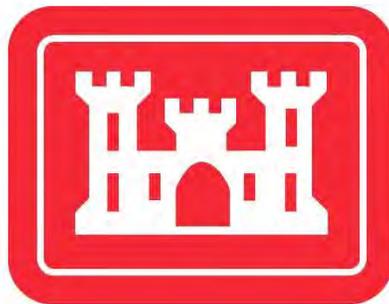


Master Plan for Development and Management of Little Goose Reservoir (Design Memorandum No.14)

and Supplement



**US Army Corps
of Engineers** ®
Walla Walla District

Walla Walla District
201 N 3rd Ave
Walla, Walla, WA 99362
(509) 527-7020

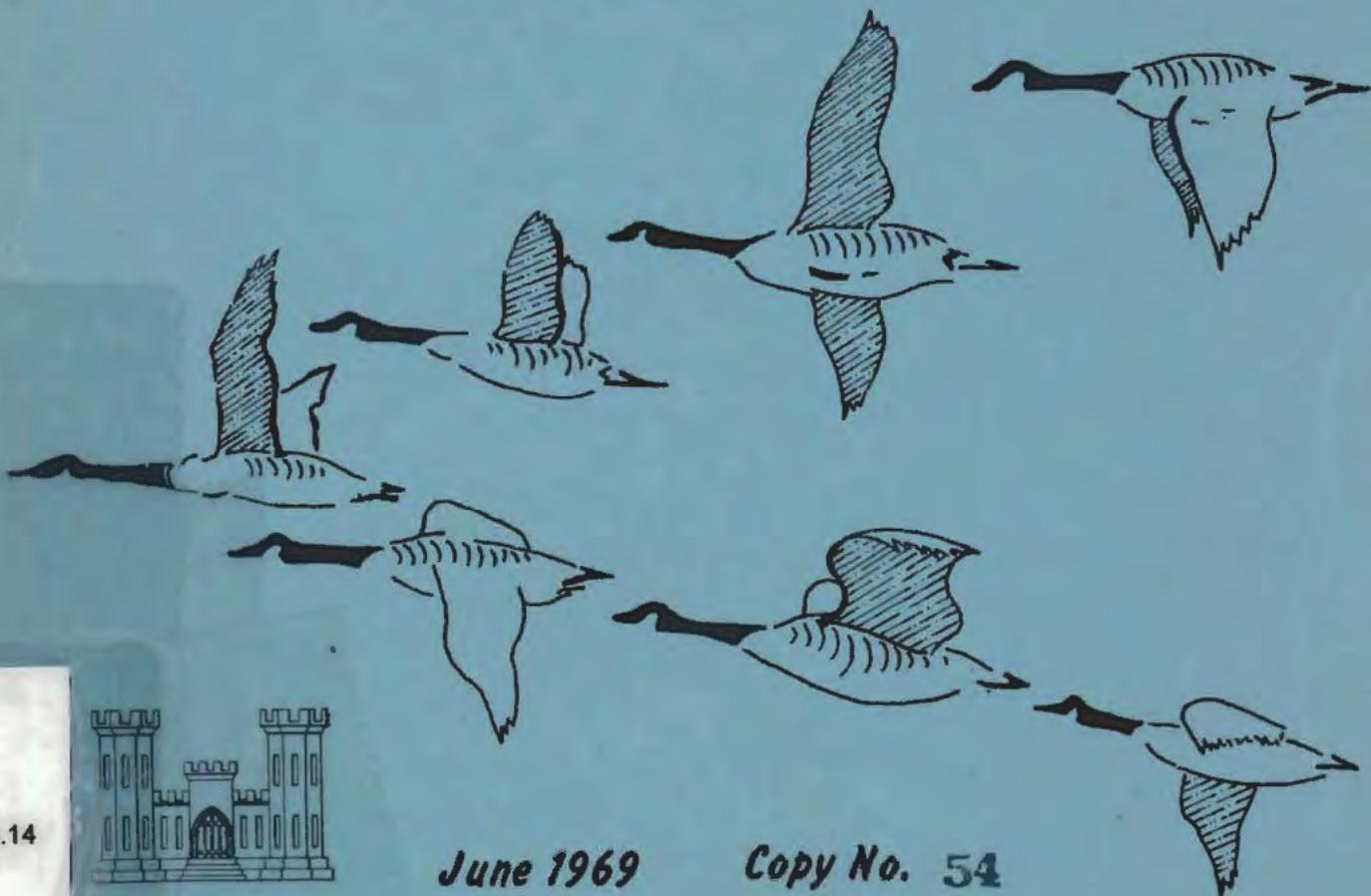
Design Memorandum No. 14

MASTER PLAN

for
DEVELOPMENT and MANAGEMENT
of

LITTLE GOOSE RESERVOIR

SNAKE RIVER, WASHINGTON



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June 1969

Copy No. 54

U.S. ARMY ENGINEER DISTRICT - WALLA WALLA, WASHINGTON

This report NOT FOR PUBLIC RELEASE.

AIR MAIL

NPDPL-RB/NPDEN-TE (6 Jun 69) 1st Ind

SUBJECT: Design Memorandum No. 14, Master Plan for Development and Management of Little Goose Reservoir

DA, North Pacific Division, Corps of Engineers, 210 Custom House, Portland, Oregon 97209 18 July 1969

TO: Chief of Engineers, ATTN: ENG CW-OM

1. The subject Master Plan is recommended for approval as a basis for public use development and management of Little Goose Reservoir subject to the following:

a. Cost estimates for the recommended program will represent significant escalation over the previously approved Preliminary Master Plan and subsequent budgetary data prior to the current Plan. Comparison cost estimates and explanation of this increase are contained in Design Memorandum 14.1 being transmitted by separate correspondence. In this connection no cost/benefit analysis of the current program is furnished. Such data is considered desirable and will be assembled and included by revision to the approved Master Plan.

b. Paragraph 2.04 - The last sentence of this paragraph refers to an accompanying Plate showing reservoir backwater profiles. This information is contained on Plate 14 of Design Memorandum 14.1.

c. Plates 2 and 6 - The location of the Illia Site on Plate 2 does not agree with the area shown for site development on Plate 6.

d. Plate 2 - All public use areas including designated group camping areas should be identified by name on the Land Use Map.

e. Plate 6 - The Penawawa and Illia sites should be identified by name on the drawings.

f. Paragraph 8.04 - Additional study will be given to methods of O&M accomplishment before final conclusions are made.

2. In order that necessary pre-impoundment work can proceed prior to filling of the reservoir in the spring of 1970, expeditious approval action will be appreciated.

FOR THE DIVISION ENGINEER:



Colonel, Corps of Engineers
Deputy Division Engineer

1 Incl
nc (5 cys w/d)

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ENG CW-PV (6 Jun 69) 2nd Ind
SUBJECT: Design Memorandum No. 14, Master Plan for Development and
Management of Little Goose Reservoir

DA, CofEngrs, Washington, D. C. 20315

12 September 1969

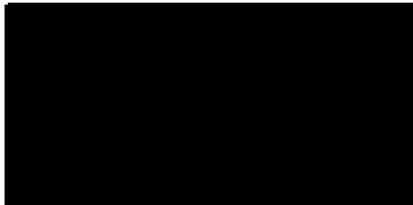
TO: Division Engineer, North Pacific

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a. By our 2nd Indorsement of 16 January 1969 to District letter
21 November 1968, subject: "Little Goose L&D Project - DM No. 14,
Reservoir Master Plan (Advance Partial Submission)," the Central Ferry
Site, South Shore was made available for port and industrial purposes.
Accordingly, Plate 2 should be revised to include the port designation
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report concerning whether or not this modification has been considered.
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the preparation of the plans and specifications.

FOR THE CHIEF OF ENGINEERS:



Chief, Planning Division
Civil Works Directorate

1 Incl
wd

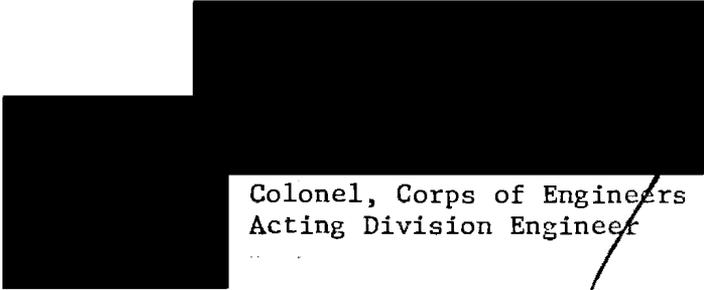
NPDP-L-RB/NPDEN-TE (6 Jun 69) 3rd Ind

SUBJECT: Design Memorandum No. 14, Master Plan for Development and
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DA, North Pacific Division, Corps of Engineers, 210 Custom House, Portland,
Oregon 97209 25 September 1969

TO: District Engineer, Walla Walla

Information is requested relative to the action to be taken by your office
with respect to the preceding approval correspondence for Little Goose Master
Plan.



Colonel, Corps of Engineers
Acting Division Engineer



DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS

BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWEN-PL

6 June 1969

SUBJECT: Design Memorandum No. 14, Master Plan for Development and
Management of Little Goose Reservoir

Division Engineer, North Pacific

1. In accordance with Engineer Manual 1130-2-302, the subject master plan has been prepared and is submitted for review and approval.
2. Several important points should be noted in regard to this submittal.
 - a. Important parts of this master plan have been previously approved in three separate partial submittals.
 - b. Appendix 1, Cost Estimates, for total master plan development, will be submitted later.
 - c. Design Memorandum No. 14.1, Public Use Facilities, is being simultaneously submitted.
 - d. The proposal regarding classification of lands for group camping use, with development accomplished by the Corps or by some other public agency, is an innovation and a departure from present policy. It is urgently requested that this proposal should not in any way delay review and approval action on the balance of the master plan.
3. The partial submittals referred to in subparagraph 2.a above include:
 - a. Letter dated 4 April 1968, subject: "Little Goose Lock and Dam, Design Memorandum No. 14, Reservoir Master Plan (Advance Partial Submission)," approved concurrently with letter dated 8 April 1968, subject: "Little Goose Lock and Dam Project - Proposed Permit to U. S.

6 June 1969

SUBJECT: Design Memorandum No. 14, Master Plan for Development and Management of Little Goose Reservoir

Department of Agricultural Research for Agricultural Research." This submittal covered agricultural research classification for a 60-acre tract at Willow Island.

b. Letter dated 5 June 1968, subject: "Little Goose Lock and Dam, Design Memorandum No. 14, Reservoir Master Plan (Advance Partial Submission Concerning Reservoir Industrial Access)," approved by OCE indorsement dated 17 July 1968. This submittal covered classification of port terminal and industrial lands at three sites in Whitman County - Central Ferry, Penawawa, and Almota.

c. Letter dated 19 November 1968, subject: "Little Goose Lock and Dam, Design Memorandum No. 14, Reservoir Master Plan (Advance Partial Submission Concerning Reservoir Industrial Access)," approved by OCE indorsement dated 8 January 1969. This submittal covered industrial classification of two sites in Garfield County - Central Ferry and Illia.

4. Appendix 1 to this master plan will: (1) summarize the detailed cost estimate as incorporated in Design Memorandum 14.1, (2) cite general estimates of cost of additional initial recreation work to be accomplished by non-Federal interests, and (3) furnish estimates of cost for future recreation development by both Corps and non-Corps interests. This Appendix will be submitted by about 30 June 1969, but for purposes of review regarding all proposed initial work, all cost data are furnished in detail in Design Memorandum 14.1.

5. Design Memorandum 14.1 furnishes complete design details and cost estimates for all proposed initial Corps of Engineers' recreation work. This has been prepared as a separate design memorandum and is submitted concurrently and by separate correspondence to permit simplification of the master plan report, and also to facilitate individual and expedited approval, in order that the recreation development work may be initiated at an early date.

6. The recommendations supporting our proposals with regard to classification of lands for and development of organized group camps are set forth in Section 6 of the master plan. This is submitted as a possible solution of our problems related to accommodation of organized group camping needs in the region. The proposal is consistent with the recommendations of the OCE Task Force on Recreation. It is important that this proposal, if it cannot be readily approved, be set aside and the other elements of the master plan be approved at as early a date as possible, with action on this proposal then being deferred for further consideration.

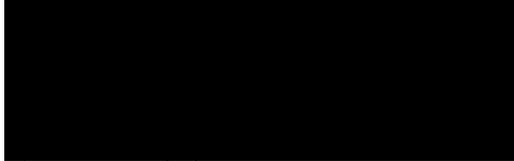
NPWEN-PL

6 June 1969

SUBJECT: Design Memorandum No. 14, Master Plan for Development and Management of Little Goose Reservoir

7. Expedited approval of the master plan and of Design Memorandum 14.1 is essential to permit accomplishment of development work prior to impoundment of the reservoir in February 1970. Approval of Design Memorandum 14.1 on Division level, with immediate advice to this office, is urgently requested. In order to permit accomplishment of the work prior to impoundment, we are currently preparing construction plans and specifications in order that advertising can be initiated on 1 August 1969.

1 Incl (8 cys)
as



Colonel, CE
District Engineer

AIR MAIL

NPDPL-RB/NPDEN-TE (6 Jun 69) 1st Ind

SUBJECT: Design Memorandum No. 14, Master Plan for Development and Management of Little Goose Reservoir

DA, North Pacific Division, Corps of Engineers, 210 Custom House, Portland, Oregon 97209 18 July 1969

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d. Plate 2 - All public use areas including designated group camping areas should be identified by name on the Land Use Map.

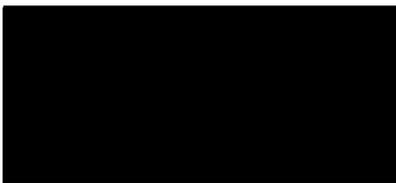
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FOR THE DIVISION ENGINEER:

1 Incl
nc (5 cys w/d)


Colonel, Corps of Engineers
Deputy Division Engineer

ENG CW-PV (6 Jun 69) 2nd Ind
SUBJECT: Design Memorandum No. 14, Master Plan for Development and
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DA, CofEngrs, Washington, D. C. 20315

12 September 1969

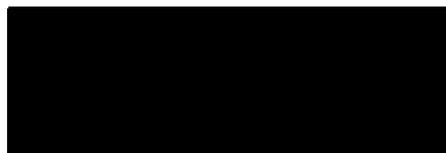
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FOR THE CHIEF OF ENGINEERS:



Chief, Planning Division
Civil Works Directorate

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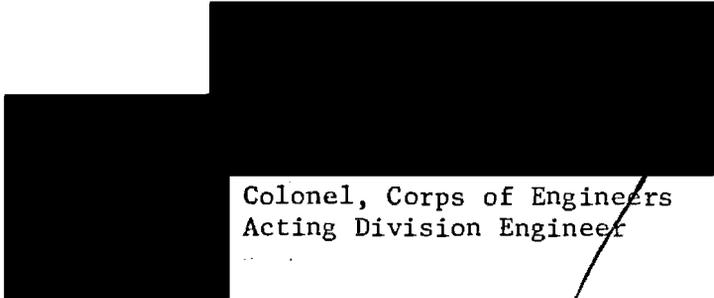
NPDPL-RB/NPDEN-TE (6 Jun 69) 3rd Ind

SUBJECT: Design Memorandum No. 14, Master Plan for Development and
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DA, North Pacific Division, Corps of Engineers, 210 Custom House, Portland,
Oregon 97209 25 September 1969

TO: District Engineer, Walla Walla

Information is requested relative to the action to be taken by your office
with respect to the preceding approval correspondence for Little Goose Master
Plan.



