

**Columbia-Pacific
National Heritage Area
Feasibility Study**

March 2010

Acknowledgements or Cover Letter

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The fishing and cannery industries serving world-wide markets have strongly influenced the heritage of the region

1

Introduction and Background

WHY IS THE NATIONAL PARK SERVICE CONDUCTING THIS STUDY?

Congress has directed the National Park Service (NPS) to study the feasibility of designating the region at the mouth of the Columbia River as the Columbia-Pacific National Heritage Area. Congress took action at the request of residents in the region. In 2006, leaders from the lower Columbia, including elected officials from local governments in Oregon and Washington, formed a non-profit called “Destination: The Pacific.” This group’s mission was to promote a national heritage area at the mouth of the Columbia. In 2006 the Oregon and Washington congressional delegation introduced a bill to study this proposal. Congress passed this bill into law in May 2008, as part of Public Law 110-229.

It is the responsibility of the NPS, by conducting this study objectively and rigorously, to determine whether designating a national heritage area at the mouth of the Columbia makes sense according to the criteria that Congress has set forth.

We describe these criteria and our findings in the paragraphs and chapters that follow.



Digging clams in Oysterville, c. 1960

WHAT IS A NATIONAL HERITAGE AREA?

A description of a national heritage area may be helpful.

In 2004, the NPS defined national heritage areas as:

“... regions ... acknowledged by Congress for their capacity to tell important stories about our nations. Continued use of national heritage areas by people whose traditions helped to share the landscape enhances their significance.”

NHAs started as a legislative experiment. That is to say, Congress did not begin by creating a national heritage area program but by designating individual national heritage areas, each with its own structure and purpose. The Blackstone River Valley National Heritage Corridor was one of the first NHAs designated. Its story helps to illustrate what communities, Congress, and the NPS intended the “national heritage area” designation to do when it was first bestowed.

In the early 1980s, communities in Rhode Island and Massachusetts approached their congressional delegations seeking to create a national park along the Blackstone River. The Blackstone River was the cradle of the industrial revolution in North America. By the late 1970s, many of the mills and factories that lined the river were vacant and derelict. Communities along the river sought not only recognition for the role the area had played in national history but revitalization of their community. After studying the area, the NPS determined that the area was not suitable for national park designation. The NPS argued that there was



Leadbetter Point State Park

no role for federal land ownership or management. However, the NPS did feel that these areas represented a significant and distinctive part of the nation’s story.

In response to study recommendations, Congress chose to designate the area as the Blackstone River Valley National Heritage Corridor, later renamed the John H. Chafee Blackstone River Valley National Heritage Corridor in recognition of the bill’s sponsor.

The designation made the area eligible for several years of funding and technical support from the NPS. Congress authorized an appointed commission to oversee funds and actions. The commission did not “manage” the area in the sense of managing land or regulating activities, because, as the Blackstone River’s first plan noted, “. . . *it was recognized [by Congress] that the potential of the National Heritage Corridor (NHC) must be achieved cooperatively, the Commission has no power to compel consistency with vision. It cannot own or manage land, or regulate or enforce mandates.*”

Between 1984 and 2009, Congress created 49 national heritage areas including places such as the National Coal Heritage Area in West Virginia, America’s Agricultural Partnership (Silos and Smokestacks) in Northeast Iowa, and the Rivers of Steel National Heritage Area in Pennsylvania. National heritage areas include cities Detroit, Lansing, and Flint, Michigan (part of the Motor Cities Heritage area), and rural regions such as the San Luis Valley in Colorado.

HOW WILL THE NATIONAL PARK SERVICE DECIDE WHETHER TO RECOMMEND DESIGNATION OF THE COLUMBIA-PACIFIC NATIONAL HERITAGE AREA?

In the bill directing the NPS to conduct this study, Congress defined the criteria that NPS should use to assess the area. In plain language, they can be expressed as follows:

Is the Area Nationally Important? Does the area at the mouth of the Columbia tell us something important about the story of our nation, including the stories of the nations that came before us? Is it distinctive—does it have a history you can’t find in other places?

Is it Still There? Can you see the area’s history, culture, and traditions in its buildings and public works, its economy, landscapes, and people? Are people still working on the water, in the woods, or in other ways staying connected to their traditions? This criterion does not ask if the area is frozen in time, but if residents have kept the area’s distinctive identity alive into the 21st century.

Can People Experience It? Are there public spaces, parks, buildings, activities or other ways that allow both residents and visitors opportunities to experience the area?



Are There Opportunities to Do Good Work?

If federal designation and funds were invested, could they help the region's communities keep its distinctive identity alive?

Who is Going to Run the National Heritage Area? Are They Capable?

National heritage areas are public-private partnerships. They are not run by the federal government but by non-profit organizations called coordinating entities. The coordinating entity has several responsibilities including attracting investment to match the federal investment and collaborating with partners in the designated area. Increasingly, Congress is also expecting coordinating entities to have the capacity to develop a self-sustaining NHA program. The federal investment is seen as seed money to temporarily assist the program while the coordinating entity builds the program's capacity to become self-sufficient.

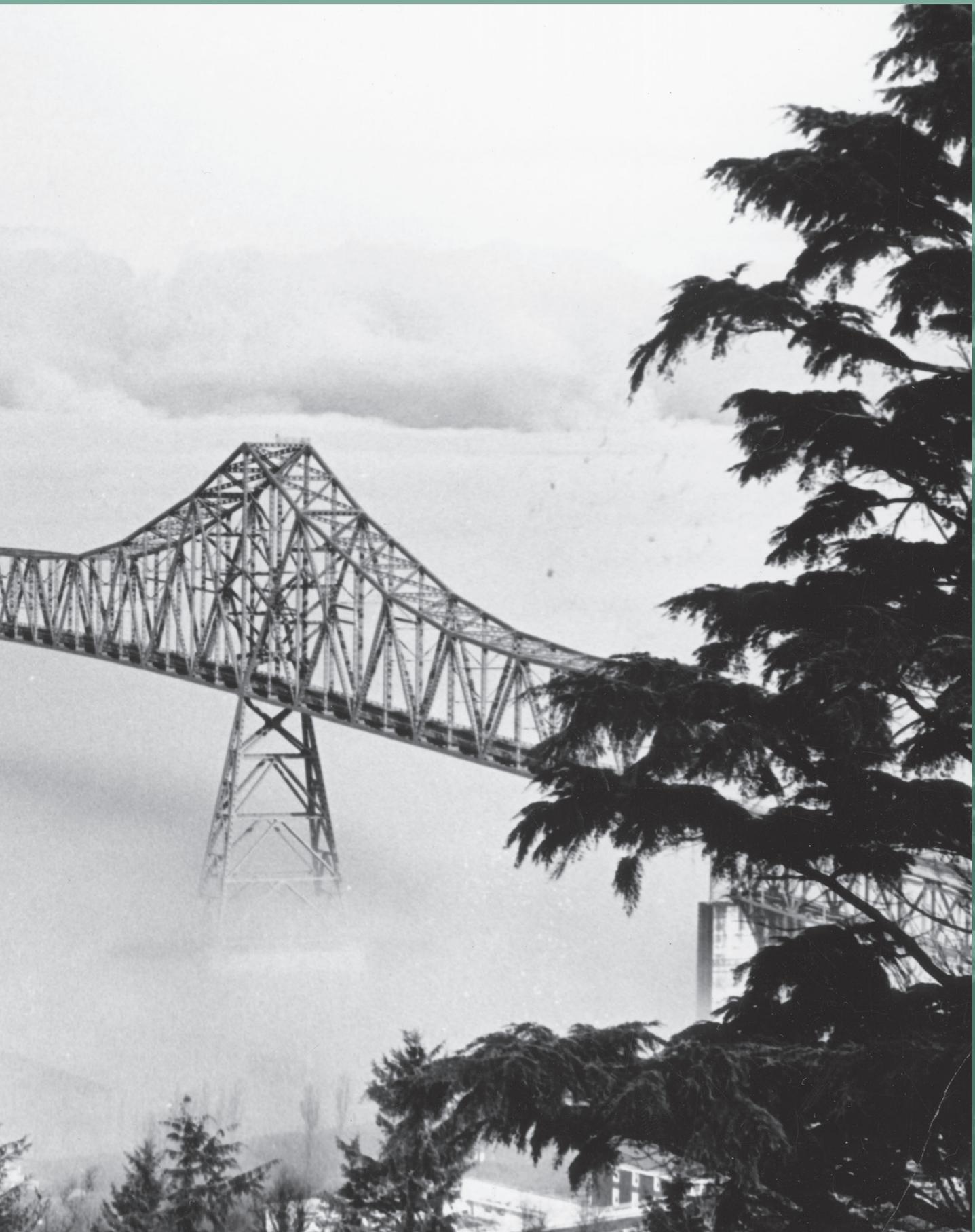
NPS has also begun to ask national heritage areas to measure their performance with federal funds. NPS has engaged the non-profit Center for Park Management to work with national heritage areas to develop ways to measure performance.

ShoreBank Enterprise Cascadia (SBEC) is proposed as the coordinating entity for the proposed Columbia-Pacific National Heritage Area. SBEC is a 501(c)(3) non-profit community development financial institution (CDFI). To evaluate SBEC's ability to serve

as the coordinating entity, we asked: Do they have a track record of conducting projects appropriate for a national heritage area? Can they collaborate? Do they have the resources and ability to create a self-sufficient program? Can they measure performance?

What Should the Boundary Be? Given the features that make the area distinctive, what should the boundary be? Should it be determined by political boundaries and physical features like drainage basins and divides? Should it be influenced by how people relate to each other today, by modern social ties, market towns, and cooperation? What do residents think?

Do People Support Designation of a National Heritage Area? NHAs are appropriate only if they enjoy widespread support and involvement.



Astoria-Megler Bridge

2

Study Area and Boundary

The purpose of this chapter is to describe a conceptual boundary for the proposed Columbia-Pacific National Heritage Area. A national heritage area boundary serves two purposes. First, it defines the area that Congress has recognized for the distinct role it has played and continues to play in the nation's history and heritage. For many residents and visitors, this designation is a declaration of the region's importance and distinction. Second, a boundary defines the area where congressionally appropriated national heritage area funds can be spent.

A national heritage area boundary does not restrict land use or change any existing right or authority held by private property owners or public entities. As was noted in Chapter 1, Congress has not granted regulatory authority, land use management authority, or land acquisition authority to national heritage areas. In fact, the designating legislation prohibits these activities.



McGowan town site, east of Chinook

DETERMINING AN APPROPRIATE BOUNDARY

The legislation authorizing this study requires the NPS to examine a study area that includes the “coastal areas of Clatsop and Pacific Counties” and “areas relating to Native American history, local history, Euro-American settlement culture, and related economic activities of the Columbia River within a corridor along the Columbia River eastward in Clatsop, Pacific, Columbia, and Wahkiakum Counties” (from Public Law 110-229). The NPS must determine whether the whole study area or portions of the study area constitute a distinct and cohesive region.

To make this determination, the NPS asked citizens at seventeen scoping meetings and at more than two dozen stakeholder meetings to share their thoughts and ideas about a suitable boundary for the Columbia-Pacific National Heritage Area. The NPS also conducted independent research and sought the advice of experts in the natural and social sciences.

Citizens and research suggested that the NPS should consider the following criteria to determine an appropriate boundary:

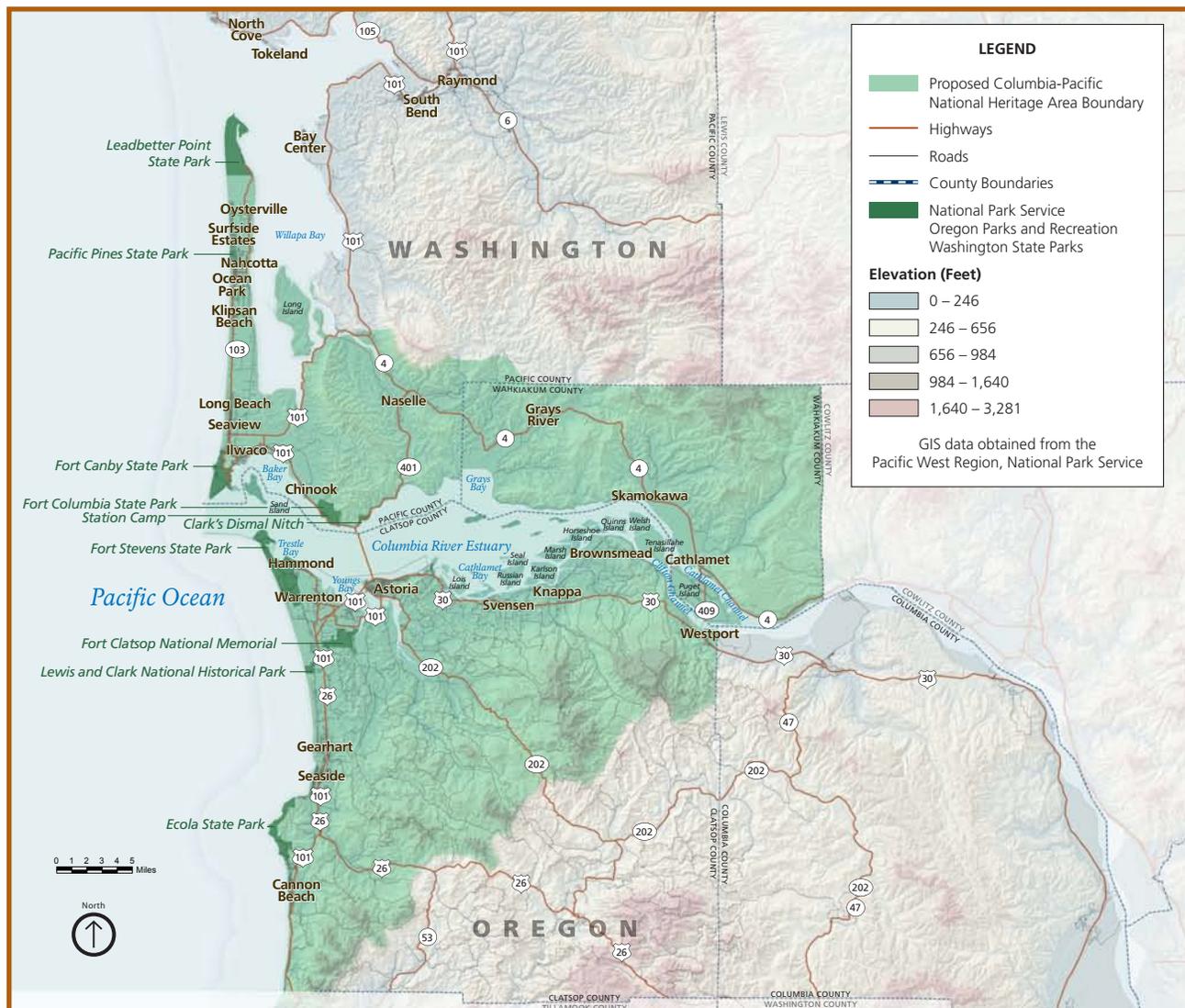
1. Physical barriers, such as watershed divides, mountains, and others
2. The boundaries of the Columbia River estuary
3. Ecological boundaries of maritime influence
4. Pre-contact cultural divides between the tribal groups that occupied the area
5. Historical social and market connections
6. Modern political boundaries
7. Modern social and market connections

PROPOSED COLUMBIA-PACIFIC NATIONAL HERITAGE AREA BOUNDARY

Using the criteria cited, NPS proposes the boundary shown in figure 2.1 for the Columbia-Pacific National Heritage Area. On the Oregon side of the Columbia River, the southern boundary is the divide between the Columbia and Nehalem River watersheds. This divide was created by Columbia River lava flows during the Miocene Epoch. The remains of these lava flows form a series of basalt peaks, including Nicolai Mountain, Saddle Mountain, Onion Peak, and Angora Peak, among others. These peaks make an almost straight line from just west of Westport to the Clatsop–Tillamook County line.

Historically, the Columbia-Nehalem divide formed a loose cultural boundary between tribes of the region. To the northwest, Chinookan-speaking Clatsop People were dominant. South of the divide, Salish-speaking Tillamooks were dominant. Southeast of the divide lived the Athabascan-speaking Clatskanie. While tribal boundaries were fluid and there was often exchange and intermarriage between neighboring tribes, the watershed formed rough boundaries between major language groups.

FIGURE 2.1: PROPOSED BOUNDARY MAP



Today this same watershed boundary constitutes a political, social, and market divide. The proposed national heritage area is entirely within Clatsop County and ends in the northeast at the Clatsop-Columbia County line and in the southwest at the Clatsop-Tillamook County line. During public meetings the NPS found that residents in Knappa, Svenson, Brownsmead, and Westport are more likely to work and socialize within the project area, while those people living in Clatskanie and points farther east are much more likely to go to Kelso or Longview for livelihood, entertainment, and cultural events. Similarly, residents north of the Tillamook County line are likely to work, shop, and interact with people in Astoria, Warrenton, Seaside, Cannon Beach, and the rest of Clatsop County. People south of Neahkanie Mountain are much more likely to feel an affinity to Tillamook and Tillamook Bay.

In Washington, it is proposed that the boundary include Pacific County from the north tip of the Long Beach Peninsula to the Naselle River watershed and from there to the Wahkiakum County line. There is a clear cultural and social divide between north Pacific County and south Pacific County. While not as simple as in Oregon, this divide has historic and pre-historic roots and also follows watersheds and other physical boundaries. In Washington, the primary physical barrier is formed by the Willapa Hills, a geologically young range of mountains that runs from the west and north of Willapa Bay to Aberdeen and the Olympics. Before United States conquest and settlement, Chinookan peoples lived west and south of the Willapa Hills. They occupied the main stem of the Columbia, the Long Beach Peninsula, Willapa Bay, and the river valleys that drain into the Columbia in Wahkiakum County. North of Willapa Bay lived the Salish-speaking Quinault. To the northeast and east lived the Salish-speaking Chehalis.

This divide continues to function in the present day. Today people in north Pacific County feel a closer affinity to Grays Harbor and the town of Aberdeen. They are likely to work and shop in Aberdeen or Olympia. In contrast, people in south Pacific County



Historic North Head lighthouse located at Cape Disappointment

work, collaborate, and go to market in Astoria and Warrenton, Oregon.

Fixing a boundary in Wahkiakum County is more difficult. It is clear that Chinookan peoples occupied the river valleys and lowlands of Grays River, Deep River, the Elochoman River and others. It is also clear that the early American communities on these rivers conducted business and trade at the mouth of the river much more frequently than they did upstream in Longview or Portland. After lengthy discussions with elected officials and residents, the inclusion of the entire county within the boundary is proposed.



Coast line along Clatsop County

OTHER FACTORS INFLUENCING THE PROPOSED BOUNDARY

In addition to the factors described above, the Columbia River estuary and the ecological extent of maritime influence also influenced the proposed boundary. The estuary and climate are two of the most characteristic features of the area. However, as with most ecological phenomena, the estuary and maritime climate have boundaries that are too fluid and imprecise to serve as lines on a map, so the more specific influences described above had to be taken into consideration.

The Influence of the Columbia River Estuary

The Columbia River estuary is perhaps the principal defining feature of the region. However, the geographic boundaries of the estuary are open to interpretation. If we use the maximum intrusion of saltwater from the Pacific, the boundary would be just upstream of the mouth of Grays River. If we were to use the maximum extent of daily reversals in flow, the boundary would be just upstream of Puget Island. Prior to the damming of the Columbia, it is likely that flows were significantly greater in winter

and significantly lower in late summer. During these times, both saltwater and tidal reversals would have likely traveled even further upstream. Thus, while the proposed boundary definitely includes most of the Columbia River estuary, the shifting and vague boundary of the estuary was not used to set the boundary.

Maritime Climate Influence

As with the boundary of the estuary, the maritime influence on climate, life zones, and plant communities is hard to define. It is clear that in eastern Wahkiakum County and eastern Clatsop County plant communities begin to change. Sitka spruce and western hemlock, the two dominant species of the North American coastal temperate rainforest, become less common while Douglas-fir becomes more common. Poison oak begins to show up more frequently in the eastern portions of both counties. But there is no sharp line defining the end of maritime influence on climate. Thus, while the climate within the proposed national heritage area is maritime, the area boundary is not determined by the extent of this climate.



Gearhart Wagon, Dodd Bridge, 1892



Historical map of Columbia River, Pacific Ocean

3

Themes

The purpose of this chapter is to document the themes or broad ideas that make the Columbia-Pacific region a distinctive place in the heritage, culture, and history of the nation. In this chapter, a brief overview of the region is followed by more detailed treatments of eight individual themes.

RESILIENCE: OVERVIEW OF THE COLUMBIA-PACIFIC REGION

The location of the proposed Columbia-Pacific National Heritage Area is one of the most distinctive geographical points on the North American continent. The Columbia-Pacific region is broadly defined as the place where the Columbia River, the largest river flowing from the North American continent to the Pacific Ocean, meets the sea. At the river's mouth, the waterways of the Columbia basin—a network that reaches into seven U.S. states and one Canadian province—meets the Pacific Ocean connecting the West Coast of North America and the Pacific Rim. This strategic location has determined the region's prominence in both prehistory and modern times.



Captain Robert Gray's Discovery of the Columbia, 1792

National Significance

The region's first period of national significance occurred before the arrival of Americans and Europeans to the Northwest coast. Prior to contact, the trading network along the Columbia-Snake River system was one of the two largest tribal trading networks in North America. (The other was the Mississippi-Missouri network.) The river's mouth was a critical place of power and influence within this network. The Chinookan people who controlled the lower Columbia controlled the nexus between river trade and ocean trade. They traded with inland tribes from the Columbia Plateau at the Dalles and with coastal tribes as far away as Alaska and northern California.



Bronze relief commemorating the Lewis and Clark Expedition, by artist Gareth Curtis

The Chinookan people used their position to build a wealthy, populous, and complex society. When the Lewis and Clark Expedition traveled through the region in 1805 and 1806, they recorded the largest population of native peoples and cultures anywhere along their transcontinental journey; and they were seeing this after the first wave of European diseases

had already hit. Archaeologists estimate the pre-contact population along the lower river at 40,000 people, a level it would not reach again until decades into United States settlement of the region.

The region's second period of national significance was in the late 18th and early 19th centuries when it was the location of an international race to map and control the West Coast of North America. Though this contest was primarily between the United States and Britain, Spain and Russia also played a part. This contest was rarely conducted through force of arms. Instead, each nation sent expeditions to explore and map homelands of Northwest tribes and attempted to engage in trade with them.

Global Trading Network

For a brief time, the region was the center of a global trading network called "The Golden Round." European and American ships traded metal and manufactured goods with the Chinookan people for furs, largely those of the sea otter. The otter furs were traded in China for tea and porcelain. By the time Lewis and Clark arrived, this network was already thriving and Expedition members saw sailors' jackets and brass a at the Snake River-Columbia confluence, 350 miles inland from the sea.



Mother sea otter with pup (Michael L. Baird, 2005)

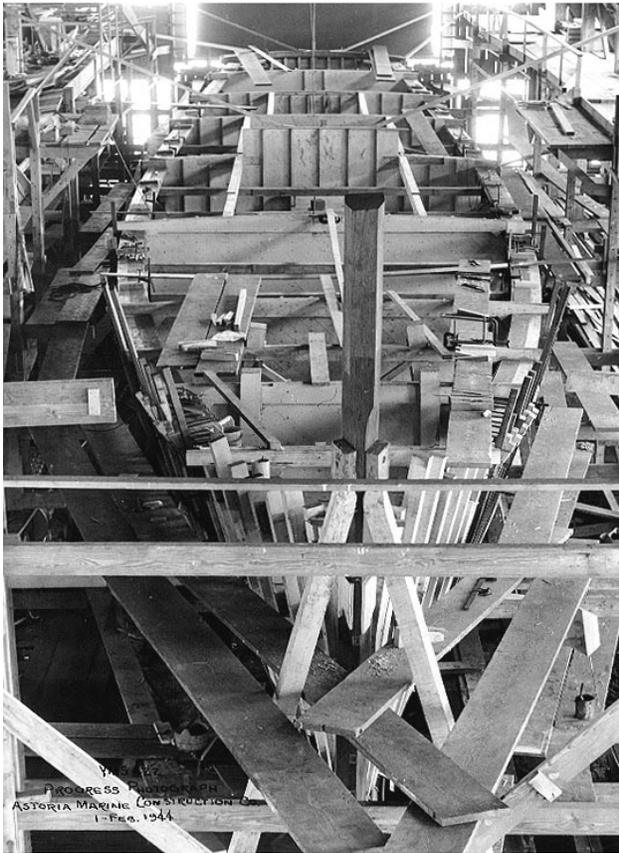
By 1846, the quest for empire had played out. The United States controlled the river mouth and the international boundary was set at the 49th parallel. Oddly enough, at this time the country was strangely empty. The U.S. had gained control over a vast territory that was once heavily populated, but by the mid-1800s many tribal populations, including Chinookan peoples at the mouth of the Columbia River, had been



Chinook woman with cedar woven gathering basket, 1910

decimated by diseases. After a heart-wrenching series of epidemics passed through the area, only a few hundred survived in a region that was once rich with villages. These survivors, having lost most of their tribal kin, bravely clung to their culture. It is their resilience and refusal to give up that made certain that Chinookan culture would survive into the 21st century.

Starting in the 1850s, after the present-day Northwest was added to the United States, the Columbia-Pacific region would serve a nationally strategic role as the gateway to the Columbia River basin. The nation looked ahead to establishing a new era of trade commerce. Two sets of enterprises sprung up. The first was aimed at getting ships safely across the Columbia River bar, the most dangerous river entrance in North America and one of the three most harrowing river



Shipbuilding at the Astoria Marine Construction Co., 1944

mouths in the world. The second was aimed at keeping enemies out and resulted in a system of coastal defenses, including the only U.S. location to come under enemy fire since the War of 1812.

Economic Activities

Also beginning in the 1850s, the Columbia-Pacific region became the birthplace of many of the large scale economic activities that would define the economy and culture of the northwest coast of the United States during the late nineteenth and twentieth centuries:

- Commercial fishing and processing
- Logging
- Recreation and tourism
- Dairy farming

It is an economy and living that has been the subject of critically celebrated works, such as Ken Kesey's *Sometimes a Great Notion* (logging), Ursula LeGuin's *Searoad: Chronicles of Klatsand* (tourism), as well as

popular national reality television programs such as the *Deadliest Catch* (fishing) and *The Axe Men* (logging). Not only would this be the first NHA to interpret the coastal Northwest, it might be the best place to understand it.

Economic booms in commercial fishing and logging brought a distinctive mix of ethnic groups to the Northwest. During different periods of the region's history, these ethnic groups would form a substantial minority of the region's residents and create social and cultural institutions unique to the Northwest.

The Columbia-Pacific region was also the location of Oregon's landmark efforts to protect public access to the coast. Oregon's actions would become a model for the nation.



Processing Willapa Bay oysters



Svenson Store

Economic Diversity and Resilience

What is perhaps most distinctive about the region is not the “firsts” but its economic diversity and resilience. The Columbia-Pacific region is a place where one can trace heritage activities and livelihoods over past centuries and generations, up to the present day. These are not part of the past but have evolved to become part of the region’s 21st century culture and economy. This is in contrast to many other places in the Northwest where traditional livelihoods have perished and, along with them, the historic and cultural fabric of place.

One reason for this region’s resilience is that the Columbia-Pacific has always been sustained by multiple endeavors. This includes not only those activities mentioned above but also cranberry and dairy farming, piloting, marine industry, and military posts, among others. A second reason is the Columbia itself and the region’s proximity to the Willamette Valley and Puget Sound. While rural and very separate, it is close enough to arteries of transportation

and centers of population to sustain itself.

Unlike other coastal areas where towns have either declined when their primary industry shrank or lost much of their heritage during conversion to an economy driven solely by tourism, the Columbia-Pacific region has endured and, with it, many of its working waterfronts, historic buildings and districts, families, and ethnic diversity.

THEMES

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

The Columbia-Pacific is one of the nation’s distinctive geographic regions. As noted, the Columbia’s drainage basin is enormous. It covers 39,700 square miles and includes not only Oregon, Washington, and Idaho but parts of western Montana, British Columbia, and small portions of Wyoming and Nevada. It is here at the mouth of the



Astoria "Interstate" Bridge construction

Columbia, that this vast network of waterways finally meets the sea. The mouth of the river is a place of concentration, a gathering place for migrating people and animals. Every trade vessel, trade item, idea, industry or anadromous fish that moves between the freshwater Columbia and the saltwater Pacific passes through this place.

The Columbia-Pacific region is a point of transition. Freshwater and tidewater meet in the wide Columbia River estuaries. Saltwater intrudes to approximately the eastern end of the proposed NHA. As described in the following section, this transition between saltwater and freshwater has invested the area with tremendous natural bounty.

The Columbia-Pacific also includes most of the extensive tidelands of the lower Columbia. Although small tidal movements are measurable as far as Portland and beyond, it is only within the project area that these reversals are significant and have shaped technology and life-ways related to fishing, logging,

and other activities.

Connected by Water

From prehistoric times until the coming of the railroads in the late 19th century, the region was connected by water and, therefore, by water travel. The region's historic towns sprung up along the estuary or next to one of its tributary bays, sloughs, and rivers, such as Youngs Bay, Baker Bay, the Skipanon River, Grays River, and Deep River. Many residents felt more closely connected to other estuary towns than to the developing urban centers of the Willamette Valley. At times, the region has had more frequent contact and trade with San Francisco or ships traveling around Cape Horn than with the nearby Willamette Valley. Most of the communities maintain their working waterfronts to this day. Until 1966, there was no bridge at Astoria and travel across the river at its mouth was by ferry from Astoria to Megler. Pilings from the ferry docks can be seen at the national park unit at Dismal Nitch. Upriver, a ferry still runs between Puget Island, Washington,

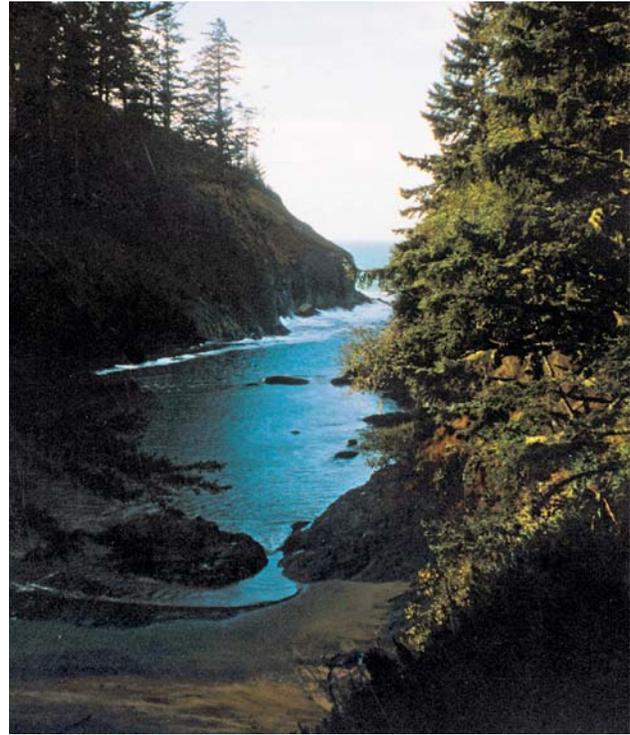
and Westport, Oregon.

Geologic History

The Columbia-Pacific region has been shaped both by the great river and by the tectonically active Pacific Rim. The effect of plate collision on the Columbia-Pacific region is distinctive. Tectonic and volcanic activity shaped the course of the lower Columbia River and formed the region's most distinctive mountains, headlands and ancient cultural divides. In historic and prehistoric times, tectonic activity has also caused subduction earthquakes and tsunamis that have changed the course of small rivers and the shape of forests in the region.

Basalt Flows

The ancient Columbia River emptied into the Pacific Ocean at the latitude of present-day Newport, Oregon. Millions of years ago, areas of volcanism near the Washington-Idaho border began erupting in a series of more than 300 lava flows, collectively called



Inlet surrounded by basalt headlands at Cape Disappointment



Saddle Mountain, OR

the Columbia River basalt flows. Lava from some of these flows traveled down and filled the Columbia River's channel. These flows did not stop when they reached the sea, which at that time was far inland. Instead, they continued to travel down the river's submarine canyon, sometimes filling it to a depth of 3,000 feet. Each time its channel was filled, the river moved north and found another course until it reached its present location.

