

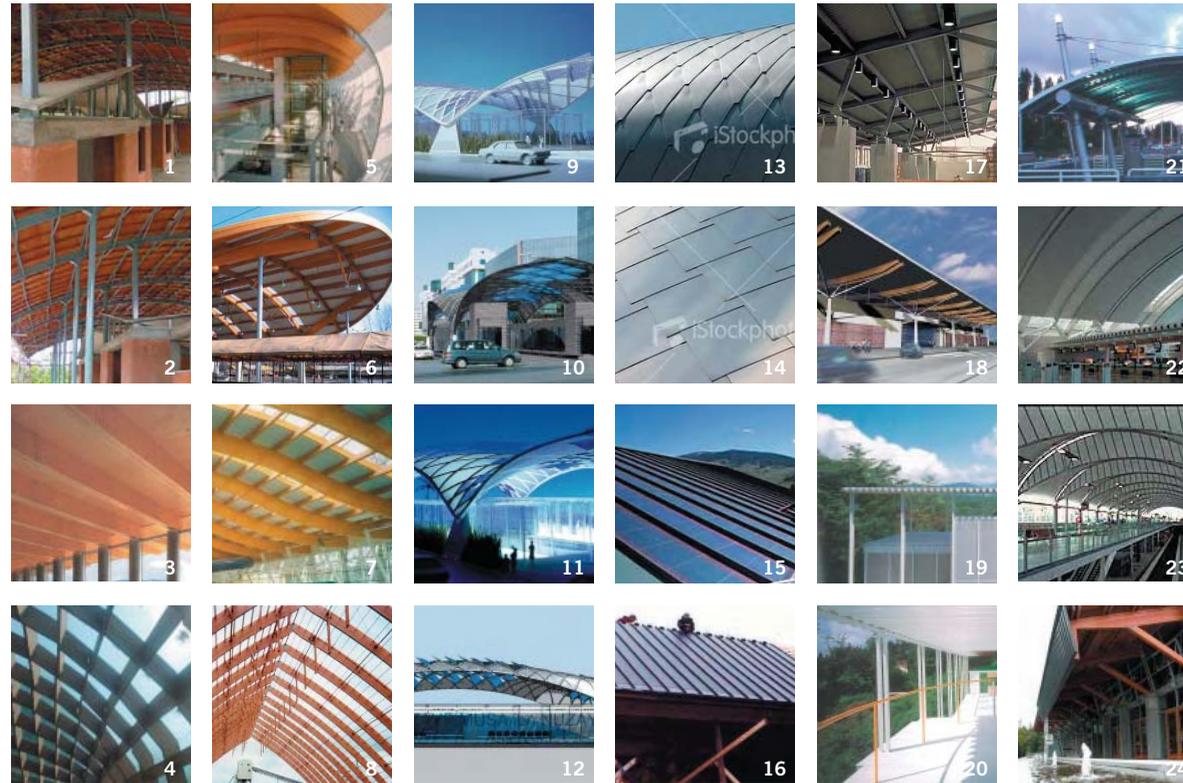
“About 3 oClock the wind lulled, and the river became calm, I had the canoes loaded in great haste and Set Out, from this dismal niche where we have been confined for 6 days passed, without the possibility of proceeding on, returning to a better Situation, or get out to hunt...”

- Capt. William Clark, Nov. 15, 1805

5.0 DESIGN PROCESS/ COMMUNITY WORKSHOPS

DESIGN PROCESS BOARDS

In this Appendix we present a visual record of the alternate design schemes presented to the community and the client committee. It is important to note that these were exploratory ideas, and the final design approach is incorporated into the main body of the Master Plan document.