Colonel, Corps of Engineers
Acting Division Engineer

Little Goose Lock and Dam
DESIGN MEMORANDUMS

	<u>Title</u>	<u>Cover Date</u>
1	Site Selection and Upper Pool Determination	13 February 1961
2	General Design Memorandum (4 Volumes)	20 October 1961
3	Preliminary Report of Concrete Aggregate Investigations	17 September 1962
	Supp. 1 - Final Report	5 December 1963
	Supp. 2 - Additional Investigations	5 January 1967
4.1	South Shore Access Road	8 November 1962
	Supp. 1 - Design and Cost Revisions	11 April 1963
4.2	North Shore Access Road	
5	Camas Prairie Railroad Relocations (2 Volumes)	31 August 1965
	Supp. 1 - Design and Cost Revisions	August 1966
	Supp. 2 - Revised Alignment, Central Ferry Area	9 October 1968
6	Garfield County Road Relocations	22 November 1965
	Supp. 1 - County Road 375, Part 1	18 July 1967
	Supp. 2 - County Road 375, Hastings Hill	11 October 1968
7-Part 1	Real Estate - Damsite Construction Area, North and South Shore Access Roads, Relocated Borrow Areas, Partial Relocation of the Camas Prairie Railroad, Partial Flowage and Public-Use Areas, and Project Housing Area	19 April 1962
7-Part 2	Real Estate - Remainder of Project, Remainder of Camas Prairie Railroad Relocation, State Highway and County Road Relocations, Remainder of Public-Use Areas, and Flowage Requirements	12 April 1963
8	Spillway	16 August 1963
	Supp. 1 - Design and Cost Revisions	16 September 1964
9	Navigation Facilities	23 May 1963
	Supp. 1 - Design and Cost Revisions	11 May 1964
10	Fish Facilities	16 July 1964
11	Washington State Highway No. 3	17 July 1967
12	Relocation of Power and Telephone Facilities	18 October 1967
13	First Step Cofferdam	20 February 1963
14A	Preliminary Master Plan	30 March 1962
14	Master Plan	June 1969
14.1	Recreation Facilities and Public Use Areas	June 1969
15	Concrete Non-overflows	23 January 1964
16	North Abutment Embankment and Second Step Cofferdam	6 August 1964
17.1	Powerhouse Architectural Design	October 1963
17.2	Powerhouse Structural Design	February 1964
17.3	Powerhouse Mechanical Design	

	<u>Title</u>	<u>Cover Date</u>
17.4a	Powerhouse Lighting Design	March 1964
17.4b	Powerhouse Grounding System	March 1964
17.4c	Powerhouse Auxiliary Electrical Systems	March 1964
17.4d	Powerhouse Control and Emergency D-C and Preferred A-C Sources	March 1964
18	Domestic Water Supply System	10 June 1964
19	100-Ton Combined Spillway & Powerhouse Intake Gantry Crane (see John Day DM 15.8)	
20	Foundation Grouting and Drainage	17 April 1964
21	South Shore Temporary Project Office	24 August 1962
22	Relocation of Penawawa Cemetery Final Report	3 May 1965 11 October 1966
23	Permanent Operators' Quarters	16 September 1965
24	Aircraft Landing Strip	2 June 1965
25	Whitman County Road Relocations Supp. 1 - Necessity for Relocation, Roads 800 and 810 Supp. 2 - County Road 819	18 April 1966 13 October 1966 16 October 1968
26	Landscaping and Visitor Facilities	
27	Isolated Burials near Penawawa	21 May 1968
28	Reservoir Clearing	14 January 1969

Design Memorandum No. 14
MASTER PLAN FOR DEVELOPMENT AND MANAGEMENT OF
LITTLE GOOSE RESERVOIR

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A	Letter from Washington State Parks and Recreation Commission to NPW, dated 27 November 1967	
B	Letter from Washington State Parks and Recreation Commission to NPW, dated 24 July 1968	
C	Letter from Port of Whitman County to NPW, dated 8 October 1968	
D	Letter from Port of Whitman County to NPW, dated 11 March 1969	
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F	Letter from Whitman County Park and Recreation Board to Port of Whitman County, dated 20 December 1968	
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DESIGN MEMORANDUM NO. 14

MASTER PLAN FOR DEVELOPMENT AND MANAGEMENT OF
LITTLE GOOSE RESERVOIR

SECTION 1 - INTRODUCTION

1.01. PROJECT AUTHORIZATION.

Little Goose Lock and Dam is the third dam in a series of four multiple-purpose projects on the Lower Snake River. It was authorized for development by the River and Harbor Act of 2 March 1945, Public Law 14, Seventy-Ninth Congress, First Session (S. 35). Its purposes are to provide slackwater navigation, to improve irrigation, and to provide hydroelectric power. The project will provide slackwater navigation to Lower Granite Dam, the next authorized lock and dam on the Lower Snake River.

1.02. PROJECT ADMINISTRATION.

Federal laws provide that Department of the Army reservoirs constructed for multipurpose use shall be operated to encourage public development and use of the collateral resources associated with the project. Development, protection, and administration of these resources are authorized by these Federal laws and governed by various OCE regulations, all to be implemented through an approved master plan. The principal expressions of Congress, upon which the procedures governing administration of land and water areas are founded, are cited in paragraph 5 of EM 1130-2-302.

1.03. MASTER PLAN PREPARATION.

This master plan was prepared to provide orderly development, protection, and administration of the project resources, in accordance with paragraph 9, EM 1130-2-302. It is intended as a guide for development and management of the land and water areas of the project. It recognizes the need for coordination with all Federal, state, and local agencies in developing the primary project resources, to assure that maximum sustained benefits to the public are realized. A primary purpose is to assure preservation of the scenic, biological, and recreational resources, and to present plans for the initial development of the recreational facilities. The master plan is intended to be flexible and is subject to periodic revision as dictated by changing needs and conditions.

1.04. SCOPE OF STUDY.

In formulating the plan, a thorough investigation was made of all existing and potential land use requirements, the interrelationships of existing developments in the region, and the arrangement and quality of existing and relocated roads, power lines, and other utilities. Consideration was given to the development and operational experience of other projects in the Walla Walla District. Close contact has been maintained with local agencies, groups, and individuals, and a preliminary plan of development was presented at a well-attended public hearing. Coordination since the public hearing has been maintained and refinements were incorporated in the plan.

SECTION 2 - DESCRIPTION OF PROJECT

2.01. LOCATION (See Plate 1).

Little Goose Lock and Dam is located at River Mile 70.3, 28.7 miles upstream from Lower Monumental Lock and Dam, about 40 airline miles north of Walla Walla, Washington, and 50 miles northwest of Lewiston, Idaho. The impounded reservoir, situated in three Washington State counties - Whitman, Garfield, and Columbia - will provide back-water to Lower Granite Lock and Dam, located at River Mile 107.5.

2.02. PROJECT STRUCTURE (See photograph, page 2-2).

The dam is a combination of several concrete, gravity-type elements and a major earth and rockfill section. It will have a normal effective height of ■ feet and a total length of approximately ■ feet. From the left bank, the various elements will include a ■-foot-long concrete non-overflow portion; a ■-foot lock section, which provides inside clear dimensions of ■ by ■ feet; a ■-foot-long concrete non-overflow section separating the lock section and the powerhouse; a powerhouse ■ feet long, including three complete units and three skeletonized units spaced ■ feet, center to center, and a ■-foot station service bay; a ■-foot-long concrete non-overflow section adjacent to the powerhouse; an eight-bay spillway, ■ feet long; another concrete non-overflow section, ■ feet long; and a ■-foot-long earth and rock embankment. Fish passage facilities are located on the river side of the navigation lock. For additional data about the project structure, see Table 1, page 2 - 5.



LITTLE GOOSE LOCK AND DAM
DURING CONSTRUCTION 1968



SNAKE RIVER - APPROX. R.M. 75 1960



LITTLE GOOSE LOCK AND DAM SITE - 1960
LOOKING DOWNSTREAM

2.03. THE RESERVOIR AND ITS SHORELINE (See Plate 2).

The reservoir behind Little Goose Lock and Dam is long and narrow, flanked intermittently on each shore by rugged, basaltic outcroppings and steep, sloping terrain. Although the shorelands in this canyon area are largely unusable, there are limited benchlands at widely separated locations and situated above normal pool, which will remain largely in their natural state, with a cover of various grasses - Ditterbrush, Rabbitbrush, and sagebrush. A very few areas have been and will remain under cultivation. Vegetation in the canyon is sparse and desert-like in character. Tree growth is lacking, except in side canyon areas. Erosion of the shoreline will be severe in places where the light, sandy soils meet the water. In other areas, the shoreline will be of stable gravels or vertical basalt outcrops, with talus slopes below. There are four creeks flowing into the reservoir, all having heavy sediment potential from drainage of inland farm areas. The relocated Camasa Prairie Railroad parallels the right shore reservoir for its entire length, somewhat limiting easy landside access to the reservoir. Much of the shoreland is isolated and will have access by boat only.

2.04. RESERVOIR OPERATION AND POOL FLUCTUATION.

The Little Goose project will be operated to provide optimum conditions for navigation and generation of hydroelectric power. The pool will normally be maintained at or near Elevation 638 during periods when flows are in excess of the hydraulic capacity of the turbines, plus water needed for lockage, provisions of adequate water in the

fishladder, and a small amount of waste and loss. During periods when the flow averages less than these requirements, the power plant generation would be correspondingly less, but the plant would be operated to provide desirable peaking capacity. At such times, the pool elevation at the dam would vary between 638 and 633 feet. Preliminary studies of operation for power production indicate that with the planned initial installation of 405,000 kw, some drawdown of the power pondage pool would occur, generally during the period from August through March. In general, this would be on daily or weekly cycles and the normal daily fluctuation is expected to be one to two feet. Under ultimate conditions during low flow months, with the planned installation of 810,000 kw and expected future system development, daily fluctuations of 2½ to three feet are expected to be a normal occurrence. During months of peak power demand, usually December and January, a full five-foot reservoir drawdown may be required. The backwater effect at the Boyer site (River Mile 106), the farthest upstream recreational area, will be about six feet above Elevation 638 for 340,000 cfs flow, which has a recurrence frequency of about once in 35 years. At Penawawa (River Mile 91.5) the backwater effect is about 0.5 feet for the same flow. The backwater effect for a 250,000 cfs flow having a recurrence interval of once in five years is 3.5 and 0.2 feet, respectively, for the same areas. The following Plate has reservoir backwater profiles for both normal pool and draw-down pool.

TABLE 1

PHYSICAL AND OPERATIONAL DATAGENERAL

Stream, Snake River	River Mile 70.3
Drainage area, square miles	103,900
Length of dam overall, feet	██████████
Normal height, headwater to tailwater, feet	██████████
Scheduled completion date	1970

RESERVOIR

Normal pool elevation, feet, msl	638
Minimum pool elevation, feet, msl	633
Length, normal pool, miles	37.2
Normal pool area, acres	10,025
Maximum width, miles	0.8
Minimum width, miles	0.2
Average width, miles	0.4
Length of shoreline, miles	92

PROJECT LANDS

Lands acquired by purchase, acres	11,858
Federal lands acquired by transfer, acres	<u>354</u>
Total Lands Acquired, Acres	12,212
Inter-project transfers:	
From Lower Monumental, acres	12
From Lower Granite, acres	<u>44</u>
Sub-Total, Acres	12,268
To Lower Monumental, acres	- 182
To Lower Granite, acres	<u>- 456</u>
Sub-Total, Acres	11,630
Area in old river bed (ohw to ohw), including unsurveyed islands, acres	<u>5,185</u>
Sub-Total, Acres	16,815
Normal pool acreage (638 msl), acres	- <u>10,025</u>
Total Little Goose Project Lands Above Normal Pool, Acres	6,790

TABLE 1 (Cont'd)

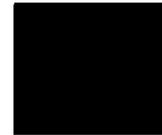
PROJECT LANDS (Cont'd)

Approximate acres in Whitman County	2,760
Approximate acres in Columbia County	980
Approximate acres in Garfield County	3,050

PROJECT STRUCTURE

Spillway Section

Crest elevation, feet, msl
Number spillway bays
Size of gates, feet
Spillway capacity, cfs (design flood)



Powerhouse

Powerhouse length, feet
Number power units initially
Number power units ultimately
Revolutions per minute
Horsepower per unit
Generator capacity per unit, kw, nameplate
Generator capacity per unit, kw, overload capability
Ultimate installed capacity, kw



Navigation Lock

Maximum lift, feet
Lock clear length, feet
Lock clear width, feet
Minimum water depth over sills, feet
Filling time, minutes



Fishladder

Number fishladders	1
Slope ratio	1 on 10
Ladder clear width, feet	16

RESERVOIR RELOCATIONS

Camas Prairie Railroad, miles	36
County roads, miles	7.2
State highways, miles	2.8
New Central Ferry Bridge	

SECTION 3 - PROJECT RESOURCES

3.01. MAJOR RESOURCE VALUES.

In addition to the resources which are directly associated with the authorized purposes, formation of the reservoir creates other resources which need to be protected, enhanced, properly developed, and wisely utilized. Chief among these are the recreational resources, scenic qualities, and historical and archeological values.

3.02. GEOLOGY.

The Little Goose pool area extends over a 37.2-mile reach of Snake River above River Mile 70.3. Physiographically, it is situated near the eastern margin of the Columbia Plateau in the canyon eroded by the Snake River into the Columbia River basalts. The loess-covered hills and slopes extending back from the canyon are a part of the great eastern Washington dryland wheat farming region. In the canyon are several extensive bars above the flood plain. Otherwise, the river occupies most of the narrow canyon bottom, which is closely flanked by steep talus slopes below basalt cliffs. The present Snake River Canyon displays a geologic past that is both dramatic and scenically interesting. (See photograph, page 3-2).

3.03. ARCHEOLOGY.

The immediate highlands and, more particularly, the existing river shorelines are rich in archeological resources. Since prehistoric times, the Snake River has been a major contributor to the story of human endeavor in development of the region. It has been an important

means of transportation, a source of food and, coincidentally, a place of meeting and exchange. Evidences of this are found in the archeological deposits along its shores. An appraisal of the archeological resources of Little Goose Reservoir was made in 1948 by the Smithsonian Institution. A re-survey was completed in 1965 by the National Park Service, through contract with Washington State University, and each summer since 1965 the University has performed archeological salvage work in the reservoir area.

3.04. HISTORY.

The Lower Snake River has played a major role in the history of the Northwest. It was the route of transport for early explorers, military expeditions, and pioneer settlers. In October of 1805, the Lewis and Clark Expedition passed down the Snake River (known to them as the "Lewis River") on their westward journey, and probably became the first white men to view the Lower Snake River Canyon. They camped once in what will be the Little Goose Reservoir. This was on 11 October 1805, at Almota Creek near the upper end of the reservoir (see map following page 3-7). Central Ferry was an important historic river crossing point and, until late 1968, was the only highway bridge across Snake River in the 140-mile reach between Clarkston, Washington, and the U. S. Highway 12 bridge near the river mouth. A second crossing is now afforded by the new Lyons Ferry Bridge, 24 miles downstream.

3.05. RECREATION.

The reservoir impounded behind Little Goose Lock and Dam will offer important recreational opportunities to the people of the region.

Although some sections of the shoreline will be fairly remote, there will be ample recreation sites available and accessible over existing roads to care for the region's needs. The slackwater navigation system of the Columbia and Snake Rivers will stimulate through boat traffic originating from population centers both upstream and downstream of the reservoir. The reservoir will be suitable for all types of water-related sports and recreational activities, and the shoreline areas will be available for recreational use, such as sightseeing, camping, picnicking, and swimming.

a. Sightseeing.

The scenic beauty of the Snake River Canyon is often overlooked, as it is arid, hot, and dusty. Yet there is geologic beauty in the exposed basaltic cliffs and talus slopes, and in the spring the native grasses and desert plants offer a momentary glow of green, quickly turning to dusty lavender, then browns and greys. The canyon's historical background will be very interesting to the sightseeing visitor if properly explained with interpretive markings and displays.

b. Boating.

Improved access and the first-time availability to the local farming region of a slackwater reservoir will certainly stimulate boating activity. Boaters will be attracted to the newly created waterside public park areas and reservoir fishing access points. Boat launching ramps will be provided at areas of convenient access, and also in large recreation areas. Marina services are planned on the reservoir.

c. Swimming and Water Skiing.

These activities occur generally in conjunction with the boating activity. Swimming areas will be located at major recreation developments and elsewhere along the reservoir. Natural shoreline beaches will develop and will offer ample opportunity for swimming and skiing at isolated locations without the benefit of developed facilities.

d. Picnicking.

Most of the picnicking activity will depend on the development of parks which provide lawn grass, sun shelters, drinking water, and eventually trees for welcome shade.

e. Camping.

This use of project lands will occur mainly as a result of development at Central Ferry and Boyer sites. The use will originate from cross-country highway travelers, navigation system boat traffic, and from local fishermen and weekend boaters with trailers and pickup campers.

3.06. FISH AND WILDLIFE.

Little Goose Reservoir has 92 miles of irregular shoreline, including some shallow water bays attractive for fish and wildlife habitat. The reservoir will provide environment for bass, crappie, and perch. Attractive steelhead fishing is anticipated immediately below the dam and in the upper reach of the reservoir. Field observations indicate there will be sufficient water-related shoreland remaining on the periphery of the reservoir for principal upland game species,

such as ringnecked pheasants and chukar partridge. The small deer herd will have browse along the shores of the lake, and ample escape cover on the ravines and valleys of tributary drainage. A sufficient seed stock of beavers, muskrats, and minks will remain from river conditions to serve as a basis for population increases which are expected because of the new lake-like environment created by the reservoir. The reservoir is situated on an important flyway for ducks and geese migrating north and south. Resting, feeding, and nesting areas will be available, and seclusion from disturbances results from sparse population and vastness of the water area. Some reservoir shorelands designated for wildlife use will be available to the state fish and wildlife agency for development and management.