The ancient lava flows were pushed skyward by plate collision. They are preserved in some of the region's most scenic features including the rugged headlands at Cape Disappointment and Tillamook Head. On the Oregon side of the river, the lava flows formed a series of peaks including Saddle Mountain, Angora Peak, Onion Peak, and Nicolai Mountain. Collectively, these peaks form the divide between the Columbia and Nehalem watersheds and the boundary of the proposed NHA. Historically, these peaks also formed a geographic divide between the Chinookan people to

the north, the Salish speaking Tillamook to the south and the Athabaskan-speaking Clatskanie to the east.

High Peaks

Saddle Mountain, located within Saddle Mountain State Park, is the highest of the peaks. It towers over the Youngs Bay watershed and its distinctive form is a landmark for people on both sides of the river. Chinookan people revere the mountain as their place of creation.

On the Washington side, the Willapa Hills historically served as a boundary between the Chinookan people to the south, the Salish-speaking Chehalis to the northwest, and the Salish-speaking Quinault to the north.

Coastal Features

The coastal features created by the Columbia are as significant in size as the river itself. At the end of the last ice age, sea levels were far lower than they are



Aerial photo of Long Beach, WA



Dune grasses at Waikiki Beach, WA

today, and the Washington and Oregon coasts were far seaward. Sea levels rose as glaciers melted, pushing the sea several miles inland from its current location. About 5,500 years ago, sea level rise began to slow because sediments carried by the Columbia built land faster than the sea’s rise could flood it.

Over many centuries, these sediments piled up and were pushed by sea currents north and south of the river’s mouth to form the Clatsop Plains and the Long Beach Peninsula. Seen from the air, the dune systems of the Long Beach Peninsula and the Clatsop Plains form a broken series of ridges. Between the ridges, the water table has risen to form ponds, lakes, and wetlands. The oldest dunes farthest inland are more than 5,000 years old while the youngest dunes are less than 100 years old.

Collectively, the 55-mile system of dune ridges that stretches from Leadbetter Point in Washington to Tillamook Head in Oregon is the longest on the West Coast. These sands harbor more than 90 percent of the entire population of Pacific razor clams.

Additionally, the native coastal prairie is one of the rarest habitats along the West Coast, and, though much of this habitat has been changed, this region has more land that could be restored to native prairie than anywhere else on the West Coast. Several landowners within the Columbia-Pacific region are restoring these

prairies, and with them, endangered species such as the western snowy plover, the Oregon silverspot butterfly, and other species are returning.

Rising sea levels at the end of the last ice age also formed Willapa Bay, the second largest bay, behind only San Francisco Bay, and the largest producer of oysters on the West Coast. The bay is a “ria,” an estuary formed when a rising sea floods the mouths of several small rivers. Sediments carried by the Columbia to form the Long Beach Peninsula narrowed the connection between Willapa Bay and the Pacific Ocean to a relatively narrow passage between Leadbetter Point and Cape Shoalwater.

2. Estuaries

Estuaries everywhere are biologically productive. The Columbia River estuary and Willapa Bay are among the most productive ecosystems in the nation.

Fish Habitat

The Columbia River estuary is a portal for all anadromous fish passing between the river’s huge drainage basin and the Pacific Ocean. Although salmon and other anadromous fish range all along the West Coast, no other area has played as great a role in the lives of so many fish as the Columbia River estuary.

Historically, the Columbia River basin was home to the largest salmon runs in the United States. Archaeologists and historians estimated that the tribes in the basin harvested as many as 20 million



Chinook salmon



Youngs River Falls

pounds of salmon annually before the arrival of Euro-Americans. Every one of these fish passed through the estuary at the beginning and end of their ocean lives.

The fish headed upstream to spawn were at their fattest when they crossed the Columbia River bar. As James Swan notes in his 1857 work *The Northwest Coast*, the Chinook salmon of the Columbia were “...without doubt, the finest salmon in the world, and, being taken so near the ocean, has its fine flavor in perfection...are much larger and fatter. I have seen those that weighed eighty pounds; and one gentleman informed me that twelve salmon he had in his smoke-house averaged sixty-five pounds each, the largest weighing seventy-eight pounds.”

The people at the river mouth had a monopoly on the fattest fish. Both the Chinookan people and the salmon packers and canners that followed took advantage of this monopoly and created great wealth. The tribes developed a complex and sophisticated

culture with a powerful trading network. It was so powerful and wide-ranging that a dialect of Chinook became the basis for Chinook Jargon, a trade pidgin used along the West Coast from northern California to Alaska. The canners also created communities that were, for a time, among the wealthiest per capita in the United States. This was due in part to the plentiful fish.

While the mature fishes’ upstream journey shaped the human economy and culture of the region, it is during the young fish’s downstream journey that the estuary is most important for the fish. Time in the estuary is critical. It is in the estuary that the fish make the transition from freshwater to saltwater creatures. They do this by degrees, exposing themselves to saltier and saltier water. In some species, this transition can take weeks. While in the estuary, the salmon feed on the rich variety of insects and larvae that inhabit the river estuaries as they make their way to the sea.



Oyster Harvesting at Willapa Bay, 1940

To this day, the Columbia River estuary is a key issue in legal battles to ensure the survival of Columbia River salmon. Several of the most important restoration sites are within the proposed NHA boundary.

Oysters

Nearby Willapa Bay is considered to be the largest farmed oyster bed in the world. In the 1850s, a few entrepreneurs began shipping oysters to San Francisco to meet demands from the growing Gold Rush population. Oysters were the rage. The evidence of these oyster boom years is preserved in the town of Oysterville, formed in 1854 and now part of the Oysterville National Historic District. The present day oyster industry continues along the shores of Willapa Bay. Estimates suggest that one in every six oysters harvested in the United States is from the Willapa. In addition to oysters, the bay is rich in crabs, clams, flatfish, and seabirds.

Resilience and Fragility of Resource Economies and the Resources that Sustain Them

Though bountiful, the region’s history indicates that this bounty and the economies and communities that depend on it are both resilient and fragile. Resource-dependent communities are, by their nature, vulnerable to changes in taste, technology, and competition from other resource-dependent communities. They are dependent on distant markets for their products, whether for wood products, canned salmon, or leisure time. These communities boom when conditions are right and bust when consumer tastes shift.

Economic booms can sometimes deplete the resources on which they depend. The salmon that fed the Chinookan people and fueled the cannery boom were overfished in the late 19th century. As the choice large Chinook salmon or “June hogs” became rarer, canneries switched to other species of fish. At other times, resources are impacted by forces outside the area’s boundary. While the canneries and packing plants declined in number and became more efficient, upstream dams built in the twentieth century decimated fish populations before they reached the estuary.

3. Land of Water and Cedar: Chinookan Homeland

The Columbia-Pacific region is home to Chinookan people. The Chinookan were primarily traders, perhaps the most astute and adaptable traders on the West Coast before the conquest of North America. Their strategic location at the mouth of the Columbia was the foundation of their wealth and created their distinctive cultural traditions.



Chinook plank house

Homeland of the Chinook

The story of the Chinookan people is indispensable to the history of our nation and dispels several myths about Indian people. The Chinook were traders that traveled far and wide along the coast and rivers of the Northwest. They had a complex society of royalty, commoners, and slaves. While they practiced slavery, they also practiced remarkable gender equality.

Finally, rather than being victims of European and American trade and expansion, the Chinook initially adapted well and used their new foreign trading partners to expand their power and influence. It was only the heartbreaking toll that disease took on their people and families that finally removed them from their place of prominence along the river.

In their creation legends, the Chinookan people of the Columbia-Pacific region were born on Saddle Mountain into a world of water and cedar. The extremely productive environment allowed the early inhabitants to develop a rich life of art, architecture, ceremonies, and an advanced political structure. More importantly, it enabled them to trade.

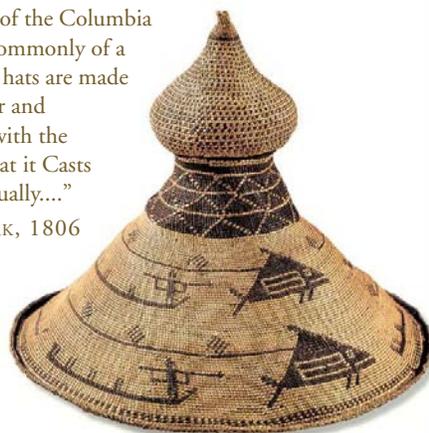
Trading Network

The mouth of the Columbia, a geographically strategic location in the Columbia-Snake River trading network, was one of the two largest pre-contact tribal trading networks in North America. The center of the Columbia-Snake River trading network was near The Dalles and Celilo Falls. Thousands of native people came to these centers from all directions to trade, feast, socialize, create political family bonds and share information. Lewis and Clark called The Dalles and Celilo Falls area the “Great Mart of all this Country.”

Northern tribes brought baskets and berries to trade for horses and buffalo hides from tribes arriving from the plains to the east. Coastal tribes traded whale oil, dried

“Many of the natives of the Columbia were hats & most commonly of a conic figure....these hats are made of the bark of Cedar and beargrass wrought with the fingers So closely that it Casts the rain most effectually...”

– WILLIAM CLARK, 1806



Hat collected by Lewis and Clark, donated to Peale’s Museum

clams, fish, and oysters, dentalium shells for obsidian, and bows from southern tribes. Slaves were always part of the trade. Just as silk and tea would follow the Silk Road across Eurasia, dentalium shells would eventually make their way to tribes in the central and eastern parts of North America via native trade routes across the country. The shells were used as currency for many eastern woodlands and plains tribes.

While the Dalles was the main point of congregation between inland and coastal people, the mouth of the Columbia was the place where trade routes from northern California to southeast Alaska linked into the Columbia-Snake River trade network. Chinookan peoples—including the Chinook proper, the Clatsop, and the Cathlamet—controlled trade on the Lower Columbia. They piloted the river and the bar in carved canoes that many observers called the best craft they had ever seen.



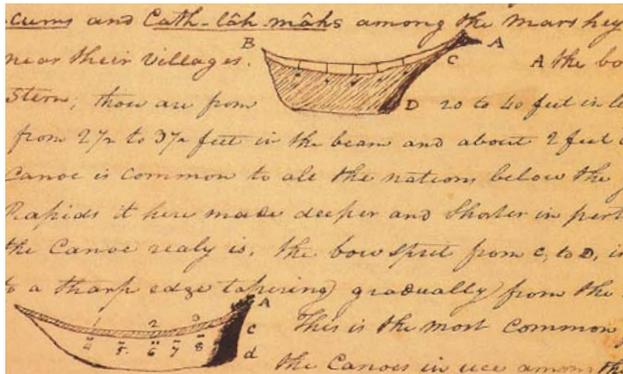
“Those Indians are Certainly the best Canoe navigaters (sic) I ever Saw”

– WILLIAM CLARK, 1805

The *San Francisco Chronicle* called the Chinook canoe, “as perfect in its kind as any clipper ship launched from American shipyards”.

(SF Chronicle, July 1, 1884; in Ruby and Brown, 1976, *The Chinook Indians*).

The Chinook were also some of the best traders that New World explorers had ever encountered. When Europeans arrived in 1792 with goods to trade, the Chinook used their location and trading savvy to their advantage. Westerners like Lewis and Clark found them to be maddeningly adroit in their negotiations, easily matching any Euro-American merchant. Expedition members also found them less impressed by western culture and trade goods. They simply



Drawings of Chinook canoes from the journal of Captain Meriwether Lewis, 1806

wanted what they could trade for advantage with other tribes. As Clark remarked in 1805, "...I offered him my Watch, handkerchief, a bunch of red beads, and a dollar of the American coin...all of which he refused and demanded 'ti-a'-co-mo-shack' which is Chief beads...few of which we have at this time..."

Language

Shoalwater Bay Chinook was the base language for Chinook Jargon, a pidgin trade language in use from northern California to southeast Alaska throughout the 18th and 19th centuries, evidence of the wealth and dominance of the Lower Columbia River tribes.

Trade goods found in the remains of their villages also indicated a rare level of wealth. Unlike villages upriver that contained mostly foodstuffs and daily articles, Chinookan villages near the river's mouth were rich in trade goods from China, Europe and the United States.

Applying modern western notions of political and family organization to pre-contact nations is very difficult. Chinookan people included groups or bands called Wahkiakums, Cathlamets, Willapas, Clatsops, Chinook, and others. Many of these bands and groups were clearly inter-related, but were independent politically. According to early visitors, all of these peoples spoke dialects of the Chinookan language and, to outsiders, clearly shared trade and a common culture. Near the boundaries of their territories, some bands of Chinookan people mixed with Salish-speaking people including the Chehalis to the north and the Nehalem to the south.

Resilience of the Chinookan People

Though there is much in the history of the Chinook to celebrate, perhaps nothing is more impressive than their persistence. Like all of the tribal nations that occupied the North American continent prior to European conquest, they have suffered disease, dishonesty, and an organized effort to crush their culture and traditions and remove them from their land by forcefully assimilating them into American life. Through all this they have survived and are an active part of the Columbia-Pacific culture today.

Starting in the late 18th century, at least two decades prior to the Lewis and Clark Expedition, the Chinookan people at the mouth of the Columbia were exposed to European diseases to which they had little immunity. The tribes suffered and died from viral influenza, measles, venereal diseases, malaria, and smallpox.

These diseases touched every home and village, suffering upon every family an almost unimaginable tragedy. Lewis and Clark reported that the lower Columbia was the most populated place along their travel route, but it was but a shadow of its former vitality by the time the Expedition had arrived. By 1850, disease had reduced the population of First Americans to perhaps 10 percent of their pre-contact numbers.



Chinook plank house interior



Chinookan women looking out to the Lady Washington

In an 1850 region-wide effort, the U.S. government took action to remove First Americans from their land. Acknowledging the tribes' sovereignty as nations, the U.S. government set about negotiating peace treaties to win a cession of land. In 1851, through the Tansy Point treaties, the tribes ceded three million acres of land from Tillamook Bay to Willapa Bay. The U.S. government paid \$91,000. Though the tribes held to the treaties and ceded their lands, the treaties were never ratified by Congress and many of the items promised in the treaties were never delivered. Many Chinookan people left to take up residence on confederated reservations. Others stayed and eked out a living as best they could in the new United States territories.

Other Tribal Links to the Columbia Pacific Area

Besides the Chinookan people, ten other tribal groups trace links to the Columbia Pacific area through historic trade routes and political alliances. These include the Confederated Tribes of the Chehalis, Confederated Tribes of the Grand Ronde Community, Confederated Tribes of the Siletz Indians, Confederated Tribes of the Umatilla, Confederated Tribes of the Warm Springs, the Cowlitz Indian Tribe, Quinalt Indian Nation, Wanapum Band, and the Yakama Indian Nation. Many Chinook and Clatsop found new homes within these ten tribes after losing their traditional lands.

The Chinookan Renaissance

First Americans have shown perhaps the greatest amount of that “resilience” that characterizes the region. During the late twentieth and early twenty-first century, tribal people throughout the United States began to assert their sovereignty. Many tribes and tribal groups have become key players in the political, environmental, and economic future of their regions. Rather than fade away, Chinookan people held on to their culture and histories and are working with their Congressional delegation to reassert themselves as a sovereign Indian nation. They are playing a key role in the interpretation of the region's history, as well as in the civic life of communities at the mouth of the river.

4. Exploration, Conquest, and Empire

From 1792 to 1846, the mouth of the Columbia was the center of an international contest for control of large parts of the North American continent. This contest, which started with a race to find a water route across the continent, was rarely pursued through force of arms but rather through trade, commerce, and settlement.

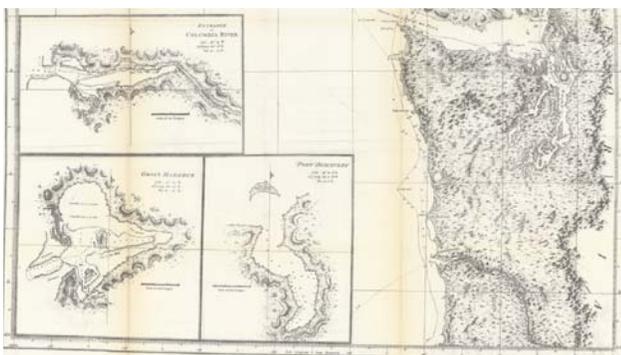
Historical accounts often treat the Northwest during this period as though it was unpeopled and ripe for

settlement. In fact, this period marked a meeting of cultures, “First Contact” between Euroamericans and the tribal powers of the northwest coast. It was a meeting that would have great impact on both cultures. Chinookan power on the Columbia would first wax with the arrival of European traders then wane as the tribes were decimated by western diseases. The tribes would be aggressively pushed off their lands. Americans would gain control and settle the northwest.

By Water

In the late 18th century, Euro-American trade and travel into the continent’s interior was largely by water. Merchants used canoes to trade with the tribes for the continent’s most valuable natural resource: furs. For western traders, the key to unlocking all that the continent had to offer meant finding a water route. Eastern and central North America had many navigable rivers. Euro-Americans imagined that the west must have at least one great river, too, and it did; but this river, though settled and occupied by thousands of people speaking dozens of languages, was unknown to Euro-Americans.

Finding the great western river became an obsession for fur traders and scientific and government expeditions. The first non-Indian to encounter and identify the river was Spaniard Bruno de Heceta. In August, 1775, Heceta mapped Cape Disappointment and Point Adams, calling them Cape of Saint Roc and Leafy Cape, respectively. He attempted to cross the bar under full sail, but due to the weakened condition of his crew and the river’s strong currents, he was unable to do so.



Captain George Vancouver’s maps of the mouth of the Columbia River, 1798



THE GOLDEN ROUND

Captains Cook, Gray, and Vancouver helped begin a thriving trading route that included West Coast tribes, the Hawaiian Islands, China and the Far East, the United States and Britain. Called the “Golden Round,” it was sparked by the discovery that the Chinese would pay substantial sums for otter fur from North America. As many as 100 trading ships would visit the Columbia between 1792 and 1805. Control of the otter fur trade would spur the contest for empire in years to come.

In 1778, the great British navigator Captain Cook sailed by the river in the night. While he did not find Heceta’s river, his expedition traded for otter furs. Cook was tragically killed in Hawai’i early the next year, but his ships carried the furs to China where they discovered that the Chinese would pay handsomely for them. The reports of a potentially lucrative trade route between western North America and China would spur traders from all nations to the West Coast.

In 1788, the controversial Britain sailor John Meares also failed to find a river. While Meares almost created an international incident between Britain and Spain over Vancouver Island, his legacy in the Columbia-Pacific region was to give Cape Disappointment its name to commemorate his failed search.

Meares and Cook were not poor navigators or observers. The entrance to the Columbia looks confusing from the sea. The river has no delta, just a sandy bar. Waves break on this sandy bar similar to the way they break on other parts of the coast. Just inside the mouth is a broad sand island that made the river's mouth look narrower than it was. Also, it must have looked more like a bay than a river owing to its tremendous size.

In August, 1788, American merchant Captain Robert Gray noted an attempt to enter a river at 46 degrees latitude that appears to have been the Columbia. Gray ran aground during the low tide and was unable to proceed. Gray continued north, traded with the tribes for furs, eventually traveling to China then on to Boston, completing the first circumnavigation of the globe by a United States ship.

In April, 1792, British naval expedition Captain George Vancouver passed by the river mouth and

noted muddy water flowing into the sea. Noting the sand island and waves breaking on the bar, he discounted the entrance as the mouth of a small river as it looked like most of the rivers emptying into the Pacific north of San Francisco. A few days later, Vancouver headed north and passed Gray back again in the Northwest heading south. Gray had wintered in Clayoquot Sound and was returning to the Columbia believing a river did exist there. Vancouver continued to assert that he thought the river of little account.

On the morning of May 11, 1792, Gray sailed across the bar and into the Columbia River estuary, the first documented non-Indian to do so. Gray's entry into the river constituted the United States' earliest claim to right of possession under 18th century international law. Gray told Vancouver about the river a few weeks later, and Vancouver returned, mapped the river, and made its existence known to the western world.



Stavebolt Landing, Lewis & Clark River, 1892

By Land

While Vancouver mapped the river's lower end, the course of the rest of the river and a hoped-for water route across the continent remained unclear to Euro-American nations. British explorers Alexander McKenzie and Simon Fraser both sought the Columbia by land. Although they found the McKenzie and the Fraser Rivers, respectively, they failed to find the Columbia.

The account of McKenzie's expedition and the fact that the British were on the move to map and control western North America spurred American President Thomas Jefferson to sponsor the Lewis and Clark Expedition. In 1804-1806, the United States' most famous expedition traveled across the continent by land and found the Columbia River but brought back bad news. There was no easy way between the drainages of the Missouri and those of western North America. In addition, the Columbia was powerful, broken by rapids and falls, and not an easy river to navigate. While a trip downstream could be measured in days, the return took months. With no water passage, travel across the continent would have to be by land.

The Lewis and Clark Expedition would have an immediate effect on American interest in the Northwest. Fur baron John Jacob Astor was excited by the expedition's success in recording the lands, resources, and peoples. Astor sought to create a global network of land and sea transportation for

fur pelts, goods, information, and services between China, Russia, Europe, the American east coast, and the mouth of the Columbia River. He imagined the United States Empire and United States commerce moving together to the West Coast, hand in hand.

Astor organized an expedition in 1811 to establish Fort Astoria on the Columbia River as a trading post for the Pacific Fur Trade Company. Thus, "Astoria" became the first United States settlement west of the Rockies.

Fort Astoria

The Astor expedition to the Columbia-Pacific region would also be responsible for opening up the key overland route for western settlement in years to come. In 1812 on a journey from Astoria to New York City, Robert Stuart, a partner in the Pacific Fur Company stationed at Fort Astoria, discovered South Pass, a low pass over the Rocky Mountains. This route could be made by wagon from the Missouri and Mississippi valleys and became known as the Oregon Trail.

During the War of 1812, the British gained control over Fort Astoria and changed its name to Fort George. The British Northwest Fur Company took control of the fur trade on the Columbia River. In 1818 the Treaty of Ghent restored Astoria to the Americans but left the Pacific Northwest open to people of both nations. In 1821, the Hudson's Bay Company moved into Fort George.



Artist's rendition of Fort Astoria, 1848

International Boundary

The international boundary in western North America remained unsettled until expansionist President James K. Polk aggressively pushed for a boundary in 1845-46. By that time, furs were played out. The opening of the Oregon Trail had made Americans the majority in the Northwest. Few British Canadians wanted to migrate to the remote region.

Following the Treaty of 1846 between America and Britain, America regained ownership of the mouth of the Columbia River, and the U.S. Army moved into the fort once again known as Fort Astoria. The growing settlement soon became the center of commerce on the lower Columbia River. The Oregon Treaty of 1846 settled the boundary at the 49th parallel.

5. Crossing and Defending the Bar

The Columbia River bar is one of the three most dangerous river entrances on earth. The Columbia River has no delta. Instead, its current blasts at four to seven knots into often prevailing westerly winds and waves. Huge standing waves where the river and ocean meet have been known to topple ships. Conditions can change from calm and serene to life-threatening in as little as five minutes due to wind changes and ocean swells.

Navigating the Columbia Bar

While the bar is hazardous, it is also the gateway to a transportation network that unlocks much of the northwest interior. The high volume of traffic has made the bar infamous. Since 1792, approximately 2,000 large ships have sunk in and around the Columbia bar. It is rightfully known as the “Graveyard of the Pacific.”

River guiding started with the Chinook. Although the Chinook did not take ships across the bar, they would guide European and American trade vessels through the river’s channels after they cleared the bar. The Chinook’s aim was to make sure the ships came to their village.

After the area began to be settled by Americans and Europeans in the 1840s, locals started serving as bar pilots. These early pilots were not trained. The

Oregon territorial legislature was so concerned about the bar as an impediment to trade development that in 1846 they created the Oregon Board of Pilot Commissioners. The Board exists to this day and issues licenses to bar pilots.

George Flavel was one of the earliest bar pilots. He and his employees dominated bar piloting from 1851 to the 1870s. The Flavel House, now a landmark owned by the Clatsop County Historical Society, is open to the public. Today bar pilots conduct more than 3,000 ships across the bar at the mouth of the Columbia. It remains the only river in North America that requires bar pilots to enter.

Coast Guard

Life-threatening seas and a nationally important transportation network have made the mouth of the river the location of one of the largest Coast Guard installations in the country. The nearby United States Coast Guard station at Cape Disappointment, Washington and the Air Station in Astoria, Oregon are renowned for operating in some of the roughest sea conditions in the world. Cape Disappointment is also home to the National Motor Lifeboat School, the only school for rough weather and surf rescue operation in the United States. The Motor Lifeboat School, respected internationally as a center of excellence for heavy seas boat operations, is interpreted at the Columbia River Maritime Museum.



U.S. Coast Guard Columbia Lightship in Astoria



Historic photo of Fort Canby

Construction of Jetties

To mitigate the danger to ships coming into the Columbia River, the U.S. Army Corps of Engineers completed jetties on the south and north side of the mouth of the Columbia in 1913 and 1917. The jetties aided navigation through the strong currents in the shipping channels by accelerating the flow of the river, which scours sand out of the channels, making them safer for river traffic. The jetties are within the boundaries of Fort Stevens State Park in Oregon and Cape Disappointment State Park in Washington.

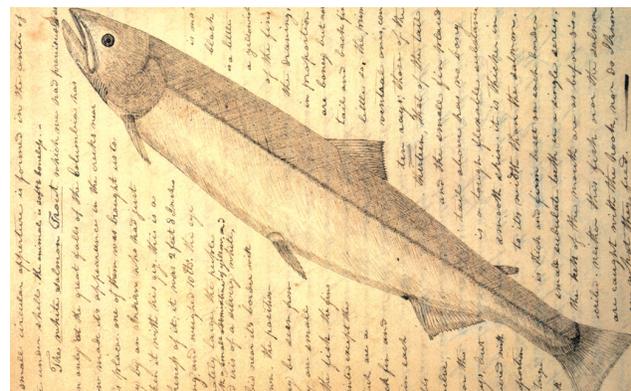
Though the bar is formidable, the United States thought its natural protection was not sufficient to deter enemies from seeking control of the Columbia. Thus the government constructed Fort Stevens on the Oregon shore at Point Adams between 1863 and 1865 to protect the area from the Confederate ships during the Civil War. In 1875, Fort Canby was constructed on the Washington side to provide added protection. Fort Columbia on the north shore of the Columbia was constructed on Chinook Point between 1896 and 1904 also to protect the estuary and harbor. All three forts were active in World War II to guard against Japanese attack.

On June 20, 1942, that attack came. A Japanese submarine fired several shells at Fort Stevens, making it the first military post in the lower 48 states to be attacked by an enemy since 1814.

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

The settlement of the international boundary at the 49th parallel and the opening of the Oregon Trail sparked the settlement of the Northwest. After 1846, first Portland and then the Puget Sound communities of Tacoma and Seattle became urban centers. The rest of the Northwest became a provider of raw materials. The Columbia-Pacific region, because of its location near the big river, was first in the large scale development of industries that would shape much of the Northwest.

The environment of the Northwest, stretching from northern California to southeast Alaska, shaped the economies of its coastal towns. These communities are dependent on natural resources: trees, fish, rivers,



Salmon sketch from Clark's journal, 1806

oysters, beaches, and scenic landscapes. Although there are exceptions, most coastal communities in the Northwest pursued one or more of three major economic activities: commercial fishing and processing, logging, or tourism.

Commercial Fishing and Processing

The Columbia River mouth was the first and largest center of commercial salmon fishing in the Northwest. The commercial fishery created the region's working waterfronts and attracted many of the region's immigrants.

As noted, whoever fishes at the mouth of the Columbia has a monopoly on the fattest anadromous fish. Since many do not eat on their trip upstream, they are at their fattest at the river's mouth. The Chinookan people took advantage of this and became famous for trading the oil and pounded flesh of the fish that would bear their name, the Chinook salmon.

for transport since the 1850s, it wasn't until the 1860s that market forces came together to make salmon canning not only profitable but a boom industry. Technology had advanced to the point where canning was cheap. The eastern United States and Europe were becoming more populated and developed, creating a demand for meat that could be shipped and stored.

The Hume and Hapgood Company established the first cannery on the Sacramento River in 1864, but the river's runs were too small to meet the cannery's demands so in 1866 Hume and Hapgood established the first cannery on the much larger Columbia River at Eagle Cliff in present day Wahkiakum County.

By 1877, there were 30 canneries along the lower Columbia River supplied by 1,000 gillnet boats. The industry as a whole employed 6,000 people. By 1883 there were 39 canneries and 1,700 commercial fishing



Peacock Spit

Canning

The earliest non-Indian commercial fishing on the river supplied the Hudson's Bay Company post in Fort Vancouver. Starting in 1850, immigrants, often from the California gold fields, came north and hired Indians to harvest barrels of brined salmon for shipment to San Francisco. Brining continued until the early 1870s, but it was soon eclipsed by salmon canning.

While canning had been invented in 1809, and people had been catching salmon and pickling it



McGowan Cannery in Chinook, Washington

boats on the Columbia; and a total of 629,400 cases of salmon at 48 one-pound cans per case were shipped.

The canneries brought people from foreign lands to the mouth of the river. Scandinavian immigrants filled the demand for gillnetters. Chinese laborers already immigrating to the United States to work in gold fields, mining towns, on railroads, levees and other public works projects were recruited to work in the canneries. (Both of these cultural additions to the region are covered in more detail in the narrative for Theme 7.)

After 1883, the industry began to contract. Although a drop in the number of Chinook salmon was one factor, there were also too many canneries to turn a profit. In the early twentieth century, tastes began to change and the demand for canned salmon was not as high. The advent of freezing and refrigeration made it possible to ship fresh fish longer distances.

Diversifying the Catch

While the canneries are gone, fisheries, working waterfronts and the fishing heritage are still alive at the mouth of the Columbia. Commercial boats and processing plants moved to harvest other species including groundfish such as flounder; shrimp; crab; and pelagic fish, such as tuna. The mouth of the Columbia is still an important fishing port and the

fishing industry is far from dead. Astoria ranks 15th in the United States in terms of fish and shellfish landings. Gillnetters still work the river albeit in part time work. The Bornstein Fish Processing plant, opened in 2006, is the first new large scale fish plant to be built on the West Coast in two decades. Since 2000, the Port of Astoria has invested 26 million dollars in infrastructure for the fishing fleet, an indication of the role that fishing continues to play in the region.

Buildings associated with the canning commercial fishing industries are some of the most visible historic resources in places like Astoria and Ilwaco. Many of these buildings and piers have been adaptively reused as hotels, restaurants, and other businesses.

Seafood Farming

In Washington's Willapa Bay, farming seafood rather than fishing for it is more common. Willapa Bay produces more oysters than any other location on the West Coast. The bay is thought to be the largest farmed shellfish producer in the U.S., having provided, along with neighboring Grays Harbor, around 42 million pounds of oysters in 2003 at a value of 32 million dollars, according to the Pacific Coast Shellfish Growers Association. The story of Willapa Bay's oysters illustrates the ups and downs that mark a resource-dependent industry.



Fishermen seining for salmon, 1897



Oyster culling in Oysterville

In the early 1850s, the oyster beds of San Francisco Bay had been depleted, and schooners started arriving from the Gold Rush center of San Francisco to harvest the native Olympia oysters. Records indicate that the Olympia oysters could be sold for as much as a dollar a piece. The lucrative business took off and led to the creation of many of Willapa Bay's towns, including historic Oysterville and Nahcotta. Native American men and women were employed as paid labor in the oyster industry.

Oyster sales took a nosedive in the 1870s when eastern oyster seed was brought to re-seed San Francisco Bay, and the city became less dependent on Willapa Bay oysters. By the 1890s, harvesting Willapa's native oysters was no longer profitable, so several growers brought in the seed of eastern oysters. Again, production and profitability soared. Japanese oyster seed was largely substituted for oyster seed from the east coast in the early 20th century after the native oyster was largely decimated.

Logging and Wood Processing

The use of wood and wood products started with the Chinook who were experts in the use of the region's cedar trees to make canoes and houses. Logging by non-Indians began in the northwest in the 1830s with the Hudson's Bay Company and picked up appreciably with the demand for wood in Gold Rush California. In the 1840s and 50s, mills sprung up throughout the Northwest from northern California to Portland and the Washington coast. The technology of those times meant that logging near waters where log floats could be used for transport was the most cost effective.



