum	\$8,000.00	
Viewpoint Area			Lump Sum	\$1,500.00	\$40,000.00
Architectural & Engineering Fees				\$6,000.00	\$46,000.00

SKAMOKAWA TOURISM FACILITIES COST ESTIMATE - 6/27/86 - 8626

UNIT DESCRIPTION	UNITS	QUANTITY	UNIT COST	SUBTOTAL	TOTAL
<b>Netrack</b>					
Acquisition (see Memorial Park)					
A.C. Parking	SPACES	12	\$400.00	\$4,800.00	
Curbs	LF	400	\$7.00	\$2,800.00	
Gravel	SF	10,000	\$0.50	\$5,000.00	
Water	LF	100	\$8.00	\$800.00	
Septic Tank	EA	1	\$1,800.00	\$1,800.00	
Building Remodel					
Preventive Maintenance					
Deck and Pilings			Lump Sum	\$20,000.00	
Renovation of Building			Lump Sum	\$40,000.00	\$75,200.00
Architectural & Engineering Fees				\$11,280.00	\$86,480.00
Phase 2					
Interior Improvements		1	\$20,000.00	\$20,000.00	\$20,000.00
Architectural & Engineering Fees				\$3,000.00	\$23,000.00
<b>Multi-use</b>					
Water Lines	LF	1,200	\$10.00	\$12,000.00	
Sewer Lines	LF	1,200	\$12.00	\$14,400.00	
Drainfield	EA	1	\$15,000.00	\$15,000.00	
Pump Station	EA	1	\$42,000.00	\$42,000.00	
Water Storage (existing second well)		1	\$15,000.00	\$15,000.00	
Water Pump (existing second well)	EA	1	\$15,000.00	\$15,000.00	
Fire Riser	EA	1	\$1,500.00	\$1,500.00	\$114,900.00
Engineering Fees				\$9,192.00	\$124,092.00
TOTAL ARCHITECTURAL IMPROVEMENTS					\$480,592.00
<b>BOAT RAMP DOCK</b>					
Architectural & Engineering Fees	SF	640	\$26.00	\$16,640.00	\$16,640.00
				\$2,496.00	\$19,136.00
<b>RECREATION BOAT DOCKS</b>					
Architectural & Engineering Fees	480 SF EA	4	\$12,500.00	\$50,000.00	\$50,000.00
				\$7,500.00	\$57,500.00
<b>TOUR BOAT DOCK</b>					
Engineering Fees	SF	1,800	\$26.00	\$46,800.00	\$46,800.00
				\$3,744.00	\$50,544.00
<b>UNDERPASS DECK WALK</b>					
Architectural & Engineering Fees	SF	1,020	\$15.00	\$15,300.00	\$15,300.00
				\$2,295.00	\$17,595.00
<b>BOARDWALKS</b>					
Lighting	SF	1,680	\$12.00	\$20,160.00	
Architectural & Engineering Fees			Lump Sum	\$2,000.00	\$22,160.00
				\$3,324.00	\$25,484.00
<b>PAVILIONS</b>					
Architectural & Engineering Fees	500 SF EA	2	\$5,000.00	\$10,000.00	\$10,000.00
				\$1,500.00	\$11,500.00

SKAMOKAWA TOURISM FACILITIES COST ESTIMATE - 6/27/86 - 8626

UNIT DESCRIPTION	UNITS	QUANTITY	UNIT COST	SUBTOTAL	TOTAL
<b>4TH STREET</b>					
Gravel Parking	SF	4,000	\$0.75	\$3,000.00	
Curbs	LF	250	\$7.00	\$1,750.00	
Terrace Steps and Boat Dock		1	\$5,000.00	\$5,000.00	\$9,750.00
Picnic Tables	EA	2	\$500.00	\$1,000.00	
Landscape	SF	6,500	\$0.20	\$1,300.00	\$12,050.00
Architectural & Engineering Fees				\$1,807.50	\$13,857.50
Potential Hoby's Store Remodel					
Upper Level	600 SF		Lump Sum	\$25,000.00	
Rear Structure	600 SF		Lump Sum	\$15,000.00	
Residence Next to Hoby's Conversion to Commercial			Lump Sum	\$25,000.00	
East Deck			Lump Sum	\$5,000.00	
(Mitigation) Modification to Embankment			Lump Sum	\$1,600.00	
Sewer & Water			Lump Sum	\$2,400.00	\$74,000.00
Architectural & Engineering Fees				\$11,100.00	\$85,100.00



# IMPLEMENTATION

## IMPLEMENTATION

Due to the resources available and the economic conditions of Wahkiakum County, implementation of the development plan will require an orderly phased schedule. The schedule should be arranged to provide the maximum economic stimulus for the community with a minimum investment. The following summarizes the consultants recommendations for implementation of the work and the estimated cost for each project. No priority has been set by the following list it is merely intended to be a "shopping list" to begin the process of prioritizing projects. Estimates are rounded off to the nearest \$500.00; refer to the Cost Estimate for detailed cost breakdowns.

- a. Expansion of the existing R.V. park. This would double the park revenue with a minimal investment.

Phase 1: Construction cost \$27,500.00.

Phase 2: Construction cost \$31,000.00.

Phase 3: Acquisition of additional property for the recreational vehicle park expansion and implementation of a phased development of the camping and lodging services. Construction cost \$108,500.00.

Phase 4: Construction cost \$84,000.00.

- b. Construction of a foot bridge across Skamokawa Creek. This would promote easy access between the Fairgrounds and the park as well as reduce the pedestrian hazard of using the Highway #4 bridge. Construction cost \$36,000.00.

- c. Installation of a boat dock adjacent to the existing boat ramp. This will promote boating recreation by easing the launching procedure. Construction cost \$19,500.00.

- d. Improvements to Redmen Hall and the Netrack to attract tourism to the community. Installation of the floating dock for small tour and recreational boat tie-up, connected to the Netrack facility will further add to the tourism of the community.

(1) Redmen Hall: Phase 1 construction cost: \$ 201,000.00  
Phase 2 construction cost: \$ 46,000.00

(2) Netrack: Phase 1 construction cost: \$ 86,500.00  
Phase 2 construction cost: \$ 23,000.00

(3) Tour Boat Dock: \$ 50,500.00

- e. Relocation of the post office and the creation of a memorial park area in the center of the proposed commercial area. This will provide a center to the commercial area of the community, a hub of activity to invite tourism. Construction cost \$39,500.00.