3.07. INDUSTRY.

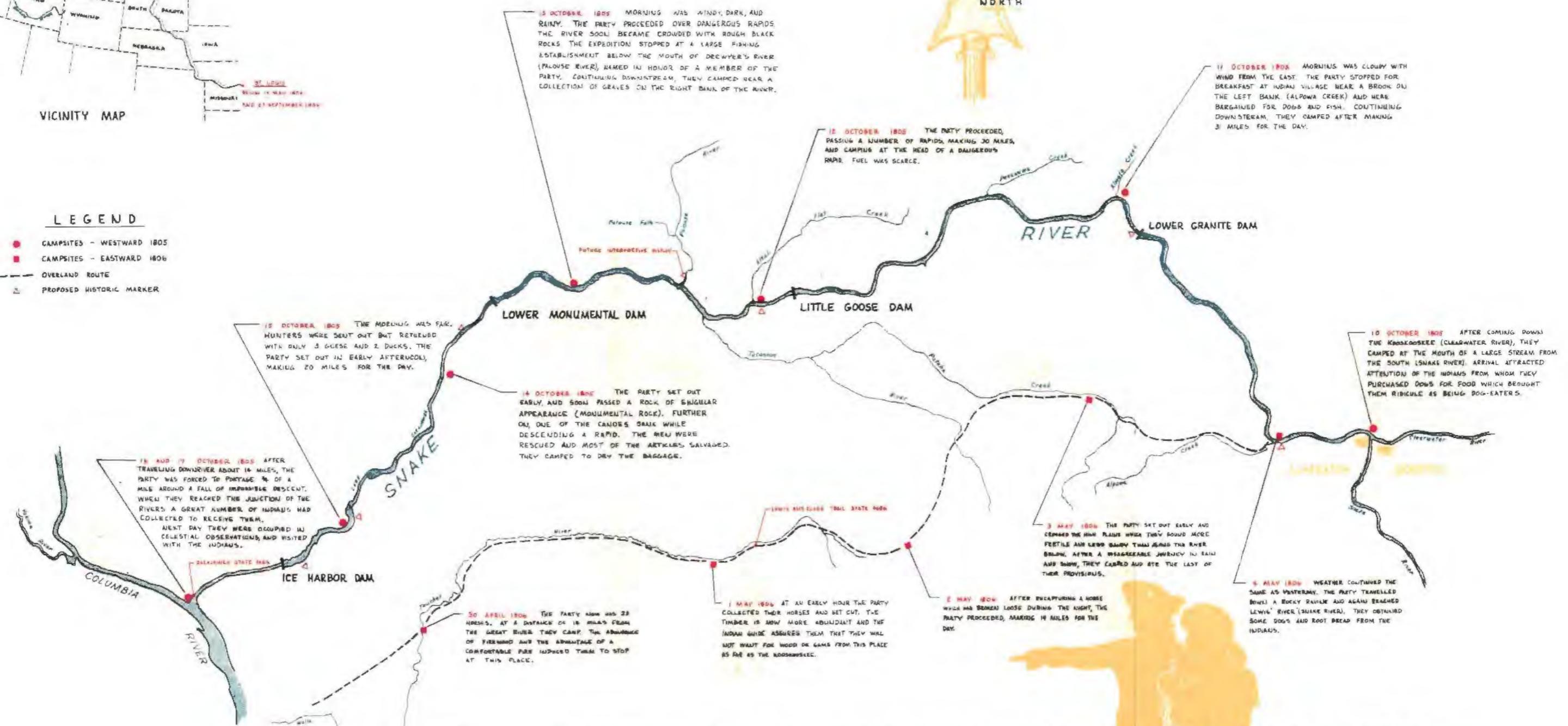
Construction of Little Goose Lock and Dam will add another 37 miles of slackwater to the Columbia and Snake River navigation system and will open up this area for industrial expansion. Realization of the benefits from the navigation features of the project requires access to the water area for transfer of commodities to and from the barges. Shoreline areas related to transportation routes, population centers, and tributary production areas must be available for terminal facilities. Access must also be afforded at locations where adjacent or nearby non-project lands are suited to industrial development of the type which will utilize the barge transportation.

3.08. AGRICULTURE.

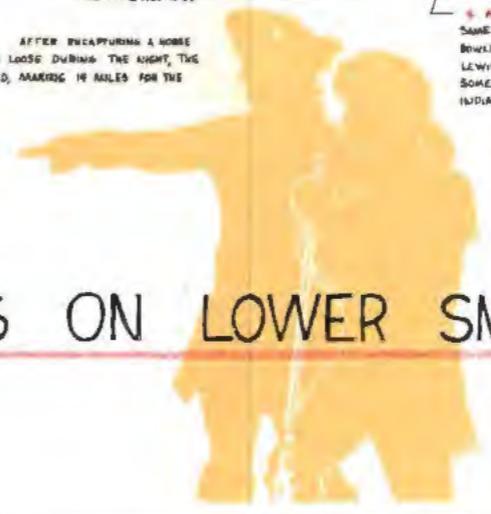
Creation of Little Goose Reservoir will result in a reduction of canyon lands suitable for agriculture. This reduction will be caused by inundation and use of the irrigable land for other project features, such as railroad relocations, public use areas, industrial and port development, and fish and wildlife management areas. This reduction, however, will be partly mitigated by reduced irrigation pumping lifts to adjacent existing dryland farm areas.



- LEGEND**
- CAMPSITES - WESTWARD 1805
 - CAMPSITES - EASTWARD 1806
 - OVERLAND ROUTE
 - △ PROPOSED HISTORIC MARKER



LEWIS AND CLARK CAMPSITES ON LOWER SNAKE RIVER



MASTER PLANS
DEVELOPMENT AND MANAGEMENT OF THE LOWER SNAKE RIVER RESERVOIR PROJECTS, WASHINGTON

SECTION 4 - FACTORS INFLUENCING
RESOURCE DEVELOPMENT AND MANAGEMENT

4.01. INTRODUCTION.

Factors discussed in this section are those which relate to and bear on the manner in which Little Goose Reservoir should be developed and managed to provide the greatest sustained benefit to the public. Collateral uses of the reservoir should not be allowed to interfere or conflict with or adversely affect the operation of the project for its authorized primary purposes. Discussion in this section concerns first, the general influences on all project uses, with additional discussion by resource headings.

4.02. REGION SERVED.

Careful study of the project resources and their comparison with resources of other projects in the region indicates that the majority of use generated by this project will come from within a 75-mile highway travel distance from the project. This, then, is the region served. (See Plate 1, Related Facilities Map).

4.03. TRANSPORTATION.

Present road access to shoreline areas of Little Goose Reservoir is quite limited. The one main highway, U. S. 295, State 127, crosses the reservoir at Central Ferry. The Central Ferry Bridge is being rebuilt slightly upstream and under criteria designed to accommodate reservoir conditions. There are major highways somewhat distant and generally paralleling the reservoir on each side; Highway 12 on the

south and Highways 295 and 195 on the north. On the south shore, there are three roads of varied quality leading to Little Goose, Willow Island, and Illia sites. Other than these three, there are only rough trails to the reservoir on this shore. On the north shore, county roads afford access to Penawawa and Almota. These are low-quality roads serving rural farm population and local communities of the area. With present population concentration, public access on each shore is adequate. Additional local roads may be required in later years of project life.

4.04. POPULATION.

The major communities which will utilize this area are Colfax and Pullman, Washington; and Moscow, Idaho. However, there are approximately 150,000 residents within the reach of the project, with approximately one-half of these in a rural situation.

a. Communities Within 75 Miles of the Reservoir.

<u>City</u>	<u>1960 Population</u>	
<u>WASHINGTON</u>		
Dayton	2,913)	
Waitsburg	1,010)	
Pomeroy	1,677)	Within 25 miles
LaCrosse	463)	
Walla Walla	24,563	
College Place	4,031	
Pasco	14,522	
Othello	2,669	
Richland	23,548	
Kennewick	14,244	
Colfax	2,860	
Pullman	12,957	
Clarkston	6,209	

<u>City</u>	<u>1960 Population</u>
<u>OREGON</u>	
Milton-Freewater	4,110
<u>IDAHO</u>	
Moscow	11,183
Lewiston Orchards	9,680
Lewiston	12,691

b. Future Growth Trends.

Population projections as prepared by the Department of Commerce and Economic Development and published in "Population Forecasts, State of Washington, 1965 to 1985 (Planning Series 4)," present the following figures for the counties covering most of the area defined in this report as the region served.

<u>Counties</u>	<u>Population</u>			
	<u>1900</u>	<u>1930</u>	<u>1960</u>	<u>1985*</u>
Adams	4,840	7,719	9,929	19,422
Asotin	3,366	8,139	12,909	17,637
Benton	- -	10,952	62,070	102,012
Columbia	7,128	5,325	4,564	5,205
Franklin	486	6,137	23,342	49,946
Garfield	3,918	3,662	2,976	3,445
Walla Walla	18,680	28,441	42,195	53,405
Whitman	25,360	28,014	31,263	48,876

* High, medium, and low figures were published. The medium figures are used here.

The population distribution pattern is expected to remain much as it is today in the rural areas, with the major growth occurring in or near the city centers. Fifty years after project operation (year 2019 considered a mid-point in the project life), it is estimated that the population within the region served, which includes cities in Oregon and Idaho, will exceed 500,000.

4.05. ECONOMY.

Agriculture is the basic industry of the region, with timber production near the mountains to the south and east, and Atomic Energy Commission-related activities to the west. The area adjacent to the reservoir is devoted primarily to dryland wheat production. The areas to the south and southeast receive more rainfall and consequently rotate dryland wheat with green peas. There is also considerable irrigated truck farming in the Dayton, Walla Walla, and Milton-Freewater areas. This and the pea production support several large food processing and packing plants in these communities. There are five colleges and two junior colleges in the region.

4.06. CLIMATE.

The area is characterized by relatively low precipitation, a wide range in temperatures, low humidity, high evaporation, and abundant sunshine. The July average temperature is 72 degrees Fahrenheit, and in January, usually the coldest month, the average temperature is 32 degrees Fahrenheit. Also on the average, about four days per year have temperatures lower than zero degrees and July-August maximums have reached to 110 degrees Fahrenheit. The mean annual precipitation at the dam is about 15 inches, but there is very little precipitation in the summer months. Moderate winds occur quite frequently during the daytime throughout the year.

4.07. RECREATION RESOURCE DEVELOPMENT FACTORS.

a. Local Recreation Habits and Interests.

In general, the desire for activity and the availability of leisure time of the people within the region served do not differ

significantly from other areas of the western United States. However, some sub-groups show minor differences which should be mentioned.

(1) Nearby Communities.

Pullman and Moscow, each with a university student body besides their normal resident citizenry, offer potential visitors with a wide variety of recreational interests, habits, and desires. To fit the interests and free-time patterns of the university students will require some adjustment in scope and arrangement of facilities from that normally provided in public recreation areas. There will be more demand for rental boats, skis, and other recreation equipment; need for areas and facilities designed for group activities; and perhaps less emphasis proportionately on facilities for family use. This influence will be apparent on good-weather days in spring and fall. Fewer students on campus in the summer will mean more of a normal use pattern through the summer months.

(2) Distant Communities.

Another group of would-be users would come from the Dayton, Walla Walla, Milton-Freewater area. Many people from this area are retired and would have considerable time to spend in the area, adding importantly to the fishing and camping activities.

(3) Affluent Farmers.

There is another segment of the population which is associated with large wheat farm operations. This group definitely has a higher-than-average income and would probably have a good deal of time to spend on the reservoir at selected times of the year. The

most noticeable effect here is the pattern of extended wintertime travel. Among this same group, however, are many people with ample income who find boating an attractive leisure activity during certain early summer and post-harvest periods. This group accounts for a very substantial part of the boating activity on the reservoirs, particularly that involving the larger-sized boats.

(4) Long-Range Cruises.

Use of Little Goose Reservoir recreation facilities will be desired by groups of boaters traveling the navigation system originating in population centers both upstream and downstream. In general, these transient boaters will have considerable free time and ample income, and their length of stay will be considerably influenced by the quality of the facilities offered.

b. Related Recreation Facilities.

As noted in paragraph 4.02, most of the recreation visitors to Little Goose Reservoir are expected to come from the region lying within 75 miles highway distance from the reservoir. All available outdoor recreation facilities situated within convenient travel distance from any point within this 75-mile region are related competitively to the recreation opportunities offered at Little Goose. Those existing recreational areas, except for city parks and golf courses situated within the region served, are located and listed on Plate 1. Facilities at these areas and at areas in the zone 75 to 150 miles from the reservoir are shown in Table 2 on the following pages.

TABLE 2

RELATED RECREATIONAL FACILITIES

Recreation Areas Within 150 Miles Highway Distance
from Little Goose Reservoir

(* Designates Areas Within 75 Miles)

<u>NATIONAL PARKS OR MONUMENTS</u>	<u>Key No. on Related Facilities Map</u>
Marmes Rockshelter National Historic Landmark*	N-1
Nez Perce National Historic Park*	N-2
Whitman Mission National Historic Site*	N-3
Coulee Dam National Recreation Area	

CORPS OF ENGINEERS' RECREATION AND PUBLIC ACCESS AREAS

LOWER GRANITE (Future Sites, Reservoir Impoundment 1974) (See Lower Granite Design Memorandum No. 28A)

* Wawawai	Not Shown
Wilma*	" "
West Clarkston Launching Area*	" "
Swallows Park and Marina*	" "
Asotin	" "
Holbrook Island Marina*	" "

DWORSHAK (Future Sites, Reservoir Impoundment 1972)

Big Eddy Launching Area
Elk Creek
Canyon Creek Launching Area
Dent Acres Recreation Area
Magnus Bay
Grandad Creek Launching Area

MILL CREEK

Rooks Park* C-1

JOHN DAY (Development only partially complete)

Glade Creek Launching Ramp
Quesnel Park

MCNARY

McNary Beach
Wallula Launching Area

TABLE 2 (Cont'd)

RELATED RECREATIONAL FACILITIES

Key No. on Related
Facilities Map

CORPS OF ENGINEERS' RECREATION AND PUBLIC ACCESS AREAS (Cont'd)

ICE HARBOR

Charbonneau Park*	.....	C-2
Fishhook Park*	.....	C-3
Levey Landing*	.....	C-4
Windust Park*	.....	C-5
Matthews Launching Ramp (future)*	.....	Not Shown

LOWER MONUMENTAL (Development only partially completed) (See Lower Monumental Design Memorandum No. 7B)

Devils Bench Launching Ramp*	.....	Not Shown
Ayer Boat Basin*	.....	" "
Texas Rapids Launching Area*	.....	" "
Riparia Launching Ramp*	.....	" "

DEVELOPED STATE PARKS

WASHINGTON

Palouse Falls*	.....	S-1
Steptoe Butte*	.....	S-2
Kamiak Butte*	.....	S-3
Riverside		
Pend Oreille		
Mount Spokane		
Chief Timothy (future - Lower Granite Reservoir)*	.....	Not Shown
Fields Spring*		
Camp Wooten	.....	S-4
Lewis and Clark Trail*	.....	S-5
Sacajawea* (McNary Reservoir)	.....	S-6
Crow Butte (John Day Reservoir)		
Fort Simco		
Yakima		
Ginkgo Petrified Forest		
Sun Lake		
Steamboat		
Summer Falls		
Moses Lake		
Lyons Ferry* (Lower Monumental Reservoir)	.....	Not Shown

TABLE 2 (Cont'd)

RELATED RECREATIONAL FACILITIES

Key No. on Related
Facilities Map

DEVELOPED STATE PARKS (Cont'd)

IDAHO

Cocolalla
Heyburn
Mary Minerva McCroskey Memorial* _____ Not Shown
Freeman Creek (future - Dworshak Reservoir)

OREGON

Wallowa Lake
Hilgard Junction
Red Bridge
Emigrant Springs
Battle Mountain
Hat Rock (McNary Reservoir)

OTHER PARK AND RECREATION AREAS - CITY, COUNTY, ORGANIZED GROUP CAMPS

PARK RECREATION AREAS

John Day Reservoir

Wanahla Park
Plymouth Park
Irrigon
Boardman Park
Alderdale
Arlington
Roosevelt Park

McNary Reservoir

Hover (future)
Two Rivers* _____ Not Shown
Columbia Park* _____ 0-4
Chiavana Park* _____ 0-5
Hood Park* _____ 0-3

TABLE 2 (Cont'd)

RELATED RECREATIONAL FACILITIES

Key No. on Related
Facilities Map

OTHER PARK AND RECREATION AREAS - CITY, COUNTY, ORGANIZED GROUP CAMPS (Cont'd)

OTHERS

Potholes Recreation Area
 Fort Walla Walla Park* 0-2
 Rainy Hill
 Mt. Coeur d'Alene

GROUP CAMPS

Spalding
 Chinook
 Newman Lake
 Sweyolakan
 Lutherhaven
 N-Sid-Sen
 Four Echoes
 Wallowa Lake
 Lutheran Bible Camp
 Camp Meadow Wood
 Camp Kiwanis* 0-1