Loggers



Example of logging in the Youngs Bay Watershed

In the 1880s and 1890s, the timber industry in the Northwest began to change from small-scale, ox-powered logging near water to large-scale logging. The lower Columbia was at the center of this change. By the late 1880s, timber in the Midwest was played out and lumbermen moved to the forests of the Pacific Northwest.

One of these individuals, Simon Benson, moved to the Northwest in 1880. After several ups and downs, he introduced technologies that changed the timber industry. In 1891 he brought the first steam-powered timber railway to the Northwest near Cathlamet, Washington. He began using the steam donkey, an invention from California, and rail lines which began replacing oxen teams as the primary mover of logs. Because the steam donkey and rail lines could work

in spring and fall mud, logging could continue for most of the year not just during the dry seasons.

Benson also introduced the “Benson log raft” near the Clatsop County-Columbia County border. These rafts were huge ocean-going rafts that could safely transport millions of board feet by sea down the coast to markets in southern California.

The remnants of this age of timber include rail lines (now logging roads) along the area’s rivers. One of these rail lines ends at the remains of the “wet sort” yard near Fort Clatsop. The wet sort yard, a place where logs were sorted and formed into log rafts, was the largest in the region and operated until the 1980s. Visitors can still see the pilings near the fort where log booms were assembled.



Log raft on the Columbia River, 1902

Post War Building Boom

After World War II, demand for framing timber and plywood to supply the post-war southern California building boom fueled a huge expansion in the woods products industry throughout the Northwest. This phase of logging reached its peak in the 1950s and 60s. Mills were built at many locations in the region on both sides of the river.

After that several factors conspired to contract the industry. The recession of the 1970s slowed housing starts. By the 1980s, forests in the southeast had regenerated and could compete with northwest forests.

Industry Today

Today many in the logging industry are exploring ways to stay in the woods. While some mills still operate, others are exploring forestry restoration, Smartwood and other specialty market certifications, woody biomass energy production, recycling, salvage and carbon credits to supplement forest revenues.

Agriculture

Most of the Northwest's production of cranberries is within Pacific County, Washington and Clatsop County, Oregon. Though there are only slightly more than 1,600 acres in production in Washington, these acres produce 20 percent of the national harvest of cranberries.



Astoria Country Club, Clatsop Plains

In the past the industry has experienced both periods of stagnation and strong growth. For decades cranberries were not in demand in America except during the Thanksgiving and Christmas holidays. Established bogs on the East Coast already filled this market demand. Also a number of problems plagued cranberry growing in the region. Help arrived in the early 1920s when D.J. "Jim" Crowley set up the Cranberry Research Station outside of Long Beach, Washington and conducted tests over a 30-year period to solve problems related to pests, frost, and other local conditions.

Growers did not immediately adopt these recommendations. These agricultural hardships combined with the Great Depression of the 1930s caused the industry to dwindle, and only a few highly committed farmers remained active. The next 40 years brought many changes to cultivation methods, increasing product yields and quality, including the major operational shift from dry to wet harvesting of berries in the 1940s.

In 1992, cranberry growers formed the Pacific Coast Cranberry Research Foundation and purchased the Research Station and 40 acres of farmland. Scientific research and cranberry development continues in this location and is exported even into Canada. There is also a non-profit Cranberry Museum on the property



Cranberry harvest on the Long Beach peninsula

which illustrates Crowley’s “latent heat” discovery, now broadly utilized nation-wide to reduce crop loss from frostbite.

In recent years the demand for cranberries has increased to an all time high and the industry is strong and stable. State resources have broadened the marketing of the cranberry to include health-conscious consumers both in the U.S. and overseas.

Other agricultural activities occurring within the proposed National Heritage Area include dairy, small truck farms, and small herd beef production.

Tourism

The northwest Oregon and southwest Washington coasts are the primary coastal destination for the

millions of residents that live in the Willamette Valley and Puget Sound. This has been the case for more than 130 years. The Columbia-Pacific region is the place where many people from Northwest urban centers—Seattle, Portland, and cities bordering the I-5 corridor—get their first taste of the coast.

Railroad magnate Ben Holladay established Seaside House in 1870, making Seaside, Oregon the second coastal resort established in Oregon. Seaside and Cannon Beach, Oregon and the Long Beach Peninsula in Washington have been used as coastal retreats by political figures from Salem and Olympia as well as vacation spots for everyday working families. Much of this history is documented in early hospitality buildings and sites listed on the National Register of Historic Places.



Astoria Yacht Club

7. Immigration

From 1792 until the 1830s, the mouth of the Columbia River was a place of many ethnicities. This was the era of maritime and land-based fur trade, and trading stations like the Hudson's Bay Company were famously diverse. Hawaiians, Europeans, a few Iroquois from eastern North America, freed blacks, and black slaves all traded, mingled, and sometimes married with tribal peoples along the river. During the fur trade era, missionaries also came to the region. They too married with tribal peoples. Famously missionary Solomon Smith married Celiaste, daughter of the same Chief Coboway whom Lewis and Clark had treated and they set up the Smith Mission on nearby Smith Lake.

While the fur trade era was common to the entire Columbia below Celilo Falls, the later mass immigration of Chinese and Scandinavian laborers would be unique to the mouth of the river.

The Columbia River served as a major artery carrying immigrants into the United States. In the 1890s, it became one of three quarantine and entry stations along the West Coast of North America. Especially significant to the region were immigrants from China and Scandinavia, who were drawn to the region by the economic booms created by the salmon canneries, the logging industry, and other public works project.

Chinese

In 1872, the Hume and Hapgood Company were the first to hire Chinese cannery workers and other companies soon followed suit. By 1880 at least 2,045 Chinese were working at the mouth of the river constituting almost 30 percent of Clatsop County's population. Chinese schools and businesses began and thrived. Many public works projects throughout the region including dikes and roads in service today were built by Chinese hands.

Unfortunately, the Chinese story in the Columbia-Pacific region is a painful one. European labor became concerned about competition nationwide from Chinese labor and in 1882, Congress passed the



At the train depot in Seaview, Washington, 1910

Chinese Exclusion Act, severely limiting immigration to the United States. In 1885, Congress passed the Foran Act, preventing the recruitment of overseas labor. But the development that caused most Chinese to leave the area was the mechanization of the cannery and packing industries in 1905. Smith Butchering Machines could gut and clean as many salmon as 30 to 40 skilled workers.

While a few prominent Chinese families remain in the Columbia-Pacific region, for the thousands that once lived here, sites on the national register are all that remain.

Scandinavians

Scandinavians also began coming to the mouth of the Columbia to work in the salmon industry. For the most part, Scandinavians operated the gillnet boats that supplied the canneries and packing plants. Swedes came first, followed by Norwegians, and a huge influx of Finns. Starting in the late 19th century, these new immigrants went to work not only in the fishing industry but in the logging camps and mills.

Because of their large numbers relative to the over-all population, Scandinavians created a distinct ethnic community at the mouth of the river. By 1920, there were approximately 3,839 ethnic Finns in Astoria, including both immigrants and their children, making up over 27 percent of the town's population. Together with the Norwegian and first and second

generation Swedish Americans, these groups accounted for 45 percent of Astoria’s population. Dozens of buildings on the National Register of Historic Places document the Scandinavian settlements at the river’s mouth.

Scandinavians in the Columbia-Pacific region played a large role in the history of organized labor in the Northwest. Key events include the 1896 Astoria Fisherman’s strike and the region wide millworkers and loggers strike in the summer of 1917, both events that received national attention. At the mouth of the Columbia, Scandinavian social organizations such as the Finnish Brotherhood and Suomi Hall helped to reinforce cohesion among laborers.

Immigration Continues

The latest group of immigrants to the Columbia-Pacific Region is from Mexico. Today Hispanic immigrants constitute one in six residents in the Columbia-Pacific region and one in every fourth school child. Hispanic immigrants have largely taken work in the same resource industries that in earlier eras employed Chinese and Scandinavians. They are the latest group of people engaged in the region’s heritage livelihoods. Like those who have come before, they are opening restaurants and businesses, assembling athletic leagues and social clubs.



Suomi Hall Finnish Brotherhood in Astoria, OR



19th and Franklin, Astoria, OR

8. Public Treasure

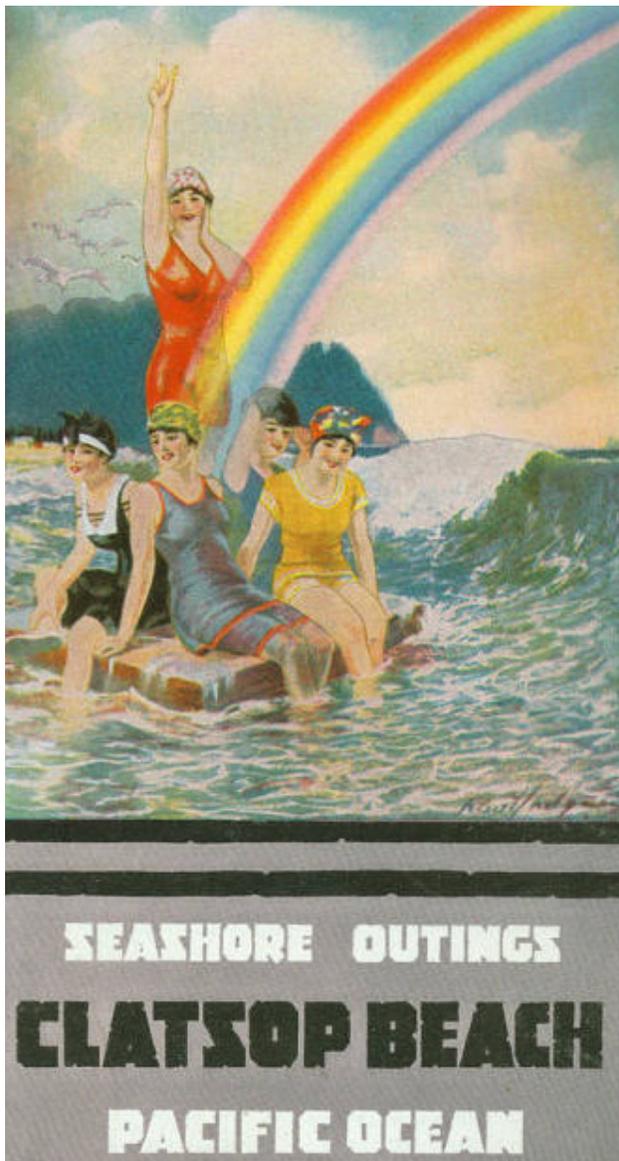
In Oregon, the proposed project area contains key places that mark the history of public access to the Northwest coast. The events that occurred there sparked actions such as Oregon’s Beach Bill, one of the model pieces of legislation in the United States allowing public access to the coast.

Beach Access

Clatsop County was the logical place for debate over public beach access to begin. The region contains the longest series of beaches and dunes along the West Coast. Until the 1930s, these beaches were the primary routes of ground transportation and were actually marked as highways on state maps.

When the debate began, it was not about public recreation; it was about commerce and

transportation. In 1874, the Oregon State Land Board had started selling submerged lands. Citizens became concerned about the impact this would have on public transportation. In 1899, the Oregon legislature declared Clatsop County's beaches from the Columbia River to the south county line as a public highway. In 1911, Oregon elected former state land agent Oswald West to the governor's office. West was a major proponent of the development of transportation in Oregon. In 1913, he declared all of the state's beaches, from Washington to California as public highways.



Clatsop Beach brochure, 1917

Transportation

The source of Oswald West's inspiration and experience with Oregon beaches and tidelands was his coastal retreat in Cannon Beach, within the study area. This retreat is on the National Register of Historic Place and is open to the public. Oswald West State Park, a few miles south of this retreat, was created and named in his honor.

The beaches would remain the primary overland thoroughfares until 1919 when the citizens passed a ballot measure and the Oregon Coast Highway was built. Construction would start in the most populated area, between Astoria and Seaside. Conde McCollough, a civil engineer from Iowa became known as Oregon's Master Bridge Builder. The first two of many spectacular bridges he built along the coast were in Clatsop County; these are the old Youngs Bay Bridge (1921) and the Lewis and Clark River Bridge (1924). Both of these bridges are still in use though they are no longer part of the coastal highway system.

In the 1966, Oregon governor Tom McCall staged a news conference at Haystack Rock near Cannon Beach to galvanize support for an Oregon Beach Bill that made everything up to 16 feet elevation from sea level open to public access. It became a model for similar legislation in other coastal areas.

CONCLUSION

These themes that make the proposed Columbia-Pacific NHA nationally distinctive are diverse and interwoven. They have at their center the Columbia River and its influence on natural resources, cultural traditions, diversity, trade and commerce, and the economic livelihood of the region.

These themes woven together convey a tapestry of the interrelated stories of the Columbia-Pacific, spanning pre-history to the present and form the foundation for programs, projects, investments, interpretation and stewardship for the proposed NHA. Additional documentation related to the region's unique and nationally-important heritage can be found in Chapter 7.



Kemmer Oyster Company harvesting on Willapa Bay

4

Proposed Coordinating Entity & Approach

This chapter describes the proposed coordinating entity and its conceptual approach to the proposed NHA as evaluated according to criteria in the study legislation and other directives issued by Congress.



KEY DEFINITIONS

National heritage area (NHA) –

A region recognized by Congress because it tells a distinctive part of the American story.

National heritage area program (NHA program) –

The program put in place to assist local communities engaged in work within an NHA. This program involves a congressionally designated coordinating entity and eligibility for federal appropriations.

An NHA can exist without a program, federal assistance, or a coordinating entity. NHAs are simply an area recognized by Congress. The NHA “program” is the assistance and can include a federal appropriation. This appropriation is intended to be managed and leveraged by a coordinating entity that is also identified by Congress.

WHAT IS A COORDINATING ENTITY AND WHAT ARE ITS PRIMARY RESPONSIBILITIES?

NHA programs are not run by the NPS. They are local efforts administered by a coordinating entity that is identified in the NHA’s authorizing legislation.

The legislation creating an NHA gives the coordinating entity certain authorities and responsibilities. Its primary responsibility is to develop a financially self-sustaining program that helps a region maintain its identity and heritage. This program is developed in collaboration with local governments and other stakeholders. Any federal funds appropriated for the NHA program are to be used as seed money to help the coordinating entity develop this self-sustaining NHA program.

Coordinating entities are vital to the success of NHA programs. An NHA rarely succeeds without a capable coordinating entity. For this reason, the NPS has made the evaluation of the proposed coordinating entity for the Columbia-Pacific NHA a key part of this study.

Early NHA programs were often run by appointed commissions; however, most NHA programs created in the past 10 years have selected non-profit organizations as their coordinating entities. Eight of the nine most recently designated NHA programs will be coordinated by non-profit organizations. NHA programs have discovered that non-profit organizations are best suited to manage fundraising, partnership building, and other collaborative activities, duties typical of a coordinating entity.

PROPOSED COORDINATING ENTITY AND APPROACH

Proposed Coordinating Entity: ShoreBank Enterprise Cascadia

The proposed coordinating entity for the Columbia-Pacific National Heritage Area is ShoreBank Enterprise Cascadia (SBEC). SBEC is a certified 501(c)(3) tax-exempt, non-profit community development financial institution (CDFI) serving communities at the mouth of the Columbia River in Oregon and Washington.

SBEC was established in 1995 to strengthen family, ecological and economic resilience through consulting, financial and business assistance to entrepreneurs, non-profits and others that deliver economic, social and/or environmental benefits to local communities and the larger region. They have had a larger impact than any single organization on the health of historic districts and properties within project area that are listed on the National Register of Historic Places.

SBEC's primary tool is the investment of non-bank capital in endeavors that would not otherwise be possible. The organization's goal is to fund projects that meet more than one need in the community. Over the past fifteen years, SBEC has invested more than 80 million dollars in people and communities of the Pacific Northwest. In summary, SBEC is a capacity-building organization that helps others to do good work.

SBEC, classified by the Department of the Treasury as a non-profit CDFI, participates in the New Markets Tax Credit Program which provides tax incentives, on a competitive basis, to induce private-sector, market-driven investment in businesses and real estate developments located in distressed communities.

PROPOSED CONCEPTUAL APPROACH

The NPS asked SBEC to develop a conceptual approach to the proposed NHA in collaboration with other stakeholders. While the focus of the NHA's



Logging remains vital to the regions heritage

work will be determined by a plan developed after designation, the NPS wanted to evaluate broad strategic elements to make certain they were in accordance with the purposes of the NHA designation.

RESILIENCE FOR LIVING PLACES AND COMMUNITIES

SBEC understands that NHAs are places that have made it to the 21st century with their identities and heritage intact. They are living, breathing communities. Communities within NHAs, have held on to their identities not by “freezing” their region in time but by adapting and changing, while holding on to the traditions and places they consider important.

SBEC proposes that the Columbia-Pacific National Heritage Area be organized around the principle of resilience. Resilience is the ability to weather change and to continue to thrive in a changing world. Without resilience – or adaptability – people, historic places, cultures, and economic well-being are vulnerable.

Economists use resilience to describe the health of economies and their ability to absorb shocks or reverse

equal net gains over long periods of time.

SBEC defines resilience as:

- Economic resilience means supporting entrepreneurs, innovators and competitive regional markets that ensure a regional economy that is and remains vital for all residents of the region.
- Family resilience means preserving social and cultural traditions and ensuring access to essential services that get and keep people on the path toward opportunity.
- Ecological resilience means preserving the integrity of natural systems, minimizing the impacts of desirable commercial activity, and reducing carbon in the environment.

Family Resilience:

- **Chinook Indian Nation** – Conducted strategic planning to address business development opportunities such as fisheries branding and the location of a headquarters building.
- **Lower Columbia Hispanic Council** – Received as-

TABLE 4.1: HOW SBEC ORGANIZES ITS ACTIVITIES

FAMILY RESILIENCE	<i>Economic Opportunity</i> out of poverty	<i>Essential Services</i> that support and sustain families	<i>Cultural Traditions</i> that deliver social networks and confidence
ECOLOGICAL RESILIENCE	<i>Preservation of Nature</i> because it is scarce and valuable	<i>Climate Change</i> because rural landscapes deliver carbon storage capacity	<i>Minimizing Impact</i> on nature from human activity
ECONOMIC RESILIENCE	<i>Rural Competitiveness</i> anchored by strong economic centers	<i>Green Collar Jobs</i> are essential to emerging economies	<i>Entrepreneurship</i> delivers opportunity and innovation

negative trends. The social professions use resilience to describe a family’s ability to withstand a setback without being debilitated. Ecologists use resilience to describe a healthy ecosystem and its recovery from and reaction to natural disasters. Resilience implies that progress is not a single upward trajectory, but instead a dynamic process – a series of ups and downs that

sistance to refine and implement bylaws, operating manual, policies and procedures for this non-profit that aims to establish a better standard of living for Hispanic immigrants in the region.

- **NOW CDC** – Assisted a consortium of non-profit affordable housing groups that purchased property, to develop much needed affordable

housing units on a converted brownfield site.

Ecological Resilience:

- **Clearwater Forest Fund** – Purchased 40 acres in south Pacific County, Washington to harvest timber using sustainable forestry techniques and sold the conservation easement to Cascade Land Conservancy.
- **Trails End Recovery** – Provided capital and support for a local company owned by a 4th generation logging family. Support has allowed the company to expand into recycling and recovery, restoration forestry, and biomass energy.
- **Mill Pond Village** – Conversion of a brownfield associated with an old mill site into a “green” community-owned subdivision. This project won the EPA’s Phoenix Award.
- **ShoreBank Septic Loan Program** – Assisted property owners with failing septic systems to get the needed financing to upgrade their systems.

Economic Resilience:

- **Bridgewater Bistro** – Financed a new restaurant, which uses local seafood and other products in its menu, as the anchor tenant for the recently restored, nationally registered “Red Building”, a



The refurbished Red Building along the Astoria waterfront



The great blue heron is a common sight in the estuary

historic machine shop on the Astoria waterfront.

- **Clatsop Community College Renovation** – Utilized New Market Tax Credits to fund new and updated facilities to meet increased demand for local educational opportunities. Field of study at the college include a new, fully subscribed track in historic preservation, tracks in marine technology and other trades specific to the heritage of the region. The campus is home to several historic buildings.
- **Jessie’s Ilwaco Fish Company** – Made plant improvements that reduce environmental impact and expanded their purchasing power to increase their business. This business anchors the historic Port of Ilwaco and has helped to maintain the Port as a working waterfront.
- **NBSD, LLC** – Converted the 1891 Hanthorn Cannery building at Pier 39 into a complex with office rentals, luxury suites, coffee shop, restaurant, indoor boat storage and maritime businesses.

SBEC proposes using three approaches to help communities within the NHA to thrive:

- Investments that create opportunity and community;
- Building capacity and facilitating collaboration; and

- Connecting stories.

INVESTMENTS THAT CREATE OPPORTUNITY AND COMMUNITY

NHA programs are about “whole” communities. Communities are complex; they have many needs and desires: economic opportunity, a healthy environment, cultural traditions, social ties, health care, space for recreation, among others. Considering the conservation of culture, historic places, or the environment in a vacuum often results in asking communities to choose between two values: Do we keep an historic building or make way for new development? Do we lock up a forest or cut it down?

SBEC believes that many of these are false choices. The organization believes that in many cases there are opportunities for business people, non-profits, and government institutions to come together and meet all

of their needs.

An excellent example is a project SBEC collaborated on at a forest tract within the boundary of the proposed NHA at Knappton Cove, Willapa Land and Dendrology Corporation (WILD), a local sustainable timber company, approached SBEC to collaborate on the purchase of the property. WILD believed that it could both manage the site in a way that brought more revenue per harvested tree and help to restore the site to mature forest. WILD sustainably harvested some of the alder and sold it as Forest Stewardship Council SmartWood, a designation given to wood that is sustainably harvested from ecologically managed forests. WILD also used conservation easements and riparian deed restrictions to both protect the site and generate additional income.



Renovations at Clatsop Community College

In a related project, SBEC also helped provide capital and entrepreneurial support to mills in Raymond and South Bend, Washington, just outside of the proposed boundary, to allow these mills to process SmartWood alder.

These project satisfied many community needs. They created forestry jobs, allowing people to work in the woods; it helped to conserve the landscape; and, it was profitable, which means the activity could be sustained by the private sector without assistance.

Synergy between Heritage and Civic Life of Communities

SBEC believes that there is a very useful synergy between heritage and civic life, and that the large-scale conservation of heritage and identity requires that they be woven into the economic life of communities. Heritage activities that are economically viable are likely to be sustained by market forces and, therefore, should not require subsidy. Similarly, economic activities that preserve cultural traditions, build confidence and instill in a population pride in livelihood and identity which improves the quality of life in communities.

Investing directly in local projects, such as putting a business into a restored historic building, helps to make certain that the unique character of the community continues and that places become tangible to citizens as well as visitors seeking to learn and understand what events have shaped the region.

Non-Bank Capital Approach

The approach proposed for the Columbia-Pacific NHA is significantly different than that in practice in most other heritage areas. SBEC's strength is raising non-bank capital from philanthropists, foundations, and other sources to invest in projects that would not otherwise be possible. It is rare that coordinating entities have the tools to directly invest capital in communities. Most other NHAs focus their efforts on education, visitor programming and facilities, branding, and regional promotion rather than on economic

development activities. The assumption is that these educational activities will generate tourism and more interest in the area and that this increased traffic and interest will stimulate investment in the places and communities of the region.

The SBEC approach is uniquely positioned to maintain authentic American places where identity and livelihood are intact and closely linked. While this approach might not be possible for all NHAs, the NPS believes that it has great merit and should be explored in other NHAs.

Precedent within NHAs

The non-profit Progress Fund (www.progressfund.org) provides an interesting precedent for the approach that SBEC proposes. The Progress Fund was created in partnership with the Paths of Progress NHA in southwestern Pennsylvania. After the NHA had reached the end of its appropriation and the coordinating entity disbanded, the Progress Fund continued. Since the termination of the NHA, the Progress Fund has expanded its region of service to neighboring Ohio and West Virginia, while continuing to support many of the goals and aims of the Paths of Progress NHA.

The Progress Fund provides one of the only examples of a self-sustaining community-based program created in partnership with a NHA.



Sunday Market in Astoria

BUILDING CAPACITY AND ENCOURAGING COLLABORATION

SBEC believes that rural regions persist and thrive because communities with a shared heritage work together. In the Columbia-Pacific region communities are just beginning to identify their common challenges and opportunities. Though they often share common history, they belong to separate states, counties, and cities.

Gateway Communities Workshop

In 2007, the Conservation Fund and other partners sponsored a three-day series of meetings, known as the Gateway Communities Workshop, at Fort Columbia State Park, near Chinook, Washington. About 90 leaders from all of the region's incorporated cities and counties attended, including state agency representatives. Many found the sessions transformational. They discovered that they shared experiences. SBEC participated in the workshop and noted that it was the first time that many leaders from what they considered a distinct economic and historic region had gathered in one room.

The follow-up to the workshop was also encouraging. Teams proposed several projects and these two have been implemented:

- A \$400,000 waterfront study in Astoria that found support from the Ford Foundation
- Adoption of a trails plan as a part of the master plan for the City of Warrenton

Future Collaboration Opportunities

SBEC would like to create a forum in which local leaders can further this spirit of collaboration. An NHA designation would create a “neutral table” where leaders and community members could work across boundaries on problems of common interest.

SBEC proposes to work in synergy with a variety of organizations in the NHA region and has a proven track record of strong and successful collaborations with a full spectrum of groups including local, state and federal government entities, private foundations, businesses, Native American tribes, and non-profits. A partial list of SBEC's current partners includes:



March 2008 Community Workshop

Historic Preservation

- Lower Columbia Historic Preservation Council
- City of Astoria, Uppertown National Historic District
- City of Astoria, Uniontown-Alameda National Historic District
- Lower Columbia Historic Preservation Cluster
- Clatsop Community College
- The Liberty Theater – Liberty Restoration, Inc
- Columbia Pacific Heritage Museum
- Clatsop County Heritage Museum

Sustainable Agriculture and Agricultural Heritage

- Farm Service Agency – Oregon
- The Food Alliance
- Food Innovation Center
- North American Farmers’ Direct Marketing Association
- Oregon State Extension Service
- Oregon Tilth
- Tilth Producers of Washington
- USDA Economic Research Service
- USDA Sustainable Agriculture Research and Education Program
- Washington State Department of Agriculture
- Washington State Extension Service

Conservation and Stewardship

- The Columbia Land Trust
- Columbia River Estuary Task Force
- Ecotrust
- Lower Nehalem Community Trust
- North Coast Watershed Association
- Sustainable Northwest

Community Economic Development

- Association for Enterprise Opportunity
- Center for Rural Affairs
- Coastal Community Action Program
- Coastal Enterprise, Inc.
- Corporation for Enterprise Development
- Impact Capital
- Institute for Social and Economic Development
- Oregon Microenterprise Network
- Rural Development Initiative

Sustainable Fishing/Seafood and Fishing Heritage

- Coastal Oregon Marine Experiment Station
- Consumer Seafood Initiative
- Marine Stewardship Council
- Northwest Maritime Center
- Oregon State University Seafood Lab
- The Seafood Consumer Center
- Oregon Sea Grant



OSU Seafood Lab, Astoria, OR

Sustainable Forestry/Wood Products and Forestry Heritage

- National Network of Forest Practitioners
- Northwest Natural Resource Group
- The Forest Stewardship Council
- National Commission on Science for Sustainable Forestry
- Northwest Natural Resource Group
- Sustainable Forestry Initiative
- Sustainable Forestry Network
- Sustainable Oregon

If designated, the Columbia-Pacific NHA will be the region’s heritage area. SBEC has articulated its role to be as a convener, collaborator, and coordinator. SBEC is committed to a balanced approach of coordinating the various special interests that exist in all communities.

Community Involvement – Advisory Board

SBEC’s intent is to create a National Heritage Area (NHA) Division within its organizational structure dedicated to NHA activities and create an Advisory Board, appointed by the SBEC Directors and regional representatives of the National Park Service to oversee and guide the annual activities and performance of the NHA Division.

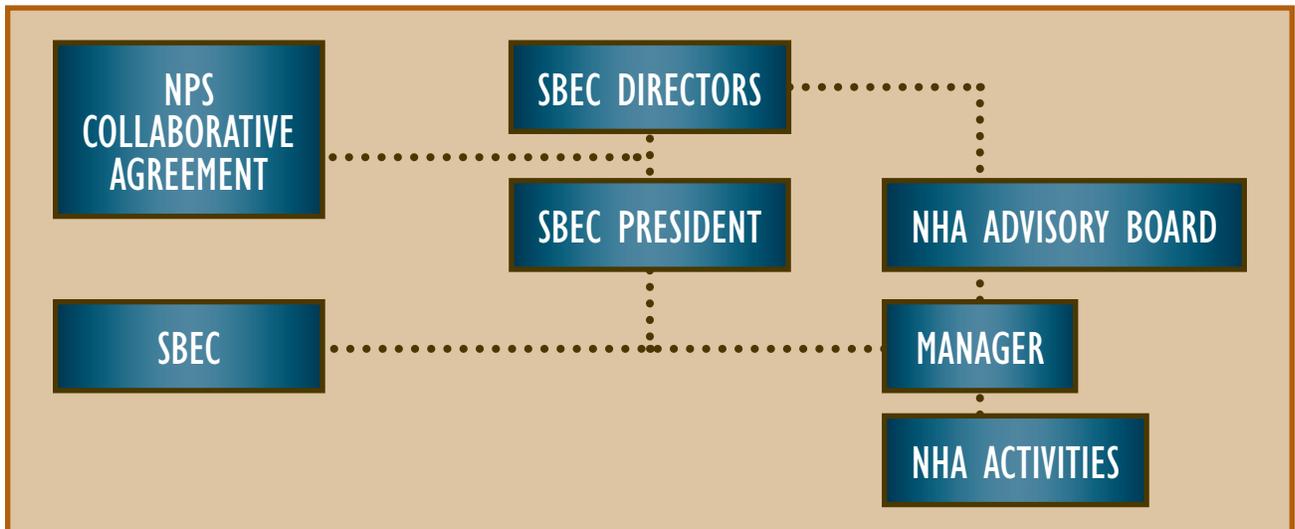


Landscape materials are recycled by Trails End Recovery in Warrenton, Oregon

All management, supervisory, administrative and fiscal functions and authorities would rest with SBEC. SBEC employees would carry out the NHA strategy. Advisors would inform and approve multi-year strategy, annual work plans, budget and performance to plan.

SBEC will designate one Director to chair the NHA Advisory Board. SBEC will seek input from community leadership in the designation of this person as well as appointment of Advisory Board members.

FIGURE 4.1: NHA DIVISION ORGANIZATIONAL STRUCTURE



CONNECTING STORIES

Understanding the region involves asking the right questions. SBEC believes that an NHA program would provide a vehicle to help the regional community leaders to understand their common history and the challenges shaping the current environment. This understanding will give the communities greater influence over their futures.

Past Study: Typology of the Region

SBEC collaborated with the Carsey Institute at the University of New Hampshire on a study of rural communities in America. Based on this research, the authors classified communities into “types:” chronically poor areas, prevalent in the South; areas where manufacturing or industry was declining, such as towns in the Midwest; and communities surrounded by natural beauty, like those outside ski areas or on the coasts.

The region at the mouth of the Columbia River was classified as a fourth type. Researchers found that it shared much in common with both the declining industry areas of the Midwest and the areas of natural beauty in the Rocky Mountains. It was a “hybrid.”

The study found that the population on the coast was growing largely due to an influx of retirees or semi-retirees and young professionals. However, many young people were still leaving to find opportunity elsewhere instead of staying in



An abundance of natural resources along the Columbia River



Historical photo of salmon and tuna processing in the Lower Columbia Region

their communities. Housing values were rising. Affordable housing was a problem, along with the other challenges that come with rapid growth. At the same time, many people who make their living either on the land or on the water were finding it increasingly more challenging to make ends meet. Their industries had changed, mostly due to global and national forces outside of their control.

The characterization of this region as one both rich with natural beauty and subject to the booms and busts in resource markets is not a new one. For more than 140 years, both tourism and resource-based industries have been the base of the region’s economy. In meetings and workshops held to share the Carsey Institute’s findings, residents made it clear that they did not want to have to choose between becoming a tourism economy and a resource-based economy. They wanted to continue both traditions.