1 Through 2:
Pavilion Roof Above Program Structures

3:
Composite Steel/Wood Beams

4 Through 8:
Curved Glulam Beams

9 Through 12:
Riyadh Station Canopy

13 Through 16:
Roofing Patterns

17 Through 24:
Metal Roof Canopies

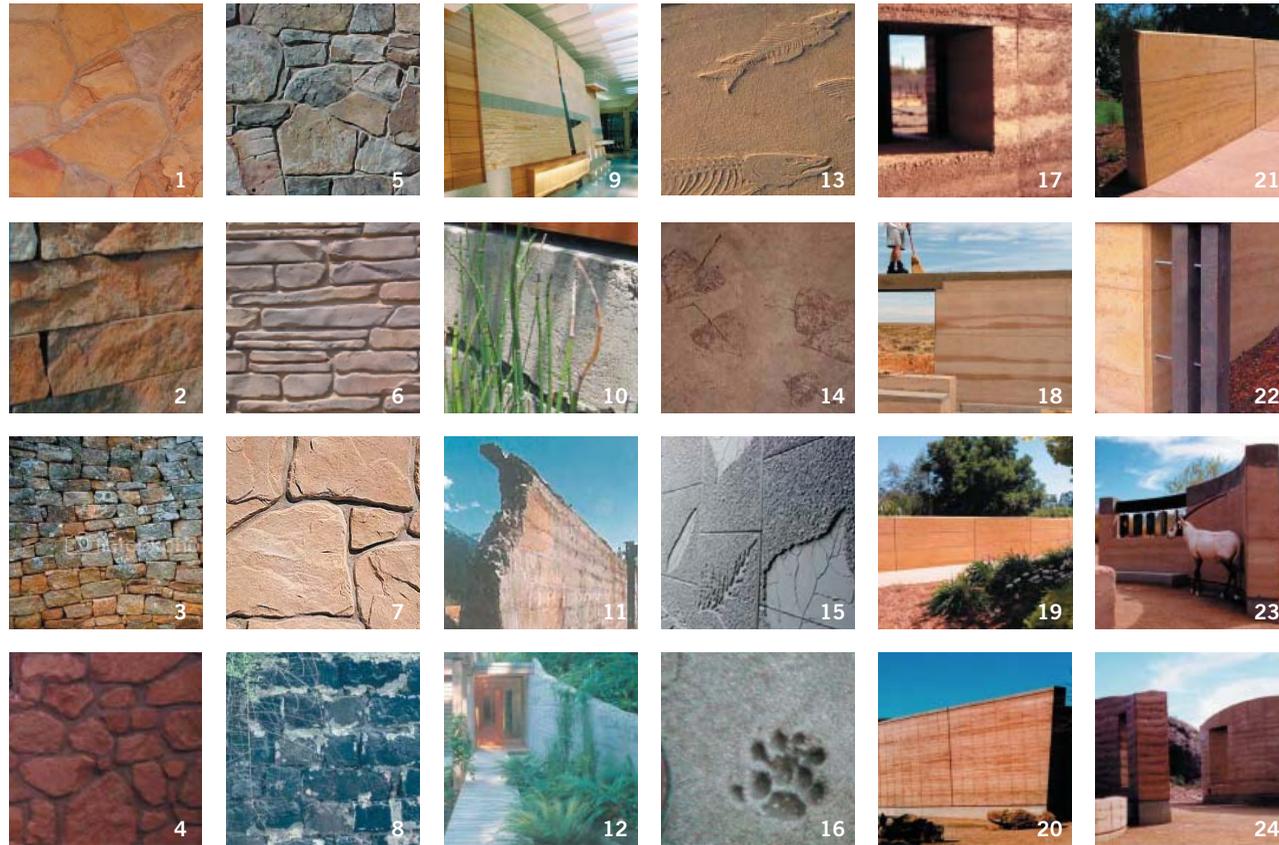


PAVILION CANOPY STRUCTURE

Clark's Dismal Nitch
Safety Rest Area
Megler, Wa

PRESENTATION BOARD
PAVILION CANOPY,
STRUCTURE

MEETING 11.30.05



1 Through 8 :