FOREST SERVICE CAMPS

KANIKSU NATIONAL FOREST

Pioneer Park
 Garfield Day

COEUR D'ALENE NATIONAL FOREST

Honeysuckle
 Mokins Bay
 Bumblebee
 Bells Bay

SAINT JOE NATIONAL FOREST

Packsaddle
 Little North Fork
 Twin Creek
 Laird Park Recreation Area* F-1

TABLE 2 (Cont'd)

RELATED RECREATIONAL FACILITIES

Key No. on Related
Facilities Map

FOREST SERVICE CAMPS (Cont'd)

CLEARWATER NATIONAL FOREST

Lolo

NEZ PERCE NATIONAL FOREST

Wild Goose
Castle Creek
Cotter
Fish Creek Meadows

WALLOWA-WHITMAN NATIONAL FOREST

Vigne
Kirkland
Hurricane Creek
Silver Creek
Boundary
Summit Spring
Grandview Spring
Pataha* F-2
Big Spring* F-3
Tucannon* F-6
Stockade Spring* F-9
Panjab* Not Shown
Godman* F-7
Edmiston* F-8
Teepee* Not Shown
Teal Spring* F-5
Spruce Spring* F-4
Lost Trail Spring* Not Shown
Mt. Misery* " "
Misery Spring* " "
Mosier Spring
Elk Flats
Bear Canyon
Wenaha Forks
Deduct Spring
Squaw Spring
Husky Spring
Bone Spring
Mottet

TABLE 2 (Cont'd)

RELATED RECREATIONAL FACILITIES

Key No. on Related
Facilities Map

FOREST SERVICE CAMPS (Cont'd)

WALLOWA-WHITMAN NATIONAL FOREST (Cont'd)

Dusty Spring
Jubilee
Lugar Spring
Alpine Spring
Woodland
Tollgate
Target Meadow
Langdon Lake
Umatilla Forks

WILDLIFE MANAGEMENT AREAS

Turnbull National Wildlife Refuge
St. Maries Game Reserve
William T. Wooten Game Range* _____ W-1
McKay Reservoir Wildlife Refuge
Cold Springs Wildlife Refuge
McNary Game Range and National Wildlife Refuge* _____ W-2
Ice Harbor Game Range* (undeveloped) _____ W-3
Umatilla Wildlife Refuge
Columbia National Wildlife Refuge
Lake Lenore Wildlife Refuge

The most significant of the related facilities in their effect upon project recreation visitor use at Little Goose will be those recreation developments which are water-oriented. Such facilities exist on McNary and Ice Harbor Reservoirs, are being developed on Lower Monumental Reservoir, and are proposed to be developed on Lower Granite and Dworshak Reservoirs. With the major population centers situated close to other existing or potential recreational areas - Tri-Cities on McNary and Lewiston-Clarkston on Lower Granite; or at some distance

from Little Goose Reservoir - Walla Walla-Dayton, and Pullman-Moscow; the attractiveness of alternate choices is very real and effective and will draw recreation visitors in greater numbers than will the facilities on Little Goose Reservoir. Records over an eight-year period at six areas at McNary Reservoir and five areas on Ice Harbor Reservoir show total annual attendances as follows:

Annual Visitors' Report for Existing
Corps of Engineers' Projects, NPW, 1961-1967

<u>Year</u>	<u>McNary</u>	<u>Ice Harbor</u>
1961	1,038,400	- -
1962	1,479,500	69,500*
1963	2,091,845	152,912
1964	1,200,180	193,408
1965	890,650	171,885
1966	1,004,628	148,724
1967	1,170,063	153,730
1968	1,286,709	214,511

* First year of project operation.

NOTE: The general decrease of attendance in 1965 comes from the use of reduced automobile load factors as applied to automatic traffic counter data. Other factors that influence this information are large volumes of floating debris and somewhat cooler than normal weather.

At some of the individual recreation areas within the 75-mile area surrounding the Little Goose project, visitor attendance has been reported as follows:

Annual Attendance Figures

<u>Recreation Unit</u>	<u>Total Visitors</u>				
	<u>1958</u>	<u>1962</u>	<u>1965</u>	<u>1967</u>	<u>1968</u>
Palouse Falls*	12,000	15,691	30,309	11,845*	22,053
Lewis and Clark Trail Wayside*	39,500	56,632	99,907	69,219*	75,677
Levey Landing (Ice Harbor)	- -	19,000	24,305	37,028	50,357
Fishhook Park (Ice Harbor)	- -	18,000	37,263	49,989	60,486

* Data gathered by Fiscal Year.

c. Anticipated Public Use.

Each of the factors discussed in the foregoing paragraphs of this section has a bearing on the future recreational use of Little Goose Reservoir. A judgment estimate has been made with consideration of these factors. The initial use three years after reservoir impoundment is expected to be 100,000 visitor-days annually. At the end of 100-year project life, the estimate is 450,000 visitor-days annually. (Estimates made on the same basis for Lower Monumental Reservoir were 150,000 visitor-days initially and 450,000 visitor-days at 100 years). The initial use is expected to be distributed among the various Little Goose recreation areas as follows:

<u>Public Use Site</u>	<u>Initial Visitor-Day Use Annually</u>
<u>North Shore</u>	
Ridpath (future)	- -
Central Ferry	45,000
Penawawa	5,000
Doyer	35,000
<u>South Shore</u>	
Little Goose	3,000
New York Bar (future)	- -
Willow Island	5,000
Illia	<u>7,000</u>
Total	100,000

4.03. FISH AND WILDLIFE RESOURCE DEVELOPMENT FACTORS.

As discussed in paragraph 3.06, the project has certain resources which, with proper development, will be beneficial to fish and wildlife. The Related Facilities Map, Plate 1, and Table 2 list the existing

fish and wildlife management areas near the project. Waterfowl constitutes the major wildlife group utilizing the project area. The reservoir is located on a major flyway for migratory waterfowl and has a very irregular shoreline, with many trapped embayments behind the railroad on the north shore and many areas on the south shore which are largely inaccessible to the public and which will provide wildlife extensive areas for unmolested use. Isolation and sparse population are favorable for wildlife. Visitor use will be largely concentrated at and around developed recreation areas. Also, another favorable condition is the expected rapid siltation of several embayments along the reservoir shores. The major areas where this condition occurs, reserved exclusively for fish and wildlife development, are at the mouths of Deadman and Meadow Creeks in the Central Ferry area. These and other areas will in time become valuable natural havens for some types of wildlife.

4.09. INDUSTRIAL RESOURCE DEVELOPMENT FACTORS.

The basic resources related to industrial development have been discussed in paragraph 3.07. Slackwater navigation of the Snake River and available space for the exchange of commodities are important assets. Other factors are the availability of low-cost electrical power, water in large volume, the nearness of major wheat production areas, the highway crossing at Central Ferry, the reservoir, population growth trends, rail service, and the location and size of land tracts available for development. It is difficult to predict what new industries will be established on or near the pool, but the

potentials are great. Early developments will relate to terminal and storage facilities for handling and transport of grain, petroleum, and fertilizer. Long-range possibilities include fertilizer plants, chemical plants, pulp mills, cement plants, aluminum plants, and other industries seeking economical transportation, low-cost power, large volumes of water, and large land areas with some degree of isolation.

SECTION 5 - COORDINATION WITH OTHER AGENCIES

5.01. NEED FOR COORDINATION.

Continued coordination to gain the cooperation of Federal, state, and local agencies, as well as organizations and private groups, will be required to obtain maximum recreation, wildlife, navigation, and industrial benefits from the reservoir resources. Comprehensive planning must recognize the interests of all these parties and their active participation has been and will continue to be solicited and encouraged.

5.02. MASTER PLAN PUBLIC HEARING.

a. Preparation.

District office personnel have been working on details for this master plan since the approval of the preliminary master plan in 1962. This has involved numerous contacts with other agencies and groups through correspondence, field trips, and meetings. A basic land use plan was evolved and presented at a public hearing designed to gain comment on the plans as an important element of the planning studies.

b. Results of the Hearing.

The public hearing was held Tuesday evening, 28 November 1967, on the Washington State University campus at Pullman, Washington. Approximately 120 representatives of the various concerned agencies or groups were in attendance. The Corps of Engineers reservoir planning procedures were explained by Colonel [REDACTED], after which Mr. [REDACTED] presented and discussed the land use map and some preliminary ideas related to individual development areas. Statements were then received from representatives of the various groups in attendance. A transcript of the

hearing is on file in the District office, Reservoir Planning Section. In general, the plan as presented was acceptable to those attending. Some changes pursuant to ideas expressed at the hearing or submitted later by mail have been incorporated into the plans. Many of the problems have been resolved through this planning process. They are discussed in the following paragraphs of this section. The following is a list of all agencies, organizations, or groups who were involved in the hearing, either in comment received at the hearing or written material submitted other than at the hearing.

- U.S. Department of the Interior, Federal Water Pollution Control Administration
- U.S. Department of the Interior, Fish and Wildlife Service
- Washington State Department of Commerce and Economic Development
- Washington State Highway Commission
- Washington State Department of Game
- Washington State Parks and Recreation Commission
- Washington State University, Student Body - Board of Control
- Washington State University, Agricultural Experiment Station
- Washington State Planning and Community Affairs Agency
- Garfield County
- Whitman County Planning Commission
- Port of Garfield County
- Port of Whitman County
- Pullman Chamber of Commerce
- Colfax Chamber of Commerce
- Moscow Chamber of Commerce
- Lewis and Clark Terminal Association, Inc.
- Union Pacific Railroad Company
- Western Farmers' Association
- Almota Farmers' Elevator and Warehouse Company, Inc.
- Sacajawea Council, Campfire Girls
- First Presbyterian Church, Clarkston, Washington

5.03. HISTORICAL AND ARCHEOLOGICAL AGENCIES - NATIONAL PARK SERVICE.

The National Park Service, through contacts with Washington State University beginning in 1965 and extending through 1968, has arranged for investigation and exploration of archeological sites within the impoundment area and for salvage, analysis, and preservation of data and artifacts

from these sites. All the data collected have been or are being appropriately recorded, analyzed, and written up in accordance with the contract agreements. (See Paragraph 3.03.) The artifacts are being preserved by the University museum. The Corps has cooperated by making acquired lands available for this research and salvage work.

5.04. RECREATION AGENCIES.

a. Bureau of Outdoor Recreation.

The Bureau of Outdoor Recreation was furnished information relative to the project development in connection with their initial inventory studies. Our development proposals have been discussed with them. They will be furnished with a copy of this master plan and any comments will be added at a later date as an exhibit.

b. Washington State Parks and Recreation Commission.

In November of 1961, members of the National Park Service and Washington State Parks and Recreation Commission were accompanied by a representative from this office on a comprehensive field trip encompassing the entire Lower Snake River region. It was generally stated at that time that, although there were no areas of national park caliber, the Central Ferry area provided a development possibility as a state park. Subsequent field trips in August 1965, September 1966, and meetings in the Pullman-Colfax area leading up to the public hearing in November 1967 led to selection of Central Ferry as the most desirable area for state park development on the Little Goose Reservoir. Exhibit A is the State Park Commission's expression, as presented at the public hearing in November 1967. Exhibit B is a letter from the State Planning staff with comments relative to our preliminary design layout for the Central Ferry Park site.

c. Counties.

Of the three counties bordering the reservoir only Whitman County has an active county park board. Whitman County also has a planning commission which has completed a recreation survey of Whitman County, noting existing recreation facilities and projected recreation needs. A copy of this report, titled "The Comprehensive Outdoor Recreation Plan for Whitman County, Washington," is on file in the District office, Reservoir Planning Section. This Commission is obtaining fundamental information necessary for long-range recreation planning. Coordination with the commission and the park board will continue.

d. Port of Whitman County.

Since before the Park Board was created, the Port of Whitman County has been interested and actively involved in planning for recreational development in the county, particularly potential recreation areas along the Snake River Reservoirs. In recent months their interest has centered in the Boyer site and its public marina possibilities. The Port has long desired to assist in development and to assume operation and maintenance responsibilities. They have recently obtained the concurrence of the County Commissioners and the County Park Board and expression from the State Parks Commission in this endeavor. (See Exhibits E, F, and G.) They desire to lease the area for public park and recreation purposes. (See Exhibits C and D.) In the opinion of the Port's attorney, this activity is within the authority granted to the Port by State Law - Washington State Code 53.08.260 (see Exhibit H). The Garfield County Port Commissioners have indicated an interest in and a willingness to develop facilities for small boat access and moorage at the Central Ferry-South

Shore site. This work is proposed in the Port's own comprehensive development plan prepared in 1965. (Corps approval in this regard should be limited to launching ramp and parking area until such time as boat moorage facilities at Central Ferry State Park on the north shore cannot accommodate or be reasonably expanded to accommodate moorage needs.)

5.05. FISH AND WILDLIFE AGENCIES.

Extensive and continued coordination with the fish and wildlife agencies, both State and Federal, has been carried on since the early 1960's. The U.S. Fish and Wildlife Service report on the project resources was reviewed by the District Office prior to being published in May 1963. Early coordination with the fish and wildlife agencies indicated that no attempt would be made to acquire additional project-related lands. They are now conducting a study of wildlife mitigation problems on the Lower Snake River to be published soon under the title, "Four-Dam Complex - Fish and Wildlife Report." We understand that this study of the mitigation problem will suggest acquisition and development of off-site lands. The nature of the land use classification for wildlife, as shown on the land use map, Plate 2, providing for only interim fish and wildlife use of two requested fish and wildlife sites is quite unsatisfactory to the wildlife agencies. These are Willow Island and Illia, which were purchased for and will, in the future, be needed for public recreation use. (See also Paragraph 6.04.)

5.06. PORT COMMISSIONS.

There are three organized port commissions bordering the reservoir. Their jurisdictions include all reaches of the reservoir shoreline. They are Port of Whitman County, Port of Garfield County, and Port of Columbia

County. All have adopted comprehensive plans for development of Snake River shorelands within each of their respective districts.

a. Port of Whitman County.

Of the three port districts, the greatest port terminal and industrial potential lies in Whitman County where rail access is available and where land and service areas offer the greatest development opportunities. Numerous meetings have been held and extensive correspondence has been conducted with the Port Commission since 1962, with the object of satisfying the Port's needs and still retaining a desirable balance in land use classification. This has resulted in several major discussions, one example being the redesign and the landward alignment shift of the relocated railroad past the Central Ferry Port and industrial site. The classification as shown on Plate 2 for Port of Whitman was discussed in detail in NPWEN-PL letter dated 5 June 1968, subject: "Little Goose Lock and Dam, DM No. 14, Reservoir Master Plan (Advance Partial Submission Concerning Reservoir Industrial Uses)," approved by OCE 17 July 1968. Three sites were made available to the Port for purchase. Negotiations are now under way for sale of lands to the Port of Whitman at Almota and Central Ferry.

b. Port of Garfield County.

Discussion with Port of Garfield has likewise extended over several years of time. An area has been classified for Port terminal use at Illia and for industrial use at Illia and Central Ferry south shore. Neither have railroad access. The Central Ferry site is adjacent to State Highway SR 127. The Port has applied to purchase the Central

Ferry south shore site and the sale is now in process. The classification of industrial lands, as shown on Plate 2, in Garfield County was approved by OCE on 8 January 1969 by indorsement to NPWEN-PL letter dated 19 November 1968, subject: "Little Goose Lock and Dam, DM No. 14, Reservoir Master Plan (Advance Partial Submission Concerning Industrial Uses)."

c. Port of Columbia County.

There are nearly 10 miles of shoreline within Columbia County. However, none of this has usable road access except the site immediately upstream from the dam. Sites on Lower Monumental Reservoir are more accessible and more usable; thus, essentially all coordination with Port of Columbia County has related to Lower Monumental project lands.

5.07. DEPARTMENT OF AGRICULTURE.

Request was received at the master plan public hearing for a tract of land for agricultural research purposes needed to replace lands at Wawawai acquired by the Corps for the Lower Granite project. The request was coordinated with representatives of the U.S. Department of Agriculture, Western Regional Plant Introduction Station; and Washington State University, College of Agriculture Research Center. A part of the Willow Island area was selected as the site, and the area as defined on Plate 2 has been made available to the Department of Agriculture. (See additional discussion in Paragraph 6.02f.)

SECTION 6 - ALLOCATION OF PROJECT LANDS

6.01. BASIS OF CLASSIFICATION.

The project-owned lands around Little Goose Reservoir, while generally adequate for collateral uses in early years of project life, are limited in extent when considering long-range future demands. This limitation does not result explicitly from restricted land acquisition, but rather is imposed by rugged terrain along the reservoir and by the relationship of the relocated railroad. It emphasizes the need for a sound and judicious plan for allocation of lands to the various uses. The categories of land classification, as used on the Land Use Map (see Plate 2), except for modifications in recreational categories, conform to the "Uniform Land Use Classifications for Master Plan Studies," adopted on 10 January 1966 for use throughout North Pacific Division. Full consideration has been given to the guidance in Engineer Manuals and supplemental instructions, and to all Federal laws governing development and management, as cited in Section 1. Recommendations regarding recreational sub-categories, and deletion of priority assignments have been influenced by views of the OCE Recreation Task Force. Land use assignments have been determined with a view to assuring utilization of the various resources of the project area under the objective of maximum sustained benefits to the greatest number of people.