Tying Together the Past and the Future

Understanding the forces that created the region’s history is not just an exercise for history buffs. Those forces shaped the communities near the mouth of the Columbia as they exist today. SBEC believes that understanding the region’s heritage is key to understanding where the region has been and where it is going.

Understanding the heritage at the mouth of the Columbia means understanding the web of history, culture, social and economic forces at work. There are many public places devoted to history and culture, but the stories are often disconnected from one another. One might focus on an event, another on a person or a place, but there are few efforts to connect the stories into a coherent whole.



Hanthorn Cannery 2009



Hanthorn Cannery 2004

Astoria's Historic Hanthorn Cannery before and after renovation by NBSD, LLC

For this reason SBEC, NPS, state parks, and other organizations have been working with adjunct faculty at Portland State University and the University of Washington on the Lower Columbia Special History Study. One outcome of this study will be a series of “public histories” that link past and present.

WHAT WOULD NHA ACTIVITIES LOOK LIKE IN THE COLUMBIA-PACIFIC NHA?

Resilience within the Proposed Columbia-Pacific NHA

Within the proposed NHA, one example of resilience is the fishing industry on the lower Columbia. In 1877, there were 30 canneries on the lower river and more than 1,000 sail-powered gillnet boats.

By 2009, the industry had changed substantially. Today there are only two major packers in the lower Columbia yet Astoria still ranks 15th in the nation in terms of commercial catches landed at U.S. ports. Hundreds of local residents work in the industry. Though less dominant than in the past, the industry has survived.

More importantly the community has held on to the marine culture and traditions of fish, and fishing. Each year dozens of fishermen and women participate in the Fisher Poets gathering, sharing tales of their lives at sea or on land.

Old canneries like the Hanthorn Cannery at Pier 39, formerly home to Bumblebee Seafood, have been adaptively reused. Today the Hanthorn Cannery not only houses new maritime businesses but also holds an annual reunion for cannery workers and has a small museum featuring oral histories and old gillnet boats.

SBEC and Oregon State University have formed the Community Seafood Initiative, housed at the Seafood Consumer Center, a public-private endeavor aimed at finding new markets for sustainably harvested seafood products.

All of these activities help communities along the lower Columbia to maintain their connection to the Columbia estuary, the near shore Pacific Ocean and the fish.



Oregon State University Seafood Laboratory in Astoria, OR

SBEC’s approach to the proposed NHA would be to use strategic investment to help people, places, and the economy at the mouth of the Columbia become more resilient, thereby ensuring that cultural traditions and a healthy environment are passed to future generations.



Old Growth Timber being sustainably managed by Willapa Land and Dendrology

Examples of Activities Related to NHA Themes

The Water Economy – Themes 2 and 6

The two large estuaries, the Columbia River Estuary and Willapa Bay, are the defining water features of the heritage area, and the abundance of their natural resources is what led to the settlement and development of the region. Industries sprang up to harvest nature’s abundance. These are the fishermen, oyster farmers, crabbers, and next, the secondary businesses, such as the processors, local markets and restaurants that bring added value to the harvests.

SBEC has worked with the following partners on activities supporting themes 2 and 6:

- Jessie’s Ilwaco Fish – Ilwaco, WA
- Kemmer Oyster Company – Willapa Bay, WA
- Doumit Marine Services – Cathlamet, WA
- Jimella’s Seafood Market – Klipsan Beach, WA
- Fulio’s Pasteria – Astoria, OR
- Bridgewater Bistro – Astoria, OR

The Land Economy – Theme 6

The most rapidly growing sector is regional tourism, but it has always been present in certain spots on the coast such as Seaside, Cannon Beach and Long Beach. Therefore, supporting and enhancing this sector with a focus on heritage and natural resource will be a priority too. Extra emphasis in land economy investments will be placed on niche timber products, carbon sequestration, agriculture, farmland preservation, eco-tourism and more locally produced goods, those operations that help to re-tool these historic industries into viable businesses that can operate sustainably in the new economy.

SBEC has worked with the following partners on activities supporting theme 6:

- Trails End Recovery - Warrenton, OR
- Willapa Land and Dendrology Corporation – Clearwater Creek, WA
- Long Beach Peninsula Visitors’ Bureau – Seaview, WA
- Bailey’s Bakery and Café – Nahcotta, WA



Willapa Land and Dendrology crew after a day of sustainable logging

Historic Preservation– Themes 3-7

Safeguarding the heritage of a place also means preserving its historic structures because they represent physical evidence that “history existed here.” Their unique silhouettes bring character to a place. Within their bones exists all of the hopes and dreams that brought them to fruition and without them one plot of land is like any other. The problem is that most of these aged structures have outlasted their originally intended uses. In order to keep them from being destroyed and forgotten, new uses must be found. Some must become modernly practical and actively sought out for new uses. Some like the Flavel House in Astoria are so unique that by merely restoring them to their original luster, audiences will want to simply walk through and marvel at them. These are candidates for the exalted status of museums and interpretive centers. However, these types of structures can only comprise a small number of the historic buildings in an area. The rest must be adapted for reuse drawing in new tenants. The challenge here is that the cost to restore a structure can exceed its economic value. Innovative financing is often needed to make these competitive in the market. Historic tax credits, private foundations and public grants can be combined with debt financing to bring out the full potential in these historic buildings. This type of collaborative financing is one of SBEC’s specialties.



Fort George Building in Astoria, OR

SBEC has worked with the following places and partners on activities supporting themes 2 and 6:

- Pier 39 Redevelopment Project – Astoria, OR
- Fort George Building – Astoria, OR
- Finnish Meat Market Bldg, Columbia River Coffee Roasters – Astoria, OR
- Clatsop Community College Campus – Astoria, OR
- Old Navy Housing, Seaview Motel – Long Beach, WA
- Shanahan Building – Astoria, OR
- Columbia-Pacific Heritage Museum – Ilwaco, WA
- Lower Columbia Preservation Society – Astoria, OR



Jimella’s Community Seafood Market specializes in locally grown and harvested products

The Cultural Heritage – Immigrants and Indigenous Inhabitants – Themes 3 and 7

The Indians were the first to show early travelers that the region was a rich place indeed. Great networks of Native American villages and trading posts existed here prior to western settlement and local boundaries and landmarks still bear their names. This culture is preserved in the Chinook and Clatsop people who still occupy the land and preserve its ancient history. As we have noted, the culture of the Columbia-Pacific region is marked by successive waves of immigrants who arrived to take advantage of these riches.

Since immigration is part of the social fabric of the Columbia-Pacific region, all immigrants, including the latest ones, should receive recognition within the NHA. SBEC proposes that investments be made that provide resilience to the full spectrum of cultural heritage of the area, both to indigenous inhabitants and immigrants.

SBEC has worked with the following partners on activities supporting theme 7:

- Chinook Indian Nation – Chinook, WA
- Memories of Our Past, Kay Reid – Long Beach, WA
- Tienda El Puerto – Astoria, OR
- Lower Columbia Hispanic Council – Astoria, OR
- KMUN Radio Station – Astoria, OR

Stewardship – Themes 1 and 2

The backdrop for the rich culture and heritage of the Columbia-Pacific region is the unique, natural environment that exists where the largest river on the west coast meets the ocean. This land and seascape generates abundant natural resources that provide its inhabitants with the ingredients for economic success. If these resources are lost, or compromised too greatly, the rest of the region’s culture and heritage will be at risk. This need for a healthy, natural environment continues to fuel the region and should guide



Wetland Mitigation along Willapa Bay preserves the ecosystem



ShoreBank Septic Loan help keep waste out of Willapa Bay

investments in activities that help to preserve and improve the integrity of the local environment.

SBEC has worked with the following partners on activities supporting themes 1 and 2:

- Long Beach Mitigation Bank – Long Beach, WA
- Alderbrook Lagoon – Astoria, OR
- Sea Resources – Chinook, WA
- Septic Loan Program – Pacific County, WA
- Duck Shacks, DEQ Septic Program – Clatsop County, OR
- Mill Pond Village, Brownfield Restoration – Astoria, OR
- Willapa Demonstration Land Bank – Long Beach, WA
- Wastewater Treatment Lab, Clatsop Community College – Astoria, OR

EVALUATION OF THE COORDINATING ENTITY

Detailed information on evaluation is located in Section 5 – Tracking Performance and Section 7 - Evaluation According to NHA Criteria.



Mill site in 2006



Mill site in 1993

Mill Pond Village before and after remediation of abandoned mill site



The Columbia River remains a vital channel for west coast shipping

5

Conceptual Financial Plan

NHA REVENUE STRATEGY

It is SBEC's intention to utilize the NHA funds to develop a capital pool that will be used to create a heritage-focused revolving loan fund (RLF). SBEC has demonstrated a solid track record of prudent, efficient, strategic and mission-based management of scarce public and private resources.

SBEC has a demonstrated ability to leverage its funds through strong partnerships with both public and private entities and has a solid track record of taking the funds it has been granted and using them to leverage further funding at a level as high as 3:1.

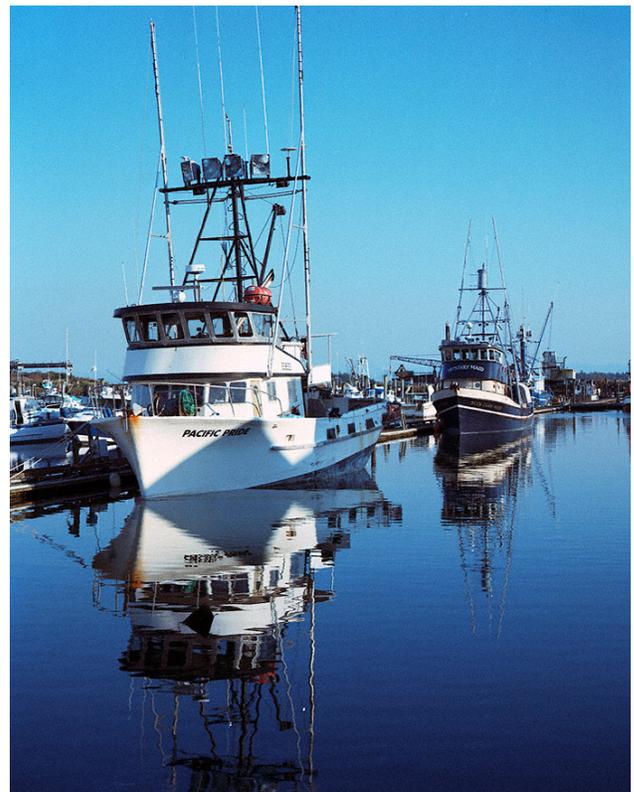
SBEC proposes to utilize NHA funding to directly leverage additional capital on a 2:1 ratio to build up a ten to fifteen million dollar capital pool. This will be accomplished by seeking additional funding from foundations, historic preservation agencies and other community investors in the Columbia-Pacific region. The capital pool of an RLF can be re-deployed multiple times, providing a sustainable model for preserving the heritage in the region and promoting heritage livelihoods.

How It Would Work

Following a community-based process to develop a management plan for approval, SBEC will request federal appropriations to begin building a NHA related revolving loan fund. For this model to work most efficiently and effectively, a greater level of federal funding will be requested initially because the more seed funding SBEC has in the beginning, the easier it will be to get an entity, such as a private foundation, to match that funding. Once SBEC has matched the initial funding amount, it can then approach other

foundations or banks and borrow against the matched funding at a low rate which gives SBEC the ability to begin lending these funds at a reasonable rate. These lending fees and the returned loan payments go back into the fund to be used again.

The larger the initial investment, the more quickly SBEC can build up a capital pool that will be large enough to sustain itself. At adequate levels, the outstanding loan payments will be enough both to replenish the fund and provide an adequate stream of income to the program to support its overhead. Once that is achieved, the RLF program will be self-sustaining.



Boats at Astoria docks

FINANCIAL PROJECTION

SBEC’s history in this region provides them a unique opportunity to launch a new NHA with sufficient operational capacity and, more importantly, the trust needed to operate across municipal, county, and state boundaries. Many of the partnerships and collaborations required to launch a successful NHA effort are already in place.

Additionally, SBEC has high credibility with both public and private funders at the local, regional, and national level. This credibility and previous track record demonstrates an ability to leverage a diverse range of resources for NHA investments. If the NHA designation is secured, detailed financial projections will be developed as part of the management planning process.

Anticipated Core Operating Budget

It is anticipated that the core operating budget will average \$200,000 to \$250,000 per year. Core operations would include overhead costs, travel, and staff salaries/benefits. Additional marketing and project related needs and costs may be identified during the management planning process. It is SBEC’s intent to deploy a seasoned professional team in support of the NHA. The team would include a designated program staff position, senior and associate lenders, and program staff from SBEC’s Indian Country Initiative and Community Seafood Initiative. Additionally senior management would be deployed in both the planning and implementation. SBEC has stated it is not their intent to silo the NHA activities internally but rather

integrate NHA activity into their overall approach in order to take advantage of operational efficiencies.

SBEC’s intent is to develop an NHA revolving fund of between 10 million to 15 million dollars. Return on investments in heritage related projects will be the primary basis of future earnings. Over the first few years of operation SBEC will be looking for operational support from the NPS mixed with program grants from regional foundations. SBEC also plans to secure state support from Oregon and Washington.

For capitalization of the NHA revolving fund, SBEC proposes a minimum corpus of 5 million dollars from federal appropriation that would be used to leverage additional capital from private and other public sources in the form of grants and loans (Program Related Investments). A summary of this model is shown below.

Given this approach, it is believed the core operating functions of the NHA could be self-sustaining within a five to seven year period and result in investments of over 10 million dollars in the local economy. Additional resources sought after this period would be for growth, specific investments, or future project opportunities.

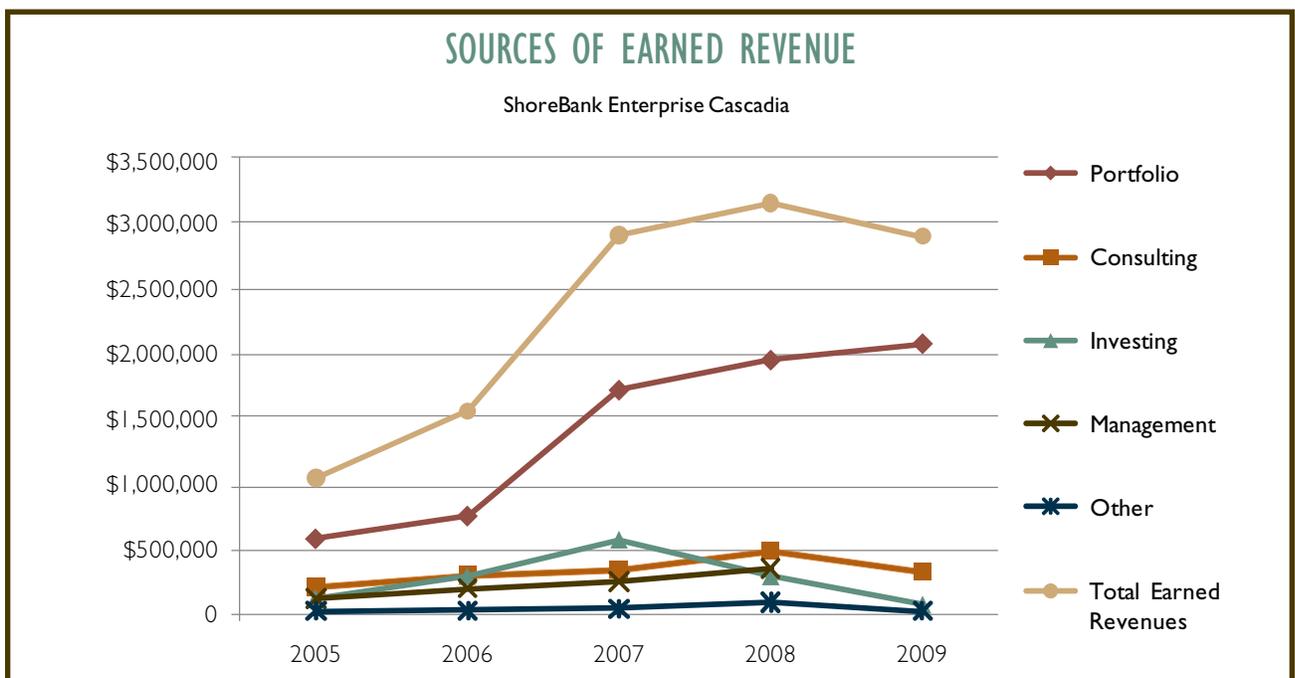
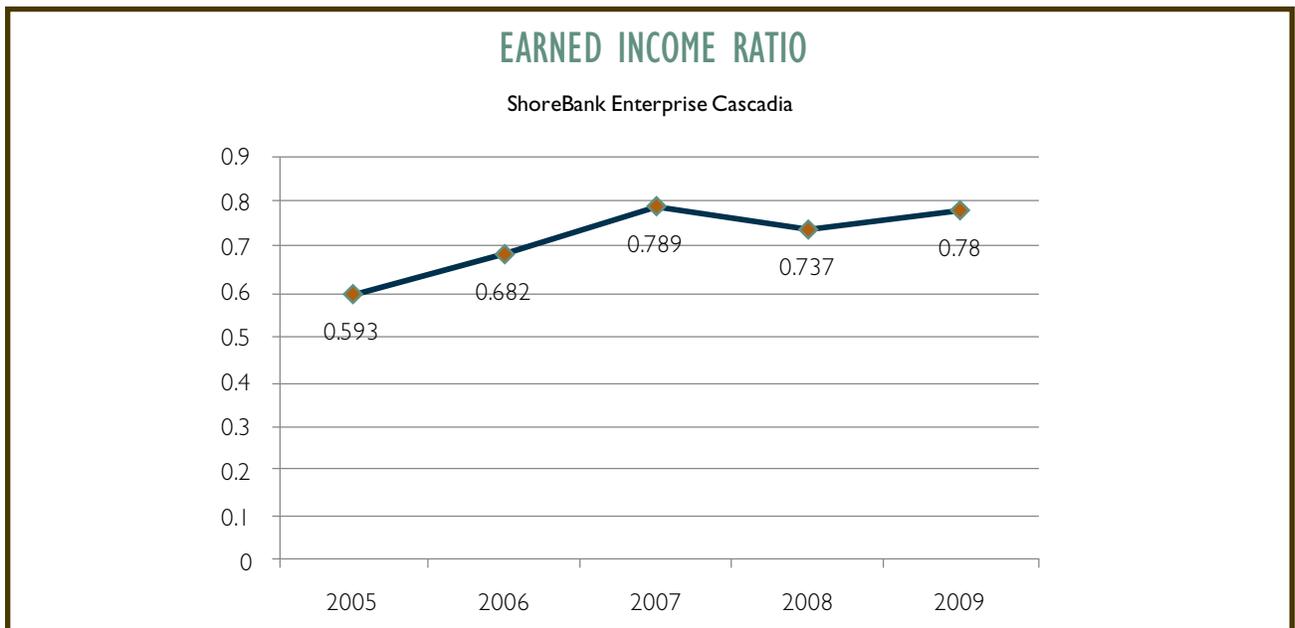
If the level of appropriation projected above is not available, the model proposed would still be capable of meeting its self-sufficiency goals over a longer period of time. It is estimated a \$400,000 annual appropriation would extend timeframe for achieving self-sufficiency to approximately 15 years.

TABLE 5.1: FUNDING MODEL SUMMARY

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

LONG TERM SUSTAINABILITY STRATEGY

SBEC believes that supporting the majority of its operating costs with earned revenue is a prudent strategy for any non-profit. The profit making activity that SBEC enables with its loans is confined to the activity of its borrowers. It means that jobs and wealth are being created in communities. Profitable business activity is an excellent measure of the economic health and vitality of a community. SBEC is proud to support business and civic endeavors that can attract and repay capital so that the capital can be reapplied to other new endeavors in the future. The following graphs illustrate SBEC's ability to generate earned income.





Aerial view of Astoria, Oregon, where the Columbia River meets the Pacific Ocean

This same model can also prove sustainable for the operations of the NHA. Providing heritage-targeted capital and receiving repayment of that capital, will enable SBEC to sustain the funding necessary for operations and to re-lend it for new heritage area endeavors. This model will enable SBEC to provide support to the NHA long beyond the closing of congressionally authorized funding.

COMPARISON OF SBEC'S FINANCIAL STRATEGY FOR THE COLUMBIA-PACIFIC NHA TO TRADITIONALLY-RUN NHAS

As illustrated earlier, SBEC has an NHA financial strategy that should allow it to become self-sufficient by the end of the NHA authorization period. In order to illustrate the benefits of this strategy, it may help to compare this approach to the traditional ways that NHAs have been managed.

Traditionally, an NHA coordinating entity uses the federally authorized funds to leverage additional funds and then allocates those funds mostly for heritage area promotion and small grants. The goal of this model is to preserve the heritage of an area by increasing economic development within the region through indirect means. The idea being that by promoting

a region with nationally significant heritage, more people will visit bringing more money into the economy, thereby increasing economic opportunities.

Small grants are used to distribute funds for projects such as trail-building, signage, and festivals that are geared towards increasing tourism. This model is not sustainable without the continued authorization funds seed money. When those federal funds end, the coordinating entity often finds it difficult to continue raising funds for their operations and some coordinating entities may not be able to survive.

Direct Investment Approach

The solution is to develop a sustainable way for a coordinating entity to be able to generate earned income from its activities, thus returning money to the organization. This allows the entity to be run in a more self-sufficient manner and, thus, be less reliant on grant funds to operate. If preserving the heritage of a region through supporting the local heritage economies is the primary goal, then a more fiscally-sound way of operating is to invest directly in those economic sectors that support and preserve the heritage of the area. This can be accomplished through a revolving loan fund approach that focuses investing in those economic sectors that preserve the historic fabric of the region.

For instance, this could include investing in the preservation of a historic building and renovating it for modern uses; or supporting a local fisherman's business that allows him to continue his way of life; or re-tooling timberland for the new economy by focusing on sustainable timber certification. These investments generate revenue that can repay a loan, which allows the money to return to the lending pool for future investments. At the same time, those investments are also helping to directly preserve the historic fabric of the region. This direct investment strategy lends itself well to preserving the heritage of a region and still allows the tourism sector to capitalize on the authentic, living heritage in the region. Creating a place where locals in heritage livelihoods can prosperously live, will attract visitors to come and connect to that living heritage.

CAPABILITY

Throughout its existence, SBEC has developed strong partnerships with local businesses, non-profit organizations and private foundations as well as local, state and federal government agencies. Through its programs such as the Consumer Seafood Initiative, Indian Country Initiative, and Lower Columbia Hispanic Initiative, SBEC has shown that it has the ability to identify a need in the region and develop a comprehensive program to address that need through innovative strategies and partnerships. This same approach will be applied to the NHA program. The following examples demonstrate the success that SBEC has achieved.

ShoreBank Enterprise Cascadia was a recipient in 2009 of a one million dollar grant from U.S. Department of the Treasury's Community Development Financial Institutions (CDFI) Fund, to provide affordable financial products and services to low income communities and populations. Financial Assistance awards allow the CDFI Fund to achieve economic and community development impact by investing in CDFIs that demonstrate the financial and managerial capacity to provide affordable financial products and services to low-income communities and populations.

In 2008, SBEC was honored by Oregon Governor Ted Kulongoski with a Governor's Sustainability Award in the non-profit category. The award program recognizes sustainable practices in government and the private sector. As part of the selection process, applicants were required to demonstrate a commitment to sustainability that goes beyond compliance with regulatory requirements. The judges noted that SBEC demonstrated sustainability practices in the following areas:

- Energy efficiency, renewable energy, water efficiency
- Agriculture or food related practices
- Ecosystem conservation and/or restoration
- Waste management
- Procurement
- Built environment
- Social equity categories



Willapa Bay oyster processing



Kite surfing at Fort Stevens State Park

Innovation in blending economic opportunity with social and environmental benefits is one reason that SBEC was invited to participate in the Clinton Global Initiative that took place in New York in September, 2009. One of the ‘Action Areas’ that was targeted in 2009 was “Financing an Equitable Future.” The notion is that financial institutions need to do a better job of integrating social returns with financial returns. SBEC was invited to CGI based on an innovative program in Portland, Oregon, to bring

better energy efficiency to the older housing stock, in partnership with the City of Portland and the utility companies that service the area. The Clean Energy Works Program allows homeowners to receive an energy efficiency audit of their homes and secure loans from SBEC to implement measures designed to address the inefficiencies identified in the audits. The loan repayments come to SBEC from the utility companies through a reduction in the homeowners’ utility bills. The program is an example of how innovative thinking in financing can bring about social and environmental benefits and at the same time generate jobs and promote an emerging green industry. This same type of thinking will help SBEC generate new ways to leverage NHA funds to preserve the heritage of the region and develop economic resilience.

SBEC was named one of two national finalists in its category in 2009 for the prestigious Wachovia NEXT Awards for Opportunity Finance in partnership with the John D. and Catherine T. MacArthur Foundation. The awards recognize excellence among financial institutions that responsibly serve low-income and low-wealth people and communities and were established to spotlight how CDFIs increasingly benefit our nation’s economy. SBEC was honored to be a finalist and recognized as one of the top CDFI’s in the country.



Lightship Columbia facing the Columbia River Maritime Museum



SBEC Astoria office located in the historic Hanthorn Cannery, see on right

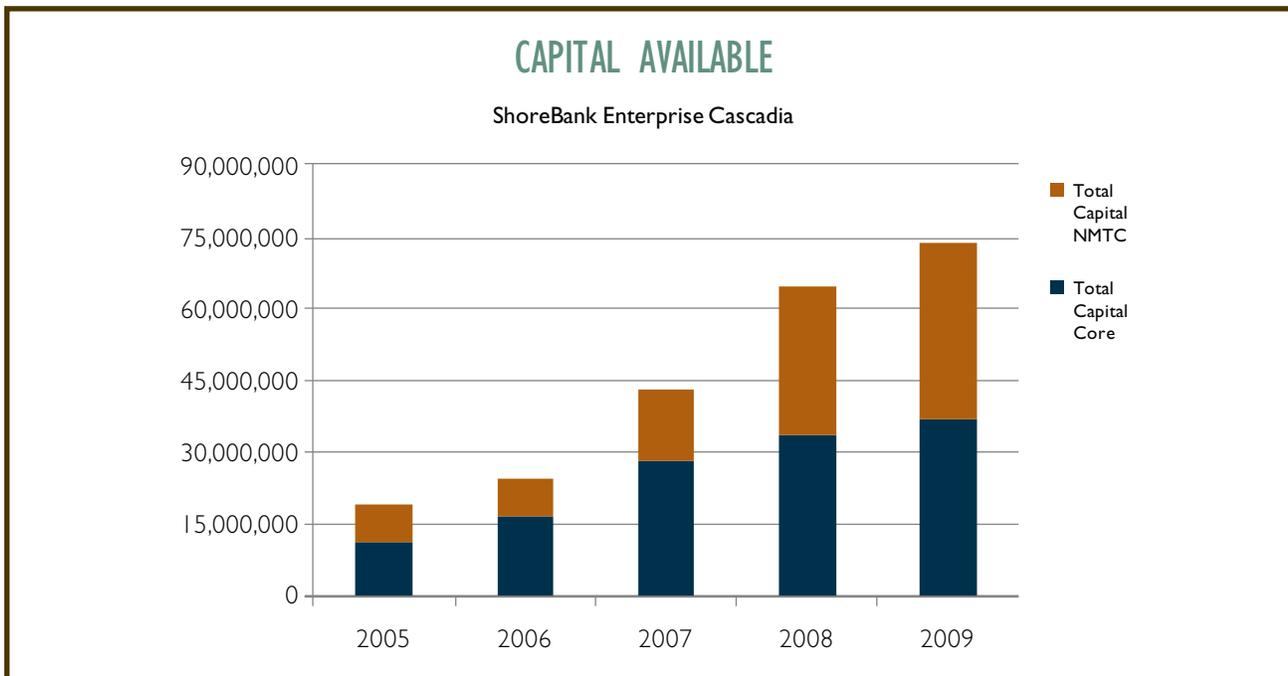
SBEC was selected as one of thirty semi-finalists for the Collaboration Prize, given by the Lodestar Foundation, in association with the Arizona-Indiana-Michigan (AIM) Alliance. The Collaboration Prize included a cash award of 250,000 dollars presented to the most successful collaboration in the non-profit sector, in an effort to increase non-profit efficiency. SBEC was recognized for their merger of two CDFIs. ShoreBank Enterprise Pacific and Cascadia Revolving Fund merged to leverage the strengths of both organizations. Because of the unique nature of the non-profit financial industry, the newly merged organization developed rigorous new measures of impact and efficiency. Loan production, the organization's main output, grew from 6.5 million dollars to 16 million dollars in the first year after the merger. As a merged organization, ShoreBank Enterprise Cascadia delivers greater impacts on the economic, social and environmental health of rural and urban communities in the Pacific Northwest.

SBEC received an Impact Performance Rating of "AAA," and a Financial Strength and Performance Rating of "2." CARS™, the CDFI Assessment and Ratings System, is the only comprehensive, third-party assessment of a CDFI's impact performance and financial strength and performance. CARS™ helps investors assess CDFIs that match their social objectives and risk parameters. A CARS™ assessment includes past performance, current financial position, and risk factors in the future. Ratings are based on five years of historical performance. CARS™ analyses are conducted by experienced professionals who are experts in underwriting CDFIs. Rating assessments are based on an on-site examination including:

- A comprehensive analysis of financial and programmatic information,
- An extensive review of loan files and risk management systems, and
- In-depth interviews with management and board members.

Impact Performance Rating “AAA”. A CDFI in this group has clear alignment of mission, strategies, activities, and data that guides its programs and planning. The CDFI presents data that clearly indicates that it is using its resources effectively to achieve positive impacts related to its mission. It has processes and systems that track output and outcome data on an ongoing basis, and it can provide data showing positive changes in the communities or populations being served. This CDFI uses its data on an ongoing basis to adjust strategies and activities in line with its desired impact.

Financial Strength and Performance Rating of “2”. A CDFI in this group is fundamentally sound. It exhibits solid financial strength, performance, and risk management practices relative to its size, complexity and risk profile. Challenges are well within the board of directors’ and management’s capabilities to address and resolve, and there is a willingness to continue to strengthen performance. The CDFI is stable and capable of withstanding fluctuations in its operating environment.



Willapa Bay oyster cleaning station

ABILITY TO MANAGE FEDERAL GOVERNMENT FUNDS

Historically SBEC has used federal dollars as a part of its funding mix. As of September 30, 2008, SBEC's lending activities assets were \$31,664,000, of which \$6,003,000 or 18.9 percent was derived from government sources: \$3,435,000 from the CDFI Fund in the form of both debt and equity grants and \$2,568,000 through four Intermediary Relending Program (IRP) Awards from the USDA. In addition SBEC was awarded a combined FA and TA Grant in 2008 in the amount of \$1,065,000. SBEC's outstanding ability to track and manage its capital has allowed it to earn the trust of its funders and thereby continuously receive federal funds year after year. These examples show that SBEC has a proven track record of managing government funds prudently, efficiently, and sustainably.

TRACKING PERFORMANCE

As mentioned, SBEC's philosophy "What gets measured, gets done" will be used to develop specific NHA-focused performance measures to track the impacts on the preservation of the natural, cultural, historic and scenic resources within the heritage area. Impact measures, similar to SBEC's current triple-bottom line model, will be developed. This will create a system of measurable accountability for the coordinating entity's activities within the NHA.

An integral part of the management planning process will be community involvement in the development of impact measures that matter. SBEC measures both business and mission performance by using the "balanced scorecard" approach. The balanced scorecard is a strategic planning and management tool used extensively in business and industry, government, and nonprofit organizations worldwide to align business activities to the vision and strategy of an organization by improving internal and external communications and monitoring organization performance against strategic goals. This approach emphasizes the relationship between sustained positive impact and disciplined, responsible stewardship of financial resources.



Trolley in Astoria

Using the balanced scorecard approach, there are many ways to measure the performance of a national heritage area. Economic development can be tracked using indicators such as heritage-focused job growth, the generation of jobs that either help preserve heritage or the historic economies of the region (i.e. in fishing, farming, and forestry). This may include supporting the development of a historic preservation guild that establishes that region as a hub of historic preservation knowledge and expertise or the development of green jobs, such as weatherization contractors that help preserve the historic homes and buildings of the area while promoting energy efficiency.