- f. Development of the circulation system from the Netrack to the Fairgrounds and back to the camping area of the park. This would provide ease of circulation throughout the community to all public attractions and the final link to the Fairgrounds. Construction cost \$20,000.00.
- g. Development of a boat/tent camping area and additional floating docks for recreational boat overnight tie-ups. Floating docks could be built one at a time or as needed for additional public recreational needs. Construction cost \$71,500.00.
- h. Development of 4th Street parking, a picnic area and terraced steps for public fishing and the multi-purpose boat drop-off dock, fishing and waterski dock. Construction cost \$14,000.00.
- i. Construction of two seasonal pavilions, a bridge underpass and the boardwalk along Skamokawa Creek and next to the Netrack facility. This would complete the commercial development of the memorial park area and would not be completed until the need for the services was evident. Construction cost \$55,000.00.
- j. Remodel of Hoby's General Store: Hoby's General Store and adjacent residence. Hoby's, although not considered a part of the public improvements, is mentioned in this report because of its proximity to the Netrack and Redmen Hall development. Hoby's is the center and main commercial building in the community and with certain improvement can add significantly to the tourism of the community. The suggestion of relocating the post office to the residence and remodelling the upper level of Hoby's for cottage industry and/or shops would be a relatively minimal investment for the present owners, with the potential of a maximum return on the investment. Construction cost \$85,500.00.



# TABLES

TABLE 1  
SEWAGE DISPOSAL SYSTEM REQUIREMENTS

SUBPROJECT	WASTE WATER LOADING PROJECTIONS Gallons Per Day (gpd)	Sewage Disposal System Requirements			Drainfield	
		Septic Tank(s)	Pump Chamber(s)	Trench Area	Total Area	Total Area
R.V. Park Expansion: Existing Without Hookups	30 spaces at 50 gpd/space = 1500 gpd	None Required	1 ea. at 2250 g.	1250 ft <sup>2</sup>	4,200 ft <sup>2</sup>	
R.V. Park Expansion: Existing With Full Hookups	30 spaces at 100 gpd/space = 3000 gpd	6 ea. at 1500 g.	3 ea. at 1500 g.	2500 ft <sup>2</sup>	8,400 ft <sup>2</sup>	
R.V. Park Expansion: Acquisition Without Hookups	20 spaces at 50 gpd/space = 1000 gpd	$\left\{ \begin{array}{l} 1 \text{ ea. at } 1500 \text{ g.} \\ 1 \text{ ea. at } 1000 \text{ g.} \end{array} \right.$	1 ea. at 1500 g.	833 ft <sup>2</sup>	2,800 ft <sup>2</sup>	
R.V. Park Expansion: Acquisition With Full Hookups	20 spaces at 100 gpd/space = 2000 gpd		4 ea. at 1500 g.	2. ea. at 1500 g.	1667 ft <sup>2</sup>	5,600 ft <sup>2</sup>
Redmen Hall, Netrack Redevelopment						
o Redmen Hall						
- Restaurant	24 seats at 30 g/seat/day = 720	$\left\{ \begin{array}{l} 1 \text{ ea. at } 1500 \text{ g.} \\ 1 \text{ ea. at } 1000 \text{ g.} \end{array} \right.$	1 ea. at 1500 g.	4500 ft <sup>2</sup>	16,400 ft <sup>2</sup>	
- Gift Shop, etc.	150 vis. at 5.3 g/cap/day = 795		1 ea. at 1000 g.			
o Netrack			1 ea. at 6000 g.			
- Restaurant	36 seats at 30 g/seat/day = 1080	$\left\{ \begin{array}{l} 1 \text{ ea. at } 1500 \text{ g.} \\ 1 \text{ ea. at } 1000 \text{ g.} \end{array} \right.$	1 ea. at 1500 g.			
- Rental/Demo area	50 vis. at 5.3 g/cap/day = 265		1 ea. at 1000 g.			
Small Boat Tent Camping Expansion	8 sites at 35 gpd/site = 280	None required	None required	233 ft <sup>2</sup>	800 ft <sup>2</sup>	
o Hoby's Store	200 vis. at 5.3 g/cap/day = 1060	$\left\{ \begin{array}{l} 1 \text{ ea. at } 1500 \text{ g.} \\ 1 \text{ ea. at } 1000 \text{ g.} \end{array} \right.$	1 ea. at 6000 g.	4900 ft <sup>2</sup>	16,400 ft <sup>2</sup>	

TABLE 2  
WASTE WATER DESIGN LOADING RATES

R.V. Park

Without Hookups	50 gallons/space/day
With Hookups	100 gallons/space/day

Boat/Tent Camping Sites

35 gallons/site/day

Redmen Hall

Restaurant	30 gallons/seat/day
Gift Shop, Museum, Gallery	5.3 gallons/visitor/day

