

# 1—INTRODUCTION

This chapter of the Station Camp–Middle Village Environmental Assessment introduces the purpose of and need for action, describes the project location and background, summarizes relevant planning considerations and activities, reviews the results of scoping, and describes impact topics retained for further analysis, as well as impact topics dismissed from further analysis.

## Purpose of and Need for Action

The purpose of this project is to protect, interpret, and develop Station Camp–Middle Village, a unit of the National Park Service and a site of national importance along the Lower Columbia River. Development of the site will facilitate protection of sensitive cultural and natural resources and will enhance visitor experience through interpretive education, scenic overlooks, and other site improvements.

The Station Camp–Middle Village site allows a unique opportunity to interpret events of national importance from the perspective of First Americans. Chinookan people occupied the river for generations before the arrival of Europeans and Euro-Americans. The Columbia–Snake River trading network was one of the two largest pre-contact trading networks in what would later become the United States of America. The Chinookan people who occupied the area near the confluence of the Columbia River and Pacific Ocean not only controlled the intersection of the Columbia–Snake trading network with coastal trading networks to the north and south, they also held a monopoly on the choicest salmon from the continent’s largest pre-contact run. Contact with this trading network was one of the key objectives of American exploration, but contact also brought devastating diseases to the native people. The pre-contact population of the tribes along the Lower Columbia was not reached again until the twentieth century. Development of this site and interpretation of Station Camp–Middle Village history would allow the nation to share the largely untold story of the Chinookan people before, during, and after contact. It would also allow the interpretation of the role of the estuary and salmon in the region’s history, a story that continues today as tribes, states, and the federal government work to protect and restore salmon runs.

This project is also needed to improve several concerns related to the existing project site, including the protection of a sacred cultural site and important historical and archeological objects, as well as, enhancement of the site’s natural environment. The current site is infested with Scot’s broom, an invasive, non-native species. Archeologists fear that the roots of the broom might disturb resources shallowly buried in the thin sandy soil. Other concerns at the site include a lack of thematic and physical connections to other nearby public lands and interpretive sites. Station Camp–Middle Village is likely the richest cultural/historic site between Knappton Cove and Cape Disappointment, and it is one of many sites along this passage that reveals a deep and dynamic history of the mouth of the Columbia River. In order for visitors to fully understand and appreciate the role of the mouth of the river in the prehistory and history of the northwest, it is important that separate sites are connected into a coherent and connected narrative. Improvements to the Station Camp–Middle Village site will serve as a catalyst for development of these connections.

The project site is directly adjacent to Fort Columbia State Park. Currently, there is no pedestrian access between the site and Fort Columbia. Visitors must get into their cars and travel a section of US Highway 101 to move between sites. Because auto travel can break up a visit and interfere with a visitor’s ability to experience this section of river as part of one landscape, this project proposes a new trail connection between Fort Columbia and Station Camp–Middle Village.

The NPS and its partners have developed the following goals for this project:

- Develop a strategy to ensure the protection of cultural resources and sacred sites. This is the primary goal for the site.
- Develop interpretation and access to the site in a way that is consistent with the goal to protect resources and sacred sites.
- Develop interpretation that helps to tie together the entire Lower Columbia region.
- Develop a low-impact connection between Station Camp–Middle Village and Fort Columbia for pedestrian access between the two sites.



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## Project Area Description and Location

The Station Camp–Middle Village site is located along the Columbia River, adjacent to US Highway 101, between Fort Columbia State Park and the Astoria Bridge in southwest unincorporated Pacific County, Washington. The site is located one mile east of Fort Columbia State Park, near milepost 2.0, within Section 22 and the northeast quarter of Section 21, Township 9 North, Range 10 West of the Willamette Meridian. St. Mary’s Church, an in-holding property located within the boundaries of the Station Camp–Middle Village site, is a national historic register site still in operation. Other remnants of the historic McGowan townsite exist in the vicinity of the site, on adjacent private property. Refer to Figure 1-1, Project Vicinity and Figure 1-2, Area of Potential Effect.