Another economic development indicator may measure the increase of funds into the region, as a result of the NHA, to support the growth of heritage-focused small business or heritage tourism.

The NHA scorecard will include tracking the partnerships developed with other local public and private entities, as well as the NPS units located within the NHA boundary or utilize other mission-based outputs. Other indicators of preserving the natural, cultural, historic and scenic resources will be developed during the management planning process.



Sunset over the Pacific Ocean

6

Public Involvement

INTRODUCTION

The planning effort for the proposed Columbia-Pacific National Heritage Area has involved residents, business professionals, nonprofit organizations, and local and state government officials at every step in the process. (Representative groups attending these public and stakeholder meetings are included as Appendix J.)

GRASS ROOTS SUPPORT

In 2006, local leaders Bob Andrew, the future mayor of Long Beach, Washington and Pat Roberts, Clatsop County Oregon Commissioner, formed a non-profit organization called Destination: The Pacific (DTP) to promote the designation of the mouth of the Columbia River as an NHA. As a result of their efforts, the Oregon and Washington congressional delegation received almost 100 letters of support from local governments, businesses, trade associations, chambers of commerce and ports, supporting a study. In May, 2006, the delegation introduced study bills in the House and Senate. Starting in March, 2007, DTP began raising funds to support an NPS feasibility study. They raised \$50,000 from funders including the states of Washington and Oregon and several incorporated local governments.

MARCH 2007 GATEWAY COMMUNITIES WORKSHOP SERIES

In anticipation of a study bill, DTP held a workshop series in March, 2007. The three-day series was sponsored by the City of Astoria, the City of Gearhart,

Bank of the Pacific, and the Washington State Parks and Recreation Commission, among others, and became known as the Gateway Communities Workshop. It included eleven teams of participants: ten teams focused on incorporated governments in the study area and one team composed of state and federal officials. While NHA designation was a topic of the workshop, its greater purpose was to engage participants in a discussion about how they could preserve heritage, promote economic development, and collaborate across jurisdictional lines.

The workshops were transformational for many of the city and county leaders present. One participant remarked, “This was the first time that citizens from around our region have met in one room.” Each team chose a project to pursue. Some teams were extremely successful in generating support and funding for their projects after the workshop. Astoria received a large grant from the Ford Foundation to plan for the future of its waterfront. In a second project, Warrenton’s trail system has since become part of the city’s master plan.

MARCH 2008 PUBLIC SCOPING MEETINGS

In March, 2008, using the funds raised, DTP and other NHA stakeholders held a series of seventeen public scoping meetings. Participants commented on purpose and objectives for the NHA, assets and resources to be documented, heritage area themes and stories, the proposed boundaries, and the proposed organizational structure for the NHA, all of which helped to shape the NHA feasibility study.

Overall, participants were extremely supportive of the proposed designation.

“Creating a national heritage area will even further facilitate our ability to work together as a region – across geography, across state lines, across the river – we can come together as one region and honor our common heritage together.”

Most participants also supported the designation of a non-profit organization to lead the NHA with technical support from the NPS and other partners.

“...a non-profit in the lead is the best model, and appears to be the most successful approach taken by other NHAs across the country.”

There were many insightful comments provided related to potential themes and stories.

“The themes need to broadly encompass activities throughout time...emphasize the importance of Native American trade in the earliest days of commerce and exchange on the river, and recognize that Columbia River based trade and commerce have always had national and international importance.”

ONGOING STAKEHOLDER INVOLVEMENT

In May, 2008, the Columbia-Pacific NHA study bill became law and the responsibility for completing the study passed to the NPS. DTP’s intent was to serve as a catalyst and promoter for NHA designation

but not to serve as the coordinating entity for the proposed NHA. In December, 2008 the DTP Board voted unanimously to endorse the non-profit SBEC as the proposed coordinating entity. DTP transferred all of its assets to SBEC and made plans to dissolve, although some members continue to play an active role in the NHA effort.

Since December, 2008, SBEC and NPS have taken joint responsibility for outreach and engagement. They have met and consulted with every incorporated government in the project area as well as with state legislators and the Congressional staff. SBEC has also met with stakeholders and potential partners, including port commissions, local government staff, museums and preservation groups, trade groups, and others in over 40 additional face-to-face meetings across the region.

During these ongoing stakeholder meetings, SBEC facilitated a frank discussion of the level of public commitment and collaboration necessary to make the effort a success. Participants discussed opportunities for collaboration, proposed boundaries, and governance structure for the NHA, among other topics. The NPS has provided technical assistance and has answered questions about program requirements but has remained an objective participant in meetings and workshops.

During meetings with state and local governments and non-profit organizations, SBEC developed the conceptual financial plan described in Chapter 5.

STRONG SUPPORT FOR THE PROPOSED NHA MANAGEMENT APPROACH

All stakeholder participants have shown great enthusiasm for the approach proposed in Chapters 4 and 5 and have helped to develop several promising collaborations. Clatsop Community College has developed a track in historic preservation. Architects and trades people have assembled a historic preservation cluster to explore opportunities to work together. Timber interests in Wahkiakum County have proposed a scheme to manage forests as county

community forests. Private businesses along Astoria's waterfront have explored ways to collaborate to interpret the region's commercial fishing industry.

While entertaining all ideas, SBEC has been careful to encourage partners to wait until designation is considered by Congress before associating endeavors with an NHA. If the area is designated, SBEC plans to enter into a collaborative and deliberative planning process to explore proposed endeavors, partnerships, and funding strategies in more detail.

OUTREACH THROUGH LOCAL MEDIA

In addition to face-to-face meetings, both SBEC and the NPS have given interviews to newspaper and radio journalists in the study area in an effort to educate the public about the proposal and invite them to participate. (A comprehensive list of articles printed and radio programs broadcast is included as Appendix L.)

BOUNDARY CONSIDERATIONS RELATED TO PUBLIC INPUT

There is an organized group within the study area, including some members within the proposed

boundary that have expressed concerns about how the NHA designation might affect property rights. SBEC has engaged this group in dialogue to make certain that their concerns are heard and addressed. This group has proposed a smaller boundary in Washington, one that would only include part of the Long Beach Peninsula and the town of Ilwaco. While this proposal was considered, it did not have much public support among the residents in those areas excluded. Residents in the north portion of the Long Beach Peninsula, southeastern Pacific County, and Wahkiakum County overwhelmingly preferred the boundary described and depicted in Chapter 2.

CONCLUSION

The NPS has concluded that all appropriate public entities and community stakeholders have been involved in the planning process and that the proposed coordinating entity has developed a practical plan that outlines roles for all NHA participants. The NPS also has concluded that support for the concept of the Columbia Pacific NHA, as outlined in Chapters 4 and 5, is extremely strong within the proposed boundary. This demonstrates that Criterion 6, required for national heritage area designation, has been met. (Refer to Chapter 7 for more information.)



Planning workshop for a project on the proposed NHA, involving local stakeholders and representatives from the NPS and Washington State parks



Waves crashing at Cape Disappointment

Photographer: Sandy Alves

7

Evaluation According to NHA Criteria

The purpose of this chapter is to evaluate the proposed NHA designation according to the eight criteria included in Public Law 110-229, the law authorizing this feasibility study. These criteria were developed by the NPS in the late 1990s, and Congress has included them in most national heritage area study bills.

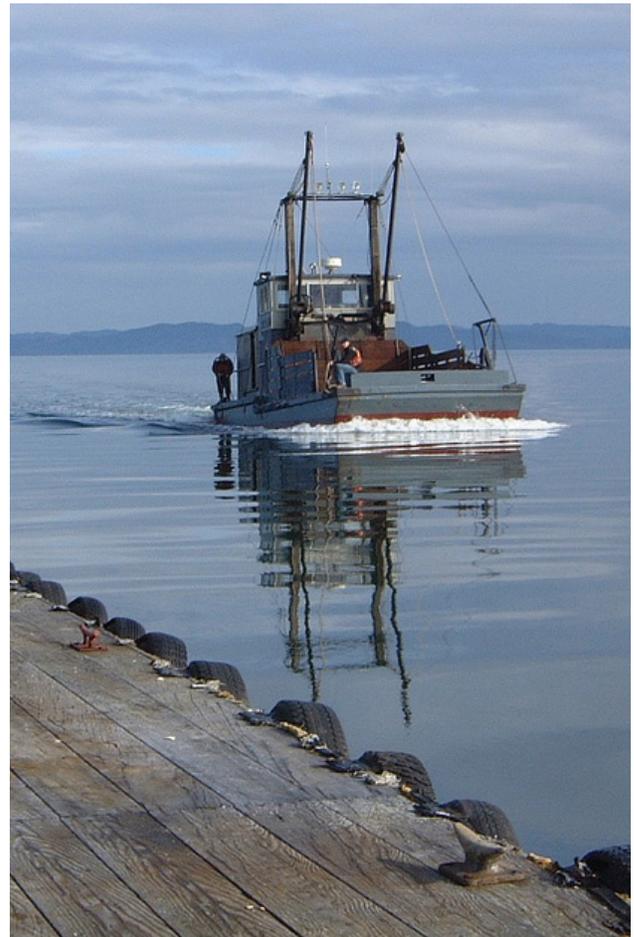
CRITERION 1.

The study shall include analysis, documentation, and determinations on whether the proposed NHA has an assemblage of natural, historic, and cultural resources that together represent distinctive aspects of American heritage worthy of recognition, conservation, interpretation, and continuing use, and are best managed through partnerships among public and private entities, and by combining diverse and sometimes noncontiguous resources and active communities.

Criterion 1 asks whether the proposed NHA, taken as a whole, is nationally distinctive. Are its places and cultural traditions best protected and perpetuated through partnership efforts such as those promoted by NHA designation and an NHA program?

As noted in Chapter 3, the mouth of the Columbia River is one of the nation's most distinctive geographic features. Within the study area, the largest river draining western North America empties into the Pacific Ocean. The broad estuary and its bays and islands, the surrounding wet coastal hills, rocky headlands, and mountains, and the long, narrow coastal plain of dunes and lakes formed by Columbia

River sediments all create a distinctive place. In addition to the Columbia River estuary, the study area contains the drowned estuary of Willapa Bay, the second largest bay on the west coast of the United States after San Francisco Bay. The study area was once the gateway to the continent's largest salmon runs. The big river, ocean, and estuaries also made the region one of the richest places on the continent for sturgeon, oysters, and other animals from the sea.



Oyster dredge on Willapa Bay

The Character of This Place

Not only is the mouth of the river distinctive due to its ecological and geographic influences, it also has a character like no other place on earth. Here, where huge tidal estuary and dozens of smaller tidal rivers come together, there are thousands of acres of lowland marshes and surrounding hills covered in hemlock, alder, spruce and cedar. The coastal moisture of the river and ocean ascends the surrounding uplands, and fog floats at low levels across the water and in the valleys creating enchanting scenery.

The historic, still-working waterfronts at Astoria, Warrenton, Chinook, Ilwaco, and the Port of Peninsula hustle and bustle with activity: fishing boats come in and go out; trucks load equipment and product at the fish packing plants and canneries; and various other goods are made ready for transport. Large freighters push through the waves at the bar. Logging trucks still bump along on the roads to mills near the river. River pilings suggest stories about buildings and past lives, including canneries and packing plants from centuries ago.

Much of the area is managed as private timberland and farm land, giving the landscape an undeveloped appearance that makes it easy to imagine Chinookan plank houses and canoes, log rafts, steam donkeys, and sail-powered gillnet boats. These are just some of the distinctive images of the people, cultures, and built places of this landscape.



*Woody debris at Waikiki Beach
(Cape Disappointment State Park)*



Canoes helped the Chinookan people control the river mouth and waterways.

The First People of This Place

The Chinookan people are the first distinctive culture known to have occupied the study area, although it is certain that either their ancestors or other tribal peoples lived in the area for millennia before them. The Chinook controlled the river mouth and traffic between the inland waterways of the Columbia-Snake River basin and the Pacific coast. The study area's strategic location and natural bounty helped to make Chinookan-speaking people along the lower Columbia one of the most powerful, sophisticated and influential cultural groups in pre-contact North America. Their plank houses and expertly-made canoes dominated the lower river until well into the nineteenth century.

Evidence of their reach and influence is preserved in language. In the 19th century, Chinook Jargon was the name given to the trade pigeon used in villages along the coast from California to Alaska. The Chinook salmon, prized as an item of trade

and later as a commercial canned fish, is the name given to the large species of fish (*Oncorhynchus tshawytscha*) that the tribes caught at the mouth of the river. . Chinook wind was the name given to the unseasonably warm air masses that come from the Pacific to the interior of the continent. Chinook canoe was the name given by later Euro-Americans to the high-powered tribal canoes along the entire Pacific coast, regardless of the canoes' tribe of origin.

The Chinook's sacred places, their canoes and culture are still a part of life on the lower Columbia. They have entered into partnership with federal, state, and local governments to preserve their history for the education of their nation.

Events of national significance that occurred on this land and waterscape are still protected and commemorated by residents. Chief among these is the critical period in United States history between 1792 and 1813. During this period, the United States vied with Britain and other European nations to establish claim to western North America. In 1792, Robert Gray became the first Euro-American to cross the Columbia bar and trade with the Chinook. Dozens of trading ships followed Gray, establishing trade with the Chinook enriching both the tribe and the trade ships.

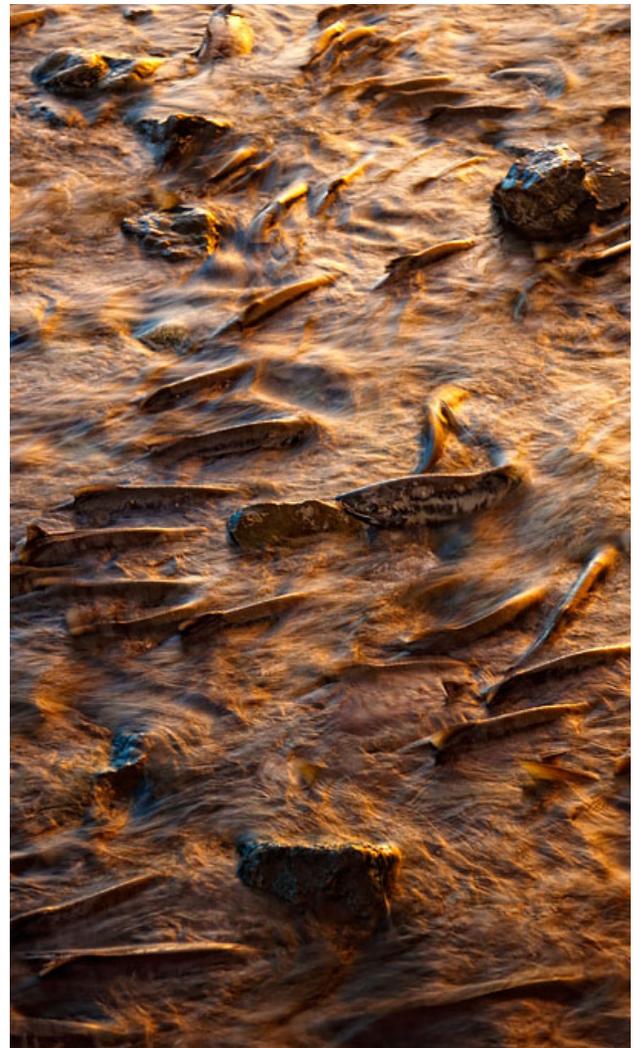
In 1805-6, the Lewis and Clark Expedition, having traveled overland across North America, spent the winter with the Chinook, Clatsops, and Tillamook at the mouth of the river. In 1811, a fur trading party funded by John Jacob Astor established the first U.S. settlement west of the Rockies on land occupied by the Chinookan Cathlamets. These three efforts were used by the U.S. to justify claim to Pacific Northwest in the decades that followed and were pivotal events in the earliest history of the United States on the west coast of North America.

The region's resources still retain a degree of integrity that allows interpretation of these early stories. Chinook Point and Chinook Middle Village, sites associated with Chinook power in the lower Columbia, and with Chinook contact with American Robert

Gray and the Astorians, are protected as national and state parks. Lewis and Clark's encampments are also protected by parks. Fort Astoria, the first United States settlement west of the Rockies, is protected as a National Historic Landmark.

Here, Where the Great River Meets the Sea

Distinctive and frightening, the Columbia River bar is the most dangerous river entrance in North America and one of the three most dangerous in the world. Visitors can overlook the bar from elevated viewpoints at Cape Disappointment and Fort Stevens State Parks. More than 2,000 large vessels have sunk on or near the bar since 1792. But, it is a hazard that must be risked. Traffic on



Salmon swimming upstream

the Columbia was considered so important to the region that the Oregon Territorial Legislature took on the hazards of the bar during the first year of its existence in 1846. The legislature created a Board of Pilot Commissioners, a body for licensing bar pilots. The bar pilots, a unique and elite corps in America's heritage, are still working today 164 years later. Every ship that crosses the bar must do so under the guidance of a bar pilot. Their boat and helicopter can be seen daily ferrying pilots to waiting ships. The dangerous waters have also made the Columbia-Pacific region the world's most popular place to train U.S. Coast Guard and others in rough water rescue. At Cape Disappointment State Park people can see the Coast Guard's small boats and rescue swimmers practicing in the waters near the bar.

After the establishment of the international boundary at the 49th parallel, the study area birthed industries

that would become pillars of a distinctive northwest coastal economy: commercial fishing and processing, logging, dairy and cranberry farming, and tourism. The Columbia-Pacific region was first in these industries because of its location at the mouth of the big river with easy access to water transport, the Pacific, and the Willamette Valley. The industries and technical innovations that were first used on a large scale here would go on to influence the development of these industries throughout the northwest.

For example, the study area was the early center of the west coast salmon canning and fish packing industry. The Columbia canneries, fish processing companies, and commercial fishers would provide the capital that expanded these endeavors into Alaska. The era of "big timber" in the northwest, the large-scale mechanization of timber industry, started on the lower Columbia. The lower Columbia was the first



Promenade in Seaside, Oregon

region to be intensively logged in the northwest. The history of early private ownership and private logging is the reason that so little of the region is part of public forests. Innovations such as the steam donkey, steam-powered rail line, and ocean-going log raft were all brought into large scale use in the lower Columbia and eventually spread throughout the region.

Finally, the area is home to two of the oldest beach resort communities on the west coast. Visitors to Seaside, Oregon or Long Beach, Washington can see old beach cottages and attractions, such as the Seaside Aquarium and Promenade that have been in place for 90 years. Since the 1870s, the area has been the premier coastal destination for residents of the Willamette Valley and Puget Sound.

Distinctive Historic Resources

As noted in the discussion for Criterion 5, the assemblage of natural, historic, and cultural resources that together represent these distinctive parts of the coastal economy are still vibrantly present in this region. The study area contains five national historic districts and more than 80 individual buildings listed on the National Register of Historic Places. Dozens more are listed on state historic registries. They include working waterfronts and nearby neighborhoods, cannery and mill sites, buildings associated with logging, with bar piloting, with agriculture, and early resorts and guest houses. They also include places and buildings associated with the distinctive cultures that arose from these economic activities.

A Unique Heritage of Diversity

The fishing and logging industries attracted immigrants from the British Isles, China, and especially Scandinavia. At one time Scandinavian immigrants, largely Finns, and their children constituted almost half of all residents in the lower Columbia. This Scandinavian heritage can be seen in communities – many of their meeting places, businesses and labor halls are still in existence and listed on historic registries. Scandinavian culture is still celebrated in annual festivals and at places such as the Appelo Center and Archives in Naselle, Washington.



Cannon Beach, Oregon

Premier Coastal Access Opportunities

As noted in Chapter 3, the study area was also the site of landmark efforts to protect public access to the Oregon coast. Today Oregon possesses what some have described as a 370-mile long state park running from the Columbia River to the California border. The beaches belong to the public. The effort to protect public access started in 1899 when the beaches of Clatsop County were declared public roads. In 1913, Governor Oswald West, influenced by his coastal home in Cannon Beach, declared all tidelands from the Washington to California state lines a “public highway.” However, West’s law never defined where tidelands started and stopped or if the public could use the tidelands for recreation too. In the 1960s, a hotel owner in Cannon Beach tried to fence off part of the beach for his guests only. Standing in front of Haystack Rock, Governor Tom McCall called for passage of a Beach Bill to protect public access. In 1967, this bill passed the Oregon legislature. As a consequence, the Oregon coast has remained the coastal playground for the entire American Northwest. Places associated with this public access movement are within the study area. They include the site of Oswald West’s Cannon Beach house, listed on the national register; remains of automobile routes over rocky outcrops between beaches Hug Point State Park; and Haystack Rock, a protected feature along the coast.

CRITERION 2.

The study shall document that the proposed NHA reflects traditions, customs, beliefs, and folklife that are a valuable part of the national story.

Criterion 2 asks if the aspects of history and heritage that make the study area nationally distinctive are still alive in the region. Is heritage a living thing in the study area? Are residents and others keeping traditions, customs, and folk life vibrant?

Many of the enterprises and people that make the Columbia-Pacific region distinctive have enjoyed a long, continuous history. Though people and livelihoods have enjoyed periods of success and decline, they can trace an almost uninterrupted history from pre-contact times to the present.

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

The Chinook have kept their culture and family ties alive through more than 170 years of tragedy, including disease, efforts to take their land, forced assimilation and the whole suite of injustices perpetrated against native peoples. Today the Chinook Nation plays an active role in the area's civic life, natural resources policy and estuary restoration. Tribal members serve on the Boards of several non-profit organizations concerned with restoring salmon, including American Rivers and Sea Resources. In addition, they have re-instituted old ceremonies and cultural traditions, such as the First Salmon ceremony, Winter Gathering, and the creation and piloting of their peerless canoes.

Events of the critical period 1792-1813 are kept alive by re-enactments and living history. The Pacific Northwest Living Historians regularly interpret the Lewis and Clark Expedition at state and national



The Lewis & Clark Expedition's winter encampment at Fort Clatsop; Astoria, Oregon

park units including Fort Clatsop, the Salt Works in Seaside, Cape Disappointment, and the Dismal Nitch. Each spring the Lady Washington, a replica of one of the ships on Captain Robert Gray's voyage to the West Coast, is greeted by members of the Chinook Tribe in traditional canoes near Gray's historic anchorage at Chinook Point.

Astoria is preparing to celebrate its 200th anniversary in 2011 with festivals, re-enactments,



The Lady Washington



Columbia River Maritime Museum

and celebrations. When it was established in 1811, Astoria was the first United States settlement west of the Rockies and one of three key American claims for primacy and control of the Pacific Northwest.

The Columbia River bar and ship traffic are still a defining feature of life in the Columbia-Pacific region. The Columbia River bar pilots are located in downtown Astoria. Every day, viewers can see their boats or helicopters heading towards the bar to board and pilot incoming ships as they have been doing for 164 years. The U.S. Coast Guard stations at Air Station Astoria and Cape Disappointment remind residents and visitors that the bar has sunk more than 2,000 large vessels and is still a danger at the mouth of the river.

The shipping channel passes within a few hundred yards of the Oregon shore. Each day a regular traffic of bulk carriers, container ships, car carriers, and other large vessels bearing flags and names from countries all over the world pass under the Astoria-Megler Bridge and along the Astoria waterfront. Each day, ships are anchored in the Astoria Anchorage between the Astoria-Megler Bridge and Tongue Point awaiting inspections, orders, and berth space at upriver ports. All of this traffic is catalogued and brought to life by the popular Columbia River Ship Report, a program broadcast daily on public

radio stations KMUN and KCPB funded by the Columbia River Maritime Museum.

As mentioned above, the coastal economy got its start at the mouth of the Columbia. Four sectors of this coastal economy can trace from 130 to over 200 years of continuous history at the river's mouth. This history is preserved not only in places and structures but in heritage livelihoods still practiced in the study area.

The first of these sectors is commercial fishing. Large scale fishing on the river began well before the arrival of Europeans and Americans. Historians believe that the pre-contact First American fishery in the Columbia-Snake River basin was the largest in the world and that pre-contact harvests nearly equaled later commercial take. The choicest fish were the fat salmon taken in woven gillnets at the river's mouth, that bear the name of the tribe that caught and traded them, the Chinook.

The first salmon salteries, established by Europeans and Americans in the 1830s to the 1850s, bought fish from Chinook gillnetters and fishers. Starting in the 1860s, the thriving cannery industry, the largest concentration of canneries in North America, took off on the river. This industry was supplied by more than 1,000 gillnet boats operated largely by Scandinavian immigrants.

Though the fisheries industry has contracted, commercial fishing and packing industries are still alive at the mouth of the river. The fourth generation descendents of some of the original Scandinavian gillnetters still run bowpickers in season, though gillnetting is rarely able to pay the bills on its own. Astoria still ranks 15th in the United States in terms of commercial landings. The waterfronts in Astoria, Ilwaco, Chinook, and Warrenton are still working. In addition to boats, fish processing, and marine industries, there are fish markets and restaurants.

While the industry has contracted, many of the unused buildings have been kept as meeting places and businesses. The Astoria net shed has been converted into a restaurant and conference facility. The Hanthorn Cannery has also been adaptively reused. Every year it hosts hundreds of people who worked at the plant between the 1940s and 1980s.

The commercial fishing culture is also perpetuated in festivals and events, including the Pacific Commercial Fisherman’s Festival and the Fisher Poets Gathering. The Fisher Poets event gathers between 60 and 70 maritime industry people from around the nation and the globe, from Oregon, Washington, Florida, Texas, Hawaii, Alaska, British Columbia, and Japan. These people share their writing and songs about

the industry from a network of performance venues in downtown Astoria. Performances are simulcast on the local public radio station. The gathering has been featured in national media such as the *Today Show*, *National Public Radio*, *the New York Times*, and *Smithsonian Magazine* and other media outlets.

Fishermen from Astoria and the lower Columbia have also been featured in modern-day storytelling on the Discovery Channel’s reality TV program *“Deadliest Catch.”* In this program, commercial boats and crews from the lower Columbia, Washington, and Alaska work the dangerous Bering Sea crab fishery.

The logging and wood-products industry is also still alive. The study area is home to one of six logging operations included in the History Channel’s popular reality show, *“Axe Men.”* (Two of the other six operations are from Oregon coast range communities just outside the study area.)

These two programs are often called the “real men in danger” genre and are among the most popular prime-time television programs, ranking first within some demographic groups. Their popularity is an indication of the American public’s fascination with authentic, hardworking heritage livelihoods such as logging and fishing. The Columbia-Pacific region is



Fishing Boats in Astoria during the Fisher Poets Gathering

one of the last places in the nation where producers can find these livelihoods.

Perhaps the most exciting activities within the study area are those that preserve living cultures associated with commercial fishing and wood products. Industries at the mouth of the Columbia are evolving, adapting, and exploring new ways to keep heritage livelihoods alive in the 21st century, not as exhibits or demonstrations but as viable jobs.

Several companies are making a profit from the woods in a greener way. Trail's End Recycling, owned by a fourth generation logger, employs a few dozen people to provide a range of green services, including materials recycling, road decommissioning and restoration forestry. Willapa Land and Dendrology and two Smartwood sawmills in Raymond and South Bend sustainably grow and harvest certified wood products. Investors have proposed a biofuel plant on the Columbia that would be sited at an historic military anchorage employing 70 people to collect material that is now burned as part of timber "waste" and using recycled wastewater from the City of Astoria.

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

Tourism has been a mainstay of the region's economy and culture since rail baron Ben Holladay built Seaside House in 1870, one of the first two coastal resorts in the Pacific Northwest. Since that time the northwest coast of Oregon and the southwest coast of Washington have been the most popular coastal destinations for residents of Puget Sound and the Willamette Valley. Some vacationers are fourth and fifth generation second-home owners. Some of the tourist attractions in these towns are more than 80 years old, including the Seaside Aquarium and Seaside Promenade. Visitors to Seaside, Cannon Beach,



Seaside Aquarium along the Seaside Promenade

Seaview, and Long Beach can see historic cottages and resorts on the national register. The entire village of Oysterville on the Long Beach Peninsula, once the Pacific County seat, is a registered historic area.

Immigration is alive and well in the region. The Hispanic population constitutes 12 percent of the population and is growing rapidly. Like the Finns, Swedes, Chinese and those that preceded them, these newcomers are most often employed in the resource industries of fish processing, wood products and forestry. Like the Scandinavians before them, they are putting their own mark on the social life of the region, with restaurants, soccer fields, and other gathering places and new traditions.

Finally, the landscape and waterscape of the region remains remarkably undeveloped. Most of the region is managed as commercial timber land or agricultural land. Thousands of acres are tidal and freshwater wetlands unsuitable for development. As a consequence, the region's rural character is almost everywhere on view.

CRITERION 3.

The study shall demonstrate that the proposed NHA provides outstanding opportunities to conserve natural, historic, cultural, or scenic features.

Criterion 3 asks for a catalog of the outstanding features and characteristics that are already protected in the study area. It also asks if there are still opportunities for private and public entities to work together to conserve places, culture, and heritage livelihood.

The study area boasts a coherent network of protected areas, designated historic sites, and private conservation lands. (These areas and places are listed in Appendix B). Publicly owned lands are shown in the map in Figure 7.1.

Nationally designated lands within the study area include Willapa National Wildlife Refuge, an area that protects tidelands in Willapa Bay and some of the best remaining examples of old-growth temperate rainforest.



Willapa Bay sunset



Peter Iredale ship wreckage at Fort Stevens State Park

The Lewis and Clark National Wildlife Refuge protects 27 islands and adjacent tidelands in the Columbia River. The NPS's Lewis and Clark National Historic Park protects seven sites associated with the Lewis and Clark Expedition, Chinookan peoples, and early United States history in the region. State sites include a robust network of natural and cultural parks in Washington and Oregon, including the "flagships" of both state park systems: Fort Stevens State Park in Oregon and Cape Disappointment State Park in Washington. Together, these two parks host more than three million visitors and offer more than 700 camping spaces. Also protected are the historic military installations of Tillamook Head (as Ecola State Park) and the iconic Saddle Mountain, birthplace of the Chinook people (as Saddle Mountain State Park).

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

Conservation efforts in the region have been locally driven and have involved collaborations between private enterprise, non-profits, individuals and public parties. The non-profit North Coast Land Conservancy has

worked with the timber industry, dairy farmers, and developers to protect key places in the Necanicum watershed and on the Clatsop Plains. Due to their collaborative work, salmon streams are protected as part of housing developments, and elk and butterfly habitat is protected alongside agricultural lands.

The City of Warrenton has tasked the non-profit Warrenton Trails Association with the development of the city's trail system. The trail plan has been incorporated into the city's master plan and is more than 75 percent complete. Citizens in Chinook are working to renovate and adaptively reuse the historic Chinook School and have successfully raised several hundred thousand dollars towards this end. The Liberty Theater in Astoria was revitalized by the non-profit Liberty Restoration, Inc. The theater now anchors a revitalized downtown. In Seaside, the community has hired a consulting firm and assembled a volunteer committee to develop a master plan for the city's 450 acres of public lands on the Necanicum estuary.



Liberty Theatre in Astoria, Oregon

Private enterprise plays a major role in conservation at the mouth of the Columbia. Astoria's Floyd Holcomb has restored Pier 39, converting the historic J.O. Hanthorn Cannery to a place of commercial business and learning. Private parties have also restored National Register buildings such as the Astoria Red Building and diversified and revitalized economic activity at the Port of Ilwaco.

These private enterprise efforts, as well as the Liberty Theater and other non-profit efforts, were made possible with a revolving fund of non-bank capital. This revolving loan fund is administered by the proposed coordinating entity, ShoreBank Enterprise Cascadia. This non-bank capital has also been used to preserve heritage livelihoods which means connecting traditional work and the 21st century economy. This approach puts the "work" into working waterfronts, farms, and forests. It leads to authenticity, builds a real community and relies upon entrepreneurship, partnerships between private and public entities, smart business choices. The approach is adaptable and relevant and helps protect places.

Perhaps the most exciting undertakings in the study area are efforts to preserve heritage livelihoods. Infusions of non-bank capital have helped local people hold on to traditional livelihoods by keeping these trades relevant and adaptable in the 21st century (see sidebar, heritage livelihoods). This innovation involves combining traditional resources with new markets (e.g. mills that process sustainably harvested timber; builders that recover and use timbers from derelict canneries in new construction).