Rock Wall Faces

9 :
"Geology" Wall, Winona State University

10 :
Textured Concrete Wall in Natural Setting

11 Through 12 :
Crumbling/Bush Hammered Concrete Walls

13 Through 16 :
Nature Imprints in Concrete Walls

17 Through 24 :
Rammed Earth Walls

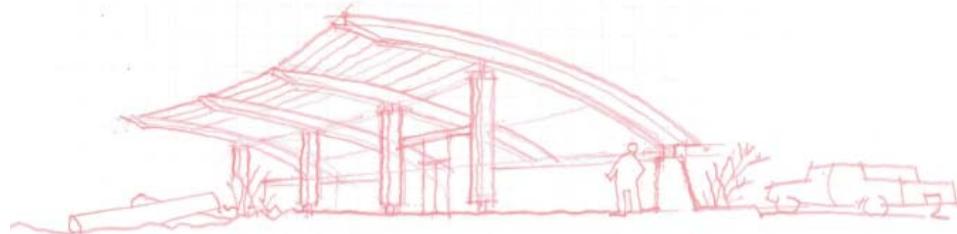
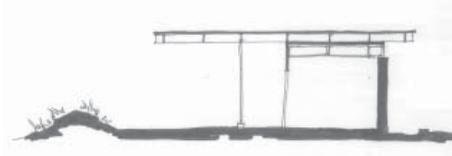
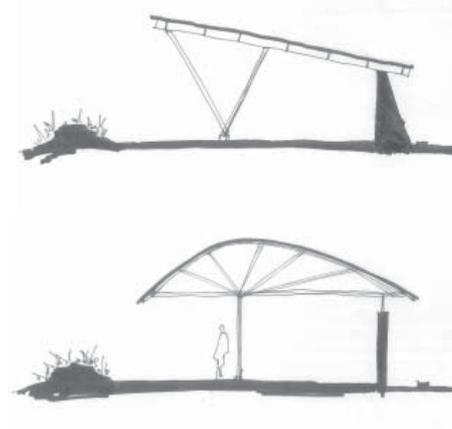
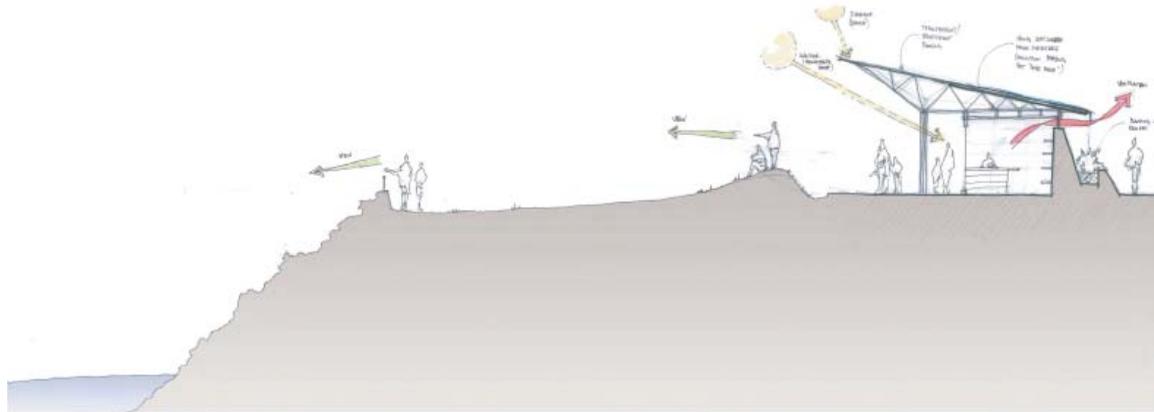