Hoby's Store

5.3 gallons/visitor/day

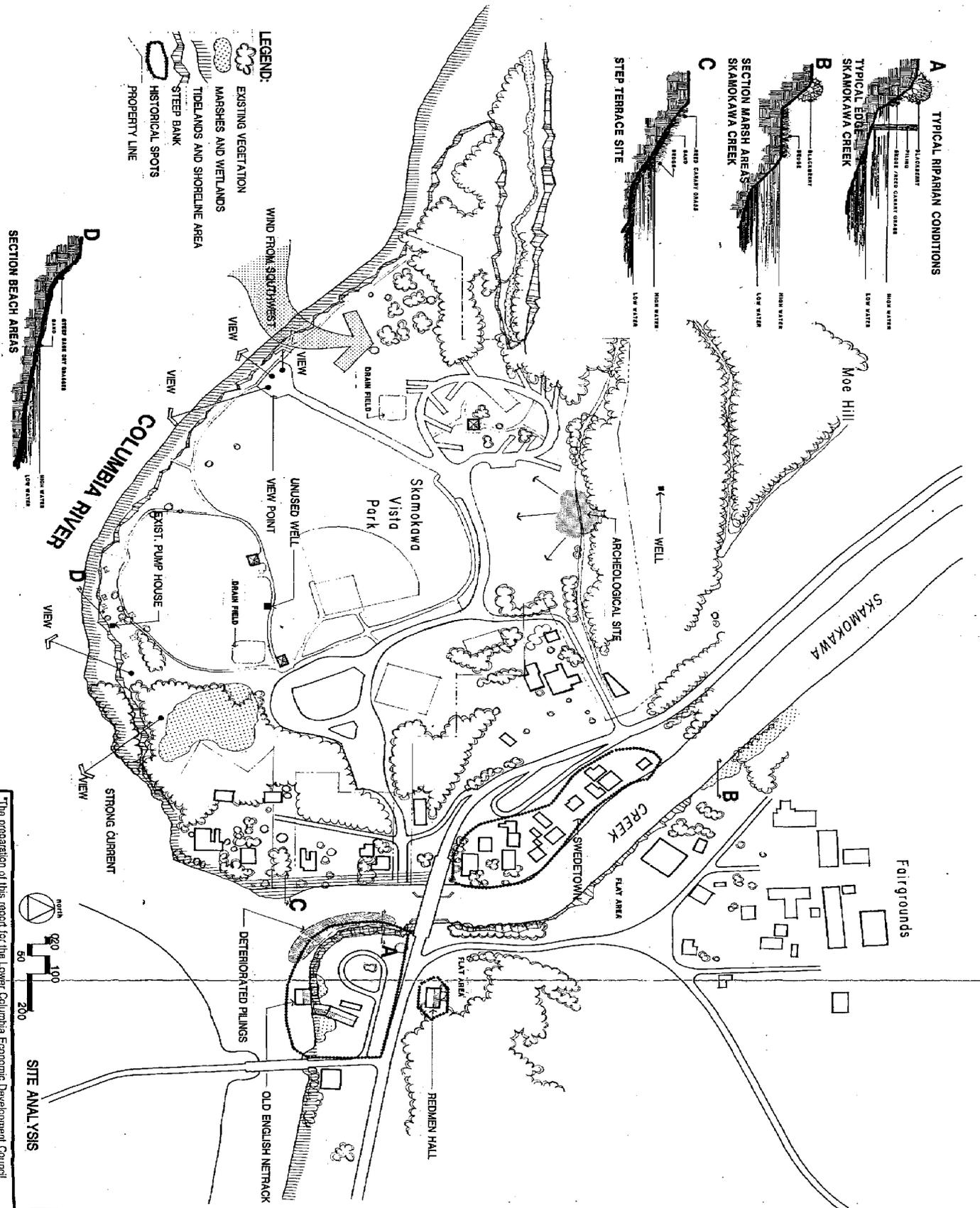
Netrack

Restaurant	30 gallons/seat/day
Boat Rental, Demonstration Area	5.3 gallons/visitor/day

TABLE 3  
WATER SUPPLY AND STORAGE REQUIREMENTS

<u>SUBPROJECT</u>	<u>WATER SUPPLY REQUIREMENTS</u> <u>(gallons per day, gpd)</u>	<u>WATER STORAGE</u> <u>REQUIREMENTS</u> <u>(gallons)</u>
R.V. Park Expansion: Existing Without Hookups	30 spaces at 105/gallons/space/day = 3150	3150
R.V. Park Expansion: Existing With Full Hookups	30 spaces at 150 gallons/space/day = 4500	4500
R.V. Park Expansion: Acquisition Without Hookups	20 spaces at 105 gallons/sapce/day = 2100	2100
R.V. Park Expansion: Acquisition With Full Hookups	20 spaces at 150 gallons/sapce/day = 3000	3000
Redmen Hall, Hobby's Store and Netrack Redevelopment		
o Redmen Hall - Restaurant - Gift Shop, etc. 150 visitors at 5.3 gal./visitor/day= 795	24 seats at 30 gallons/seat/day = 720	
o Hobby's Store	200 visitors at 5.3 gal./visitor/day=1060	3920
o Netrack - Restaurant - Boat Rental/Demo.	36 seats at 30 gallons/seat/day =1080 50 visitors at 5.3 gal./visitor/day = 265	
Small Boat Tent Camping Expansion	7 sites at 50 gallons/site/day = 350	350

**DRAWINGS**



**A** TYPICAL RIPARIAN CONDITIONS



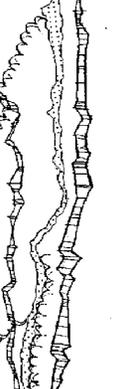
**B** TYPICAL EDDY



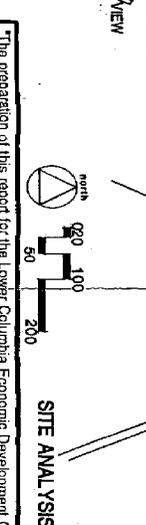
**C** SECTION MARSH AREAS



**D** STEP TERRACE SITE



- LEGEND:**
- EXISTING VEGETATION
  - MARSHES AND WETLANDS
  - TIDAL BANKS AND SHORELINE AREA
  - STEEP BANK
  - HISTORICAL SPOTS
  - PROPERTY LINE