One exciting endeavor is the newly created Historic Preservation Economic Cluster. The cluster brings together educators, trades people, and businesses focused on historic preservation. During Fall 2009, Clatsop Community College began offering classes in historic preservation to support the cluster. Additionally, the Columbia River Maritime Museum is proposing a ship building school as part of their educational and interpretive mission.

CRITERION 4.

The study shall document that the proposed NHA provides outstanding recreational and educational opportunities.

The study area provides outstanding opportunities for outdoor recreation and education relevant to the eight themes proposed for the national heritage area. Figure 7.1 shows all public lands within the study area. Visitors can experience and explore undeveloped seashore, rocky headlands, working waterfronts, and tidal marshes, as well as the sites important to the nation’s history. The number of visitors at these recreational sites is very high. The state and national park units alone receive in excess of four million visitors each year.

The study area provides many opportunities to explore on foot or bicycle. Figure 7.2 shows a map of public trails within the study area. These trails allow visitors to explore the historic Astoria and Ilwaco waterfronts, 40 miles of beaches, historic military forts, shipwrecks, treaty sites, as well as many other places. The trail map and guide was produced as a free publication by a partnership including parks and public groups. Appendix F lists the museums and publicly accessible historic sites within the study area. The most-visited is the Columbia River Maritime Museum in downtown Astoria. This museum showcases river traffic, lifesaving, and history of the river’s mouth and bar. Other popular private, non-profit museums include the Flavel House, Clatsop County Historical Society, and the Columbia-Pacific Heritage Museum.

The study area hosts many festivals and events commemorating the culture and traditions of the region. (These are listed in Appendix G.)

Finally, the region is served by a number of local radio stations and newspapers (see Appendix H). Local programming serves to knit together the community and to educate residents and visitors alike.

CRITERION 5.

The study shall confirm that the study area contains resources important to the identified theme or themes of the proposed NHA that retain a degree of integrity capable of supporting interpretation.

Criterion 5 asks simply, “Is the heritage and culture still present in the place?” Are the places, traditions and people that have made the study area a distinctive part of the American story still there or have they been lost or overshadowed?

One of the study area’s greatest strengths is its degree of integrity. As noted previously in this chapter, the study area contains five historic districts and over 80 individual places already listed on the National Register of Historic Places. State historic registers in Oregon and Washington contain dozens of additional places that might be eligible for listing on the national register. In addition to these resources, the study area



Flavel House in Astoria, Oregon

FIGURE 7.1: PUBLIC LANDS MAP

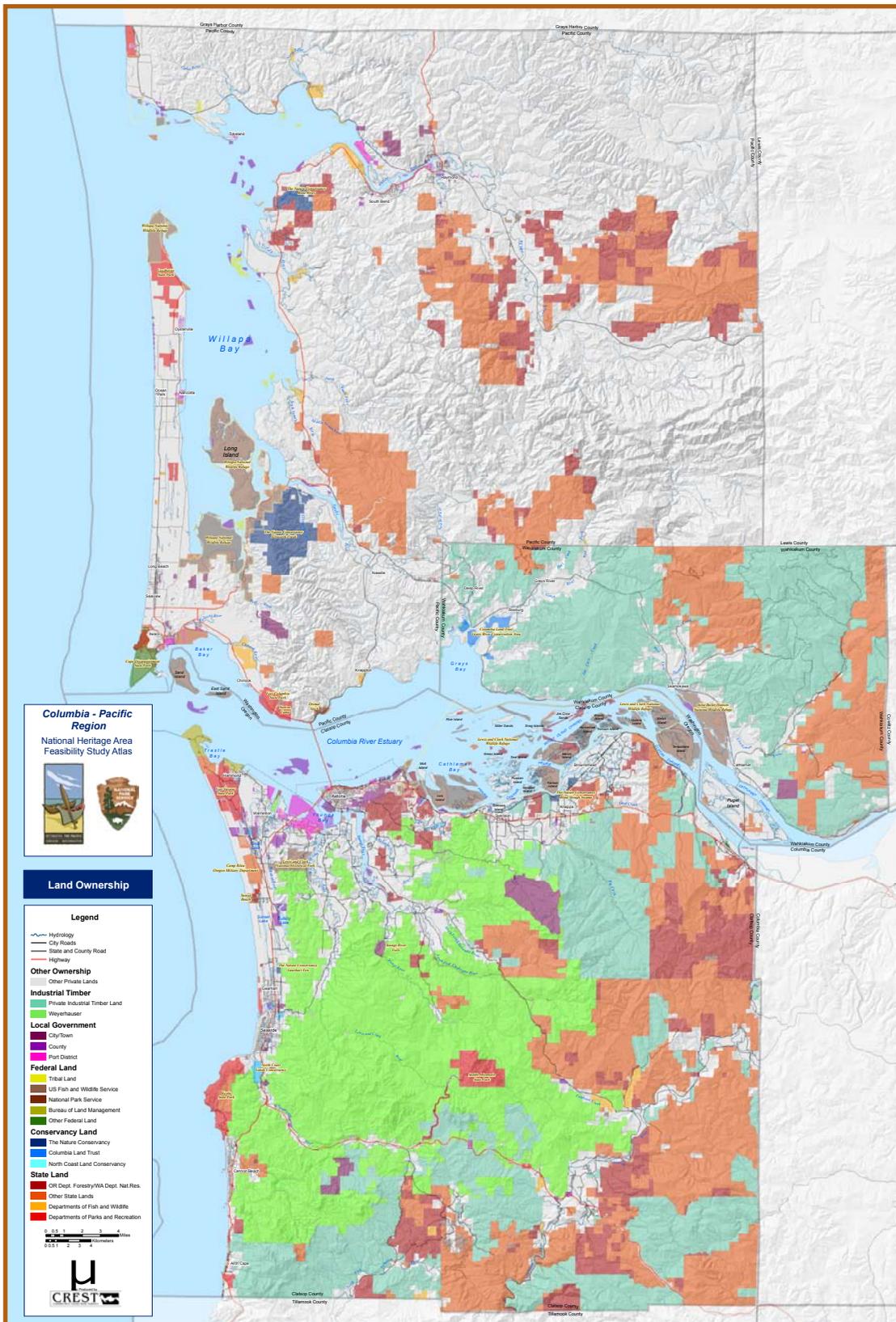


FIGURE 7.2: REGIONAL TRAILS MAP





Locally harvested and processed seafood sold from the CrabPot in Seaview, Washington

contains three national wildlife refuges, a unit of the national park system, four fully staffed state park units and more than a dozen other state park areas, and several county parks and local trails.

One reason for the study area's integrity is its small population. Most private lands are managed for timber production or agriculture, both of which help to retain the area's rural integrity. Much of the study area is literally underwater including the broad Columbia River estuary, Willapa Bay, and thousands of acres of tidelands and freshwater wetlands.

Communities have made choices to hold on to heritage sites and make them part of their economy and civic life. Heritage resources are not overshadowed or obscured by more recent developments, rather the two blend well together.

CRITERION 6.

Residents, business interests, nonprofit organizations, and local and state governments shall be involved in the planning; and a conceptual financial plan that outlines the roles for all participants, including the federal government shall be developed; and the study shall document that there is demonstrated support for the concept of a national heritage area.

Proponents for NHA designation have undertaken a comprehensive and inclusive approach to engaging partners and the public in planning for the proposed NHA. The approach to public and stakeholder involvement was presented in detail in Chapter 6. (Appendix K lists all parties that were involved in the planning for this NHA.)



Existing Interpretive Wayside along the Columbia River

CRITERION 7.

The study shall identify a potential local coordinating entity to work in partnership with residents, business interests, nonprofit organizations, and local and state governments to develop a national heritage area consistent with continued local and state economic activity.

What Does the Law Require?

The Consolidated Natural Resources Act of 2008 (Public Law 110-229), requires the NPS to evaluate and document whether the proposed Columbia-Pacific National Heritage Area has the commitment of “...a potential local coordinating entity to work in partnership with residents, business interests, nonprofit organizations, and local and State governments to develop a national heritage area consistent with continued local and State economic activity...”

Congress’ Concerns About Self-Sufficiency

In addition to the evaluation criteria in this proposed NHA’s study bill, Congress has instructed NPS to develop ways to ensure that NHA programs eventually become independent of Federal NHA appropriations. In the conference committee report for the FY 2009 Omnibus Appropriations Act (Public Law 111-8), Congress expressed these concerns:

“The House and Senate Committees on Appropriations are concerned that the number of authorized heritage partnership programs has expanded rapidly in recent years and many more proposals are pending action by the authorizing committees. The Committees are in agreement that the amount of funding available for this program is limited; and that expanded funding for new heritage areas should be funded principally by savings which occur when mature programs are graduated from Federal support. The National Park Service is directed to develop new guidelines for this program which require self-sufficiency plans for all heritage areas within a reasonable period of time. The adoption of a credible self-sufficiency plan, or satisfactory work towards development of such a plan, should be a condition of continued funding for all plans after fiscal year 2009.”



Sorting on Kemmer oyster barge

To date, no NHA program has been able to sustain itself after the termination of Federal appropriations. NHA programs have either ceased operation or asked their members of Congress to extend their eligibility for Federal funds.

The NPS believes that ensuring the eventual self-sufficiency of NHA programs should start with the feasibility study. Proposed coordinating entities should be rigorously evaluated to determine whether they have the capacity to create a self-sufficient program. In this study, we have evaluated and confirmed SBEC's capacity to become self-sustaining.

The Importance of Measurable Performance

Congress has acknowledged that there may be a role for federal support for an NHA program after it reaches the end of its eligibility for federal funds but that this role should be based upon the NHA's performance.

In the Consolidated Natural Resources Act of 2008 (Public Law 110-229), Congress directed the NPS to evaluate nine NHA programs whose eligibility for federal funds would expire in 2011. Specifically, Congress asked NPS to comply with the following:

"...assess the progress of the local management entity with respect to—

(A) accomplishing the purposes of the authorizing legislation for the National Heritage Area; and

(B) achieving the goals and objectives of the approved management plan for the National Heritage Area;"

In addition, NPS has been working with NHAs to develop a proper way to allocate funds among NHA programs. Performance measures may become part of this discussion.

The study is too early to evaluate whether a coordinating entity could accomplish its authorized purpose or goals and objectives since these purposes and goals have not yet been defined. However, NPS feels that the study is an appropriate place to determine whether the coordinating entity has the

capacity to demonstrate measurable performance. The NPS's evaluation of SBEC's ability to measure performance is summarized below.

Evaluation

To satisfy the requirements of the study bill and other Congressional direction regarding NHA programs, the NPS evaluated SBEC to determine whether the organization can accomplish the following:

- Work in partnership with residents, business interests, nonprofit organizations, and local and state governments
- Develop a heritage program in a manner consistent with continued economic activity and opportunity
- Demonstrate measurable performance
- Achieve self-sufficiency

During the evaluation, the NPS reviewed SBEC reports, projects summaries, and conducted interviews with SBEC staff, partners, elected officials, and clients.

Partnership Building Capacity

NHA programs are local efforts. It is clear from Congressional records, testimony, and bill language that Congress, the NPS, and NHA proponents all believe that NHAs should engage a broad a range of regional and local partners.

What the NPS Found

During these interviews, SBEC stated that partnership and collaboration are critical to its work. SBEC accomplishes its work largely through the strategic investment of non-bank capital in other entities and organizations. SBEC empowers its partners to accomplish good, positive work. While SBEC's investments have created jobs, restored historic places, or restored critical ecosystems, it is not an employment agency. Nor does it restore historic places, streams or lands. Instead, SBEC makes these things possible by investing in other non-profit organizations, public entities, and private citizens with the means to do positive, community enhancing work.



National Guard work detail after building a portion of The Discovery Trail in partnership with Washington State Parks and the City of Long Beach

Three Partnerships Deserve Special Mention

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

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

The Consumer Seafood Initiative is a partnership program involving SBEC, Oregon State University, Sea Grant, and the Seafood Consumer Center. The program is designed to bring Oregon and Washington fishermen, shellfish growers, processors, wholesalers, retailers and chefs together to develop new approaches

to management and harvesting practices, develop new value-added seafood products, and access new markets. This is accomplished through research, education and product development services. SBEC provides both support in the management of this program as well as financial services that facilitate the transfer of innovative process technology and the development of new products and business models. Most recently, this partnership is in discussion with a local community college to expand impact on workforce training, job creation and retention.

SBEC's Role

As coordinating entity of the Columbia-Pacific NHA, SBEC's role would be to collaborate and facilitate rather than execute programs.

The NPS believes that this approach is a sound one that would involve partners from the private, public, and non-profit sectors in a designated NHA program. The NPS also believes that SBEC's ability to reach out to partners in heritage industries would make the Columbia-Pacific NHA a more broadly based effort than some current NHAs. Furthermore, SBEC's work with tribal communities, recent immigrants, and the economically disadvantaged would help to guarantee that the proposed national heritage area serves all members of the region.



1925 Logging truck

DEVELOP HERITAGE PROGRAMS AND PROJECTS IN A MANNER CONSISTENT WITH CONTINUED ECONOMIC ACTIVITY AND OPPORTUNITY

The NPS interprets this criterion in the study bill in this way: Heritage areas are living, breathing communities that have arrived in the 21st century with their identities and heritage intact. The work of an NHA program should be to support vibrant communities with distinctive American stories and active social and economic life. Preserving heritage means preserving peoples' ties to the land, water, and to each other, their histories and their traditions.

As mentioned in the section above, NHA programs rely on partnerships and innovations, rather than regulations or substantial federal investment. To consider the conservation of culture, historic places, or the environment in a vacuum is to ask communities to choose between two values: An historic building or new development? Open space or development? NHAs

can be places where communities move beyond either/or and find solutions that respond to a range of needs.

Economic Opportunity as the Key to Sustainability

SBEC believes that economic opportunity is the key to sustainability and the key to keeping heritage alive. Rather than being at odds, economic opportunity and heritage can support one another. There are many examples of this at the mouth of the Columbia. At Pier 39 in Astoria, the adaptive reuse of the Hanthorn Cannery as a place for a restaurant, offices, coffee shop, lodging, and place for maritime business has preserved this landmark's place in the community. Each year hundreds of people who worked at the cannery between the 1940s and 1980s return for a reunion. The coffee shop is located in the old cafeteria. The maritime businesses help preserve the working waterfront aspect. This endeavor, because it involves economic opportunity, is self-sustaining. Massive public or philanthropic investment would be



Astoria, Oregon in 1940

needed to sustain this piece of community heritage without the economic opportunity involved.

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

MEASURING PERFORMANCE

SBEC works hard to achieve measurable performance in all its activities and the same would be true in its role as the coordinating entity of the Columbia-Pacific NHA. One of the difficulties in measuring the performance of NHAs is separating their effects on the communities within them from the effects of outside factors. Most national heritage areas are located within areas that are in transition. Some of these areas have undergone rapid revitalization, leading some to ask whether the NHA designation was the cause or the effect of revitalization.

Most coordinating entities support their communities through indirect means, such as tours and programs,



Historic officers quarters at Fort Columbia State Park

publications, branding and promotion. While many of these activities have positive results, it is difficult if not impossible to measure the effects of their efforts.

SBEC operates under the philosophy that what gets measured, gets done. The organization maintains a comprehensive operational scorecard, and it is rigorous in its self-measurement practices. To date, SBEC has developed measurements for several ongoing activities illustrated in the following scorecard.

TABLE 7.1: SBEC TRIPLE BOTTOM LINE IMPACTS

ECONOMY	ENVIRONMENT	EQUITY
Jobs Created and/or Retained	Riparian Zone	Minority/Women Owners
Leveraged Investment	Sustainable/Certified Land	Low Income Families Assisted
Secondary Value Added Business	Water Diverted from Waste Stream	Local Land Tenure

The NPS is currently working with the Center for Park Management to develop similar performance measures for NHAs. Since each NHA is unique, every new NHA is an opportunity to build upon the lessons learned from other NHAs.

ACHIEVING SELF-SUFFICIENCY

Chapter 5 provides more detailed information on a conceptual financial plan for the proposed NHA. In this section, we have evaluated SBEC’s ability to create a self-sufficient NHA program.

SBEC has an annual operating budget of four million dollars. 80 percent of this budget is generated through earned income and the additional 20 percent is raised from grants and philanthropic sources.

SBEC’s strategy for building an NHA program would be to use federal appropriation as seed money during the first years of the program. During this time, SBEC

would begin building an eight to ten million-dollar-revolving capital fund for investments in heritage activities while also exploring income generating activities. Eventually, earned income would provide sufficient funds to maintain the program.

NPS believes that SBEC's past performance indicates that the organization has the capacity to heavily leverage any federal investment in the national heritage area.

CRITERION 8.

The study shall include a conceptual boundary map that is supported by the public.

The conceptual boundary was a part of every discussion during the public and stakeholder involvement and outreach activities described in Chapter 6. The NPS, Destination: The Pacific and SBEC actively sought suggestions and public comment.

As noted in Chapter 2, the proposed boundary in Oregon was easily developed using historic, cultural, and geographic information. In Oregon the proposed boundary is formed by the divide between the

Columbia River and Nehalem River watersheds. The boundary follows patterns of settlement from prehistoric times to the present and includes every incorporated government and population center in north and west Clatsop County. The boundary in Oregon enjoys wide support.

Although it was a frequent and active topic of discussion, the boundary in Washington was not developed until near the completion of the draft study. As Chapter 2 notes, cultural and topographic divides are not as clear in Washington. Instead, the determination of the boundary was influenced much more heavily by present-day cultural affiliations and relationships.

It became clear from discussions and research during public scoping meetings in March 2008 that north Pacific County did not demonstrate the same historic and present-day connections to the mouth of the Columbia River as other parts of the study area. Residents in North Pacific County felt a strong bond with Grays Harbor to the north as they did to the Columbia River. These people have economic and social ties with Olympia and Aberdeen as frequently as with Long Beach or Astoria.



Port of Ilwaco, Washington



Cathlamet in Wahkiakum County, Washington

More importantly the residents of north Pacific County were ambivalent about potential NHA designation. While some residents in north Pacific County were strongly in favor of it, others were vehemently against it. In fact, several landowners in north Pacific County banded together to form a group called Property Owners Against National Heritage Areas to speak out against NHA designation. This group has proposed a smaller boundary in Washington, one that would include only part of the Long Beach Peninsula and the town of Ilwaco.

After meetings with residents and elected officials from north Pacific County, the NPS decided to include only the area south of the Naselle River watershed in the proposed boundary. Though this is disappointing to many residents in north Pacific County, the NPS judged that south of the Naselle River, support was unqualifiedly strong. North of the Naselle watershed, residents were divided.

NPS considered the boundary proposed by the property rights group, a boundary that excludes the north Long Beach Peninsula and areas east of Ilwaco. After public discussion of this proposal, NPS concluded that it was not supported by the residents

east of Ilwaco and north of Long Beach that would be excluded by it. These residents preferred the proposed boundary depicted in Chapter 2.

Boundary definition related to Wahkiakum County also posed a challenge. Historical accounts indicate a strong relationship between the mouth of the Columbia River and towns and settlements on Wahkiakum's tidelands and sloughs. Wahkiakum County was host to the first Columbia River salmon cannery and the first steam-powered logging railroad in the Northwest. Its bays and rivers were the home of Chinookan peoples as recorded in early journals of European and American explorers.

Wahkiakum County has no natural boundaries that are culturally significant. KM Mountain clearly forms a small cultural and physical divide but not as strong as the divide in culture and commerce between the Columbia and Nehalem rivers to the north.

County commissioners, residents, and interest groups strongly recommended that the proposed boundary include Wahkiakum County in its entirety based on the area's strong cultural ties with the Columbia River. The NPS concurs with this suggestion.



North Head Lighthouse at Cape Disappointment State Park



A

Appendix

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A

CPNHA Themes

THEMES

1. Waterways: The Great River of the West meets the Pacific Rim
2. Fragile Bounty
3. Land of Water and Cedar: Chinookan Homeland
4. Exploration, Conquest, and Empire
5. Crossing and Defending the Bar
6. Beginnings of the Northwest Coastal Economy and Culture: Fish, Forests, and Tourism
7. Immigration
8. Public Treasure

B

Registered Historic Places

REGISTERED HISTORIC PLACES

NAME	ADDRESS	CITY	STATE	COUNTY	CURRENT OWNER	CATEGORY	CURRENT USE	TIME	STATUS	THEMES	SOURCE	APPDX	CPNHA Themes
1847 Post Office Memorial	500 block of 15th St.	Astoria	OR	CL		Site	Plaque	1847	POT	Migration, Settlement	ACS	x	7
1852 Custom House Reconstruction	34th & Leif Erickson Dr.	Astoria	OR	CL		Site	Memorial	1852	POT	Federal Management, Maritime, Settlement	ACS	x	5
Albert W. Ferguson House	1661 Grand Avenue	Astoria	OR	CL	Private	Bldg	Domestic	1875-1899	NHR	Settlement	NR		7
Allan Herschell Two Breast Carousel	300 Broadway	Seaside	OR	CL	Private	Structure	Work of Art	1935-1949	NRI	Recreation	NR		6
Alois/ Custer/ Victor Habersetzer Farm	Highway 6	Frances	WA	P		Site			INV	Agriculture			6
Andrew Peterson House		Skamokawa	WA	W	Unknown	Bldg		1892-1893	WHR/ NRD	Settlement	WIS	x	7
Andrew Young House	3720 Duane Ave	Astoria	OR	CL	Private	Bldg	Domestic	1875-1899	NRI	Settlement	NR		7
Anthony Chabot Cranberry Bog	Cranberry Rd, on pasture of present Bunker property	Long Beach (v)	WA	P		Site			INV	Agriculture, Settlement			6
Associated Building	1160-1198 Commercial Ave	Astoria	OR	CL		Bldg		1920	POT	Settlement, Ethnic	ACS	x	7
Astor Building, aka "Liberty Theater"	1203 Commercial St.	Astoria	OR	CL	Private	Bldg	Theater/ Specialty Store	1875-1924	NHR	Settlement	NR		7
Astoria Airport		Astoria	OR	CL				1933	POT	Transportation, Defense, Federal Management	ACS	x	5
Astoria City Hall	1618 Exchange St.	Astoria	OR	CL	Private	Bldg	Museum	1900-1949	NHR	Settlement	NR		6
Astoria Column	Coxcomb Hill	Astoria	OR	CL	Local Gov't	Structure	Monument/ Marker	1925-1949	NHR	Settlement	NR		4
Astoria Downtown Historic District	Columbia River-Exchange Street / Seventh St. - Seventeenth St	Astoria	OR	CL	Private, Local Gov't, State, Federal	District	Commerce/ Trade, Domestic, Government, Social	1800-1949	NHR	Settlement, Exploration	NR		6
Astoria Elks Building	453 Eleventh Street	Astoria	OR	CL	Local Gov't	Bldg	Social	1900-1949	NHR	Settlement	NR	x	7

NAME	ADDRESS	CITY	STATE	COUNTY	CURRENT OWNER	CATEGORY	CURRENT USE	TIME	STATUS	THEMES	SOURCE	APDX	CPNHA Themes
Astoria Fire House No. 2	2968 Marine Drive	Astoria	OR	CL	Local Gov't	Bldg	Commerce/Trade, Gov, Fire Station, Warehouse	1875-1949	NRI	Settlement	NR	x	6
Astoria Marine Construction Company	Lewis and Clark River, Jeffers Gardens	Astoria	OR	CL		Bldg		1929-1945	POT	Maritime, Defense	ACS	x	5
Astoria to Salem Military Road	Highway 202	Astoria	OR	CL		Road		1856-1880	POT	Defense, Transportation	ACS	x	5
Astoria Train Depot	20th and Marine Drive	Astoria	OR	CL		bldg		1925	POT	Transportation	ACS	x	6
Astoria Victory Monument	Columbia St., Bond and W. Marine Dr.	Astoria	OR	CL	Local Gov't	Bldg	Landscape, Rec & Culture	1900-1949	NHR	Settlement, Defense	NR	x	5
Astoria Wharf and Warehouse Company	Water Streets between 3rd & 4th Streets	Astoria	OR	CL	Private	Bldg	Warehouse	1875-1899	NRI	Fishing	NR	x	6
Astoria YMCA	514 12th Street	Astoria	OR	CL		Bldg		1914	POT	Settlement	ACS	x	7
Astoria-North Ferry Company Landing	Foot of 14th St.	Astoria	OR	CL		Structure		1927-1966	POT	Transportation, Maritime	ACS, SHPO	x	6
August Norberg Residence	2453 Cedar Ave	Astoria	OR	CL	Private	Bldg	Domestic	1895	POT	Settlement, Fishing	ACS	x	7
Bald Point Site (35-CLT-23)	Address Restricted	Cannon Beach	OR	CL	State	Site	Recreation	1500-1599	NHR	Indigenous	NR	x	3
Bay View Motel	783 W Marine Drive	Astoria	OR	CL		Bldg		1940	POT	Recreation	ACS	x	7
Beltline Overcrossing	North end of Old Young's Bay Bridge	Astoria	OR	CL		Structure		1921	POT	Transportation	ACS	x	6
Benjamin Young House and Carriage House	3652 Duane St	Astoria	OR	CL	Private	Bldg	Domestic	1875-1899	NRI	Settlement, Transportation	NR		7
Birnie and West Cemetery	Northeast of Cathlamet	Cathlamet	WA	W	Public, City of Cathlamet	Site	Cemetery	1846	WHR	Exploration, Settlement	WIS	x	4
Birnie-Roberts Home	Main St	Cathlamet	WA	W	Private?	Bldg	Domestic	1860	WHR	Exploration, Settlement	WIS/NR	x	4
Bruce's Candy Kitchen	256 Hemlock Street	Cannon Beach	OR	CL	Bruce's Candy Kitchen	Bldg		1944-2007	POT	Recreation, Settlement	CBHS	x	6
Bumble Bee Seafood	10 6th St.	Astoria	WA	CL	"Private, Castle & Cooke Inc PO Box 2990 Honolulu, HI 96802"	Bldg	Not available	1900-1976	INV	Fishing	DAHP	x	6
Callender Navigation Company	14 14th St.	Astoria	WA	CL	Private, Brix Maritime Company	Bldg	Maritime	1904-1975	INV	Maritime	DAHP	x	6
Cannon from the "Shark"	Hwy 101 at Tolovana Park	Cannon Beach	Or	CL	State	Site	Monument/Marker	1846	POT	Maritime, Exploration, Defense	SHPO	x	4
Cape Disappointment Historic District	0.5 mil. S of Ilwaco to WA/OR boundary	Ilwaco	WA	P	State, Federal	District	Landscape, Transportation	1800-1924	NRD	Transportation, Defense, Settlement, Federal Management	NR		5
Capt. Robert Gray School	785 Alameda Ave	Astoria	OR	CL		Bldg	School	1925	POT	Settlement	ACS	x	6
Captain George Conrad Flavel House	627 Fifteenth St	Astoria	OR	CL	Private	Bldg	Domestic	1900-1924	NRB	Settlement, Transportation	NR		6

NAME	ADDRESS	CITY	STATE	COUNTY	CURRENT OWNER	CATEGORY	CURRENT USE	TIME	STATUS	THEMES	SOURCE	APPDX	CPNHA Themes
Captain George Flavel House and Carriage House	441 8th St.	Astoria	OR	CL	Private	Bldg	Museum	1875-1899	NRI	Transportation, Settlement	NR		6
Captain Hiram Brown Residence	1337 Franklin Ave	Astoria	OR	CL	Private	Bldg		1852	NRB	Settlement, Maritime	ACS	x	6
Captain J.H.D. Gray House	1687 Grand Ave	Astoria	OR	CL	Private	Bldg	Domestic	1875-1899	NRB	Exploration	NR	x	6
Captain Robert Gray Landing	Highway 101	McGowan	WA	P		Site			INV	Exploration, Maritime	DAHP		6
Carmichael Garage	35 6th St.	Astoria	WA	CL	Private, Chevron, USA	Bldg	Commerce/Trade	1885-1910	INV	Ethnic, Settlement	DAHP	x	6
Charles Carlson house		Skamokawa	WA	W	Unknown	NRD		1892-93	WHR/NRD	Settlement	WIS	x	7
Charles David Latourette House	683 D Street	Gearhart	OR	CL	Private	Bldg	Domestic	1875-1924	NRI	Settlement	NR		7
Charles Matsen House		Skamokawa	WA	W	Unknown	Bldg		1885	WHR/NRD	Settlement	WIS	x	7
Charles Preston House	141 Ave. I	Seaside	OR	CL	Private	Bldg	Domestic	1900-1949	NRI	Recreation	NR		7
Charles Stevens House	1388 Franklin Ave.	Astoria	OR	CL	Private	Bldg	Domestic	1850-1899	NRB	Settlement	NR		7
Chinese School Site, Astoria	8th and Marine Drive	Astoria	OR	CL		Site		1913	POT	Settlement, Ethnic	ACS	x	7
Chinook Fish Hatchery	Highway 101	Chinook	WA	P		Bldg	Industry/Fishing	1900	INV	Fishing	DAHP	x	6
Chinook Point	5 mi. SE of Fort Columbia Historical State Park on US 101	Chinook (v)	WA	P	State	Site	Landscape	1750-1849	NHI	Exploration, Settlement, Defense	NR		4
Christian and Mary Leinenweber House	3480 Franklin Ave	Astoria	OR	CL	Private	Bldg	Domestic	1850-1899	NRI	Settlement	NR		
Clark's Dismal Nitch	1 mi. E of Astoria-Megler Bridge		WA	P	State, Federal	Site	Tourism	pre1805-2006	LEWI	Exploration, Indigenous, Settlement		x	4
Clatsop County Courthouse	749 Commercial Street	Astoria	OR	CL	Local Gov't	Bldg	Government	1900-1924	NRB	Settlement	NR		6
Clatsop County Jail (old)	732 Duane Street	Astoria	OR	CL	Local Gov't	Bldg	Government	1900-1924	NHR	Settlement	NR		6
Clatsop Mill site	2200 Block Marine Dr	Astoria	OR	CL		Site		1886-1950	POT	Timber	ACS	x	6
Clatsop Plains Cemetery	Highway 101	Warrenton	OR	CL		Site		1840	POT	Migration, Settlement	SHPO		4
Clatsop Village	On Young's Bay	Astoria	OR	CL		Site			POT	Indigenous	ACS	x	3
Colbert House (Fred)	Quaker and Lake Streets	Ilwaco	WA	P	Private	Bldg	Domestic	1850-1899	NRI	Exploration, Settlement	NR		4
Columbia Lightship WAL-604	1792 Maritime Dr	Astoria	OR	CL	Private	Structure	Museum	1925-1974	NRI	Maritime, Defense, Transportation	NR		5
Columbia River Gillnet Boat/Altoona Cannery	Altoona Rd	Altoona	WA	W	Local Gov't	Structure	Vacant/ Not in Use	1900-1924	NHR	Transportation, Fishing	NR		6
Columbia River Packers Association Net Loft	100 31st St.	Astoria	OR	CL		Bldg		1910	POT	Fishing	ACS, SHPO	x	6
Columbia River Quarantine Station	SW of Knappton on WA 401	Knappton	WA	P	Private	Bldg	Domestic	1875-1924	WHR/NRI	Exploration, Settlement, Federal Management	NR	x	7
Colwell House		Skamokawa	WA	W	Unknown	Bldg		1880	WHR/NRD	Settlement	WIS	x	7