## Regional Context

Located across the river from Astoria, Oregon and in proximity to Washington communities, Chinook, Ilwaco, Seaview, and Long Beach, the Station Camp–Middle Village site sits within a unique bi-state regional setting. This region, known as the Columbia – Pacific, has been influenced by a strong maritime heritage with present-day working waterfronts and landscapes reflecting the industries of fishing, forestry, and agriculture. Tourism and recreation opportunities in the region are abundant and also vital to the regional economy. The site is also part of the Lewis and Clark National Historical Park, a system of national park units that, along with several state parks and local historical sites in Oregon and Washington, interprets the history and prehistory of the Lower Columbia. Station Camp–Middle Village is not only an important historic and cultural site drawing visitors from throughout the region, nation and abroad, but also an important heritage and recreation site to local communities. Refer to Figure 1-3, Regional Context.

## History and Significance of Lewis and Clark National Historical Park and Station Camp Unit (Now Referred to as Station Camp–Middle Village)

The Station Camp–Middle Village site has great significance in the history of the Pacific northwest due to its strategic location and topographic characteristics. Historical interpretations of the past few decades have tended to focus on the history of the Lewis and Clark Expedition and its interactions with Chinookan people at the site. With archeological and historical research completed in recent years, the site’s historical importance to the nation has been further documented. Historic events related to the site extend far beyond the events of the Lewis and Clark Expedition. Because of the site’s strategic location at the mouth of the Columbia River, it was of great importance to the nation’s history in the northwest.

Based on archeological records, the Station Camp–Middle Village vicinity appears to have been one of the great trading sites of the Lower Columbia. During the pre-contact period and following contact, Chinookan people used the site as a seasonal fishing and trading village. From 1792 to 1813, contact and trade between the Chinook Nation at the mouth of the river and the young and expansionist United States along with other colonizing powers determined the fate of both nations. The voyage of Robert Gray is also an important event in this history as the first documented visit of a non-Indian to the river and the earliest basis for the United States’ claim to possession. Then came the great overland expeditions: the Lewis and Clark Expedition, which was the first documented cross-continental journey to the west coast, and the Astor Expedition, founders of the first United States settlement west of the Rocky Mountains. The history continues, and includes impacts to the Chinookan people and cultural changes brought on by settlement in the area and the specific settlement of the site by Patrick J. McGowan, and his subsequent development of a town and cannery at the site.

The story of the Station Camp–Middle Village site continues to the present-day and into the future, with a commitment to enhance and rehabilitate the natural environment and to protect cultural resources at the site.



# National Park Service (NPS) Mission and Lewis and Clark National Historical Park Objectives

## NPS MISSION

The mission of the NPS is to: "...promote and regulate the use of the...national parks...which purpose is to conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations."

National Park Service Organic Act, 16.U.S.C.1

## LEWIS AND CLARK NATIONAL HISTORICAL PARK

The designation and development of a national park unit at Station Camp–Middle Village was authorized by Congress in 2004 by Public Law 108-387, an act to redesignate Fort Clatsop National Memorial to the Lewis and Clark National Historical Park. The enabling legislation cites the purpose of establishing the Lewis and Clark National Historical Park as follows.

*"In order to preserve for the benefit of the people of the United States the historic, cultural, scenic, and natural resources associated with the arrival of the Lewis and Clark Expedition in the lower Columbia River area..."*

## Project Background and Relevant Planning Activities

### PREVIOUS AND RELATED PLANNING STUDIES

The Station Camp–Middle Village project and surrounding area has been the subject of extensive planning. In the late 1990s, the local, state, and federal agencies and tribes of the region worked together to plan for the commemoration of the bicentennial of the Lewis and Clark Expedition (2003-2006).

As a result of the above efforts, the Washington State Historical Society (WSHS), in partnership with the NPS, Washington State Parks and Recreation Commission (WSPRC), Washington State Department of Transportation (WSDOT), and several other agencies and entities proceeded to develop plans for improvements to the Station Camp–Middle Village site. These plans called for the relocation of US Highway 101 to the north side of St. Mary's Church, creating a nine-acre waterfront park with visitor amenities and interpretation. An EA was prepared by EDAW, Inc. and published in June 2004 to assess alternatives for