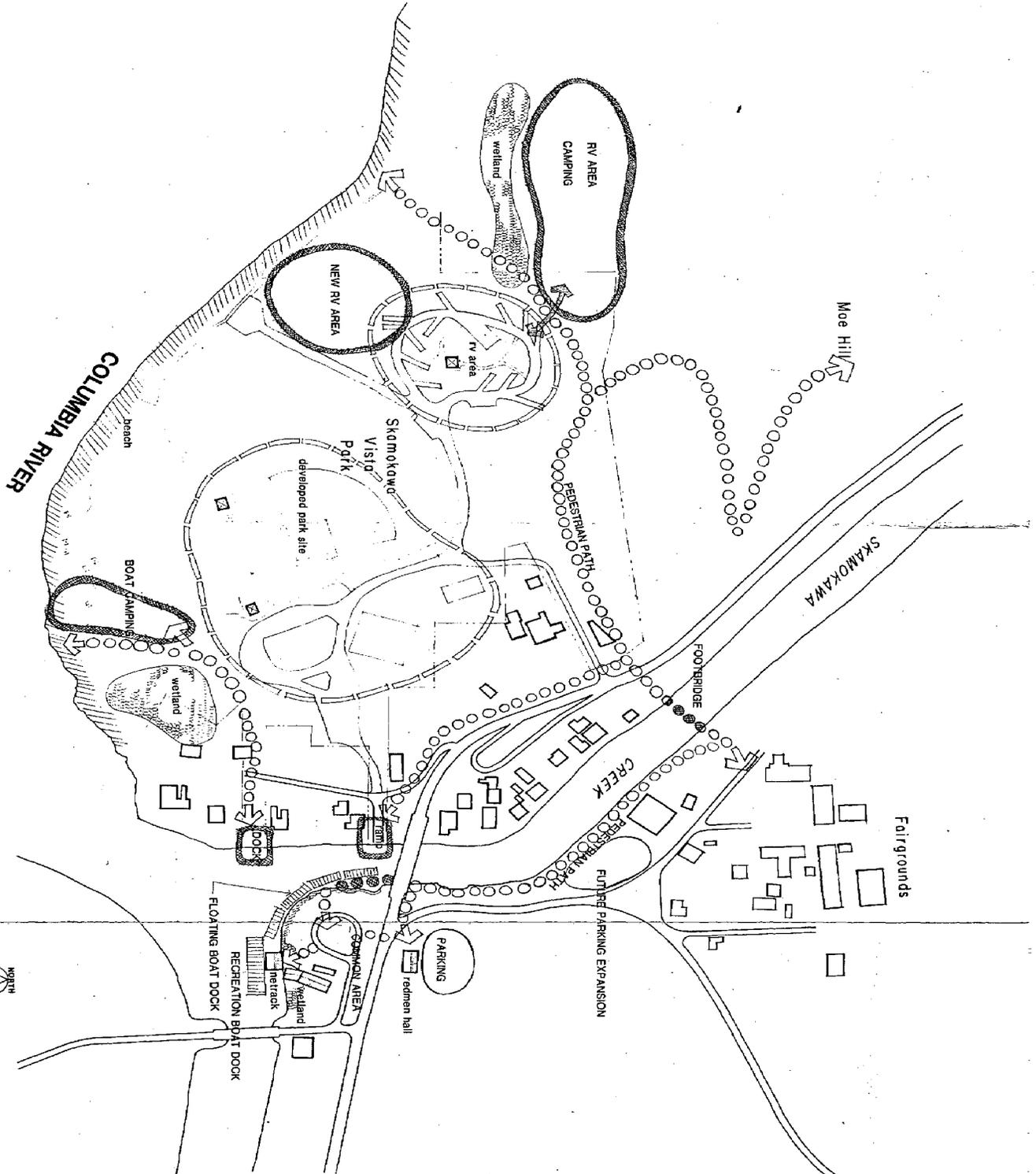


The preparation of this report for the Lower Columbia Economic Development Council was financially aided through a grant from the Washington State Department of Ecology with funds obtained from the National Oceanic and Atmospheric Administration, and appropriated for Section 3050 of the Coastal Zone Management Act of 1972.

**SKAMOKAWA TOURISM FACILITIES  
PRELIMINARY FEASIBILITY STUDY**

for:  
Lower Columbia Economic  
Development Council  
Wahkiakum County, Washington

Prepared by:  
The Office Of Robert Perron  
in association with:  
Carter Case Architects  
Seton, Johnson & Odell, Inc.  
Sweet Edwards & Associates, Inc.  
Blerly Associates



This preparation of this report for the Lower Columbia Economic Development Council was partially aided through a grant from the Washington State Department of Ecology with funds obtained from the National Oceanic and Atmospheric Administration, and appropriated for Section 300b of the Coastal Zone Management Act of 1972.

RUBBLE DIAGRAM

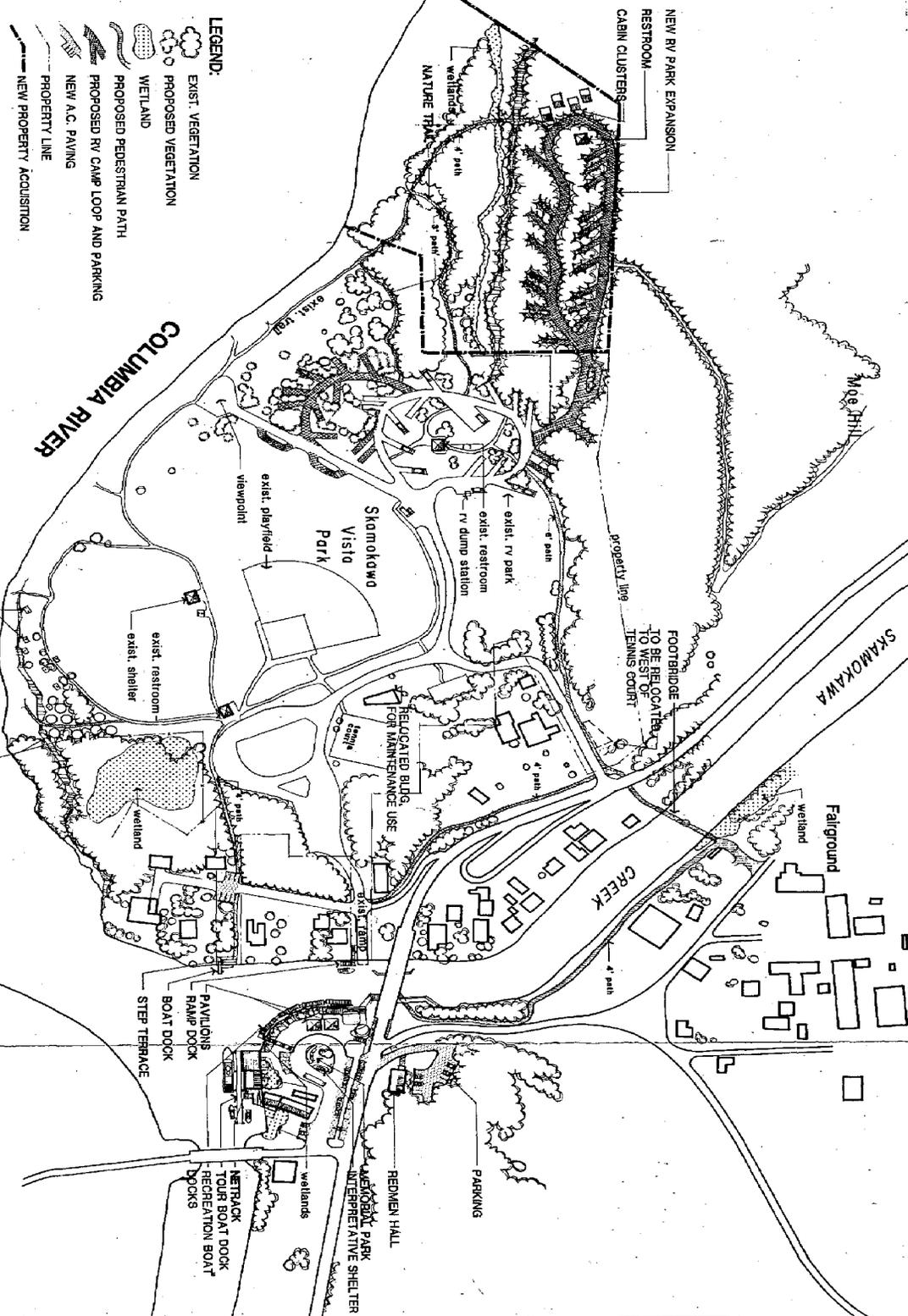


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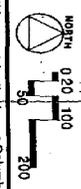
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- LEGEND:**
- EXIST. VEGETATION
  - PROPOSED VEGETATION
  - WETLAND
  - PROPOSED PEDESTRIAN PATH
  - PROPOSED RV CAMP LOOP AND PARKING
  - NEW A.C. PAVING
  - PROPERTY LINE
  - NEW PROPERTY ACQUISITION

The preparation of this report for the Lower Columbia Economic Development Council was financially aided through a grant from the Washington State Department of Ecology with funds derived from the Clean Air Act, Oceanic and Atmospheric Administration, and appropriated for Section 2060 of the Coastal Zone Management Act of 1972.