NAME	ADDRESS	CITY	STATE	COUNTY	CURRENT OWNER	CATEGORY	CURRENT USE	TIME	STATUS	THEMES	SOURCE	APDX	CPNHA Themes
Cottages, multiple		Seaview	WA	P		Bldgs	Domestic		INV	Recreation, Settlement	DAHP		7
County Poor Farm Site	Walluski Loop, Near Hwy 202	Astoria	OR	CL		Site		1910	POT	Settlement	ACS	x	6
CRFPA Union Hall	106 Marine Dr	Astoria	OR	CL	Private-Michael & Linda Josephson a/o 1985	Bldg	wholesale store	1898-1938	POT	Fishing	SHPO	x	6
Crown Zellerbach Logging Camp #2	St. Hwy. 407	Cathlamet	WA	W		Site	Commerce/Trade			Timber	DAHP		6
Custer Barn	Highway 6	Frances	WA	P		Bldg			INV	Agriculture	DAHP		6
Daniel Knight Warren Hotel	107 Skip-anon Rd	Warrenton	OR	CL	Private	Bldg	Domestic	1875-1924	NRI	Settlement	NR		7
Darigold Creamery		Menlo	WA	P		Bldg			INV	Agriculture, Settlement	DAHP		6
"Deep River Pioneer Lutheran Church"	N of Deep River	Deep River	WA	W	Private	Bldg	"Vacant/ Not in Use Work in Progress"	1900-1924	WHR/NHR	Settlement	WIS	x	7
Depot Tavern	2nd St and P St	Seaview	WA	P		Bldg			INV	Settlement	DAHP		6
Desdemona Club	2999 Marine Drive	Astoria	OR	CL	Private	Bldg		1880-1934	POT	Settlement	ACS	x	6
Dobler Cheese Factory	Highway 6	Menlo	WA	P		Bldg			INV	Agriculture, Industry	DAHP		6
Doupé Building	200 S First Avenue	Ilwaco	WA	P	unknown	Bldg	unknown	1880-1930	POT	Settlement	IHM	x	6
Ecola Point Site (35-CLT-21)	Address Restricted	Cannon Beach	OR	CL	State	Site	Recreation	1499-1649	NHR	Indigenous	NR, MSR	x	3
Erikson-Larsen Ensemble	3025--3027 Marine Dr	Astoria	OR	CL	Private	Bldg	Vacant/ Not in Use	1875-1949	NRI	Ethnic	NR	x	7
Evangelical Lutheran Church		Chinook	WA	P	Private	Bldg			INV	Settlement	DAHP		7
Fern Creek Lumber Company/ Custer Mill	Highway 6	Frances	WA	P		Bldg			INV	Timber	DAHP		6
Fernidad Fisher House	687 Twelfth St	Astoria	OR	CL	Private	Bldg	Domestic	1875-1899	NHB	Settlement	NR		7
Finnish Meat Market	279 West Marine Drive	Astoria	OR	CL		Bldg		1920	NRD	Settlement, Ethnic	ACS	x	7
First Pacific County Courthouse	4th St and Pacific St	Oysterville	WA	P		Bldg			INV	Settlement	DAHP		6
Fort Astoria	15th & Exchange Sts	Astoria	OR	CL	Local Gov't	Landscape	Park	1800-1824	NRI	Fur Trade, Defense	NR	x	4
Fort Clatsop	4.5 mi. S of Astoria	Astoria	OR	CL	Federal	Bldg	Museum	1800-1824	NRI	Exploration, Federal Management, Recreation	NR		4
Fort Columbia State Park		Chinook (v)	WA	P	State	Site/ Bldgs	Tourism	1896-1940s	NR	Defense, Indigenous, Settlement, Federal Management	DAHP		3, 5
Fort Columbia Tunnel		Chinook Point	WA	P		Structure				Transportation, Federal Management	DAHP		6
Fort George Cemetery	Vicinity of 16th and Exchange Ave	Astoria	OR	CL		Site	Bldgs	1811-	POT	Fur Trade	ACS	x	4
Fort Stevens Military Reservation	NW Hwy 101	Hammond	OR	CL	Private, State	Site	Park, Defense, Domestic, Landscape	1860-1949	NRI	Defense, Federal Management	NR	x	5

NAME	ADDRESS	CITY	STATE	COUNTY	CURRENT OWNER	CATEGORY	CURRENT USE	TIME	STATUS	THEMES	SOURCE	APPDX	CPNHA Themes
Fort Stevens Park--Point Adams Lighthouse	Fort Stevens Park	Fort Stevens Park	OR	CL	State	Site	destroyed	1875	POT	Maritime, Exploration, Defense, Federal Management	SHPO	x	5
Fort to Sea Trail		Astoria	OR	CL	Federal	Site	Landscape	1805-1806	LEWI	Exploration, Federal Management, Recreation			4
Ft. Vancouver	612 East Reserve Street	Vancouver	WA	C	National Park Service	Bldgs	National Heritage Site	1825-1849	NHS	Fur Trade, Migration, Settlement	NR		4, 5
George C. and Winona Flavel House	818 Grand Ave	Astoria	OR	CL	Private	Bldg	Domestic	1875-1924	NRI	Settlement, Transportation	NR		6, 7
Goodwin--Wilkinson Farmhouse	US 26/101 W of Cullaby Lake	Warrenton	OR	CL	Private	Bldg	Domestic	1850-1949	NRI	Agriculture, Settlement, Migration	NR	x	4
Grace Episcopal Church and Rectory	1545 Franklin Ave	Astoria	OR	CL	Private	Bldg	Religion	1874-1925	NRB	Settlement	NR		7
Grace Episcopal Church Rectory, old	637 16th St	Astoria	OR	CL	Private	Bldg	Domestic	1875-1924	NRB	Settlement	NR		7
Grace Masney House	216 SE Lake Street	Ilwaco	WA	P	unknown	Bldg	residence?	1890-	POT	Settlement	IHM	x	7
Grant Williams House		Skamokawa	WA	W	Unknown	Bldg		1920	WHR/ NRD	Settlement	WIS	x	7
Grays River Covered Bridge	WA 4, 1.5 mi. E of Grays River	Grays River	WA	W	Local Gov't	Structure	Transportation	1900-1924	NHR	Transportation	NR		6
Greenwood Cemetery	Highway 202	Astoria	OR	CL		Cemetery	Cemetery	1891	POT	Settlement, Indigenous	ACS	x	3, 4
Gustavus Holmes House	682 34th St	Astoria	OR	CL	Private	Bldg	Domestic	1875-1924	NRI	Settlement	NR		7
Haller-Black House	841 South Prom	Seaside	OR	CL	Private	Bldg	Domestic	1924-1949	NRI	Recreation	NR	x	7
Hammond Mill Site	Foot of 54th St.	Astoria	OR	CL		Site		1903	POT	Timber, Ethnic	ACS	x	6
Herrold House	433 SE Lake Street	Ilwaco	WA	P	unknown	Bldg	unknown	1885-1920s	POT	Settlement, Fishing	IHM	x	7
Hillside Cemetery	14th and Madison Ave.	Astoria	OR	CL		Cemetery	Cemetery	1864-1897	POT	Settlement, Ethnic	ACS	x	4
Hilltop School	120 Williams Avenue NE	Ilwaco	WA	P	Bell Tower Inn at Ilwaco	Bldg	Bell Tower Inn	1890s	POT	Settlement	IHM	x	
Hlilusqahih Site (35CLT37)	Address Restricted	Knappa	OR	CL	Private	Site	Domestic	1499-1750	NRI	Indigenous	NR	x	3
Home Baking Company	2845 Marine Drive	Astoria	OR	CL	Private--Arthur and Jane Tilander	Bldg	Bakery	1929/1943	POT	Settlement	SHPO	x	6
Hook and Ladder Company 1	306 SE Lake Street	Ilwaco	WA	P	Fire Department?	Bldg	museum	1840s	POT	Settlement	IHM	x	6
Hotel Bill	324 N. Spruce Street	Cannon Beach	OR	CL	Cannon Beach Conference Center	Bldg	Conference center	1904-	POT	Recreation, Settlement	CBHS	x	7
Hume Salmon Cannery Site	WA 4, East of Cathlamet	Cathlamet	WA	W	"Private, Mr. & Mrs. C.E. Forsberg 9703 Ocean Beach Hwy (830) Longview, WA"	Site	Vacant/ Not in use	1866	WHR	Fishing	WIS	x	6

NAME	ADDRESS	CITY	STATE	COUNTY	CURRENT OWNER	CATEGORY	CURRENT USE	TIME	STATUS	THEMES	SOURCE	APPDX	CPNHA Themes
Ilwaco Railroad and Navigation Company Terminus		Nachotta	WA	P		Site			INV	Transportation, Settlement	DAHP		6
Ilwaco Railroad Freight Depot	1st Street	Ilwaco	WA	P		Bldg	Commerce		INV	Transportation, Settlement	DAHP		6
Indian Creek Village Site(35CLT12)	Address Restricted	Cannon Beach	OR	CL	State	Site	Rec & Culture	1499-1824	NRI	Indigenous	NR	x	3
Indian Point Site (35CLT34)	Address Restricted	Svenson	OR	CL	Private	Site	Landscape	1000-1750	NRI	Indigenous	NR	x	3
Isabella Shipwreck Site Remains	Address Restricted	Astoria	OR	CL	State	Site	Underwater landscape	1825-1849	NRI	Maritime, Transportation	NR	x	4
J. D. Hanthorn Cannery	Foot of 39th St	Astoria	OR	CL		Bldg		1877	POT	Fishing	ACS	x	6
J.T. Potter Riverboat Remains Site	800 block, West Marine Dr.	Astoria	OR	CL		Site		1888-1920	POT	Transportation, Maritime	ACS, SHPO	x	4, 6
John Crellen House	near waterfront of Willapa Bay	Oysterville	WA	P		Bldg			INV	Settlement	DAHP		7
John Hobson House	469 Bond Street	Astoria	OR	CL	Private	Bldg	Domestic	1850-1874	NRI	Migration, Settlement	NR	x	7
John Jacob Astor Experiment Station	Highway 202	Astoria	OR	CL	State			1914	POT	Agriculture	ACS	x	6
John Jacob Astor Hotel	1401 Commercial St	Astoria	OR	CL	Private	Bldg	Vacant/ Not in Use	1900-1924	NRB	Settlement	NR	x	7
John Jacob Astor School	3550 Franklin Ave	Astoria	OR	CL		Bldg	School	1925	POT	Settlement	ACS	x	7
John N. Griffin House	1643 Grand Ave	Astoria	OR	CL	Private	Bldg	Domestic	1875-1899	NRB	Settlement	NR		7
Johnson House	124 Lake Street	Ilwaco	WA	P	unknown	Bldg	residence?	1900-1920	POT	Settlement, Fishing	IHM	x	7
Judge C.H. Page House	1393 Franklin Ave	Astoria	OR	CL	Private	Bldg	Domestic	1875-1899	NRB	Settlement	NR		7
Kaino Boarding House	large red house on Advent Ave.	Ilwaco	WA	P	unknown	Bldg	unknown	1890s	POT	Settlement, Ethnic	IHM	x	7
Karhuvaara Boarding House	286 W Marine Drive	Astoria	OR	CL		Bldg		1896	NRD	Settlement, Ethnic	ACS	x	7
Klipsan Beach Life Saving Station	WA 103 & Klipsan Beach Approach Road	Klipsan Beach	WA	P	Private	Bldg	Commerce/ Trade	1875-1949	NRI	Defense, Transportation, Settlement	NR	x	5
Kola Boarding House	111 Pearl Avenue SE	Ilwaco	WA	P	unknown	Bldg	unknown	1912-1930?	POT	Settlement, Fishing	IHM	x	7
Kola Boat Works	221 Myrtle Avenue SE	Ilwaco	WA	P	unknown	Bldg	industrial?	1904-06	POT	Maritime, Fishing, Settlement	IHM	x	6
L.D. Williams House	516 NE Cedar Street	Ilwaco	WA	P	unknown	Bldg	unknown	1870s-1920s?	POT	Settlement, Ethnic	IHM	x	7
Labor Temple	926-934 Duane	Astoria	WA	CL	Private, Astoria Labor Temple, Inc.	Bldg	Urban Development	1924-2000	INV	Settlement	DAHP	x	7
Leback Boarding House	214 Advent Avenue NE	Ilwaco	WA	P	unknown	Bldg	unknown	1880s-1930s	POT	Settlement, Ethnic	IHM	x	7
Lower Columbia Cooperative Dairy Association	364 Ninth St.	Astoria	OR	CL		Bldg		1923	POT	Agriculture	ACS, SHPO	x	6
Lum Quing Grocery	609 Bond	Astoria	OR	CL	Private	Bldg		1928	POT	Ethnic, Settlement	ACS	x	6, 7
Lumber Exchange Bldg	Robert Bush Dr./ US 101 and Willapa Ave.	South Bend	WA	P	Private	Bldg	Commerce/ Trade	1900-1949	NRI	Timber	NR		6

NAME	ADDRESS	CITY	STATE	COUNTY	CURRENT OWNER	CATEGORY	CURRENT USE	TIME	STATUS	THEMES	SOURCE	APPDX	CPNHA Themes
Marshall J. Kinney Cannery	1 Sixth St	Astoria	OR	CL	Private	Bldg	Business Warehouse	1875-1949	NRI	Fishing	NR, ACS	x	6
Martin Foard House	690 Seventeenth	Astoria	OR	CL	Private	Bldg	Domestic	1875-1899	NRB	Settlement	NR		7
Mat Frederiksen House		Skamokawa	WA	W	Unknown	Bldg		1889	WHR/ NRD	Fishing, Timber, Settlement	WIS	x	7
McEarchen Ship Company Site	895 Olney Ave	Astoria	OR	CL		Site		1916-1918	POT	Maritime, Defense	ACS	x	6
Meares' Discovery of Shoalwater Bay	South shore of entrance to Willapa Bay		WA	P		Site			INV	Exploration	DAHP	x	4
Methodist Episcopal Church and Parsonage		Chinook	WA	P		Bldg			INV	Settlement	DAHP		7
Nasel Hotel	Old Knapp-ton Road	Naselle	WA	P		Bldg			INV	Settlement	DAHP	x	7
Naselle Community Congregational Church	Parpala Rd. off Hwy 101	Naselle	WA	P		Bldg			INV	Settlement	DAHP		7
Naselle River Bridge	12.9 mi. N junction SR 103	Naselle	WA	P		Structure	Transportation		INV	Transportation, Settlement	DAHP		6
Naselle Valley Grange 871	Old Knapp-ton Road	Naselle	WA	P		Bldg			INV	Agriculture, Settlement	DAHP		7
National Hall	2813 Marine Drive	Astoria	OR	CL		Bldg		1905	POT	Settlement, Ethnic, Recreation	ACS	x	7
Netul Landing		Astoria	OR	CL	Federal	Site	Landscape	1805-1806	LEWI	Exploration	LEWI		4
Nicol's Riding Academy		Gearhart	OR	CL		Bldg		1942-1945	POT	Defense	GCS	x	5
Noonan-Norblad House	1625 Grand Ave	Astoria	OR	CL	Private	Bldg	Domestic	1900-1949	NRB	Settlement	NR	x	7
Norris Staples House	1031 14th St.	Astoria	OR	CL	Private	Bldg	Domestic	1900-1924	NRB	Settlement, Timber	NR	x	7
Norse Hall		Puget Island	WA	W	Sons of Norway Helgeland Lodge	Bldg	Meeting space	1937-2006	POT	Settlement, Ethnic	WS	x	7
Ocean Home Farm		Gearhart	OR	CL		Bldg		1849-1890	POT	Migration, Settlement	GCS	x	6
Ocean View Cemetery	Ocean View Cemetery Road	Warrenton	OR	CL	Local	Cemetery	Cemetery	1897	POT	Maritime, Settlement	SHPO, ACS	x	4
Old Bathhouse	112 Elizabeth Avenue NE	Ilwaco	WA	P	unknown	Bldg	unknown	1880s-1900s	POT	Settlement, Ethnic	IHM	x	6
Ole Erickson's Arboretum Site	Above Astoria High School	Astoria	OR	CL		Site		1888	POT	Agriculture	ACS	x	2
Osburn's Grocery Site	248 Hemlock	Cannon Beach	OR	CL	Osburn's			1915-2004	POT	Recreation, Settlement	CBHS	x	6
Oswald West Coastal Retreat	1981 Pacific Ave.	Cannon Beach	OR	CL	Private	Bldg	Domestic	1900-1949	NRI	Recreation, Conservation	NR	x	2
Owen & Peeke Grain & Feed Co	Foot of 7th St.	Astoria	OR	CL		Bldg		1924	POT	Agriculture	ACS	x	6
Oysterville Historic District	WA 103	Oysterville	WA	P	Private, Local Gov't	District	Domestic	1850-1924	NRD	Exploration, Settlement, Industry	NR	x	4, 6, 7
Pacific City House	214 Williams Avenue SE	Ilwaco	WA	P	unknown	Bldg	residence?	1849-	POT	Settlement	IHM	x	7
Pacific County Courthouse	Cowlitz and Vine Sts.	South Bend	WA	P	Local Gov't	Bldg	Government	1900-1924	NHI	Settlement	NR	x	6
Pauper's Cemetery	Vicinity 14th and Irving Ave.	Astoria	OR	CL		Site		1850	POT	Settlement	ACS	x	4

NAME	ADDRESS	CITY	STATE	COUNTY	CURRENT OWNER	CATEGORY	CURRENT USE	TIME	STATUS	THEMES	SOURCE	APPDX	CPNHA Themes
Peter and Maria Larson House	611 31st Street	Astoria	OR	CL	Private	Bldg	Domestic	1875-1924	NRI	Settlement	NR		7
Peter L. Cherry House	836 15th Street	Astoria	OR	CL	Private	Bldg	Domestic	1875-1924	NHR	Settlement	NR		7
Peter Schullerman House	Thirty-seventh and K Streets	Seaview	WA	P	Private	Bldg	Domestic	1875-1899	NRI	Settlement	NR		7
Pioneer Church	Alley St	Cathlamet	WA	W	Local Gov't	Bldg	Work in Progress	1875-1899	WHR/NRI	Settlement	WIS/ NR	x	7
Point Adams			OR	CL	State	Site	Landscape		LEWI	Indigenous	LEWI		3
Point Adams Net Rack		Skamokawa	WA	W	Unknown	Structure		1930	WHR/ NRD	Fishing	WIS	x	6
Poles for Cable Television Antennae	18th and Irving Ave.	Astoria	OR	CL		Structure		1948	POT	Settlement	ACS	X	6
Poysky Boarding House	2935-2945 Marine Dr	Astoria	OR	CL		Bldg		1880-1930	POT	Settlement	ACS	x	7
Public School Site, First, Astoria	9th and Franklin	Astoria	OR	CL		Site		1859	POT	Settlement	ACS	x	7
R.H. Espy House	facing Willapa Bay	Oysterville	WA	P		Bldg			INV	Settlement	DAHP		4, 7
Raymond Public Library	507 Duryea St.	Raymond	WA	P	Local Gov't	Bldg	Education/ Library	1925-1949	WHR/ NRI	Settlement	NR		7
Raymond Theater	325 N. Third St.	Raymond	WA	P	Local Gov't	Bldg	Culture	1925-1949	WHR/ NR	Settlement	NR		7
Redmen Hall-Central School		Skamokawa	WA	W	Unknown	Bldg		1894	WHR/ NRD	Settlement	WIS	x	7
Rev. William S. Gilbert House	725 11th Street	Astoria	OR	CL	Private	Bldg	Domestic	1900-1949	NRB	Settlement	NR	x	7
Riekkola Farmstead	Aoney Man Rd, Riekkola Unit, Willapa NWR	Seaview (v)	WA	P		Bldg			INV	Agriculture, Settlement	DAHP		6
River View Cemetery	Lewis and Clark Road	Astoria	OR	CL		Cemetery	Cemetery	1897	POT	Settlement	ACS	x	4
Robert Rensselaer Bartlett House	1215 Fifteenth Street	Astoria	OR	CL	Private	Bldg	Domestic	1900-1949	NRB	Settlement	NR		7
"Rotten Row" site	14th and Olney Ave	Astoria	OR	CL		Site		1817-1945	POT	Maritime, Defense	ACS	x	5, 6
Russell House	902 East Water Street	South Bend	WA	P	Private, Mr. Jesse Majors	Bldg	Domestic	1875-1899	WHR/ NRI	Settlement	WIS/ NR	x	7
Salt Works Unit		Seaside	OR	CL	Federal	Site	Landscape	1805-1806	LEWI	Exploration	LEWI		4
Sanfred Wiitala House	Hwy 401, near Naselle Bridge	Naselle	WA	P		Bldg	Domestic		INV	Settlement	DAHP		7
Sankela House	402 E. Spruce Street	Ilwaco	WA	P	unknown	Bldg	unknown	1897	POT	Settlement, Ethnic	IHM	x	7
Sea Lyft	702 "D" St	Gearhart	OR	CL	Private	Bldg	Domestic	1875-1949	NRI	Exploration, Settlement	NR		7
Seaport Lodge No. 7 Ancient Free and Accepted Masons of Oregon	1572 Franklin Avenue	Astoria	OR	CL		Bldg		1923	NRD	Settlement	ACS	x	7
Seaside Women's Club	811 2nd Avenue	Seaside	Or	CL	Private--Irv Pachal as of 1987	Bldg	Residence	c. 1925	POT	Settlement	SHPO files	x	7
Shelburne Hotel	WA 103 and K Street	Seaview	WA	P	Private	Bldg	Domestic	1875-1924	NRI	Settlement	NR	x	6, 7
Shively Park		Astoria	OR	CL		Landscape		1898-1920	POT	Recreation	ACS	x	2

NAME	ADDRESS	CITY	STATE	COUNTY	CURRENT OWNER	CATEGORY	CURRENT USE	TIME	STATUS	THEMES	SOURCE	APPDX	CPNHA Themes
Shively--McClure Historic District	From Franklin Ave. to Lexington Ave., and from 9th St. to 18th St.	Astoria	OR	CL	Private	District	Domestic		NRD	Settlement	NR		7
Silverman's Emporium		Skamokawa	WA	W	Unknown	NRD		1904	WHR/NRD	Settlement, Transportation	WIS	x	6
Silverman's residence		Skamokawa	WA	W	Unknown	NRD		1912	WHR/NRD	Settlement	WIS	x	7
Site of Knappton	3 mi. E of Megler	Knappton	WA	P	Public, WA State	Site	Highway	1960-1941	WHR	Timber	WIS	x	6
Skamokawa Historic District	WA 4	Skamokawa	WA	W	Various, see examples below	District	Commerce/Trade/Domestic	1890-1944	WHR/NRD	Transportation, Settlement, Fishing, Agriculture	WIS	x	4, 6, 7
Skamokawa Grange Hall		Skamokawa	WA	W	Skamokawa Grange	Bldg	unknown	1900s?	POT	Settlement, Agriculture	WS	x	7
South Bend Carnegie Public Library	W. 1st and Pacific Streets	South Bend	WA	P	Local Gov't	Bldg	Education/Library	1900-1924	NRI	Settlement	NR	x	7
St. Mary's Catholic Church	Highway 101	McGowan	WA	P		Bldg		1904	INV	Settlement	DAHP	x	7
Station Camp	Between Dismal Nitch and Fort Columbia		WA	P	State, Federal	Site	Tourism	pre1805-2006	LEWI	Exploration, Indigenous, Settlement	DAHP	x	3, 4
Sunflower Dairy	1319 Commercial	Astoria	OR	CL	Private	Bldg		1928	POT	Agriculture	ACS, SHPO	x	6
Sunset Beach State Recreational Area		Astoria	OR	CL	State	Site	Landscape		LEWI	Indigenous	LEWI		2
Suomi Hall	246 W Marine Drive	Astoria	OR	CL		Bldg		1893	NRD	Settlement, Ethnic	ACS	x	7
Svenson Blacksmith Shop	1796 Exchange St	Astoria	OR	CL	Private	Bldg	Museum	1900-1924	NRI	Settlement	NR	x	7
Swedish Lutheran Apostolic Lutheran Church	1012 Irving Avenue	Astoria	OR	CL	Private--Apostolic Lutheran Church	Bldg	Church	1884-	NHD	Ethnic, Settlement	SHPO/ACS	x	7
Telephone Utilities Building	115 SE Lake Street	Ilwaco	WA	P	Ilwaco Heritage Museum	Bldg	museum	1903-1973	POT	Settlement	IHM	x	6
The Breakers Hotel Community Building	Hwy 103 and Avery St	Long Beach	WA	P		Bldg			INV	Recreation, Settlement	DAHP		7
The Fair Building	Highway 6, Pacific County Fairgrounds	Menlo	WA	P		Bldg			INV	Settlement, Agriculture	DAHP		7
The Gerritse Building	247 Hemlock Street	Cannon Beach	OR	CL	Evelyn Georges (White Bird Gallery)	Bldg	Retail gallery	1915-	POT	Settlement, Timber	CBHS	x	7
The Wave Roller Rink	116 Hemlock Street	Cannon Beach	OR	CL	Coaster Theater	Bldg	Theater		POT	Recreation, Settlement	CBHS	x	6
The Wreckage	256th Place	Ocean Park	WA	P	Private	Bldg	Domestic	1912	NRI	Maritime	NR	x	6
The Young's Bay Bridge	Alternate Highway 101	Astoria	OR	C		Structure		1921	POT	Transportation	ACS	x	6
Tidal Rock Site	15th and Commercial Ave.	Astoria	OR	CL		Site		1811	POT	Fur Trade, Transportation, Maritime	ACS	x	4
Tillamook Rock Lighthouse	Sw of Seaside	Seaside	OR	CL	Private	Bldg	columbarium	1875-1899	NRI	Maritime	NR		5

Appendix

NAME	ADDRESS	CITY	STATE	COUNTY	CURRENT OWNER	CATEGORY	CURRENT USE	TIME	STATUS	THEMES	SOURCE	APDX	CPNHA Themes
Tokeland Hotel	Kindred Ave. and Hotel Rd.	Tokeland	WA	P	Private	Bldg	Domestic	1875-1924	NRI	Settlement	NR		7
Tongue Point Naval Air Station	Tongue Point	Astoria	OR	CL				1919, 1940	POT	Defense, Federal Management	ACS	x	5
Union Fishermen's Cooperative Packing Company Alderbrook Station	4900 Ash St	Astoria	OR	CL	Private, State	Bldg	Domestic, vacant	1900-1949	NRI	Fishing	NR		6
Uniontown--Alameda Historic District	Marine Dr. and Alameda Ave., between Hume and Hull Aves.,	Astoria	OR	CL	Private, Local gov, state	District	Commerce/Trade, Domestic	1875-1949	DIS	Ethnic, Settlement, Fishing	NR	x	6
US Army Radar Installation Test Site	Old Country Road, Raymond to Baleville	Baleville	WA	P		Site			INV	Defense, Federal Management	DAHP		5
US Post Office and Customs House	750 Commercial St	Astoria	OR	CL	Federal	Bldg	Government	1925-1949	NRI	Settlement, Federal Management	NR	x	6
US Post Office-Raymond Main	406 Duryea St	Raymond	WA	P	Federal	Bldg	Government	1925-1949	NRI	Federal Management	NR		6
Warren Investment Company Housing Group	656, 674, and 690 Eleventh St.	Astoria	OR	CL	Private	Bldg	Domestic	1875-1899	NRB	Settlement	NR		6
Weather and Navigational Station site	1000 block Franklin Ave.	Astoria	OR	CL		Site		ca. 1900	POT	Transportation, Maritime	ACS	x	5
Willapa Bay Boathouse	US Coast Guard Station	Willapa Bay, Tokeland	WA	P	Federal	Bldg	Vacant/ Not in use	1925-1949	NRI	Transportation, Maritime	NR		5
William Abrams House #1		Skamokawa	WA	W	Unknown	Bldg		1883	WHR/ NRD	Settlement	WIS	x	7
William Abrams House #2		Skamokawa	WA	W	Unknown	Bldg		1895	WHR/ NRD	Settlement	WIS	x	7
William and Nellie Fullam House	781 Prom	Seaside	OR	CL	Private	Bldg	Domestic	1900-1949	NRI	Recreation	NR	x	7
William Samuel Badger House	Pacific Way and U.S. Hwy 101	Gearhart	OR	CL		Bldg		1918-1936	POT	Settlement	GCS	x	7
Wilson Bros. Shipyards site	Young's Bay	Astoria	OR	CL		Site		1911-1920	POT	Maritime, Defense	ACS	x	6
Wilson Oyster Farms Shell Hopper	Highway 101, on Niawaukum River	Bay Center (v)	WA	P					INV	Fishing	DAHP		6

ACRONYM LEGENDS FOR APPENDIX 2

County Legend

C = Clark
CL = Clatsop
P = Pacific
W = Wahkiakum

Status Legend

NRI = Individually listed
NHR = National Historic Register
NHB = Both individually listed and in historic district
NRD = Listed within a district
DIS = District
INV = Inventory
LEWI = Lewis and Clark National Historic Park
WRH = WA Historic Register
New = Not currently recognized

Source Legend

ACS = Astoria Context Statement
DAHP = Washington Department of Archaeology and Historic Preservation
GCS = GTearhart Context Statement
IWM = Ilwaco Heritage Museum
NR = National Register
MSR = Multiple Submissions Report
SHPO = State Historic Preservation Office, OR
WIS = WISSARD Database

C

Public Lands, Private Conservation Lands and Historic Places

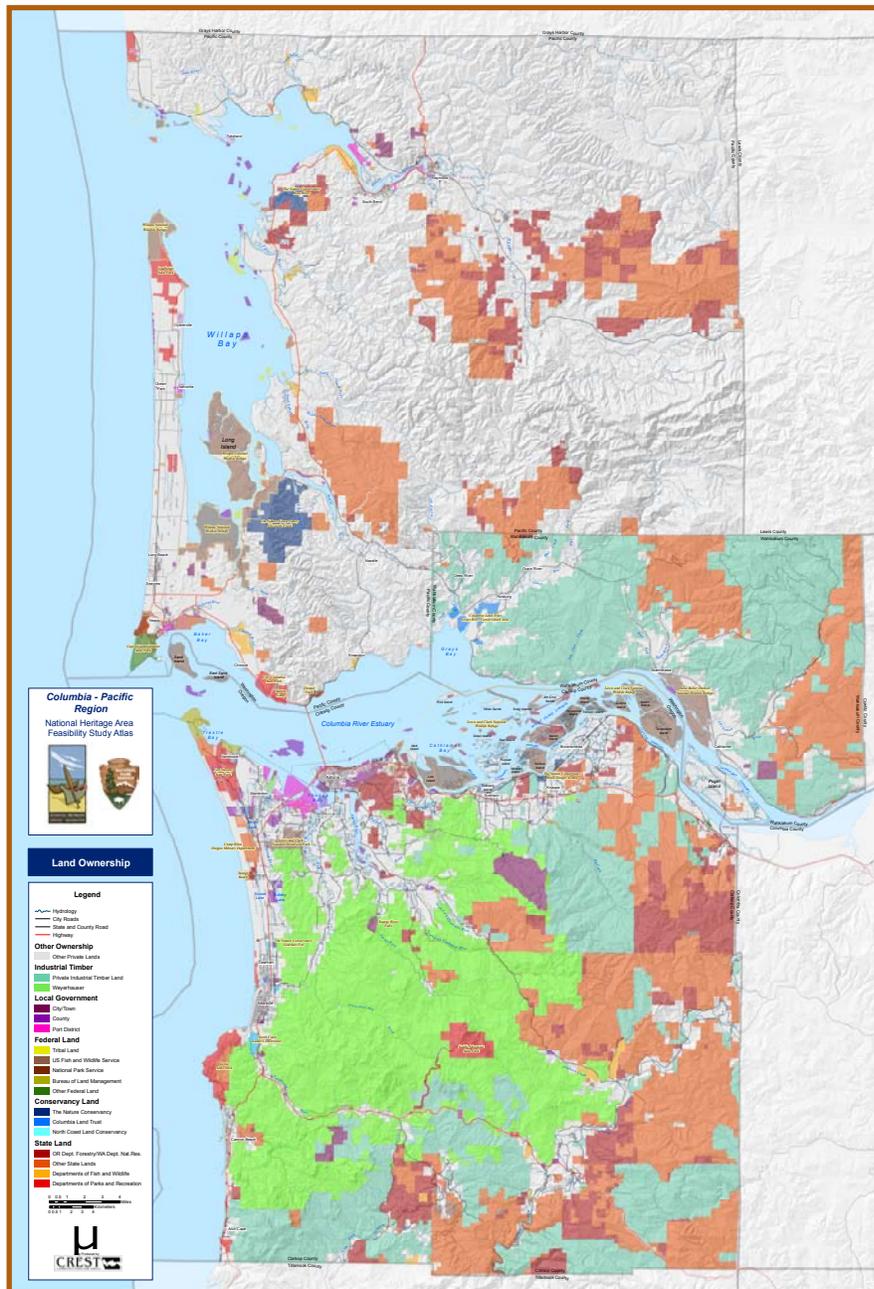
PROTECTED LANDS

NAME	STATE	COUNTY	CURRENT OWNER	CPNHA THEMES
Blind Slough Swamp	OR	Clatsop	The Nature Conservancy	2
Clatsop State Forest	OR	Clatsop		1,2,6
Cullaby Lake County Park	OR	Clatsop		2
Ecola State Park	OR	Clatsop		1,2,3
Fort Stevens State Park	OR	Clatsop		1,2,3,5
Gearhart Fen	OR	Clatsop	The Nature Conservancy	1
Lewis and Clark National Historical Park	OR	Clatsop		1,2,3,4,5
Lewis and Clark National Wildlife Refuge	OR	Clatsop		1,2,3
Necanicum River Property	OR	Clatsop	North Coast Land Conservancy	2
Oswald West State Park	OR	Clatsop		1,2
Saddle Mountain State Park	OR	Clatsop		2
Youngs River Falls State Park	OR	Clatsop		2
<hr/>				
Cape Disappointment State Park	WA	Pacific		1,2,3,4,5
Dismal Nitch	WA	Pacific		1,2,3,4
Ellsworth Creek	WA	Pacific	The Nature Conservancy	1,2,6
Fort Columbia State Park	WA	Pacific		1,2,3,4,5
Knappton Cove	WA	Pacific		4,6,7
Leadbetter State Park	WA	Pacific		1,2
Oysterville National Historic District	WA	Pacific		4,6,7
Station Camp	WA	Pacific		3,4
Willapa National Wildlife Refuge	WA	Pacific		1,2,3
Grays River Conservation Area	WA	Wahkiakum	Columbia Land Trust	1,2,6
Julia Butler Hansen National Wildlife Refuge	WA	Wahkiakum		2
Skamokawa National Historic District	WA	Wahkiakum		4,6,7