site development. FONSI was issued to FHWA and WSDOT. In addition, all required federal, state, and local permits were obtained for the project. After the construction work to relocate the highway was underway, an inadvertent discovery of archeological resources occurred. In accordance with Section 106, the project proponents had previously consulted with the Chinook Tribe and developed a Recovery Plan that had also been reviewed and approved by the Washington Department of Archaeology and Historic Preservation (DAHP), WSDOT, and others. Based on the procedures outlined in the Recovery Plan, construction work was halted and project proponents worked closely with the Chinook Tribe to address preservation and protection needs. Also as a result of the inadvertent discovery, plans for the Station Camp–Middle Village site were reformulated. It was determined that the highway would not be relocated, and that the level of development of the site would be greatly reduced, avoiding excavation to the maximum extent possible. This approach led to the development of Alternative B, the proposed alternative for site development, and the need to prepare a new EA addressing the revised approach to site development.

As part of Lewis and Clark Bicentennial commemoration, plans were developed to expand and further develop the Station Camp–Middle Village site for visitor use. The locally-initiated process to expand Fort Clatsop to include Station Camp–Middle Village and create the new Lewis and Clark National Historical Park also occurred at that time. The Lower Columbia River Lewis and Clark Sites Boundary Study was published in 2003. This was followed by official legislation to create the Lewis and Clark National Historical Park, enacted in 2004.

### REGULATORY ISSUES AND MANAGEMENT CONCERNS

Once developed, the Station Camp–Middle Village site will be owned and managed by the NPS upon transfer from WSHS, as authorized in the 2004 enabling legislation for the Lewis and Clark National Historical Park. The need for further federal legislation is not anticipated at this time. Improvements and management are expected to provide a 50+ year project timeframe. A general management plan will be developed in the near future, which will include specific provisions for ongoing management activities at the Station Camp–Middle Village site. In the interim, Lewis and Clark National Historical Park staff have been



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coordinating closely with WSHS, the Chinook Nation, and WSDOT representatives on development plans, applying appropriate best practices in accordance with current NPS management policies and directives.

Prior to implementation and construction of the site and highway access improvements, all local, state and federal land use processes and construction permits will be obtained. A list of known permits needed includes the following:

- National Environmental Policy Act compliance (the subject of this EA)
- SEPA compliance—administered by Pacific County and reviewed by the Washington State Department of Ecology
- Coastal Zone Management – federal consistency, as documented by this EA
- National Pollution Discharge Elimination System (NPDES)—Administered by the Washington State Department of Ecology
- Access Connection Permit—WSDOT
- Shoreline Substantial Development Permit (SDP)—Pacific County
- Critical Areas and Resource Lands Permit (CARL)—Pacific County
- Grading Permit/Site Development Permit—Pacific County
- Building Permit – Pacific County
- Demolition Permit – Olympic Region Clean Air Agency
- Hydraulics Project Approval permit - WDFW
- Section 106 Compliance -SHPO

## Scoping

The planning process for the proposed action was initiated with internal, agency, and public scoping in late 2009 and early 2010. The NPS and its partners held a formal agency and public scoping meeting December 17, 2009 at Fort Columbia State Park. At this meeting, the NPS solicited agency and public input on options for improvements and actions at the Station Camp–Middle Village site. The meeting also provided participants with information on the purpose and need for the project, the planning process that would follow, and potential visitor improvements under consideration.

As part of this scoping effort, as well as, ongoing project permitting and environmental compliance activities, several agencies have been contacted, including the Tribal nations of the Chinook Nation, Clatsop-Nehalem Confederated Tribes, and Confederated Tribes of Grand Ronde, the US Fish and Wildlife Service, Washington State Department of Historical and Archeological Preservation, Washington State Department of Fish and Wildlife, Washington State Department of Transportation, Washington State Parks and Recreation Commission, and Federal Highway Administration. Local stakeholders and adjacent property owners also were consulted. Internal NPS scoping between NPS team members and their partners and consultants was an ongoing process.

Following the public scoping session, the NPS held a 30-day public scoping comment period to obtain additional input. For more detailed information related to scoping refer to Chapter 5: Consultation and Coordination.

## Planning Issues and Concerns

Through previous and ongoing planning and design efforts and the scoping process, several key issues were identified as important considerations in the design and development of the site. The following key issues were identified as the most important relevant to the site planning and design. The proposed alternative was created with consideration of these issues. Each key issue is described in more detail on the following page.