VEGETATION

**4**

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ATTACHMENT 1

Skamokawa Public Access Project  
Final Project Completion Report: January 1-June 30, 1986

The following tasks were completed between January and the end of June, 1986:

1. Contracts:

- a. A contract was developed and executed between CWGC and the Lower Columbia Economic Development Council (LCEDC) to employ a design consultant to carry out the required preliminary design, cost estimates, and environmental assessment for all projects specified in CWGC-DOE contract for CZM funds.
- b. An RFP was developed and advertised. Proposals were received from a number of firms, and interviews were held with five firms.
- c. A contract was developed and executed between LCEDC and the Office of Robert Perron to carry out the required consulting work identified in a. above.

2. Community Education Efforts: These activities are part of an ongoing CWGC planning education effort in Wahkiakum County. The work program and committee presentations emphasized the importance of environmental and historical values, professional environmental design and public access planning in Wahkiakum County's economic development efforts. The proposed Skamokawa project was presented as a concrete example of how good environmental and public access planning and design can be carried out consistent with economic development efforts in the community.

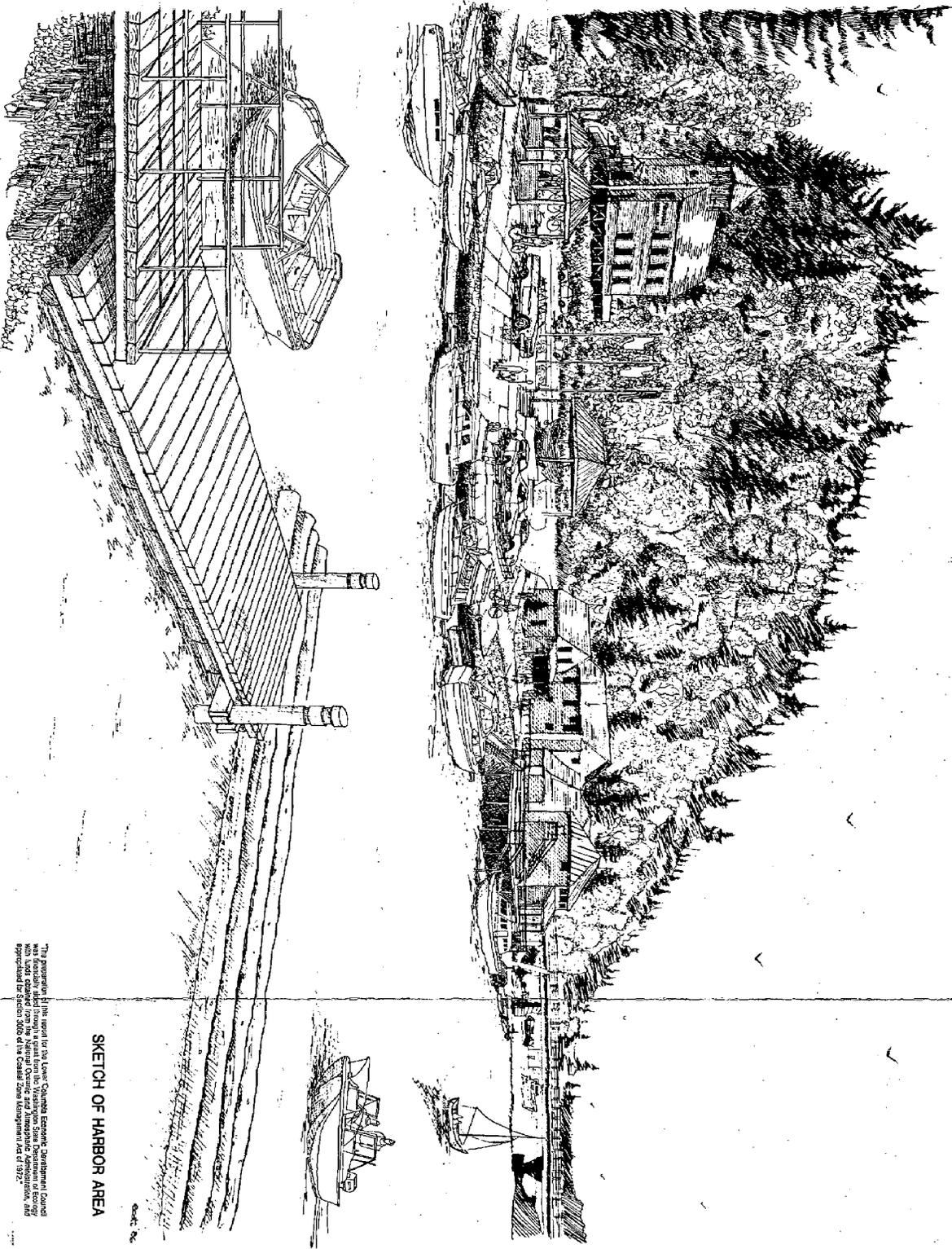
- a. LCEDC Management Team: meetings of this group occurred between January and June 30. The meetings emphasized the themes identified above. This group is made up of LCEDC Board members, executive director, staff, Mayor of Cathlamet, WSU Cooperative Extension Agent, and CWGC staff.
- b. Community meetings:
  - (1) Bubble diagrams were presented to the community meeting at Skamokawa on April 29. Importance of preserving environmental and historical values emerged as a major design theme.
  - (2) Final design drawings presented to community meeting at Skamokawa on June 5. Large scale map of site environmental inventory (see final report,

Site Analysis, Drawing 1) was presented to community at that time.

- c. Wahkiakum County Planning Commission: Presentation and discussion made by LCEDC Skamokawa Project Management team on May 28.
  - d. Wahkiakum Port District 2 Commission and LCEDC Board: Presentation and discussion made on June 1.
  - e. CWGC Board: Presentation and discussion made on June 19.
  - f. Future presentations: LCEDC Management Team is preparing a phased public presentation schedule to be carried out during the next two to three months. All public and private non-profit organizations in Wahkiakum County will be included (between 20 and 35 organizations).
3. Preliminary draft report from consultants: received on 5/28/86.
  4. Review of preliminary draft report:
    - a. Meeting held with Perron on 5/28/86.
    - b. Written comments (13 page letter dated June 2 included here as Attachment 5).
  5. CREST coordination:
    - a. Meeting with Crest staff at Skamokawa: June 5
    - b. CREST site visit: June 5
    - c. CREST letter addressing environmental concerns: June 13, 1986.
  6. Second preliminary draft report:
    - a. Received week of June 9.
    - b. Hand written and telephone comments provided to Office of Robert Perron during weeks of June 9 & June 15.
  7. Final report received: June 27.