6.02. LAND USE CLASSIFICATION.

Descriptive criteria and conditions pertaining to each category of land use are given in the following paragraphs.

a. Project Operation.

Lands required by the Corps of Engineers for operation and maintenance of project structures or for care and management of the project. Public access and use may be continuously or periodically restricted or closely controlled for safety or security reasons. Inspections of functional features not ordinarily open to the public may be arranged to accommodate educational or other groups.

b. Public Recreation.

To implement the provisions of Section 4 of the 1944 Flood Control Act, as amended by Section 207 of the Flood Control Act of 1962, and as further amended by the Land and Water Conservation Fund Act of 1965, project lands are made available for public recreational use and access. These areas are selected on the basis of existing and potential demands for public access and recreational use facilities, their desirability for and adaptability to recreational use and development, and correlative consideration of all other use demands and potentials. Land areas are divided into four sub-categories according to their intended use and time of development. These are: Initial Development, Future Development, Group Camping, and General Access. Descriptions of each sub-category follow.

(1) Initial Development.

Lands in the Public Recreation category which are developed or planned for development as public park and recreation areas under

the administration of the Corps of Engineers or other Federal, state, or local governmental agencies, or through commercial concessionaires within three years after the project is placed in operation. No conversion to private or long-term exclusive group use of such lands will be permitted.

(2) Future Development.

Lands having the same use capabilities and development potential as Initial Development lands, but which are reserved and designated for this use and development in the future. Public entry and use without development might be expected and permitted; however, no conversion to private or long-term exclusive group use will be permitted. Interim use for fish and wildlife purposes or leasing for grazing and agricultural purposes is permitted, provided such interim use will not adversely affect the public recreational values of the area, and it is made certain that the land will be readily available for the purpose for which it is reserved.

(3) Group Camping.

These are public recreational lands lying above the five-year flood frequency elevation and specifically reserved for group camping use. Together with publicly-provided improvements and developments thereon, they are to be made available to qualified, non-profit agencies and organizations on a pre-scheduled, reservation basis, under use agreements and rental fees commensurate with the costs associated with operation and maintenance of the facilities. As on other public recreation lands development, consistent in each case with the type

and nature of planned camping activities, will be provided by the Corps of Engineers or by a qualified state or local agency. Use will be limited to those organizations or groups functioning in the public interest, in a manner and to an extent consistent with the provisions of Section 207 of the 1969 Flood Control Act.

(Development by a public agency for use by quasi-public organizations on the above basis is recommended in order to achieve maximum utilization of lands and facilities. Experience under prior policies and regulations which permitted long-term leases to individual organizations has demonstrated that (1) developed camps are utilized only during a part of the recreation season, while (2) demand for camping accommodations remains unsatisfied).

(4) General Access.

These areas, generally the narrow shorelands around the project, are not suitable or required for intensive development of recreational facilities, and are reserved primarily to assure free public access to and along the shores of the project, or they may be utilized for operational purposes, wildlife habitat, scenic and other resource protection, and development of minor public recreational facilities. Interim use for grazing or agricultural purposes is permitted, provided such use will not adversely interfere with the above-prescribed uses. Private or exclusive use of such lands will not be permitted.

c. Public Port Terminal.

These are shoreline frontage areas determined to be essential to utilization of the navigational resources of the project. Their

prime purpose is to afford space for transfer of waterborne freight. Lands are reserved for public port terminal sites at appropriate intervals along the shoreline, at points strategically located in relation to existing and potential industrial tributary production areas, and logically related to the road system serving these areas. These lands may be made available for conveyance to states, political subdivisions thereof, port districts, or port authorities, under provisions of Section 108 of Public Law 86-645 (74 Stat. 486), for development of public port facilities.

d. Industrial Use and Access.

These are areas of project lands not required for project operation, public recreational use or access, public port terminals, or fish and wildlife purposes. With appropriate restrictions as required to satisfy project operational requirements, these lands may be made available for conveyance to states, political subdivisions thereof, port districts, or port authorities, under provisions of Section 108 of Public Law 86-645, for development of private terminal facilities or industrial uses requiring close association with the water area of the reservoir, or they may be leased directly to such industrial users in those instances where conveyance under referenced Section 108 of Public Law 86-645 is not practicable or feasible.

e. Fish and Wildlife.

In accordance with the provisions of Section 3 of the Fish and Wildlife Coordination Act of 1958 (Public Law 85-624), selected areas of project land may be reserved for use in development and

management of the fish and wildlife resources of the project. These lands are selected jointly by the Bureau of Sport Fisheries and Wildlife and the appropriate state fish and wildlife agency or agencies from those lands determined by the Corps of Engineers to be available for such use.

f. Agricultural Research - Special Permit.

The land shown in this category on Plate 2 has been made available by special Department of the Army use permit to the Department of Agriculture for agricultural research purposes. A 25-year permit was approved by advance partial submission of this master plan, dated 4 April 1968, subject: "Little Goose Lock and Dam, Design Memorandum No. 14, Reservoir Master Plan (Advance Partial Submission)," and by NPW letter dated 8 April 1968, subject: "Little Goose Lock & Dam Project, Washington - Proposed Permit to U. S. Department of Agriculture for Agricultural Research." In considering this permit, it was concluded that the 60 acres of this Willow Island site used for agricultural purposes would be in harmony with the balance of land uses on the Little Goose Reservoir shorelands, that it will not impair the public recreational values of the project, and that a long-term permit for use of the area would even be of benefit, considering our management problems of idle agricultural lands held in reserve for future needs. Some incidental benefits may accrue to wildlife and general recreation.

g. Easement.

These are lands on which only a flowage easement (or other limited interest) has been acquired. To the extent that terms of the

easement will permit, the lands should be used and managed in a manner similar to the General Access areas. The railroad right-of-way under Joso Bridge on the right shore was acquired in easement only. This is the only land on this project in the Easement category. It is too small to show on Plate 2.

6.03. RESERVATIONS.

Certain rights reserved by former land owners and easements granted to date are shown in red on the Land Use Map, Plate 2. These are use privileges reserved and/or granted for irrigation pipelines, cattle watering corridors, and power lines. All government or public use of land at these locations will be subject to these reservations.

6.04. INTERIM USE OF CLASSIFIED LAND.

The land use assignments have been made with a long-range planning objective. Actual development of some areas may be many years in the future. Thus, there can be long periods of time when the land could be beneficially used for other than the assigned purpose. Such other uses would be strictly on an interim basis, generally for periods not longer than four to ten years, and would be arranged for as requests are made. Preference will be given to former land owners where appropriate. One such use is recognized in this report and was discussed under Fish and Wildlife in Section 5, and is noted on Plate 2.

6.05. LAND USE BY ACRES.

The 6,790 acres of project lands above normal pool are divided among the several categories of use, as shown on Plate 2. The approximate acreage by area, with totals by category, are tabulated as follows:

TABLE 3
LAND USE CLASSIFICATION BY ACRES

<u>PROJECT OPERATION</u>			<u>Acres Per Site</u>	<u>Category Total</u>
North Shore, Little Goose Dam			115	
South Shore, Little Goose Dam			415	
Illia Project Housing			50	
Access Road (approximately River Mile 64. Not shown on Plate 2).			<u>250</u>	---
Sub-Total				830
 <u>PUBLIC RECREATION</u>	<u>Initial</u>	<u>Future</u>		
Central Ferry	115	27	142	
Doyer	38	90*	38	
Illia	26	155	181	
Little Goose	30	64	94	
Willow Island	85	155	241	
Penawawa	73	0	73	
New York Bar	0	47	47	
Ridpath	<u>0</u>	<u>47</u>	<u>47</u>	---
Sub-Total	367	496		863
 <u>GROUP CAMPING</u>				
Swift Bar			249	
Schultz Bar			145	
South Shore, River Mile 98			<u>136</u>	---
Sub-Total				530
 <u>GENERAL ACCESS</u>				3,668
 <u>PUBLIC PORT TERMINAL</u>				
Central Ferry Port Site			10	
Almota Port Site			11	
Illia Port Site			<u>11</u>	---
Sub-Total				32

	<u>Acres Per Site</u>	<u>Category Total</u>
<u>INDUSTRIAL USE AND ACCESS</u>		
Central Ferry, North Shore	178	
Penawawa	134	
Almota	20	
Central Ferry, South Shore	58	
Illia	<u>22</u>	<u> </u>
Sub-Total		412
<u>FISH AND WILDLIFE</u>		
North Shore, River Mile 75	37	
New York Bar Island	175	
Deadman and Meadow Creek Embayment	132	
Willow Island (interim)	156**	
Illia (interim)	<u>155**</u>	<u> </u>
Sub-Total		395
<u>AGRICULTURAL RESEARCH</u>		<u>60</u>
GRAND TOTAL		6,790

* This additional 90 acres at Boyer is part of Lower Granite project and will be classified in the Lower Granite master plan for "Public Recreation - Future Development."

** Totaled in Future Public Recreation category only.

SECTION 7 - RECREATION DEVELOPMENT PLAN

7.01. OVERALL CONCEPT.

a. Sites Selected for Recreational Development.

All planning for recreational use of the project has been guided by the aforementioned laws, regulations, and Engineer Manuals, with careful attempt toward consideration of all factors influencing the resource development. Six areas - Little Goose, Central Ferry, Willow Island, Penawawa, Illia, and Boyer - have been selected for initial development. Two others - Ridpath and New York Bar - are reserved for future development. Space for expansion is also reserved at five of the six initial areas. The location and extent of these areas are shown on Plate 2. Also shown are three areas reserved for group camping (to be publicly sponsored as discussed in subparagraph 6.02b(3)). Initial developments proposed and discussed herein and in Design Memorandum 14.1 are designed to accommodate visitor use during the early years of project operation - three years following completion of the recreational development. The lands reserved for future use are believed appropriate in extent and use capability to permit future expansion of facilities commensurate with projected visitor use throughout the 100-year project life. Of the six initial areas, two are to be developed as primary areas - Central Ferry to state park caliber and Boyer to county park caliber, with complete marina accommodations. In both cases, initial basic Corps development will be augmented by additional facilities to be provided by the leasing agencies. The other four initial areas are launching access points with associated sanitary facilities, and one or two picnic units

to accommodate incidental day-use activities. At Penawawa, a sediment training dike is included. Initial and future development at each of the eleven areas are further described in the following paragraphs.

b. Other Development.

Also included in the development plan are proposals both initial and future for visitors' facilities at the dam, sediment control, project signs, and interpretation of the geological, archeological, and historical resources of the project.

c. Cost Estimates.

Detailed estimates of cost for all initial Corps recreation work are set forth in DM 14.1. Summaries of these initial costs, together with very generalized estimates indicating the approximate magnitude of initial work by non-Corps interests and future work by Corps and non-Corps interests, and set forth in Appendix 1, Cost Estimate, of this Master Plan, bound separately.

7.02. CENTRAL FERRY (See Plate 4).

a. Characteristics and Potentials.

By size, nature, and location, this is the site affording the greatest potential of any on the reservoir for recreation development and use. It has been determined by the staff of the Washington State Parks and Recreation Commission to be suitable for state park development. It is adjacent to State Highway SR 127, the main north-south route into part of eastern Washington, and the only highway crossing of the reservoir. (See Photo page 7-4.) It offers 115 acres of flat or very gently rolling terrain, all of which is usable for development

of recreation facilities. Substantial parts of the area have been recently farmed. Moderately fertile soils in varying depths exist throughout the area and are generally underlain with gravel. There is no tree cover. Existing vegetation is largely annual weeds and grasses. The river shoreline area along the south border of the site slopes steeply to the river, affording, after impoundment, deep water directly offshore. To the west, slopes are very gentle, creating, under reservoir conditions, very shallow offshore areas (to be somewhat modified by area grading). The highway, which is on a substantial fill from the Central Ferry Bridge to the railroad overpass, bound the park area on the east and affords an effective and desirable visual and physical barrier between the park area and the port terminal and industrial lands situated on the east side of the highway. The relocated Camas Prairie Railroad bounds the north side of the park area. Beyond the railroad, the steep, rolling hills afford variety and interest in the terrain and the visual outlook. Similarly, the steep and somewhat more rugged terrain across the river and upstream and downstream from the site all add to the scenic quality of the locality. The new Central Ferry Bridge will add its part as a scenic feature on the landscape.

b. Initial Development.

Initial development will accommodate picnicking, swimming, boating, water skiing, and other water-associated outdoor recreation day-use activities; and overnight camping and protected water space for boat moorage, service, etc. In terms of facilities, the Corps effort will provide grading and terrain alteration; shoreline erosion protection;



DEVELOPMENT AT CENTRAL FERRY.— PHOTO 1960

beach development; roads; parking areas; launching ramps; handling and tie-up docks; foot bridges; foot trails; pressure water system for potable water and for irrigation; sun shelters; flush-type comfort stations; 60 camping stalls, each with water and sewer hookups; combination comfort station and shower building in the camping area; trailer dump station; planting of grass, trees, and shrubs; picnic and camping tables, fireplaces, fire circle, etc.; historical displays and interpretive markers; and information and guidance signs. Initial facilities by the lessee, the Washington State Parks and Recreation Commission, will include caretaker's quarters; maintenance headquarters; camping area control station; general refinement and betterment of Corps-developed facilities; and, directly or indirectly through a concessionaire, the complete development of public marina facilities and services. An important element in the grading and terrain treatment is the deepening of an offshore area for swimming, and use of the spoil for creation of an offshore island. This island will protect the beach from erosion and will afford opportunity for development of an attractive shelter belt or wind-break.

c. Future Development.

As needed to accommodate visitors, the initial facilities will be expanded, generally within and around the initial development. Two additional camping areas are shown, with space for approximately 120 units. No specific use is now shown for the area indicated on Plate 2 for future recreation development - the area lying westerly or downstream from the boat moorage lagoon. Construction of the relocated railroad was so designed and accomplished that a sediment control channel was

created to protect the boat moorage area from silt deposit. Deposition of any sediment diverted by this channel will cause land accretion at an unknown rate, thereby increasing the size of this future recreation area. The nature of its development and use should be determined when the need therefor becomes imminent and under conditions then existing.

7.03. BOYER (See Plate 5).

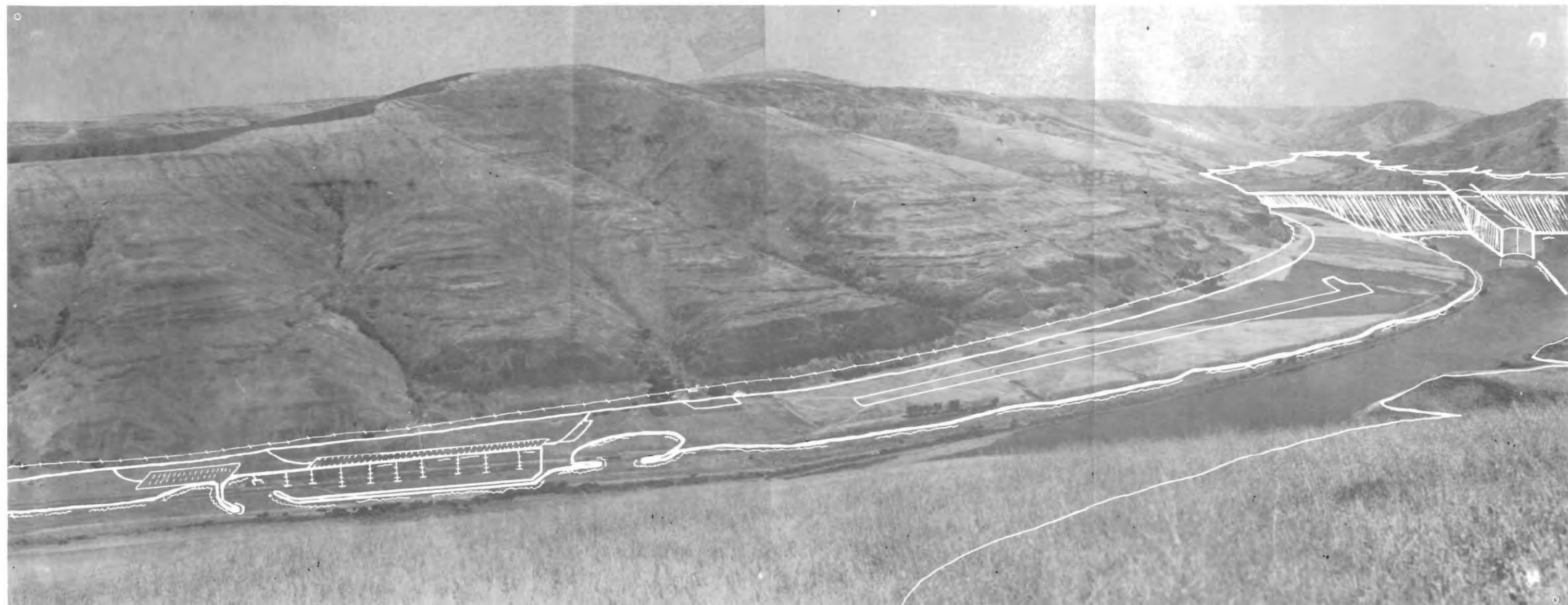
a. Characteristics and Potentials.