### **PRESERVING AND PROTECTING NATURAL AND CULTURAL RESOURCES.**

There are sensitive natural and cultural resources at the Station Camp–Middle Village site that require special management practices. These include wetlands and stream corridors that feed into the Columbia River, as well as native vegetation communities threatened by invasive species. Cultural resources management and protection is also an important issue. The NPS is mandated to preserve and protect cultural resources throughout the National Park System and determination has been made that significant portions of this site are eligible for listing on the National Register of Historic Place.



## PROVIDING INTERPRETIVE EXPERIENCES TO HONOR THE HISTORIC AREA AND EDUCATE PEOPLE ABOUT ITS SIGNIFICANCE.

At present the interpretive experience at the Station Camp–Middle Village site is limited. There is a single interpretive display addressing the history of the Lewis and Clark Expedition’s experiences at the site. Additional interpretation and visitor improvements (including scenic viewpoints) are needed to adequately tell the full story of the natural and cultural history and influences that have affected the site over time. This includes interpreting the story of Native American use of the site and area, as well as activities of traders and explorers who came into the mouth of the Columbia River before and after the Lewis and Clark Expedition. The subsequent history of settlement and industrial development and its effects on native culture and population also needs to be addressed. Additionally, today’s strong commitment to enhance and protect the natural environment and to honor Chinookan culture is also a part of the story. It is important that all the layers of history that have influenced the Station Camp–Middle Village site need to be interpreted to park visitors.

## PROVIDING SAFE ACCESS TO THE SITE FROM THE US HIGHWAY 101.

US Highway 101 is a busy travelway that carries residents, commuters, and visitors through the area, as well as commercial traffic delivering freight and goods to nearby communities. The Station Camp–Middle Village site will need safe ingress and egress from the highway, improving safety for park visitors and passing highway travelers. Considerations related to providing adequate sight distance, turn lanes, and acceleration and deceleration lanes have been an important factor in design of site improvements under the proposed alternative.

## Impact Topics Retained for Analysis

Impact topics encompass resources of concern within the project area that could be affected, either beneficially or adversely, by the range of alternatives presented in this EA. Impact topics were identified based on issues raised during scoping of the project, as well as influences such as existing site conditions, federal laws and regulations, Executive Orders and agency policies. Impact topics identified and analyzed in this EA are

listed below along with a brief description of why the impact topic is retained for analysis.

### Earth Resources – Soils and Topography.

An important aspect of the proposed design is avoidance of excavation on site due to concerns related to sensitive cultural resources that may be present. The topographic conditions of the site greatly influence visitor experience and visual resources (scenic views). The design associated with the proposed alternative would alter site topography by introducing imported fill to enhance scenic viewpoints in selected areas. Because of these considerations, the impact topic of Earth Resources has been retained for further analysis.

**Water Resources – Stormwater Management and Water Quality.** The Washington State Department of Ecology and the local jurisdiction, Pacific County, have requirements for stormwater management and treatment on site, triggered by the potential creation of new impervious surfaces under Alternative B, the Proposed Alternative. As such, the impact topic of Water Resources has been retained for further analysis.

**Wetlands.** Analysis of wetlands within the proposed park site is required per Executive Order 11990, *Protection of Wetlands* and NPS Director’s Order 77-1, *Wetland Protection*. Wetlands are areas of inundated or saturated by surface or groundwater often enough and long enough to support aquatic vegetation. Wetlands are present in the project area, and while no fill of wetlands is proposed, the presence of the wetlands and NPS Director’s Order 77-1 require analysis of potential impacts.

### Fish and Wildlife (Including Special Status Species).

A Biological Evaluation (BE), prepared by Ecological Land Services in August 2010, identified the several species of fish with designated critical habitat present along the Lower Columbia River. The Station Camp–Middle Village site is located adjacent to the river, and with drainage systems that outlet to the river. As such, the BE identified the federally endangered, threatened, proposed, and candidate species with critical habitat that may occur within the action area of the project. For a complete listing of these species, refer to Chapter 3, Affected Environment. No other wildlife species (besides the fish species) were identified as having critical habitat in the action area.