SITE WALL TEXTURE

Clark's Dismal Nitch
Safety Rest Area
Megler, Wa

PRESENTATION BOARD
SITE WALL, TEXTURE

MEETING 11.30.05

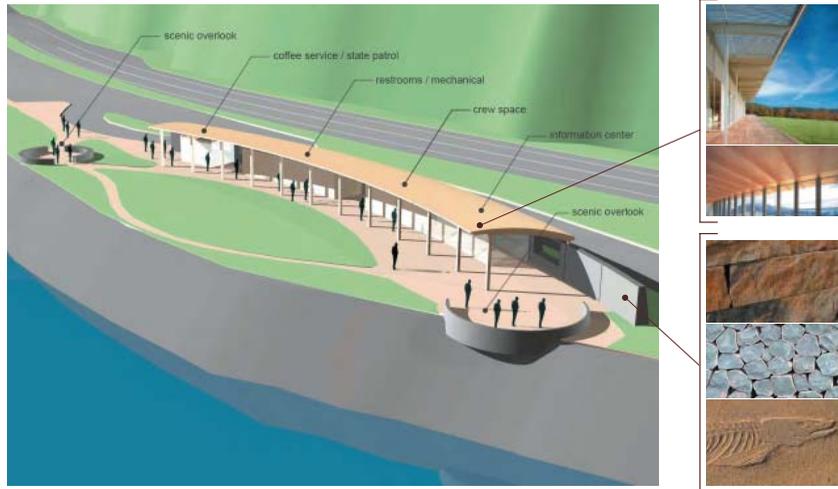


BUILDING SECTION STUDIES

Clark's Dismal Nitch
Safety Rest Area
Megler, Wa

PRESENTATION BOARD
BUILDING SECTION,
STUDIES

MEETING 11.30.05



AERIAL VIEW MASSING

Clark's Dismal Nitch
Safety Rest Area
Megler, Wa

**PRESENTATION BOARD
AERIAL VIEW, MASSING**

MEETING 11.30.05



**PRESENTATION BOARD
BUILDING SITE PLAN
OPTION 1**

MEETING 11.30.05

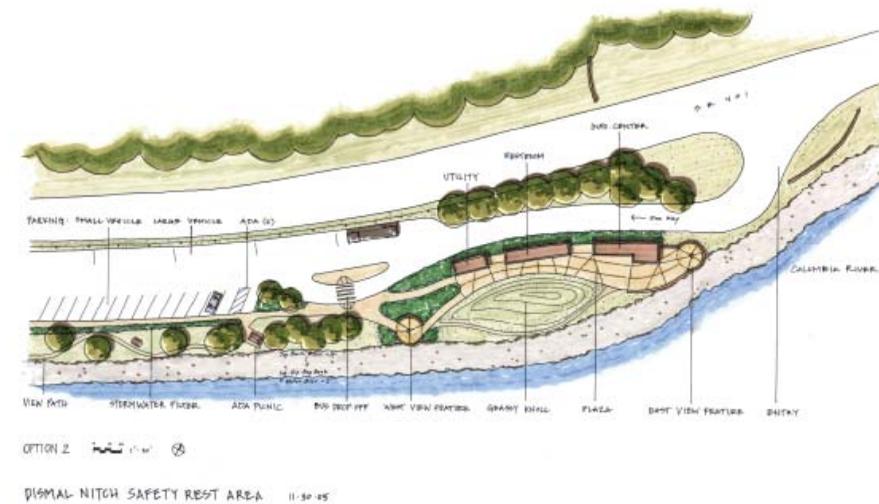


BUILDING PERSPECTIVES EXPERIENTIAL

Clark's Dismal Nitch
Safety Rest Area
Megler, Wa

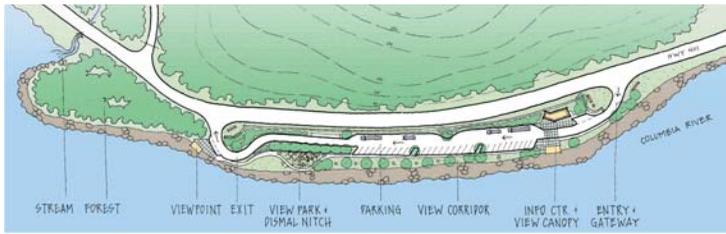
**PRESENTATION BOARD
BUILDING PLAN**

MEETING 11.30.05



**PRESENTATION BOARD
BUILDING SITE PLAN