Simply because it is the reservoir shoreline area most easily accessible to the Colfax-Pullman-Mowcow communities, the Boyer site is one of major importance in the recreation development program. (See Photo, page 7-8.) It is second in significance to the Central Ferry area and should be developed to county park magnitude. The Port of Whitman County desires to lease the area when developed and to operate and maintain the park and marina facilities. It lies at travel distances of 21, 26, and 35 miles from Colfax, Pullman, and Moscow, respectively. Part of these distances is over state highways or paved county roads, but several miles of graveled county road are involved, part of which is steep and of rather poor alignment. The area offers only about 38 acres of prime recreation land, with another 90 acres which have only limited recreation potential and is situated along both sides of the airplane landing strip. (Only the 38 acres are shown on Plate 2 as Public Recreation - Initial Development. The area flanking the airstrip is actually within the designated boundary of the Lower Granite project and its acreage is noted but not totaled in the summary tabulation of land uses in paragraph 6.05. Lands by the airstrip

will be classified for Public Recreation - Future Development in the Lower Granite master plan.) Most of the 38-acre area is comfortably usable. It is a long, narrow wedge of benchland, situated between the shoreline and the steep slopes of the Snake River Canyon. The relocated railroad is positioned along these steep slopes with its embankment bounding closely the landward side of the recreation lands. The area was farmed until purchase by the Government. Fertile soil of varying depth covers the area and is underlain with gravel. The few trees and shrubs on the area at the time of purchase have been removed during railroad construction work. Some areas have been disturbed by stockpiling of railroad construction materials, but annual weeds and grasses cover most of the area. The benchlands are somewhat high above the pool level - Elevation 650 to 670 in the initial area and up to Elevation 700 by the airstrip - with pool levels which can fluctuate from Elevation 638 to Elevation 646. This somewhat awkward relationship with the water poses some limitations on recreational development and use, particularly on the shoreline lands in the airstrip reach. The scenic outlook in the area is reasonably interesting. Canyon walls are impressively rugged and there will be good views of Lower Granite Dam from some of the higher vantage points within the area proposed for recreational use.

b. Initial Development.

Emphasis at Boyer will be on boating activities. Initial development will be centered around the marina, with provision for camping, picnicking, swimming, etc., largely as activities occurring incidentally to the boating. Facilities included in the initial Corps



NORTH SHORE DEVELOPMENT, BOYER TO LOWER GRANITE LOCK AND DAM. — PHOTO 1960

program are: area grading; breakwater construction; beach development; shoreline protection; roads, parking areas, launching ramps; handling and tie-up docks; pressure water system for potable water and for irrigation; sun shelters; flush-type comfort station with change house; 27 camping stalls, each with water and sewer hookups; combination comfort station and shower in the camping area; planting of grass, trees, and shrubs; picnic and camping tables, fireplaces, fire circle, etc.; and information and guidance signs. Initial work by the lessee, the Port of Whitman County, will include gas and oil service docks and boat moorage facilities.

c. Future Development.

The pattern which future expansion of recreation facilities should take is not clear. Some years of visitor experience will be needed to determine the degree of competitive attraction generated by the Central Ferry development or other future reservoir projects in the region and the degree to which the quality of the access road to Boyer discourages recreational visitation. The Port of Whitman County is rather serious about the development of a golf course on the lands flanking the airstrip. This idea has one argument in its favor - the much longer playing season at the low elevations and comparatively milder climate than exists at the higher elevations at the college communities of Pullman and Moscow. The cost estimate in Appendix 1 shows funds for expansion of day-use and camping facilities by both the Corps and the Port.

7.04. PENAWAWA (See Plate 6).

a. Characteristics and Potentials.

The Penawawa site is situated in the bottom of Penawawa Canyon at the upstream end of the small embayment created by the reservoir. Its principle significance is that it will afford access to the north shore of the Little Goose pool at a point intermediate between Boyer and Central Ferry. Thus, it will be primarily a boat launching access point. The site, including side slopes of the canyon, totals 73 acres. This is a rather attractive, small embayment with boat access beneath the relocated railroad to the main reservoir. It affords opportunity for some minor picnic and day-use activities which would serve local residents of the surrounding region, as well as those visitors from the principal communities who desire seclusion from the more heavily used areas, such as Central Ferry and Boyer.

b. Initial Development.

Boat launching and picnicking activities will be provided for as part of the initial program. All work will be accomplished by the Corps and will include site grading; access road, parking area, and launching ramp; silt training dike; vault-type comfort station; sun shelters; handling dock; grass, tree and shrub plantings; and information and guidance signs.

c. Future Development.

It is expected that this will remain a Corps-managed area, and that future facilities to be provided by the Corps would include expansion of the picnic facilities; paving and other improvement of the road and parking area; and extension of the silt training dike if such proves feasible and warranted.

7.05. ILLIA (See Plate 6).

a. Characteristics and Potentials.

Illia is a large sand- and silt-covered bar with some previously irrigated farm land, a large and active blow sand area, and some low grade grazing land. It is large enough and of adequately interesting character to accommodate a large park development. Its principal drawback is its location. It is not conveniently accessible from population centers of the region. Near the upstream end of the bench 50 acres have been reserved for development of Lower Granite project operators' housing. About 33 acres at the lower end are classified for port terminal and industrial use to serve possible future needs, most probably grain terminals. This leaves 181 acres reserved for public recreation use. Some trees exist on the area. The access road to Lower Granite Dam forms the south boundary of the area and affords access from U.S. Highway 12 at Pomeroy, 30 miles south from Illia. No state or local agencies are interested in the area.

b. Initial Development.

Access road, parking area, concrete launching ramp with crib handling pier, single unit vault type comfort station, tree planting, picnic tables, and signs will be developed initially, all as a Corps effort. The ramp is located at the extreme upper end of the bar - the shoreline area believed most sheltered from prevailing winds.

c. Future Development.

As visitor use of the reservoir increases in future years and need for dispersal of recreation activities becomes more pressing, additional facilities at Illia could become quite desirable. Future development, shown on Plate 6 and included in the costs in Appendix 1, would

accommodate day-use activities such as boating, swimming, and picnicking. Beyond this there is space for overnight and group camping if need develops.

7.06. WILLOW ISLAND (See Plate 7).

a. Characteristics and Potentials.

Willow Island is another large riverside bar (241 acres) suitable for large park development but limited in its potential because of its somewhat remote location and uncomfortable access. The Hastings Hill road, the only vehicle access road to the area, offers 5 miles of county road, of which 2 miles of relocated paved road are steep and awkward in alignment and 3 miles are gravel. Nearly all of the Willow Island bar has been farmed. There are several interesting inlets or irregularities in the shoreline forming sheltered embayments attractive for boat launching and moorage and various recreational activities. There are no trees in the area. Some sections of the shoreline will probably suffer severe erosion. Again, there is no local agency interested in operation and maintenance responsibilities.

b. Initial Development.

This also is a boat access point and Corps initial development will include access road, car and trailer parking area, launching ramp with floating handling pier, single unit vault type comfort station, picnic tables, rather extensive tree and shrub plantings, and signs.

c. Future Development.

Willow Island lands can be easily developed for extensive day-use and overnight camping activities. Plate 7 shows possible development for

these purposes. Beyond this and not shown on the drawings or included in the cost estimate, this site could readily accommodate facilities for organized camping.

7.07. LITTLE GOOSE (See Plate 7).

a. Characteristics and Potentials.

Recreation values of the Little Goose site are rather limited, most of the bench being occupied and affected by the aircraft landing strip. The site serves no particular population centers since the access road into the area goes by the Texas Rapids site on Lower Monumental reservoir, a more attractive and accessible area involving 5 miles less traveling distance. There are no trees on the Little Goose site. Much of the shoreline is quite vulnerable to erosion. No local agencies are interested in the area. The site has considerable importance from a Corps' operational standpoint as the only launching ramp on the reservoir near the dam.

b. Initial Development.

This site will be developed as a launching access point. Initial facilities, all by the Corps, will include access road, car and trailer parking area, launching ramp with floating handling pier, single unit vault type comfort station, picnic tables, tree and shrub plantings, and signs.

c. Future Development.

Future facilities shown would accommodate day-use and can be developed with little additional construction effort.

7.03. GROUP CAMPING AREAS.

a. Characteristics and Potential.

Three areas are shown on Plate 2 for group camping use. These are Swift Bar and Schultz Bar on the north shore at River Miles 95 and 100, respectively, and an area on the south shore at about River Mile 98. None of the areas are accessible over public roads. The north shore areas were farmed until acquisition by the Government. They offer extensive areas of sloping benchland with some small shoreline embayments. The relocated railroad bisects each of the areas but ample space at Swift Bar and some space at Schultz Bar remains riverward from the railroad right-of-way. No trees exist on either north shore area. Terrain on the south shore area is more irregular and generally steeper. Some native shrubs and small trees grow throughout the area.

b. Development.

The Little Goose reservoir shoreland affords opportunities for considerable versatility in scope and nature of development for organized camping. Such versatility is important because of the diversity and types of camping programs desired and carried out by the various sponsoring organizations, and because of the different programs desired within any given organization. To best meet this need, each of the three designated camping areas on Little Goose reservoir would be planned and developed for different types of camping activities. Preliminary studies indicate the following as a logical arrangement:

(1) Schultz Bar.

This medium sized area would be fully developed for highly intensified camping use; that is, a formal organized group camp.

Facilities would include a lodge with kitchen and dining hall, rest room with showers, manager's quarters, sleeping cabins, water supply, roads with parking, protected swimming area, beach development, launching, moorage and other waterfront development, tree planting, lawn grass, dryland grass, site stabilization, and acquisition of appropriate interests in the private access road to accommodate the camper access or access of the road for public use.

(2) Swift Bar.

This large area would receive minimum development for semi-primitive camping. Facilities would include water supply, sanitary accommodations, shoreline tree and shrub planting, and landing tie-up docks to accommodate boat access.

(3) South Shore Area.

This would be an outpost camp to be used by groups at Schultz and Swift Bars. Facilities would be limited to single unit vault type toilets, shoreline tree and shrub planting, and beach grading adequate to permit beaching of boats and canoes.

c. Other Areas Suitable for Organized Camping.

Other designated recreation areas on the project are also suitable for organized group camping. Future development areas at Willow Island and Illia, as well as the entire Ridpath and New York Bar, offer considerable potential. Willow Island is particularly attractive in this respect. With approval of the concept of publicly developed organized camp facilities offered on a scheduled basis, detailed studies should be undertaken and their results submitted in design memorandum form.

7.09. RIDPATH AND NEW YORK BAR.

a. Characteristics and Potentials.

These two areas offer shoreline lands of bench type character, devoid of trees, without road access, and consequently with rather complete isolation. The Ridpath site could suffer some shoreline erosion but the New York Bar area is quite sheltered.

b. Development.

Areas developed on these lands should be limited to the basic facilities for public day-use with access by boat only, first at New York Bar and second at Ridpath. These facilities should be expanded and refined if use patterns indicate the need. Both areas should be studied with respect to possibilities of organized group camping.

7.10. VISITORS' FACILITIES AT THE DAM (See Plate 3).

Much of this work has already been completed or is now under construction. Visitors' information and guidance will be provided on the south shore only, and ample parking will be provided for visitors to view major parts of the dam. Details of visitors' facilities and project beautification at the dam will be submitted by separate design memorandum.

7.11. CONSIDERATION OF SEDIMENT HAZARD.

Sedimentation problems at both Central Ferry and Penawawa were discussed individually in prior paragraphs of this section. One additional area on the reservoir has potential of being considerably affected by silt deposit and that is the Deadman Creek-Meadow Creek embayment.

Once the upper reaches of the embayment are filled, the silt deposit will eventually become a problem to the Port of Garfield industrial development. Accurate forecasts of the sediment rate are not available.

7.12. PROJECT SIGNS.

Project entrances, access points, and recreation areas will be identified by project signs, the design of which is shown on Plate 5. This has been included in this master plan as a means of gaining approval consistent with instructions from NPD 1st Indorsement, dated 30 July 1965, subject: "Standard Design of Signs for Project Entrances and Public Use Areas, John Day and Dworshak." Standard designs will give harmony and uniformity and proper recognition to the Corps of Engineers. Small guidance signs will be installed where necessary.

7.13. LEWIS AND CLARK TRAIL MONUMENTATION.

As discussed in paragraph 3.04, and as illustrated on the map following page 3-7 of this report, the Lewis and Clark Expedition is closely related to the Little Goose project. Monumentation and interpretation are a planned part of the Corps' development. Design of markers will conform to the proposals and adoptions of the Lewis and Clark Trail Commission and to standard plans adopted by the State Lewis and Clark Trail Committee.

SECTION 6 - ADMINISTRATIVE POLICIES AND METHODS

8.01. PROTECTION OF RESOURCES.

In order that the collateral resources of the Little Goose project may be properly protected and made available for public utilization, specific plans must be made for use of various areas of project lands, certain developments must be accomplished on the areas to permit and accommodate public use and administration, and appropriate control of the various uses must be actively carried out. Land use assignments are proposed according to the principles outlined in Section 6. The nature and extent of development in public recreation areas were discussed in Section 7. Development by the wildlife agencies on wildlife lands will be based on plans prepared by the Washington State Department of Game, in cooperation with the U.S. Fish and Wildlife Service, with appropriate approval by the Corps of Engineers. Development by port and industrial interests on port terminal and industrial lands will be based on plans prepared by the port commissions and navigation and industrial interests, with appropriate coordination with the Corps.

8.02. SCOPE OF CORPS MANAGEMENT.

It is the purpose of this report to generally outline the principles, methods, and measures to be used in day-to-day administration and management of the reservoir area and the various uses thereon, and to indicate generally the staff and equipment required. This management involves: construction, operation, care, and maintenance of all public recreation facilities; investigation, removal and control of health and safety

hazards; control of fire hazards; removal of debris; control of erosion, both water erosion along the shoreline and wind erosion in sandy soils; and boundary monumentation and trespass. Real estate functions involve processing of leases and licenses to others for the use of land allocated for public recreation, and for fish and wildlife purposes; and disposal or lease of certain excess project lands to qualified public agencies and/or interests for port terminal and industrial use.

8.03. FUNCTIONAL RESPONSIBILITIES AND ADMINISTRATIVE ORGANIZATION.

Administration of land and water areas and facilities provided for public use will be carried out by field and office personnel of the Walla Walla District.

a. District Office.

District office personnel will be principally concerned with: determining the nature and extent of development; preparing construction codes and requirements; initiating, coordinating, and reconciling activities relative to policies and regulations; relations with other agencies; public relations; and processing leases, license, and permits; as well as being responsible for obtaining compliance with terms of said instruments. Also, district personnel will take corrective action on trespass or encroachment violations when reported by the field or discovered by inspection. These responsibilities will be under direction of the District Engineer, with Operations Division responsible for all coordination of activities and action of the district office. All the organizational elements of the district office will be used as necessary in the area of responsibility with which they are concerned.

b. Field Office.

Field office personnel will be concerned with direct maintenance, management, and supervision of the reservoir development program. They will supervise the use of the lands and waters of the project area, protect and maintain Government property, and require high standards of public health and safety. In addition to providing information to prospective users of public facilities, they will report to the district office cases of trespass or encroachment which cannot be handled by a simple warning. These responsibilities for reservoir maintenance and management activities will be assigned to the Little Goose Lock and Dam project engineer. The reservoir will be operated and managed as a single unit project until the completion of Lower Granite Lock and Dam. At that time a two-project management plan will be considered, based upon the experience and success of a similar Ice Harbor-Lower Monumental combined organization. The combined Little Goose-Lower Granite management unit would then be under the direction of a reservoir manager. The field staff will be adequate to accomplish the day-to-day maintenance and to provide the appropriate amount of control over the various uses of project lands. All facilities in the vicinity of the dam, such as buildings, grounds, storage yards, aircraft landing field, roads, parking areas, ramps, restrooms, debris handling and passing; and general land area maintenance functions will be performed by personnel at the project and will not be the responsibility of the reservoir manager.

8.04. MAINTENANCE.

Some areas of these projects are inaccessible by road. Travel from one area to another which does have road access is possible only by very

devious and roundabout routes. The road distance between public use areas is substantially greater, sometimes several times as great, as the water distance. For faster travel time and to provide for access to areas where there are no roads, a plan will be worked out to transport reservoir maintenance equipment and supplies by water. This will involve a special work boat. The boat will be of adequate size to haul special equipment necessary for minor maintenance, and to transport personnel safely in rough water. The boat will be used for all day-to-day maintenance work and for various small construction jobs to be done at isolated locations by hired labor. This has the added advantage of keeping personnel cognizant of activities on the project, and eliminates a great deal of travel time on the road getting from area to area.