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**Vegetation.** The native vegetation communities of the Station Camp–Middle Village site have been heavily altered over time, and the site management partnership has been working to remove invasive species. The NPS plans to rehabilitate the site by reintroducing native vegetation, including dune ecosystem species and upland species common to the area. While no special status species of vegetation have been identified on the site, this impact topic has been retained to address the proposed revegetation activities proposed for the Station Camp–Middle Village site.

**Historic and Cultural Resources.** Due to the historical significance of the area and the known presence of historical and cultural resources this site is designated as a site of national significance. Therefore this impact topic was retained for further analysis.

**Land Use, Including Consistency with Plans and Policies.** In accordance with the NPS *Management Policies* (NPS 2006), planning aids in defining the set of resource conditions, visitor experiences and management actions that will preserve resources for future generations. Local agencies have plans and policies in place that serve to regulate the use of property and protect natural resources. Because of these management principles and the potential effects of a new use within the local policy framework, this impact topic is included and analyzed in more detail in this document.

**Access and Transportation.** Transportation covers considerations related to public access and safety. Both alternatives could have potential effects on traffic and transportation conditions within and immediately surrounding the park, and as such transportation and related traffic analysis have been retained for detailed analysis.

**Visual Resources.** Both alternatives could have potential impacts related to visual resources; therefore this topic has been retained for further analysis.

**Soundscapes and Noise.** Soundscape management relates to the experience at the park site and the effects on neighboring uses. Because both alternatives have potential effects related to soundscapes and noise, including the need to manage highway related noise to enhance visitor experience, this topic has been retained for further analysis.

#### **Public Facilities and Services/Park Operations.**

The responsibilities and costs associated with providing public facilities and services at the Station Camp–Middle Village site are an important consideration under both alternatives. Therefore, this impact topic has been retained for further analysis.

**Visitor Use and Experience.** The Organic Act states that enjoyment of park resources and values by people is part of the fundamental purpose of all parks (NPS 2006b). The NPS strives to provide opportunities for forms of enjoyment that are uniquely suited and appropriate to the natural and cultural resources found in parks. The proposed action is meant to enhance visitor experience, encompassing interpretation, understanding, enjoyment, safety, circulation, and accessibility. Because the proposed action would result in changes to the visitor experience, this topic has been included for further analysis.

**Public Health and Safety/Children’s Health and Safety.** Public safety concerns currently exist within the study area related to the project’s proximity to the US Highway 101 corridor and the need for safe ingress and egress from the highway. The health and safety of children is a high priority for all federal agencies, as identified in Executive Order 13054, dated April 21, 1997. This order requires that Federal agencies “shall make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children; and shall ensure that its policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks.” Environmental health is also a consideration. Because a primary objective of the proposed action is the improvement of safety, this impact topic has been retained for further analysis.

**Socioeconomics.** NEPA provisions require environmental analysis to consider potential impacts of socioeconomic conditions related to employment, occupation, income, housing and tax base. The local economy of Pacific County may be affected by both alternatives, and as such, the topic of socioeconomics has been retained for further analysis.

**Environmental Justice.** All federal agencies are required to incorporate environmental justice into



their mission statements. The goal of environmental justice is to not shift risks or adverse affects onto one population, but rather the fair treatment and meaningful involvement of all populations. Executive Order 12898, *General Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, requires the incorporation of environmental justice analysis. This analysis, as described under Title VI of the Civil Rights Act of 1964 and Executive Order 12898, addresses disproportionately high and adverse impacts on minority or low-income populations. This topic has been retained for further analysis due to the presence of low income and minority populations in the vicinity of the project area.

## Impact Topics Dismissed from Further Analysis

Several impact topics were dismissed from further analysis based on the results of scoping, as well as a lack of relevance to the project site and alternatives being evaluated. Impact topics dismissed are summarized below:

**Climate Change.** Climate change refers to any significant changes in average climatic conditions (such as mean temperature, precipitation, or wind) or variability (such as seasonality, storm frequency, etc.) lasting for extended periods (decades or longer). Recent reports by the US Climate Change Science Program, the National Academy of Sciences, and the United Nations Intergovernmental Panel on Climate Change (IPCC) provide clear evidence that climate change is occurring and will accelerate in the coming decades. There is strong evidence that global climate change is being driven by human activities worldwide, primarily the burning of fossil fuels and tropical deforestation. These activities release carbon dioxide and other heat-trapping gases, commonly called “greenhouse gases,” into the atmosphere (IPCC 2007). The two aspects of climate change that must be considered in environmental analysis are:

- Proposed action impact on climate change; the potential to increase or decrease emission of greenhouse gases that contribute to climate change; and

- The impact of climate change on the site and alternatives – how will resources need to be managed in response to changing climate conditions.