OPTION 2**

MEETING 11.30.05



OPTION 1
1-WAY TRAFFIC E-W



OPTION 2
1-WAY TRAFFIC E-W



SITE PLAN
TRAFFIC FLOW EAST TO WEST

Clark's Dismal Nitch
Safety Rest Area
Megler, Wa

PRESENTATION BOARD
SITE PLAN- TRAFFIC
FLOW EAST TO WEST

WORKSHOP 10.13.05



EAST SCHEME



CENTER SCHEME

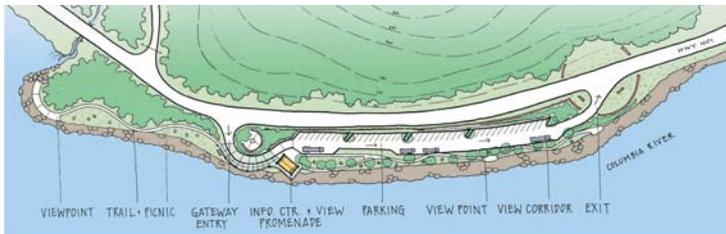


SITE SCHEME - EAST AND CENTER

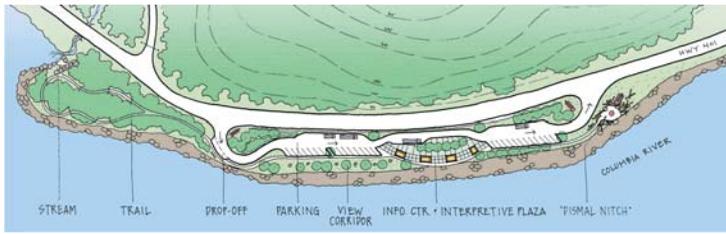
Clark's Dismal Nitch
Safety Rest Area
Megler, Wa

PRESENTATION BOARD
SITE SCHEME- EAST
AND CENTER

MEETING 10.25.05



OPTION 3
1-WAY TRAFFIC W-E



OPTION 4
1-WAY TRAFFIC W-E

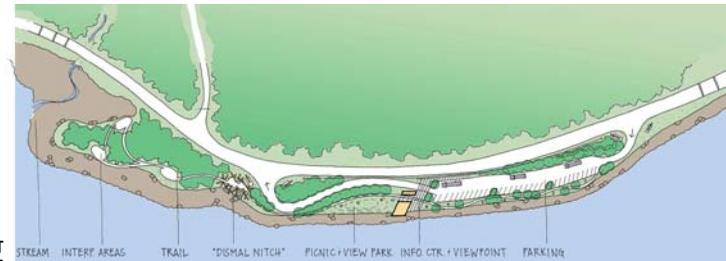


SITE PLAN
TRAFFIC FLOW WEST TO EAST

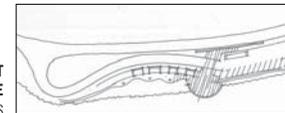
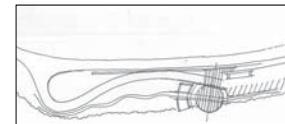
Clark's Dismal Nitch
Safety Rest Area
Megler, Wa