8.05. CONTROL OF HEALTH AND SAFETY HAZARDS.

There are no known health hazards of major significance created by or associated with the Little Goose Reservoir. Vector control problems are considered minor. There are questions concerning the suitability of reservoir waters for swimming. Major sources of pollution occur in the Lewiston-Clarkston area, 70 miles upstream. Floating debris and deadheads will constitute the principal hazard to both commercial and recreational navigation. It is planned to pass all debris through the dams until removal facilities are installed in the Lower Granite project. In the interim period, plans will be formulated to minimize this hazard. As with the debris problem, other safety and sanitation problems will be handled by reservoir maintenance personnel in addition to their performance of routine maintenance of constructed facilities.

8.06. FIRE CONTROL.

Grass and brush fires can occur on undeveloped areas used by the public for camping or other incidental purposes. Tumbleweed patches and accumulations along fence rows or natural obstacles are a particular problem when these areas are accidentally burned or are intentionally burned to alleviate a fire hazard or to prevent additional infestation of adjacent fields. The principal danger is loss of natural vegetation and creation of blow sand problems. In undeveloped areas where late season vegetation becomes dry and flammable, range fires are possible. These fire hazards can be minimized by establishment of perennial vegetation or by otherwise removing and controlling accumulations of highly combustible dry material, particularly in areas regularly used by recreationists. The pattern of public use development will tend to concentrate the majority of use to relatively few areas, thus minimizing fire hazard and preserving the natural appearance of the shorelands.

3.07. EROSION CONTROL.

The light, sandy soils on much of the reservoir lands are subject to wind erosion and to water erosion at the shoreline.

a. Wind Erosion.

Control will be accomplished as much as possible by preservation of natural cover. This involves control of vehicular and other traffic through the erosion-vulnerable areas and prevention of grass and brush fires. Grass cover or other appropriate stabilization will be provided in all scarred, burned, or otherwise denuded areas. Durable turf grasses, gravel, or pavement will be provided in all intensive-use areas.

b. Water Erosion.

Erosion along the shoreline will be a serious problem in many areas around the reservoir. Revetment or other coarse rock treatment is generally not acceptable in recreation areas. To preserve the recreational values, other techniques must be used. In some cases, reshaping to very flat, beach-type slopes is possible. In other instances, reshaping to moderate slopes with sand or gravel protective blankets will be attempted. Some sections will be stabilized incidental to installation of boat tie-up docks, handling piers, etc.

3.03. BOUNDARY MONUMENTATION AND TRESPASS.

A positive program of boundary marking is currently under study on this project, in accordance with OCE statement of policy dated 1 September 1965. The primary responsibility is in Real Estate Division and the resultant study will become a supplement to the General Design Memorandum. For convenience and usability of the master plan, the boundary monumentation map, as and when prepared, will be added as a master plan plate. This boundary marking program will discourage and prevent unauthorized use and trespass. Monumentation before pseudo-proprietary activities occur will eliminate many future management problems.

SECTION 9 - CONCURRENCE, CONCLUSIONS, AND RECOMMENDATIONS

9.01. REVIEW BY REAL ESTATE AND OPERATIONS DIVISIONS.

In order to assure complete coordination within the district, this master plan has been reviewed by appropriate elements of Real Estate and Operations Divisions. Pertinent data required for the compilation of the plan have been furnished by them. This paragraph constitutes coordination, concurrence, and endorsement of the plan by Real Estate Division in compliance with ER 405-2-835.

9.02. CONCLUSIONS.

Development and use of Little Goose Reservoir and its project-owned shorelands will benefit the region served with industrial and agricultural expansion, recreational use and enjoyment, and wildlife preservation. Planning studies were coordinated with all known interests and the overall plan, essentially as presented herein, was presented at a public hearing. The areas of conflicting interest have all been resolved. The allocation of lands as proposed on Plate 2 is considered to be a sound and reasonable division of Little Goose project lands. This allocation is consistent with established criteria and guidelines set forth in Section 6, and will afford maximum public use of the reservoir.

9.03. RECOMMENDATIONS.

It is recommended that this master plan be approved as a basis for land use management of the project, and as a guide for development of public recreation facilities on Little Goose Reservoir.

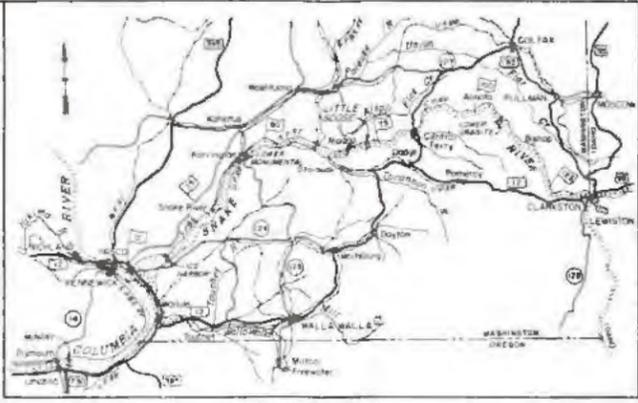
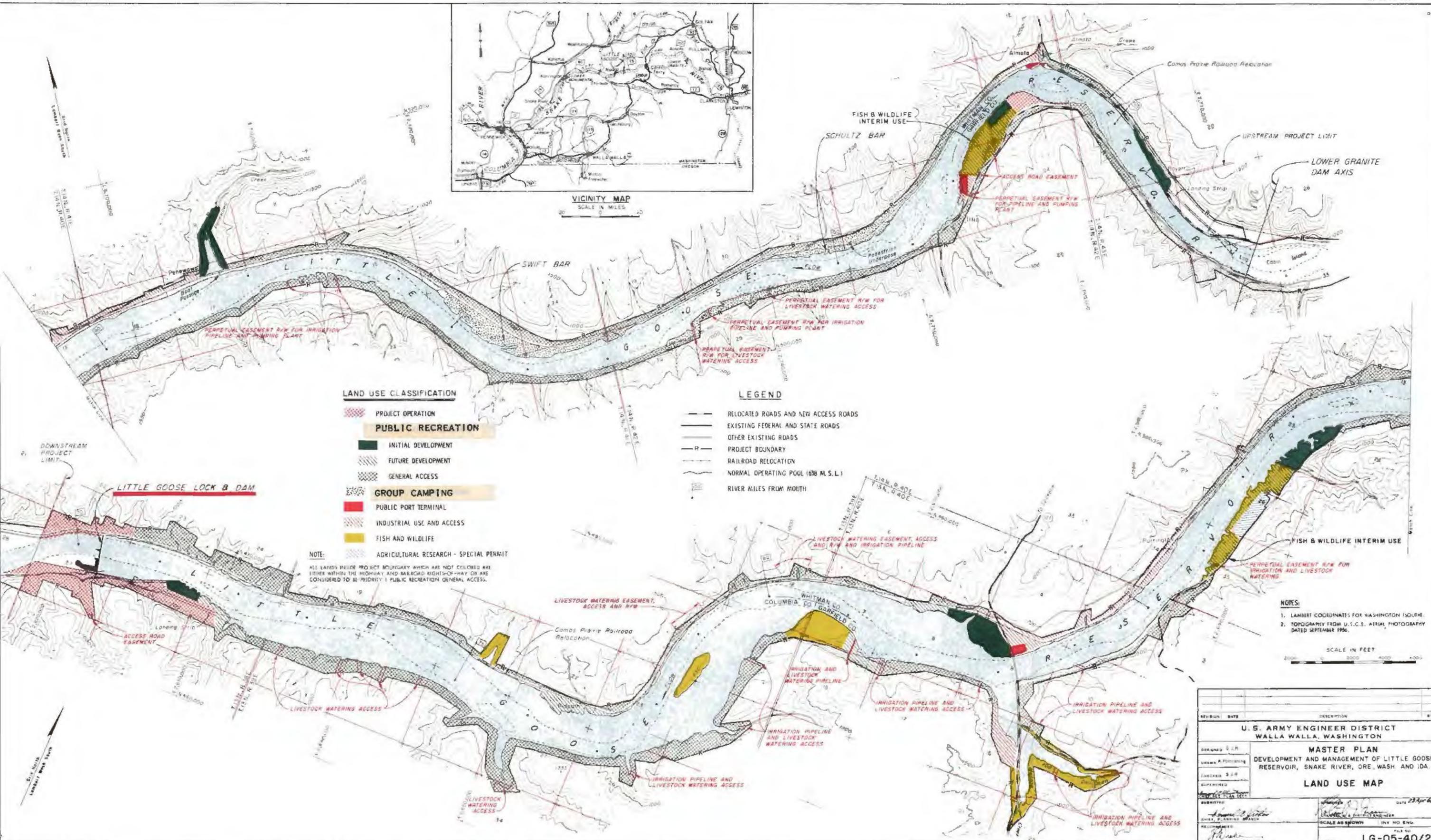
ACKNOWLEDGMENTS

This master plan has been prepared under the direction of Colonel [REDACTED], District Engineer, Walla Walla District; Mr. [REDACTED], Chief, Engineering Division; and Mr. [REDACTED], Chief, Planning Branch.

Direct supervision and preparation of the plan have been the responsibility of Mr. [REDACTED], Chief, Reservoir Planning Section; with the assistance of Messrs. [REDACTED], [REDACTED], and [REDACTED], Landscape Architects; and [REDACTED], Engineering Technician.

Typing has been done by [REDACTED] and drafting has been under the supervision of Mr. [REDACTED].

P L A T E S



LAND USE CLASSIFICATION

- PROJECT OPERATION
- PUBLIC RECREATION**
 - INITIAL DEVELOPMENT
 - FUTURE DEVELOPMENT
 - GENERAL ACCESS
- GROUP CAMPING**
 - PUBLIC PORT TERMINAL
 - INDUSTRIAL USE AND ACCESS
 - FISH AND WILDLIFE
- AGRICULTURAL RESEARCH - SPECIAL PERMIT

NOTE:
ALL LANDS INSIDE PROJECT BOUNDARY WHICH ARE NOT COLORED ARE EITHER WITHIN THE HIGHWAY AND RAILROAD RIGHTS-OF-WAY OR ARE CONSIDERED TO BE PRIORITY 1 PUBLIC RECREATION GENERAL ACCESS.

LEGEND

- RELOCATED ROADS AND NEW ACCESS ROADS
- EXISTING FEDERAL AND STATE ROADS
- OTHER EXISTING ROADS
- PROJECT BOUNDARY
- RAILROAD RELOCATION
- NORMAL OPERATING POOL (638 M.S.L.)
- RIVER MILES FROM MOUTH

NOTES:
1. LAMBERT COORDINATES FOR WASHINGTON (SOUTH).
2. TOPOGRAPHY FROM U.S.C.S. AERIAL PHOTOGRAPHY DATED SEPTEMBER 1950.



REVISION	DATE	DESCRIPTION

U. S. ARMY ENGINEER DISTRICT
WALLA WALLA, WASHINGTON

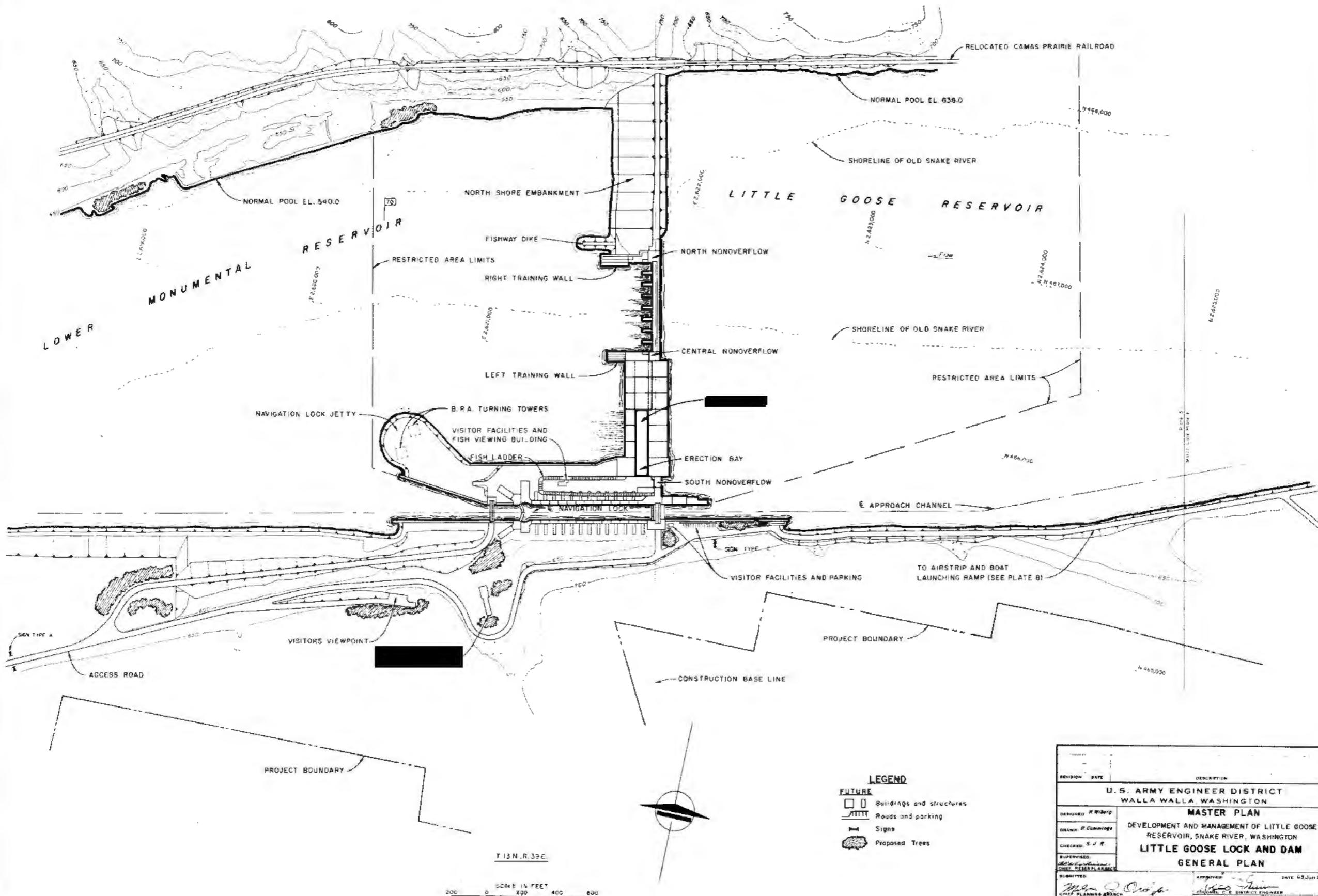
MASTER PLAN
DEVELOPMENT AND MANAGEMENT OF LITTLE GOOSE
RESERVOIR, SNAKE RIVER, ORE, WASH AND IDA