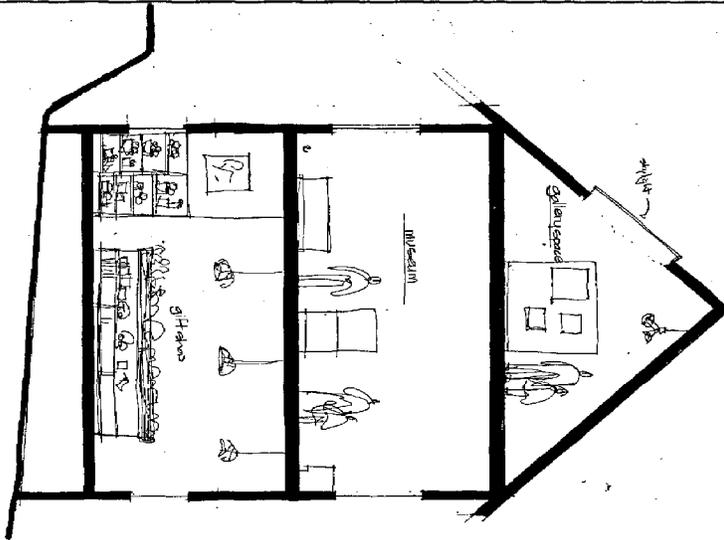




SKETCH OF HARBOR AREA

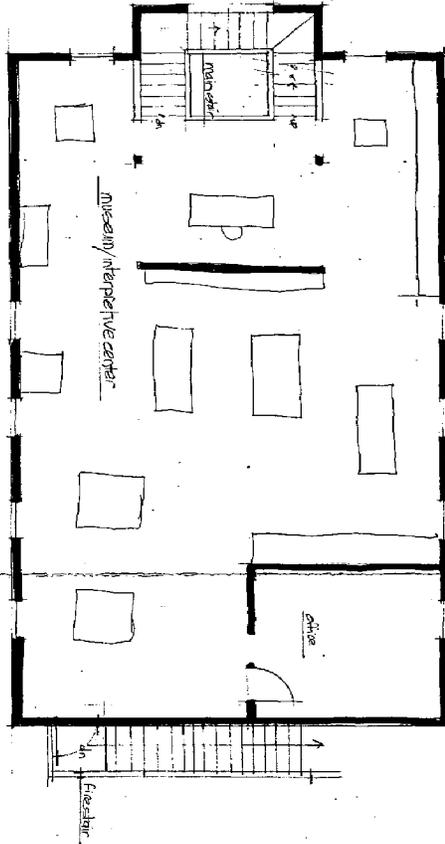
The program for the report for the Lower Columbia Economic Development Council was originally drafted through a grant from the Washington State Department of Ecology and approved by the State of Washington. The report was prepared by the Carter Case Architects and Engineers, Inc., Seattle, Washington, in 1972.

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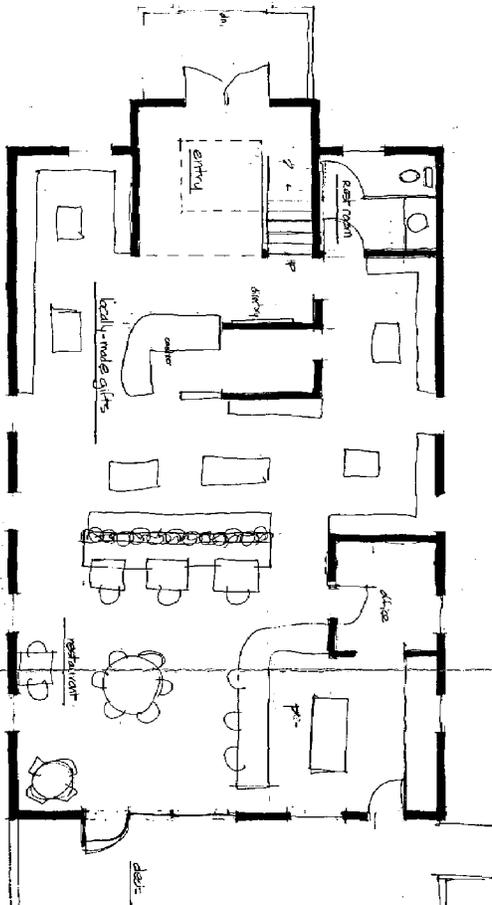