PRESENTATION BOARD
SITE PLAN- TRAFFIC
FLOW WEST TO EAST

WORKSHOP 10.13.05



WEST SCHEME



WEST SCHEME VARIATIONS



SITE SCHEME - WEST

SCHEME MATRIX

Feature	Notes
Stream	Stream
Restored Woodland Trail	Restored Woodland Trail
Picnic + View Corridor	Picnic + View Corridor
Parking	Parking
Info Ctr + View Plaza	Info Ctr + View Plaza
Entry	Entry
Stream	Stream
Viewpoint + Picnic Trail	Viewpoint + Picnic Trail
'Dismal Nitch'	'Dismal Nitch'
View Corridor	View Corridor
Parking	Parking
Info Ctr + Interpretive Plaza	Info Ctr + Interpretive Plaza
Entry Feature	Entry Feature
Stream	Stream
Inter Areas	Inter Areas
Trail	Trail
'Dismal Nitch'	'Dismal Nitch'
Picnic + View Park	Picnic + View Park
Info Ctr + Viewpoint	Info Ctr + Viewpoint
Parking	Parking

Clark's Dismal Nitch
Safety Rest Area
Megler, Wa

PRESENTATION BOARD
SITE SCHEME- WEST

MEETING 10.25.05

COMMUNITY WORKSHOPS

During the programming and design phases of the master planning for the Dismal Nitch Safety Rest Area, the design team developed an analysis of the site and a program for the needs of the client agencies at this site. Of equal importance was to work with the local community in Pacific County, to understand local interests in the site, and interest in programs of historical interpretation, recreation, habitat restoration, etc.

Our design method for Master Planning is to develop Alternate Concepts, as a problem-solving method. By exploring the options for a particular problem, we can find the best and most appropriate solution, working with our clients and with the public.

For the Dismal Nitch Master Planning, the Community Workshops were an important forum for the design team, in hearing from diverse members of the public, and in evaluating the alternate concepts.



PHASE 1 BUILT OPTIONS DASHED IN

Clark's Dismal Nitch Safety Rest Area
Megler, Wa

PRESENTATION BOARD PHASE 1: BUILT OPTIONS DASHED IN

MEETING 11.30.05



PHASE 2 OPTIONS 1+2

Clark's Dismal Nitch Safety Rest Area
Megler, Wa

PRESENTATION BOARD PHASE 2: OPTIONS 1+2

MEETING 11.30.05

COMMUNITY WORKSHOP COMMENTS
ILWACO HERITAGE MUSEUM
OCTOBER 13, 2005

Attendance: 25 people

(13 from the community, 12 from agencies/ consultants)

*Sign in: Una Boyle (LBPVB); Kathleen Sayce; Patty Rolfe (Willapa Bay);
Nancey Olson (Willapa Bay); Rodney Williams (Willapa Bay); Todd Scott (Astoria);
Scott Stonum (NPS); Rick Wagner (NPS); Peter Hockaday (P+W); Gingi Cabot (P+W);
Devin Kleiner (P+W); Jeff Bouma (EDAW); Diori Kreske (EDAW); Jim Sayce (WSHS);
Bob Dixon (DEAS); Penny Haeger (WSDOT); Tip Wilson (1+2 Inc.); 8 others did not sign in*

Presentation Display: 11 boards

*Design Team – Coordination; Site Maps – Location; Traffic Flow – Analysis;
Site Elements – Details; Cultural History – Habitation; Natural History – Environment;
National Parks – Context; Program Features – Examples; Existing Conditions – Site;
Site Plan – Traffic Flow East to West; Site Plan – Traffic Flow West to East*

SAFETY

- [Una Boyle] Vandalism and safety is a concern. *Will the rest area be staffed?*
- [Scott Stonum-NPS] The site is currently not designated as a staffed rest area
- [Peter Hockaday] Design to accommodate a safe, staffed information station, whether used initially or not. Master plan can be flexible for future changes to staffing policy
- [Una Boyle] For visitors there needs to be *controlled phone area* for 911 calls (cell phone coverage is not good)
- [Una Boyle] During periods when the info center is not staffed, the info center needs to have safe, secure area
- [General] Should provide a *state patrol station*
- [General] Should provide opportunity for a *free coffee station*
- [Una Boyle] Should provide *directional information* for visitors including *emergency locations*