It is not anticipated that the alternatives being analyzed for the Station Camp–Middle Village site would have measurable impacts on climate change. With regard to managing potential impacts, the NPS will be working closely with WSDOT to manage the US Highway 101 embankment and Columbia River shoreline, which is currently armored with rip rap throughout the length of the site. This rip rap embankment protects the site from sudden surges of water during storms. With climate change and potential increases in sea level over a long period of time, maintenance of the armored edge along the river will be important. Other than these considerations, climate change impacts associated with the project would be negligible to none, and as such, this impact topic has been dismissed from further analysis.

**Floodplains.** Executive Order 11988, *Floodplain Management*, and NPS DO-77.2: *Floodplain Management*, require an examination of impacts to floodplains and potential risk involved in placing facilities within floodplains. The Station Camp–Middle Village site is designated to be within Zone C on Flood Hazard Boundary Maps, most likely protected by a levee from a 100-year flood, nor does the Pacific County geographic information system (GIS) identify the area as being within frequently flooded areas defined by its Flood Control Ordinances. Additionally, the site is not located within the boundaries of an active flood management zone. Pacific County’s Flood Control Zone District No. 1 was formed in 1961. The district’s activities are focused on the Long Beach Peninsula and its boundaries end just west of the project site. Without the proposal of buildings or occupied structures as part of the park development, improvements to the park would not be detrimentally impacted by a rise in sea level. The risk of flooding is also not likely to increase due to the restructuring and stacking of the highway rip rap by WSDOT approximately every five years. In addition, the overall expected gradual sea level rise will not impact the park site within the foreseeable future. Due to these considerations, the impact topic of floodplains has been dismissed.

**Prime and Unique Farmland.** Prime and unique farmland is one of several designations made by the US Department of Agriculture to identify important



farmlands in the United States. This is important due to the nation's short- and long-range needs for food and fiber. There are no designated prime farmlands within the study area. The size and configuration of the site and its soils are not consistent with characteristics of prime farmland. As such this topic was dismissed from further analysis.

#### **Indian Trust Resources and Sacred Sites.**

Secretarial Order 3175 requires that any anticipated impacts to Indian Trust resources from the proposed action by Department of Interior agencies be explicitly addressed in environmental documents. The federal Indian Trust responsibility is a legally enforceable fiduciary obligation on the part of the United States to protect tribal lands, assets, resources, and treaty rights, and it represents a duty to carry out the mandates of federal law with respect to American Indian and Alaska Native tribes. The lands comprising the park are not held in trust by the Secretary of the Interior for the benefit of Indians due to their status as Indians. Therefore, the topic of Indian Trust Resources has been dismissed as an impact topic in this EA.

**Museum Collections.** NPS *Management Policies* (2006b) and NPS Director's Order 28 *Cultural Resource Management Guideline* require the consideration of impacts on museum collections (archaeology, ethnology, history, biology, paleontology, geology, and archives) as a subtopic of Cultural and Historic Resources. It is anticipated that the Lewis and Clark National Historical Park or other agency museum collections would be negligibly affected by the proposed alternative. As such, this subtopic has been dismissed.

**Paleontological Resources.** There would be no measurable impact to or loss of fossils at the Station Camp–Middle Village site because activities would not occur in geologic layers known to contain extensive fossils, and the volume of bedrock disturbance would be negligible to none. Therefore Paleontological Resources was dismissed as an impact topic.

**Energy Requirements and Conservation Potential.** The Council on Environmental Quality (CEQ) guidelines for implementing NEPA require examination of energy requirements and conservation potential as a possible impact topic in

environmental documents (40 CFR 1502.16(e)). Lewis and Clark National Historical Park is committed to incorporating principles of sustainable design and development into all facilities and operations. No buildings that would use energy are proposed as part of the project. No lighting is proposed since the park would be a day-use only facility. While parking would be provided, enabling vehicle access to the site, the numbers of vehicles parking at the site on average would not be expected to be substantially more than the number of vehicles informally parking in the project vicinity under current conditions. Bus parking and accessibility to bicycles and pedestrians are provisions of the proposed action, which could result in negligible reductions in the use of energy resources to access the site. Overall, any adverse impacts relating to energy use, availability or conservation would be negligible to none. As such, this impact topic has been dismissed from further analysis.