CROSS SECTION

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SECOND FLOOR PLAN

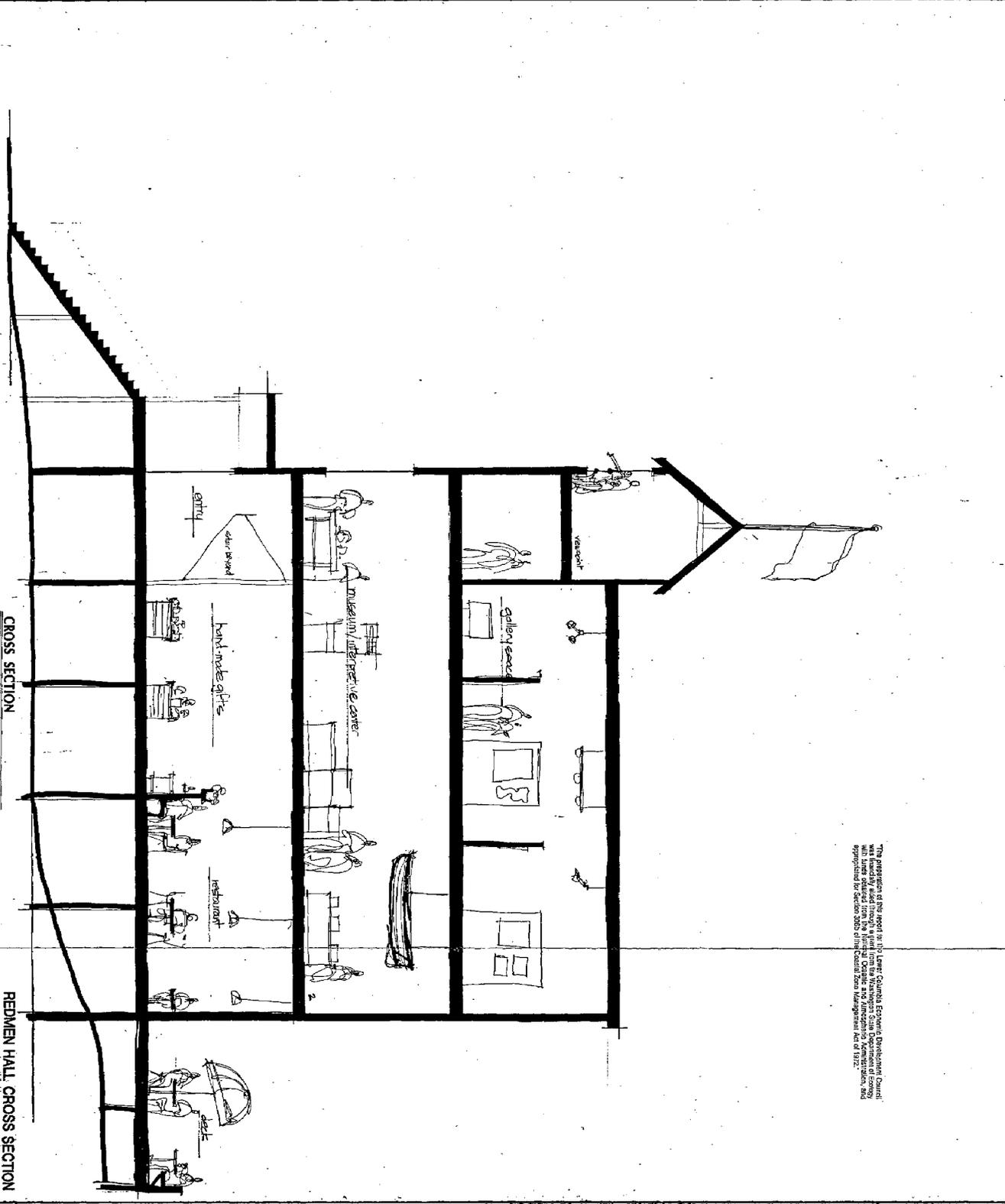


FIRST FLOOR PLAN

DETAIL PLAN OF REDMEN HALL

COURTESY CARTRIA CASE ARCHITECTS

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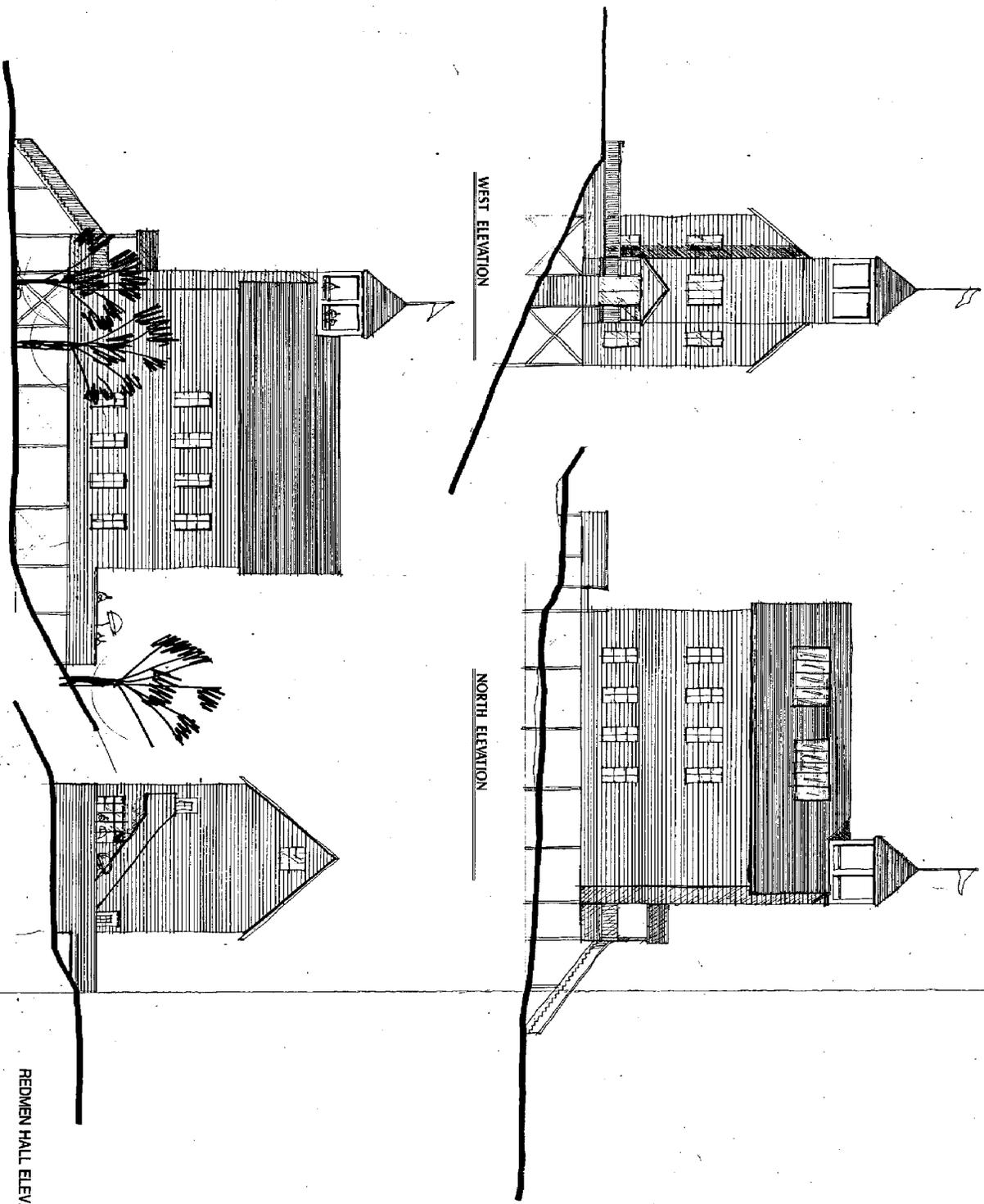


10

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SOUTH ELEVATION

WEST ELEVATION

NORTH ELEVATION

EAST ELEVATION

REDMEN HALL ELEVATIONS

The acceptance of this report by the Lower Columbia Economic Development Council was made possible through a grant from the Washington State Department of Ecology and State Office of Economic Development and Planning, in 1972.