KAYAK LAUNCH

- [Jim Sayce] Make shoreline *difficult to access. No advertisement.*
- [General] If we provide any access to shore, it will be used
- [General] Currents are dangerous, but experienced boaters can handle it
- [General] There should be *no designated boater access path and launch*

VEHICULAR ACCESS

- Get accurate *analysis of traffic flow* (more cars coming from east or west?)
- Current traffic flow could change as our site joins series of L & C destinations
- *Turning lane* on highway? *Speed up lane* when leaving site?

SITE PLANNING

- *Condense parking* to one side of site, open up other side for programming and nature
- *Great views East and West* (two lookouts, one on each side of site?)
 - Bird watching, Pillar Rock, Tongue Pt., Pelican Pt. Young's Bay, Pt. Ellis
- Should "tell story" after car is parked – focus on pedestrian experience of site
- Create a *sound buffer* from highway
- Create a *refuge* on beach near water
- General agreement, existing *beach is beautiful and should be integrated* into design
 - it is only undeveloped beach for miles along north shore
 - historical relevance of shoreline interface – Chinook, L&C, ferrys...

- Advertised as both a rest area and historical site, consider *length of stay* and *amount of parking*
- Log feature near water, more authentic
- Segregate site and program for L&C interpretation from rest area, avoid conflict
- *Covered picnic benches*
- Regardless of car/ people segregation, important to make easy access as a rest area (restrooms, viewpoint)
- Scheme 3 provides better features for locals to use on regular basis (picnic tables with views shielded from highway); access from west; larger open area adjacent to building(s), good access to nice viewpoint
- New building/ large vehicles toward hillside – open waterside to view

ACCESS TO NORTH SIDE OF HIGHWAY

- Historic L&C Dismal Nitch campsite is located on north side of highway, people will continue to cross whether or not a crosswalk is created
- +/- 175 acres for trails, develop later?
- DOT and others discourage idea of crossing over highway

AESTHETIC

- *Informal / "less is more"* = NPS
- History buffs are drawn to this site for its *pristine* conditions
- Same trees/ atmosphere as 200 years ago (unlike other L & C sites.)
- Create similar ambience as L & C – *difficult to access and exposed* to elements
 - *Primal nature, treacherous.* Shore ravaged by storms, logs, and snags
- Tendency is to over-build. *Avoid heavy architecture.*
- Interpretive displays should not be so large and dominant as to distract from nature and views
- Unit of bigger park – include elements from other sites (eg. Fort Columbia rock work, and flow through site)
- Maintain *open character of site*
- Don't imitate heavy timber of Fort Clatsop
- Dedicate more research on geology of the site as a possible interpretive display
- *Fossils* on hillside (marine basalt, seafloor sediment), specific to this site – integrate into design aesthetic

SALMON PASSAGE

- Culvert currently a barrier for salmon?
- NPS plans to take inventory of salmon Spring '06
- Consider updating salmon passage in master plan

PLANTS/ NATURAL HISTORY

- To review plant materials talk to Kathleen Sayce kas@sbpac.com (avoid wrong plant choices)
- Good bird watching exists at this site

STORIES TO TELL AT SITE IN ADDITION TO LEWIS & CLARK

- (These stories came out of the workshop as additional ideas)
- Glacial lake Missoula floods
 - Geology: fossilized marine sediments & seafloor basalt
 - River ecology, stream ecology, rainforest ecology
 - River as trading route
 - Evolution of site's history – Chinook; explorers; Lewis & Clark; settlers & canneries; train and ferry transportation; present day commerce

COMMUNITY WORKSHOP COMMENTS

FORT COLUMBIA STATE PARK
ILWACO, WA
DECEMBER 12, 2005

Attendance: 22 people

(14 from the community, 8 from agencies/ consultants)