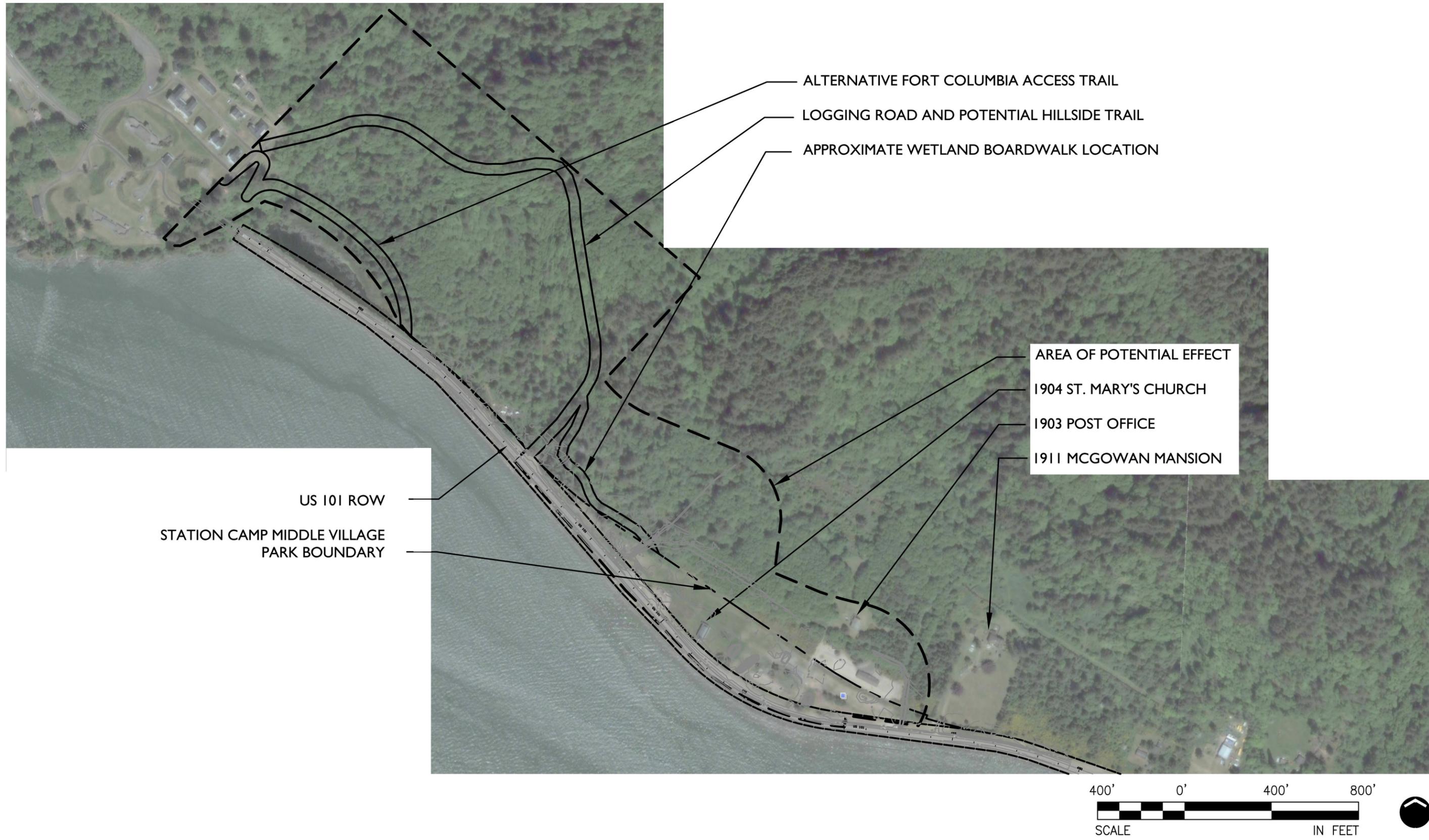


**FIGURE 1-1**  
Project Vicinity

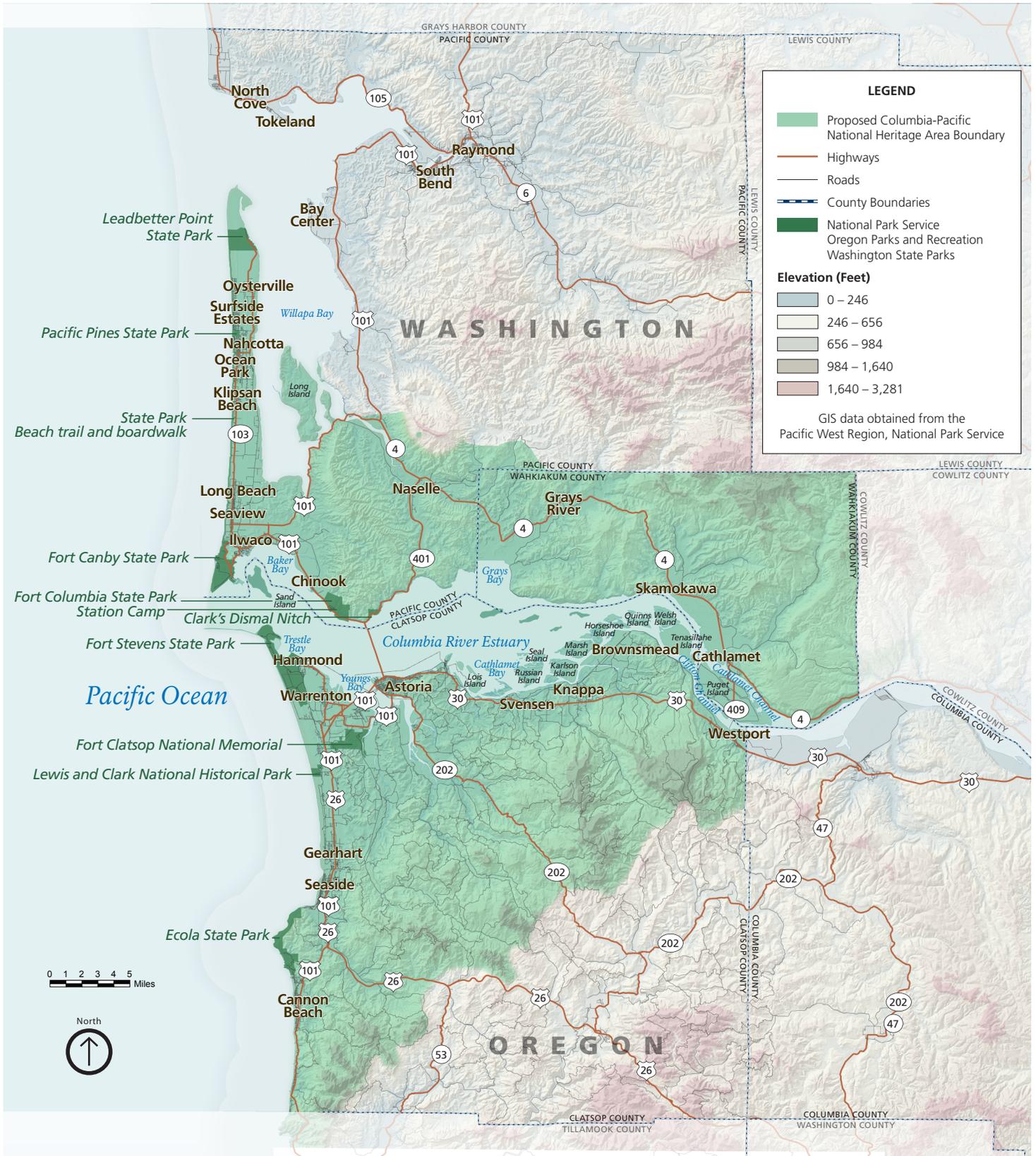


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**FIGURE 1-2**  
**Area of Potential Effect**



**FIGURE 1-3**  
Regional Context



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