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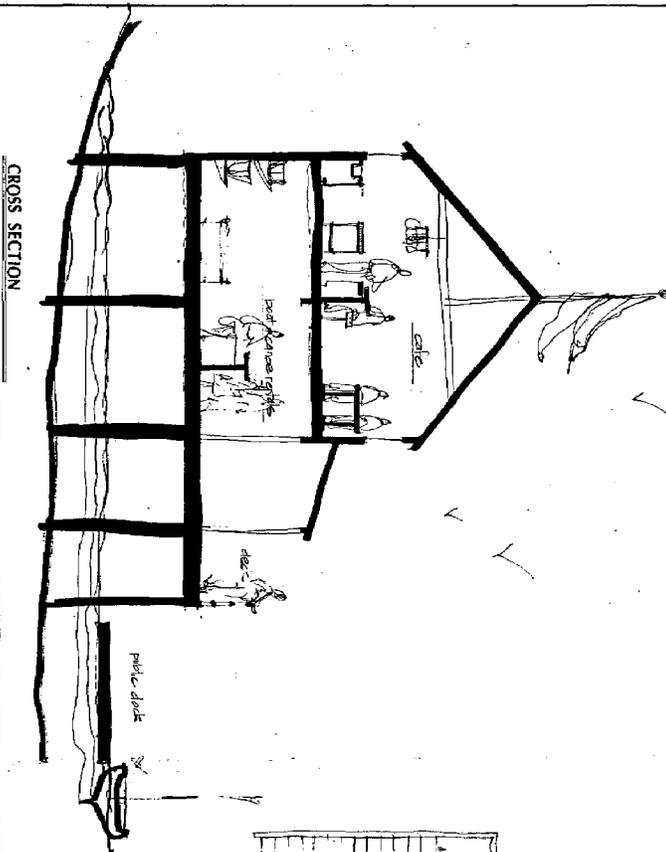
sheet no.  
**11**

**SKAMOKAWA TOURISM FACILITIES  
PRELIMINARY FEASIBILITY STUDY**

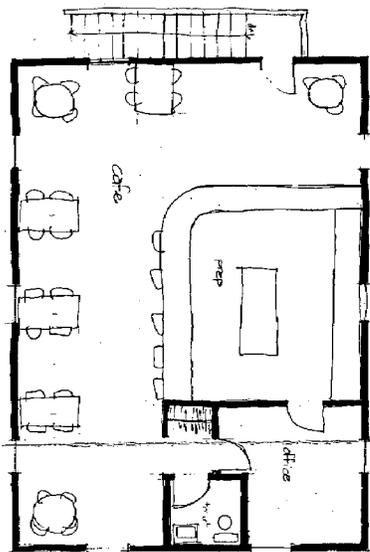
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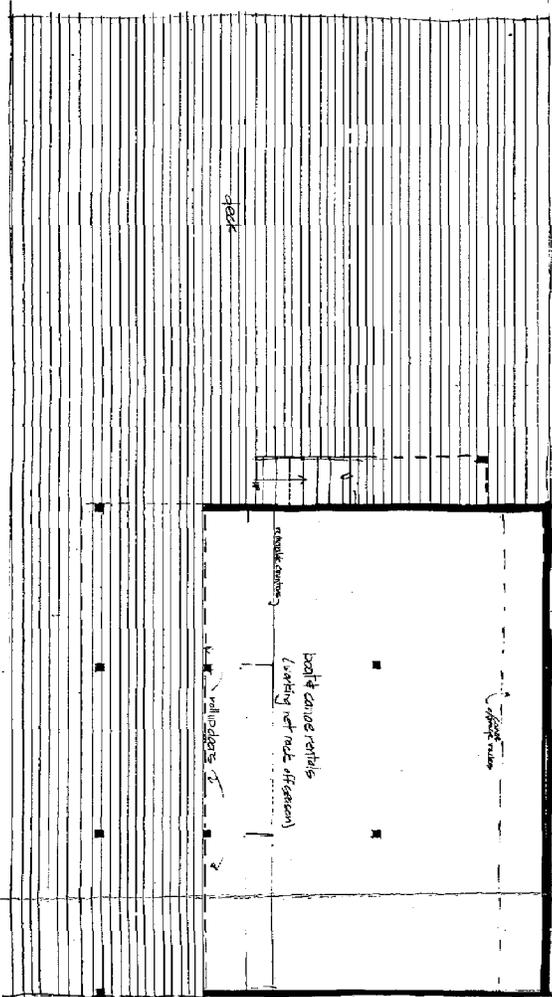
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CROSS SECTION



SECOND FLOOR PLAN

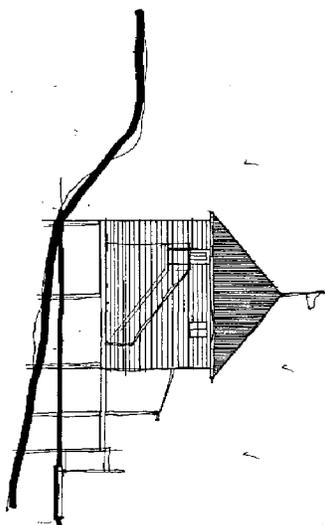


FIRST FLOOR PLAN

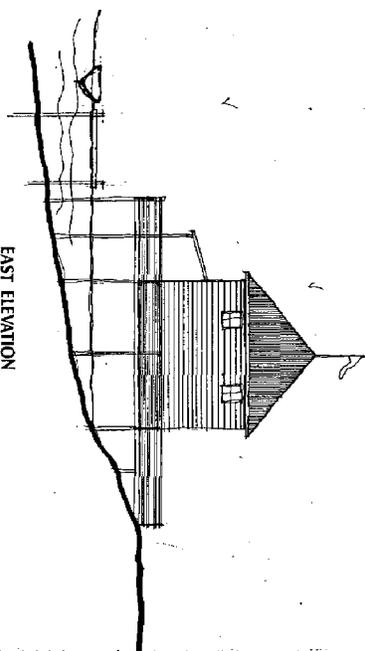
DETAIL PLAN OF NETRACK

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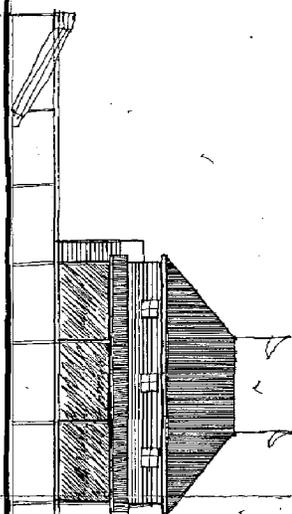
WEST ELEVATION



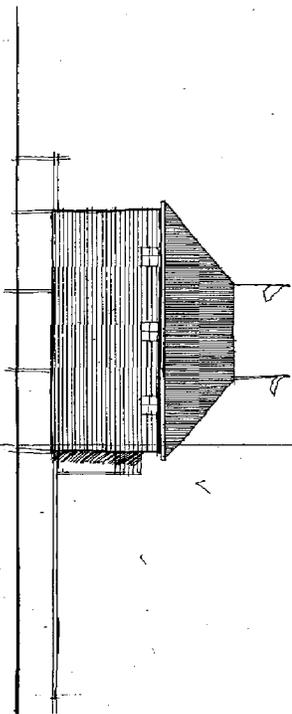
EAST ELEVATION



SOUTH ELEVATION



NORTH ELEVATION



NETRACK ELEVATIONS & SECTIONS



This proposal is the result of the Lower Columbia Economic Development Council and its constituent organizations. It was prepared by the Washington State Department of Energy and Resources, in cooperation with the National Council and American Association of Economic Development, and is intended for public use.

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