Sign in: Tom Bell (Knappton Quarantine Station); Nancy Anderson (Knappton Quarantine Station); Wes Moehnke (Peninsula Arts Assoc.); Ron Saalborn; Gary Johnson (Chinook Tribe); Christy Johnson (Chinook Tribe); Nancy Butterfield (Chinook Observer); Rodney Williams (Long Beach); Chris Goodwin (Peninsula Arts Assoc.); Faith Penttila (Naselle); Jill Grey (Long Beach Visitor's Bureau); Jan Mitchell (Destination the Pacific); Carolyn Glenn (Pacific County Friends of L+C); Peter Hockaday (P+W); Gingi Cabot (P+W); Devin Kleiner (P+W); Jeff Bouma (EDAW); Jim Sayce (WSHS); Pemy Haeger (WSDOT); Gene Dotson (WSDOT); Tim Smith (1+2 Inc.); 1 other person did not sign in

Presentation Display: 13 boards

Mid October Public Meeting – Four Options; Early November Partner Meeting – Three Options;
Late November Partner Meeting – Two Site Options; Late November Partner Meeting – Two Plaza Options;
Site Plan – Scale 1:60; Plaza Site Plan – Scale 1:20;
Late November Partner Meeting – Interpretive Features; Building Plan – Organization;
National Park and Rest Area – Architectural Styles;
Lower Columbia River – Historic Architecture; Plaza Sketch – Architectural Nature;
Sustainable Design – Features; Site Wall - Texture

INTERPRETIVE FEATURES

- Project interpretive features are critical in orienting visitors to the other National Park sites in the area. Use NPS posters/artwork, Lewis & Clark journal entries, and a similar/cohesive set of colors and materials to introduce linkages between Dismal Nitch and other L&C area destinations.
- The *history of the local ferry, railroad, and cannery operations* is important to relate in the interpretive displays (fishing lures made, ice cream sold, community members).

SUSTAINABILITY FEATURES

- Will there be *stormwater separation basins* used on the project? How will the *rain garden design* mitigate the stormwater flows on the site?
- Fresh water is a precious commodity in the area, have alternative *non-water sewage options* such as composting toilets been considered instead of conventional flush systems?
- *Sustainable design features* such as photovoltaic arrays, rain gardens, material selection, daylighting and passive ventilation are really important to integrate into the project. They represent significant opportunities to educate visitors about sustainable design and could save the project on operational costs.

USER GROUPS

- Who will be the *primary users* of the project?
- Is it anticipated that the project/site will be marketed as a destination for *national tour operators*?

SITE DESIGN

- *Protect site occupants from vehicular accidents along Highway 401* with adequate set back and sturdy barrier design at northern boundary of rest area.
- Is the amount of *vehicular parking provided* to be more, less, or identical to the current number of parking spaces?
- Parking should be located as close to restrooms as possible for visitor convenience.
- *Separation of developed/interpretive uses* from natural areas is a good idea.
- Where will the future *well site* be located? What is the *water source and anticipated flow*?
- Who will own the old *caretaker property* located immediately north of the highway? What is the *intended use* of that property?
- What type of *fencing* is envisioned along the perimeter of the site?

ADJACENT NPS PROPERTY

- How is the property to the north of the project site *associated with the rest area* property?
- *What is the purpose of purchasing* the land to the north of the project site? What is the *intended use* for that property?

BUILDING DESIGN

- *Fire safety* should be considered during project design and material selection. Fire Department truck is 6 miles west of site.
- *Direction of architectural character* is in keeping with other National Park sites and rest area designs.

PROJECT MAINTENANCE

- Who will be responsible for the *maintenance* of the project?

In general, the workshop comments were supportive of the planning approach, architectural direction and interpretive display themes. Gary Johnson of the Chinook Tribe and Carolyn Glenn of the Pacific County Friends of Lewis & Clark both made very positive comments about the program informally, after the meeting.