D

Map of Public Lands

PUBLIC LANDS



E

Regional Trails

REGIONAL TRAILS

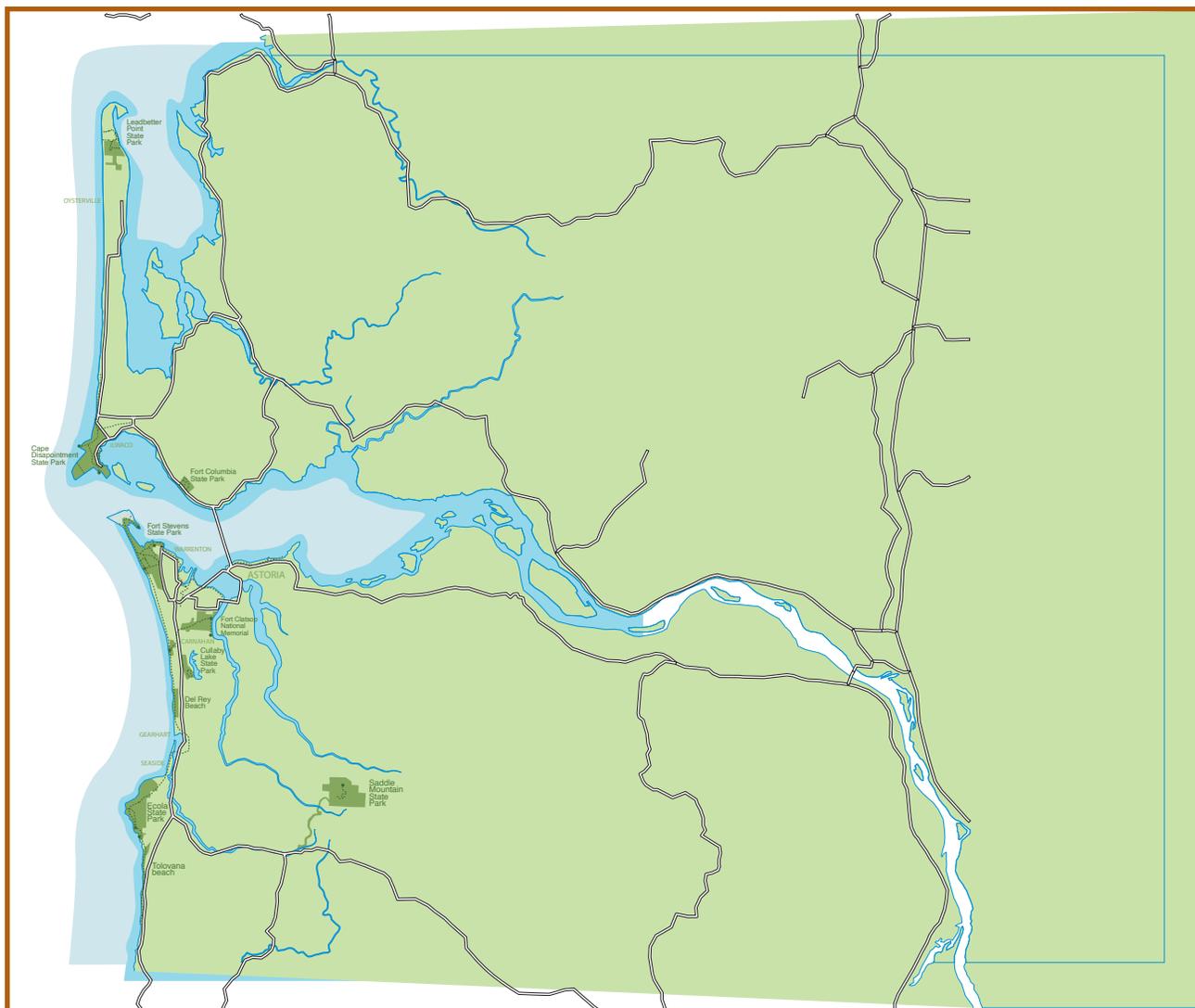
AREA	STATE	TRAIL	CPNHA THEMES
Warrenton	Oregon	Warrenton Waterfront Trail	1,2,3,6
Warrenton	Oregon	Skipanon River Loop Trail	1,2,3,6
Warrenton	Oregon	Airport Dike Trail	1,2
Astoria	Oregon	Astoria River Walk	1,2,6
Astoria	Oregon	Cathedral Tree Trail	1,2
Fort Clatsop	Oregon	Fort to Sea Trail	1,2,3
Fort Clatsop	Oregon	Netul River Trail	1,2,3,6
Fort Stevens State Park	Oregon	Coffenbury Lake Hiking Trail	1,2,8
Fort Stevens State Park	Oregon	Jetty Trail	1,2,5,8
Fort Stevens State Park	Oregon	Sunset Trail	1,2,8
Fort Stevens State Park	Oregon	Battery Russell Trail	1,2,5,8
Fort Stevens State Park	Oregon	Issac Stevens Trail	1,2,8
Fort Stevens State Park	Oregon	Trestle Bay Trail	1,2,8
Fort Stevens State Park	Oregon	Kestrel Dune Trail	1,2,8
Fort Stevens State Park	Oregon	Horseback Trail - DeLaura Beach	1,2,8
Ecola State Park	Oregon	Clatsop Loop Trail	1,2,8
Ecola State Park	Oregon	Tillamook Head to Ecola Point Trail	1,2,3,4,8
Saddle Mountain State Park	Oregon	Saddle Mountain Trail	1,2,8
Seaside	Oregon	Mill Ponds Park Trail	2
Seaside	Oregon	The Seaside Promenade	1,2,6
Seaside	Oregon	The North Gateway Park Trail	1,2,3
Seaside	Oregon	Giant Spruce Trail	2
Cullaby Lake County Park	Oregon	Cullaby Wetlands Trail	1,2
Gnat Creek, East Clatsop County	Oregon	Gnat Creek Trail	1,2
Gnat Creek, East Clatsop County	Oregon	Upper Gnat Creek Trail	1,2
Fort Columbia State Park	Washington	Scarborough Trail	1,2,5
Fort Columbia State Park	Washington	Canyon Creek Trail	1,2,5
Fort Columbia State Park	Washington	Military Road Trail	1,2,5
Leadbetter Point State Park	Washington	Bearberry Trail	2

Appendix

REGIONAL TRAILS (CONT.)

AREA	STATE	TRAIL	CPNHA THEMES
Leadbetter Point State Park	Washington	Weather Beach Trail	2
Leadbetter Point State Park	Washington	Bay Loop Trail	2
Leadbetter Point State Park	Washington	Dune forest Trail	2
Cape Disappointment State Park	Washington	Coastal Forest Trail	2
Cape Disappointment State Park	Washington	Discovery Trail	1,2,3,4,5,6
Cape Disappointment State Park	Washington	McKenzie Head Trail	1,2,3,5
Cape Disappointment State Park	Washington	North Head Trail	1,2,3,5
Cape Disappointment State Park	Washington	Westward Trail	1,2,3,4,5

REGIONAL TRAILS



F

Recreational Lands, Historic Places and Museums Open to the Public

MUSEUMS

MUSEUMS	CITY	COUNTY	STATE	CPNHA THEMES
Astoria Column	Astoria	Clatsop	OR	4,6
Astoria River Front Trolley	Astoria	Clatsop	OR	6
Cannon Beach Historical Society	Cannon Beach	Clatsop	OR	4,6,7
Clatsop County Heritage Museum	Astoria	Clatsop	OR	4,5,6,7
Columbia River Maritime Museum	Astoria	Clatsop	OR	5,6
Gateway Coastal Natural History Center	Seaside	Clatsop	OR	2
George Flavel House Museum	Astoria	Clatsop	OR	6,7
Seaside Historical Society Museum	Seaside	Clatsop	OR	4,6,7
Uppertown Firefighters Museum	Astoria	Clatsop	OR	6
Appelo Archives Center	Naselle	Pacific	WA	4,6,7
Columbia-Pacific Heritage Museum	Ilwaco	Pacific	WA	4,5,6,7
Lewis and Clark Interpretive Center	Ilwaco	Pacific	WA	3,4,5,6
Pacific Coast Cranberry Research Foundation Museum	Long Beach	Pacific	WA	6
Willapa Bay Oyster House Interpretive Center	Nahcotta	Pacific	WA	6
World Kite Museum and Hall of Fame	Long Beach	Pacific	WA	6
Wahkiakum County Historical Society Museum	Cathlamet	Wahkiakum	WA	4,6,7



G

Festivals & Cultural Events

FESTIVALS & CULTURAL EVENTS

EVENT	LOCATION	DATE	CPNHA THEMES
Whale Watching	Oregon/ Washington coasts	Jan/Feb/Mar	2
Living History programs	Ft. Clatsop, LEWI	1/1 - 1/2	3,4,5,6,7
Crab Feed - Benefits Deep Sea Fisherman's Benefit Fund	Warrenton	1/15 - 1/16	6
Crab Weekend	Long Beach	1/16-1/17	6
In Their Footsteps - Speakers Forum Series	Ft. Clatsop, LEWI	1/17, 2/14, 3/21, 4/18, 5/16, 9/19	3,4,5,6,7
Ships Up River - Military	Port of Astoria	2/2-3/2	5
Fisher Poets Gathering	Astoria	2/26-2/28	6,7
Crab & Oyster Feed	Rosburg	3/6	6
Crab & Oyster Feed	Cathlamet	3/13	6
National Park Week	LEWI	4/17-4/24	3,4
Crab & Seafood Festival	Clatsop County Fairgrounds	4/23-4/25	6
Black Lake Fishing Derby	Ilwaco	4/24	6
Halibut/Sturgeon Fishing	Ilwaco	May	6
Surf Perch Derby - surf fishing	Long Beach	5/15	6
Sturgeon Derby	Skamokawa	6/5	6
SWWA Sturgeon Derby	Chinook	6/12	6
Scandinavian Midsummer Festival	Clatsop County Fairgrounds	6/18-6/20	7
NW Garlic Festival	Ocean Park	6/19-6/20	6
Daily Ranger Programs on Lewis and Clark	Ft. Clatsop, LEWI	6/21-9/06	2,3,4
Salmon Fishing Season	CR Estuary	July	6
Shanghied in Astoria play performances	Astoria	7/8-9/11	4,6,7
Bald Eagle Festival	Cathlamet	7/16-7/17	2
Wooden Boat Show	Cathlamet	7/18	4,6
Clamshell Railroad Days	Ilwaco	7/17-7/18	6
Finnish American Folk Festival "FinnFest"	Naselle	7/24-7/25	7
Oregon Tuna Classic	Ilwaco	7/31	6

FESTIVALS & CULTURAL EVENTS (CONT.)

EVENT	LOCATION	DATE	CPNHA THEMES
Lughnasa Festival	Astoria	7/31	6,7
Astoria Regatta Festival	Astoria	8/11-8/15	6,7
Buoy 10 Fishery	CR Estuary	August	6
Covered Bridge Celebration	Grays River	8/7	4,7
Jazz & Oysters	Oysterville	8/15	6
Washington State International Kite Festival	Long Beach	8/16-8/22	6
JBH Garden Party - Julia Butler Hansen Heritage Center	Cathlamet	August	2
Civil War Reenactment - Ft. Stevens State Park	Hammond	9/4-9/6	5
Victorian Fun & Games at Flavel House	Astoria	9/11-9/12	6
Pacific Commercial Fisherman's Festival	Astoria	9/18-9/19	6
Columbia River Country Days & Covered Bridge Dinner	Grays River	10/1-10/2	6,7
Cranberrian Fair	Ilwaco	10/9-10/10	6
Graveyard of the Pacific Events	Ilwaco	10/24	5
Talking Tombstones	Astoria	10/31	4,6,7
St. Lucia Festival of Lights - Scandanavian	Astoria	11/26	7
Ocean in View - Lewis and Clark Speaker Series	Ilwaco	11/12-11/13	3,4
Lighted Boat Parade & Crab Pot Christmas Tree	Ilwaco	12/4	6
Old Time Christmas Celebration	Deep River, Naselle	December	6,7
Tall Ships Tour	Ilwaco, Astoria	TBA	4,6,7

H

Local Newspapers, Radio, and Television Stations

LOCAL NEWSPAPERS

Oregon

- Daily Astorian (Astoria)
- Cannon Beach Gazette (Cannon Beach)
- Seaside Signal (Seaside)
- Coast River Business Journal (Astoria)

Washington

- Chinook Observer (Long Beach)
- Wahkiakum County Eagle (Cathlamet)
- Willapa Harbor Herald (Raymond)

LOCAL RADIO STATIONS

- KMUN 91.9 FM (Astoria)
- KAST 92.9 FM, 1370 AM (Warrenton)
- KVAS 103.9 FM (Warrenton)
- KCRX 102.3 FM (Seaside)
- KKEE 1230 AM (Warrenton)

LOCAL TV STATIONS

None

I

Places by Theme

THEMES

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

- a. Drainage Basin including Oregon, Washington, Idaho
- b. Young's Bay
- c. Baker Bay
- d. Skipanon River
- e. Grays River
- f. Deep River
- g. Cape Horn
- h. Astoria
- i. Megler
- j. Dismal Nitch
- k. Puget Island, WA
- l. Westport, OR
- m. Newport, OR
- n. Cape Disappointment
- o. Tillamook Head
- p. Saddle Mountain
- q. Angora Peak
- r. Onion Peak
- s. Nicolai Mountain
- t. Willapa Hills
- u. Long beach Peninsula
- v. Clatsop Pains
- w. Leadbetter Point
- x. Willapa Bay
- y. Cape Shoalwater

2. Fragile Bounty

- a. Columbia River
- b. Willapa Bay
- c. Oysterville
- d. Pacific Coastal Rainforests

3. Land of Water and Cedar: Chinookan Homeland

- a. Mouth of the Columbia
- b. Shoalwater Bay

- c. Clatsop Plains
- d. Tillamook Head
- e. Willapa Bay
- f. Tillamook Bay

4. Exploration, Conquest and Empire

- a. Cape Disappointment
- b. Point Adams
- c. Fort Astoria
- 5. Crossing and Defending the Bar
- a. Columbia River Bar
- b. Cape Disappointment State Park, WA
- c. Fort Stevens State Park, OR
- d. Point Adams
- e. Fort Canby

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

- a. Portland
- b. Puget Sound Communities
- c. Fort Vancouver
- d. Columbia River at Eagle Cliff, Wahkiakum County
- e. Port of Astoria
- f. Ilwaco
- g. Willapa Bay
- h. Grays Harbor
- i. Oysterville
- j. Nahcotta
- k. Clatsop County-Columbia County Border
- l. Fort Clatsop
- m. Seaside, WA
- n. Cannon Beach, WA
- o. Long Beach, WA
- p. Pacific County
- q. Smith Lake

7. Immigration

8. Public Treasure

- a. Clatsop County
- b. Cannon Beach
- c. Oswald West State Park
- d. Astoria
- e. Seaside
- f. Old Youngs Bay Bridge
- g. Lewis and Clark River Bridge
- h. Haystack Rock

J

Public Meetings

NHA MEETINGS

DATE	WHERE	TIME	WHO
3/7-3/9, 2007	Fort Columbia State Park, Chinook, WA	all day	Balancing Community, Heritage, and Commerce in Gateway Communities of the Columbia-Pacific Region
3/3-3/8, 2008	Multiple Locations	all day	Public Scoping Meetings (17)- to obtain input on the feasibility study
4/8/2009	Astoria	10am	Lower Columbia Tourism Committee
4/9/2009	Astoria	10am	Clatsop County Commission
4/10/2009	Seaside	8:30am	Seaside Chamber of Commerce
4/13/2009	Seaside	7pm	Seaside City Council
4/14/2009	Cannon Beach	7pm	Cannon Beach City Council
4/16/2009	Astoria	4pm	Astoria-Warrenton Chamber of Commerce
4/20/2009	Astoria	7pm	Astoria City Council
4/28/2009	Astoria	8am	Astoria-Warrenton Chamber of Commerce - Circle meeting for members
5/6/2009	Gearhart	7pm	Gearhart City Council
7/10/2009	SBEC Astoria Office	2pm	SBEC and NPS staff
8/5/2009	Port of Ilwaco	1:30pm	Jim Neva, Port of Ilwaco Director
8/11/2009	SBEC Astoria Office	11am	Jan Mitchell, Oregon Heritage Commission
8/12/2009	CP Heritage Museum	8am	Ilwaco Merchants Association
8/13/2009	Ocean Park Fire Hall	8am	Ocean Park Area Chamber of Commerce
8/13/2009	SBEC Ilwaco Office	12noon	Ford Foundation
8/17/2009	Long Beach City Hall	7pm	Long Beach City Council
8/21/2009	Astoria	9am	Tiffany Estes, Astoria Downtown Historic District Assoc.
8/24/2009	Ilwaco	10:30am	Property Owners Against NHAs
8/25/2009	Astoria	10am	Laura Guimond, World Affairs Council
8/26/2009	Astoria	9am	John Goodenberger, Lower Columbia Preservation Society
8/26/2009	Ilwaco	11am	Peter Bale, President, Ilwaco Merchants Assoc.
9/15/2009	Astoria, Heritage Museum	9:30am	Oregon Heritage Commission
9/16/2009	Astor Hotel	6pm	Columbia Pacific Preservation Group

NHA MEETINGS (CONT.)

DATE	WHERE	TIME	WHO
9/23/2009	Astoria, Heritage Museum	10am	Mac Burns, Director, Clatsop County Historical Society
9/23/2009	Liberty Theater	4:30pm	Oregon Cultural Trust
9/24/2009	Astoria	8am	Paul Benoit, City Manager, City of Astoria
9/28/2009	Ilwaco	6pm	Ilwaco City Council
10/2/2009	Long Beach	8am	Long Beach Merchants Assoc.
10/5/2009	SBEC Ilwaco Office	10:30am	Karen Bertroch, Director, Appelo Archives Center
10/6/2009	South Bend	10am	Pacific County; Bryan Harrison (County Administrator) and Mike DeSimone (Community Development Director)
10/8/2009	Long Beach	12noon	Long Beach Visitors' Bureau
10/8/2009	Naselle	3pm	Western Wahkiakum/East Pacific County Citizens Group
10/13/2009	Fort Vancouver, WA	1:30pm	Will Shafroth, Dept. of Interior, Deputy Assistant Secretary for Fish and Wildlife and Parks
10/13/2009	Ilwaco	6pm	Ilwaco Planning Commission
10/19/2009	SBEC Astoria Office	1pm	Gretchen Luxenberg, NPS, Historian, NHA
10/21/2009	Long Beach	10am	Jon Kaino, Pacific County Commissioner
10/23/2009	Cathlamet	2pm	East Wahkiakum Citizens Group
10/29/2009	Naselle	4pm	Bryan Pentilla & Karen Bertroch, Appelo Archives Center
11/2/2009	Fort Stevens, Warrenton	1pm	Mike Stein, Park Manager, Fort Stevens State Park
11/5/2009	SBEC Astoria Office	8am	Sam Johnson, Director, Columbia River Maritime Museum
11/5/2009	SBEC Ilwaco Office	10am	Dan Cothren, Wahkiakum County Commissioner
11/6/2009	Astoria	11:30am	Grantmakers of Oregon and Southwest Washington
11/9/2009	Naselle	10am	Blair Brady, Wahkiakum County Commissioner
11/16/2009	Astoria City Hall	4pm	Brett Estes, Community Development Director, City of Astoria
11/18/2009	Astoria	11:30am	Oregon Parks and Recreation Commission
11/19/2009	Cathlamet	10am	Lisa Marsyla, Wahkiakum County Commissioner
12/21/2009	Astoria	9am	John Goodenberger, Columbia Pacific Preservation Group & Lower Columbia Preservation Society

2008 PRESENTATIONS MADE (*Materials about NHA distributed at all meetings*)

DATE	
January 9, 2008	Ilwaco Marchants Association
January 11, 2008	Lower Columbia Tourism Committee
January 16, 2008	LEWI Park All Staff Meeting
January 17, 2008	Long Beach Peninsula Visitors Bureau
January 17, 2008	Astoria Business After Hours - Sundial (dropped off materials)
January 24, 2008	Seaside Downtown Development Association
January 29, 2008	Economic Revitalization Team (Oregon) with Szymanski
February 1, 2008	Astoria Historic Downtown Association
February 2, 2008	Pacific NW Liging Historians Meeting
February 4, 2008	Astoria Rotary (Szymanski gave presentation)
February 6, 2008	Long Beach Peninsula Rotary (Mudge gave presentation)
February 7, 2008	Seaside Chamber
February 21, 2008	City of Long Beach After Hours at Kite Museum (materials/intro)
February 25, 2008	Astoria Rotary (Mudge gave presentation)

CHAMBERS INVOLVED (*Chambers notified their members electronically about meetings*)

Astoria-Warrenton Chamber included full-page notice in their February Newsletter
Wallapa Chamber issued invitations electronically
Cannon Beach Chamber issued an electronic invitation
Seaside Chamber sent an electronic invitation
Long Beach Peninsula Visitor Bureau - unknown
Wahkiakum County Chamber notified its members electronically

POST 2008 WORKSHOP PRESENTATIONS

DATE	
April 8, 2008	Wahkiakum County Chamber (Cathlamet)
April 8, 2008	Willapa Bay Water Council Meeting (South Bend)
April 10, 2008	Paul Beniot, Astoria City Manager

Appendix

2007 PRESENTATIONS MADE *(Materials about NHA distributed at all meetings)*

DATE	
January 5, 2007	Paul Beniot, Astoria City Manager
January 18, 2007	ERT at Fort Clatsop
February 13, 2007	Astoria Lion's Club at Elk's Lodge
February 14, 2007	Cannon Beach Historical Society (with Jan Mitchell)
February 23, 2007	Seaside Chamber Breakfast
April 9, 2007	Seaside City Council (Smiles/Mudge)
May 14, 2007	Ilwaco City Council (Cassinelli)
May 24, 2007	Ocean Park Chamber of Commerce (Mudge/Halliburton?)
June 21, 2007	Leadership Forum (Andrew, Smiles, Mudge panelists)
July 13, 2007	Cannery Pier Hotel - Living History & NHA Presentation (Mudge/Wilson)
July 14, 2007	Ilwaco Heritage Museum (Halliburton)
August 7, 2007	Wahkiakum County Commissioners
August 12, 2007	Willapa Bay Chamber Meeting (Sayce/Mudge)
August 20, 2007	Cathlamet City Council (Andrew/Mudge)
September 12, 2007	Clatsop County Commissioners
September 25, 2007	Peninsula Rotary (Mudge presentation)
October 4, 2007	Seaside Downtown Development Association
October 4, 2007	Seaside Rotary
October 8, 2007	Ilwaco City Council Meeting (Cassinelli/Andrew?)
October 10, 2007	Pacific County Friends of Lewis & Clark
October 10, 2007	Labor Temple (Mudge presentation to union workers)
October 20, 2007	Astoria-Warrenton Chamber Circle
November 14, 2007	Community Fund at 42nd Street Café in Seaview, WA
November 29, 2007	Seaside Downtown Development Association (Mudge)

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Parties Involved in Planning

FEDERAL

Oregon State Legislature

Senator Betsy Johnson, 16th Dist.
Representative Brad Witt, 31st dist.

Oregon Federal

Senator Ron Wyden
Senator Jeff Merkley
Representative David Wu, 1st Dist.

Washington State Legislature

Senator Brian Hatfield, 19th Dist.
Representative Dean Takko, 19th Dist
Representative Brian Blake, 19th Dist

Washington Federal

Senator Maria Cantwell
Senator Patty Murray
Representative Brian Baird, 3rd Dist.

ORGANIZATIONS

Oregon Organizations

Destination: The Pacific (Board)

Nancy Anderson	Knappton Cove Heritage Center
Robert Andrew	The Cottage Bakery
Gayle Borchard	Independent Books/City of Long Beach
McAndrew Burns	Clatsop County Historical Society
Mike Cassinelli	Ilwaco City Council
Diane Collier	Clatsop-Nehalem Confederated Tribes
Janet Gallimore	Confluence Project
Ray Gardner	Chinook Nation
Debby Halliburton	community volunteer
Jennifer Johnson	Wahkiakum Chamber and Visitors Center
Les McNary	community volunteer
Jan Mitchell	Oregon Heritage Commission

COUNTY

Oregon Counties

Clatsop County

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

Washington Counties

Pacific County

City of Ilwaco
City of Long Beach

Wahkiakum County

City of Cathlamet

ORGANIZATIONS

Oregon Organizations

Destination: The Pacific (Board) (cont.)

Jerry Ostermiller	Columbia River Maritime Museum
Patricia Roberts	Clatsop County Commissioner
Al Smiles	Seaside Chamber of Commerce
Chip Jenkins	Lewis & Clark National Historical Park
James Sayce	Washington State Historical Society
Jon Schmidt	Washington State Parks/LCIC

Seaside Chamber of Commerce

Astoria-Warrenton Chamber of Commerce

Lower Columbia Tourism Committee

Astoria Downtown Historic District Assoc.

Lower Columbia Preservation Society

Oregon Heritage Commission

Clatsop County Historical Society

Columbia Pacific Preservation Group

Oregon Cultural Trust

Columbia River Maritime Museum

Washington Organizations

Port of Ilwaco

Ilwaco Merchants Association

Ocean Park Area Chamber of Commerce

Long Beach Merchants Assoc.

Appelo Archives Center

Long Beach Visitors' Bureau

Western Wabkiakum/East Pacific County Citizens Group

Property Owners Against NHAs

East Wabkiakum Citizens Group

Coordinating Entity

ShoreBank Enterprise Cascadia

Other

Ford Foundation

Grantmakers of Oregon & Southwest Washington

Fed and State Parks Organizations

Lewis and Clark National Historical Park

Chip Jenkins (former), David Szymanski (current), Superintendents

NPS - NHA NW Liason

Gretchen Luxenberg - Historian

Dept. of Interior, Deputy Assistant Secretary for Fish and Wildlife and Parks

Will Shafroth

Fort Stevens State Park

Mike Stein, Park Manager

Washington State Parks/LCIC

Jon Schmidt

Oregon Parks and Recreation Commission

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Newspaper Articles, Radio Interviews, & Other Public Outreach

NEWSPAPER ARTICLES AND RADIO INTERVIEWS

DATE	NEWSPAPER	ARTICLE HEADLINE
2/16/2006	Daily Astorian	Heritage Area is Worth Pursuing
9/19/2007	Chinook Observer	It's Our Heritage: We are at the Precipice of Change
11/22/2007	Daily Astorian	National Heritage Area Taking Shape
11/26/2007	Daily Astorian	Heritage Area safe despite slowdown
11/28/2007	Chinook Observer	Local Heritage Area safe despite slowdown in new designations by Park Service
11/28/2007	Chinook Observer	Heritage Area: Explore ideas for our future
3/5/2008	Chinook Observer	Rich heritage could enrich our economy
4/29/2008	Rep. Brian Baird's website	Baird's National Heritage Area bill passes House, Bill now sent to President's desk for signature
4/30/2008	Daily Astorian	National Heritage Area study passes to President
5/12/2008	Daily Astorian	Heritage Areas can be many things
5/14/2008	Chinook Observer	Our Heritage Area: Congress sets the stage for local people to design our own future
8/6/2008	Chinook Observer	National Heritage Area: Local group opposes heritage area on estuary
8/20/2008	Chinook Observer	Heritage Area raises concerns for tree farmers
3/10/2009	Daily Astorian	ShoreBank locks up campaign for Heritage Area
3/11/2009	Chinook Observer	ShoreBank takes on oversight of heritage area
3/18/2009	Chinook Observer	The heritage area progresses
4/10/2009	Daily Astorian	Plans for National Heritage Area take scrutiny

DATE	RADIO STATION	INTERVIEWEE & TOPIC
2/23/2007	Seaside Coast Radio	Al Smiles & Cyndi Mudge
2/28/2007	KMUN	Donna Quinn
3/8/2007	KMUN	Donna Quinn
7/11/2007	KMUN	Tom Wilson/Mudge Living History & NHA
11/28/2007	KAST	Radio Interviewed Cyndi Mudge w/Michael Desmond. Aired multiple times.
3/2/2008	Seaside Coast Radio	Interview with Cyndi Mudge
3/5/2008	KMUN	Live interview with Gayle Borchard/Cyndi Mudge. Interviewer was Donna Quinn
Multiple '08	KAST	Interviewed Cyndi Mudge in January (08) w/Michael Desmond

DESTINATION: THE PACIFIC (DTP) - NEWS RELEASES ANNOUNCING WORKSHOPS

DATE	
September 20, 2007	DTP announces selection of Otak for study
November 6 & 13, 2007	DTP announces Public Workshops
December 6, 2007	DTP workshops postponed due to storm
January 6, 2008	DTP reschedules workshops
February 11, 2008	DTP applauds Study Funders/notes workshops
February 12, 2008	DTP announces proposed themes/boundaries of Study Area
March 2, 2008	DTP announces venue change for Cannon Beach Meeting
March 13, 2008	DTP announces public commenting available online

STAKEHOLDER EMAIL ANNOUNCEMENTS

DATE	
October 26, 2007	An email invitation was sent to Community Stakeholders that included the December workshop schedule. Stakeholder teams included Long Beach/Chinook/Seaview/Ilwaco; North Peninsula; North Pacific County; Wahkiakum County/Naselle; Astoria, Seaside/Gearhart/Cannon Beach, and East Clatsop County
November 19-20, 2007	An email invitation was sent to Community Stakeholders that included the Public Info Sheet pdf. Stakeholder teams included Long Beach/Chinook/Seaview/Ilwaco; North Peninsula; North Pacific County; Wahkiakum County/Naselle; Astoria, Seaside/Gearhart/Cannon Beach, and East Clatsop County
December 1, 2007	An email reminder was sent to Community Stakeholders that included the Public Info Sheet. Stakeholder teams included Long Beach/Chinook/Seaview/Ilwaco; North Peninsula; North Pacific County; Wahkiakum County/Naselle; Astoria, Seaside/Gearhart/Cannon Beach, and East Clatsop County
January 1, 2008	An email reminder was sent to Community Stakeholders announcing the rescheduling of workshops post storm. Stakeholder teams included Long Beach/Chinook/Seaview/Ilwaco; North Peninsula; North Pacific County; Wahkiakum County/Naselle; Astoria, Seaside/Gearhart/Cannon Beach, and East Clatsop County
January 15, 2008	An email notice announcing the reception for Gateway Teams at the conclusion of the workshop sessions was sent
February 28, 2008	A courtesy reminder about meetings sent to all teams which attachments that included Public Info Sheets and a schedule of meetings.

ELECTRONIC NEWSLETTERS *(Issued to list that includes all Stakeholders and other supporters)*

DATE	
November 1, 2007	Public Input Workshops announced
November 28, 2007	Reminder notice about workshops
February 15, 2008	NHA proposed themes and boundaries
March 2, 2008	Heritage Area Public Input Workshops reminder
March 1, 2008	Reception invitation/reminder
March 28, 2008	Heritage Area Public Input continues