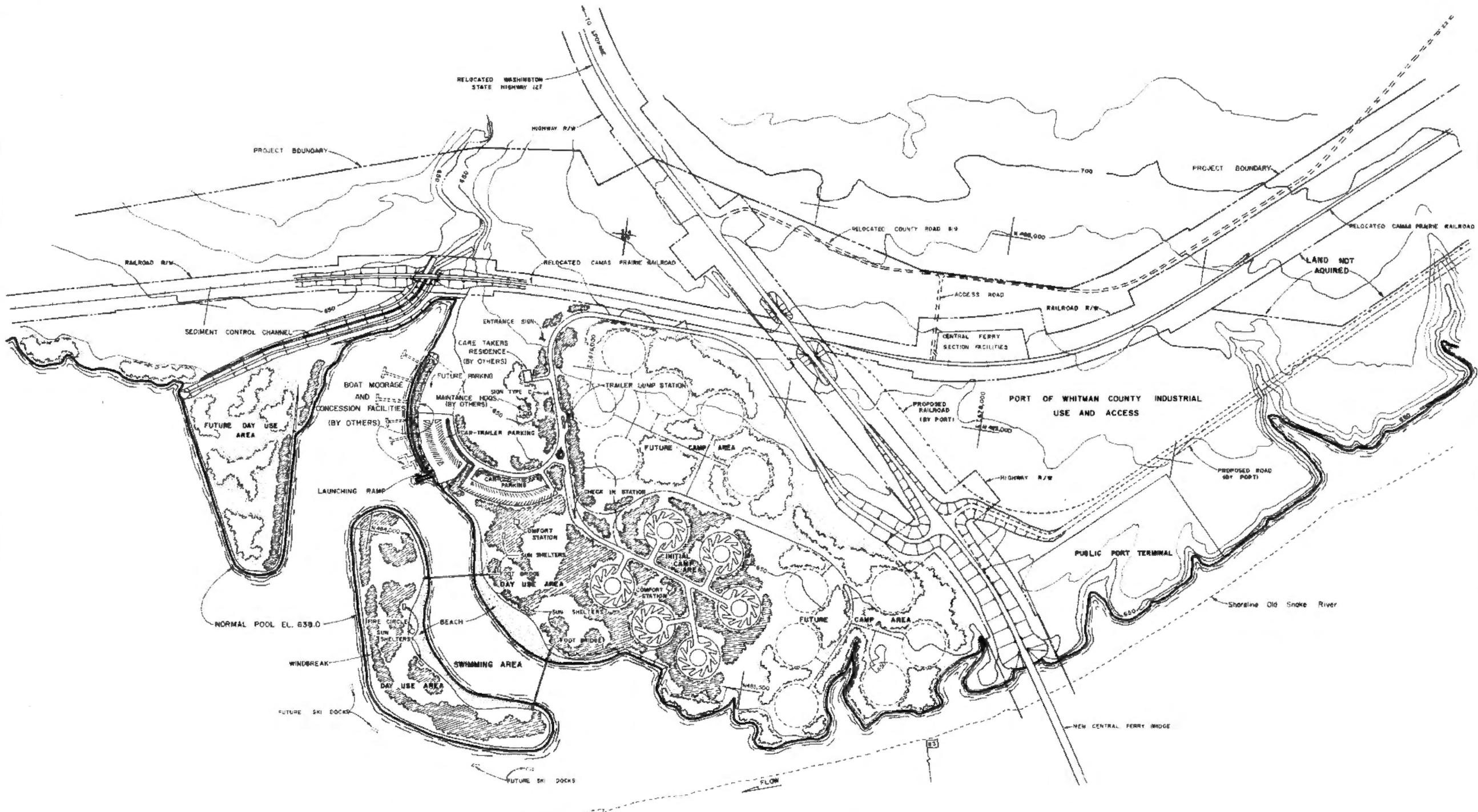
LAND USE MAP

DESIGNED: J. C. R.
DRAWN: A. P. ...
CHECKED: S. J. R.
APPROVED: [Signature]
DATE: 23 Apr 68

SCALE AS SHOWN

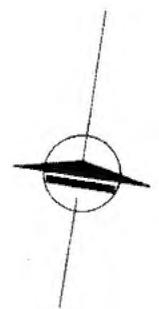
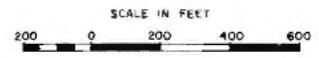
FILE NO. ENG. LG-05-40/2





LEGEND

INITIAL	FUTURE	Description
[Symbol]	[Symbol]	Buildings and structures
[Symbol]	[Symbol]	Roads and parking
[Symbol]	[Symbol]	Signs
[Symbol]	[Symbol]	Proposed Trees



REVISION	DATE	DESCRIPTION	BY

U.S. ARMY ENGINEER DISTRICT
WALLA WALLA, WASHINGTON

MASTER PLAN

DEVELOPMENT AND MANAGEMENT OF LITTLE GOOSE
RESERVOIR, SNAKE RIVER, WASHINGTON

**CENTRAL FERRY PARK
DEVELOPMENT PLAN**

DATE: 62 JUN 02

SCALE: AS SHOWN

FILE NO: 1G-05-40/4

NOTE:
 Details of sign panels are not shown.
 For more complete information
 refer to the attached report sheet or
 the plan for other signs and
 associated projects.

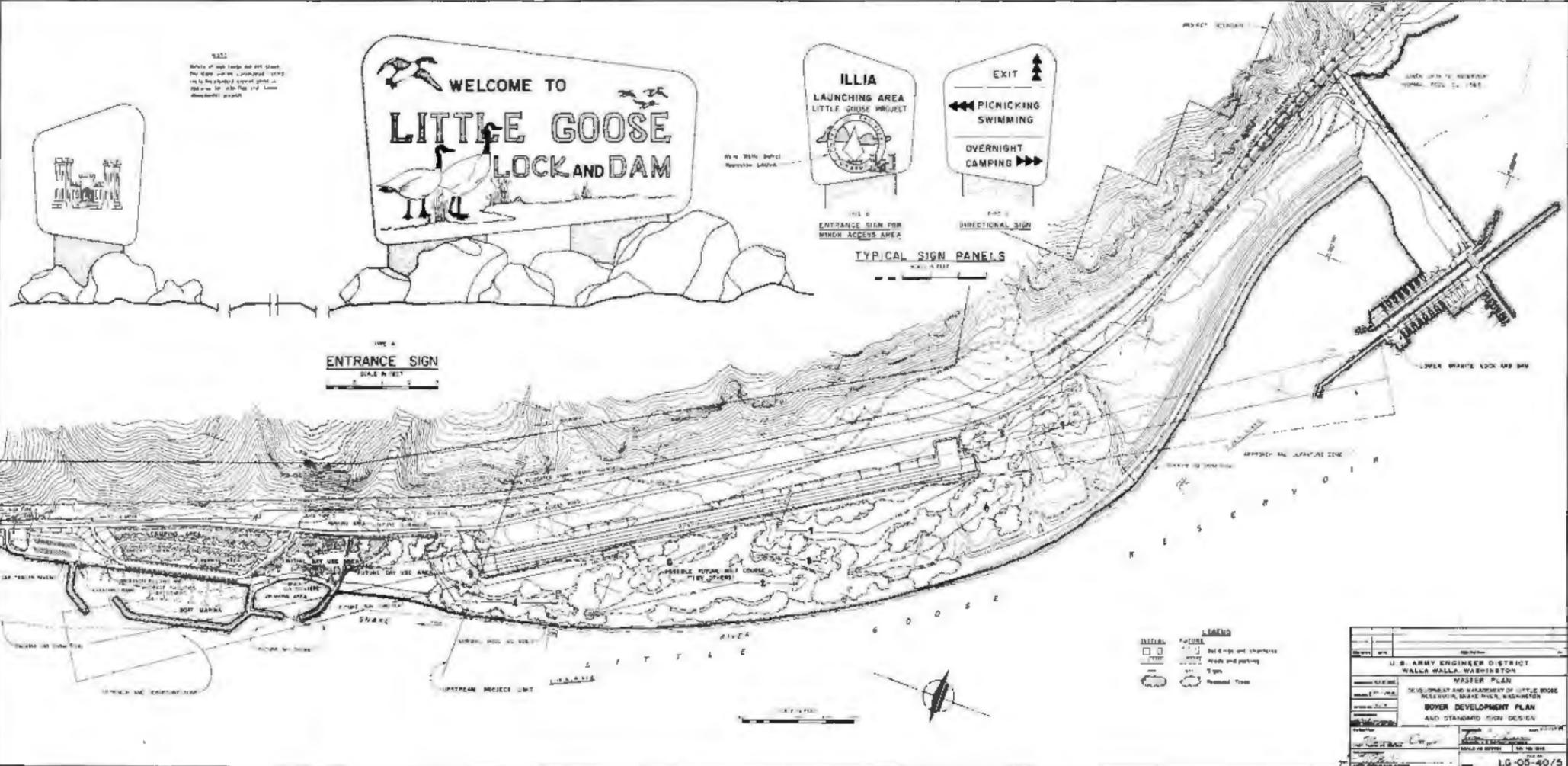


FIG. 1
 ENTRANCE SIGN FOR
 MINOR ACCESS AREA

FIG. 2
 DIRECTIONAL SIGN

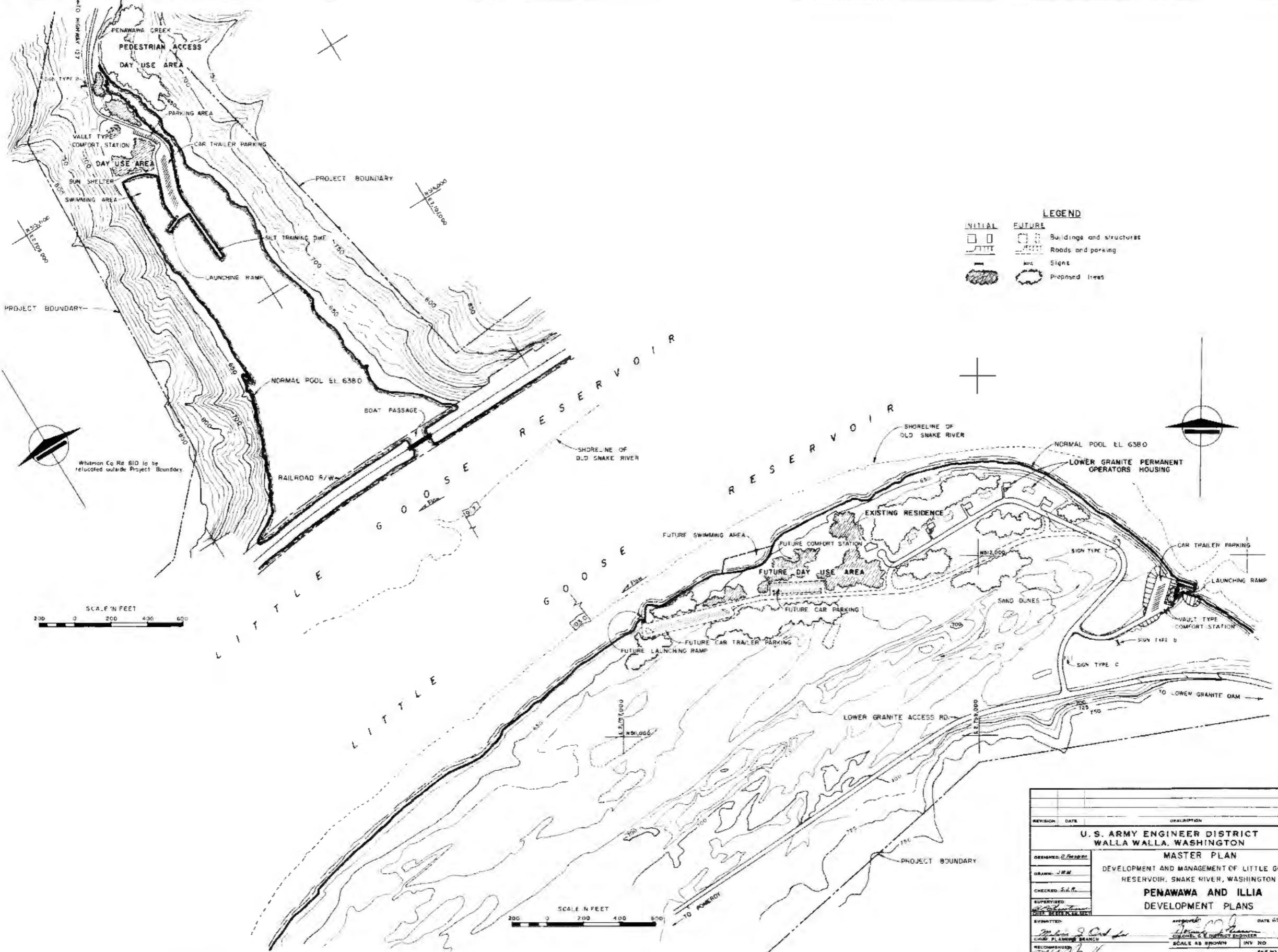
TYPICAL SIGN PANELS

FIG. 3
 ENTRANCE SIGN
 SCALE IN FEET

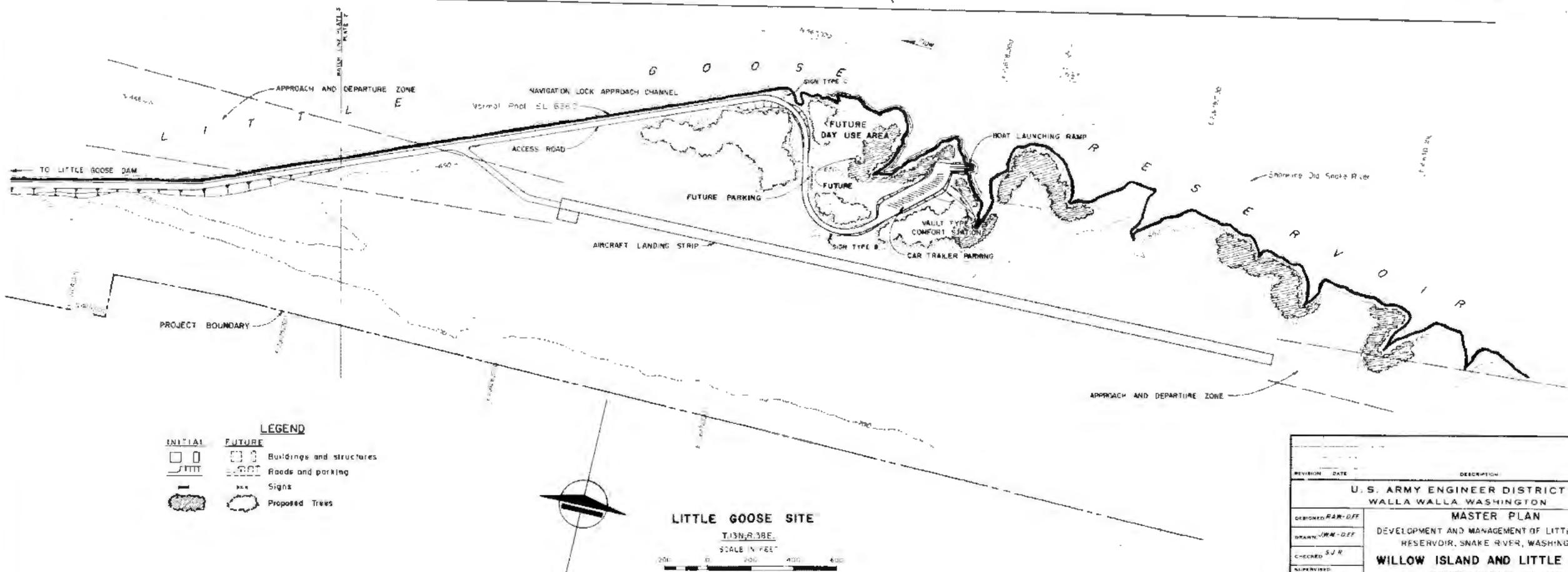
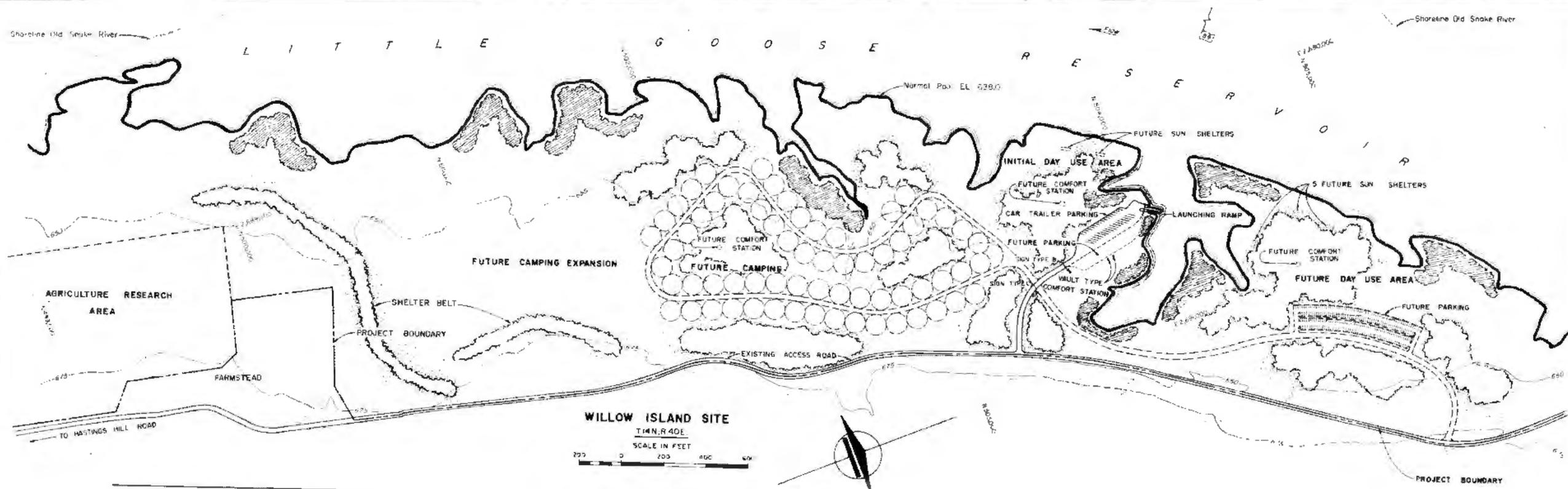


- LEGEND
- INITIAL: [Symbol] Initial
 - FOOTING: [Symbol] Footing
 - TRAIL: [Symbol] Trail
 - ROAD AND PARKING: [Symbol] Road and parking
 - TYPE: [Symbol] Type
 - PERMANENT TYPE: [Symbol] Permanent Type
 - TRAIL: [Symbol] Trail
 - FOOTING: [Symbol] Footing
 - ROAD AND PARKING: [Symbol] Road and parking
 - TYPE: [Symbol] Type
 - PERMANENT TYPE: [Symbol] Permanent Type

U. S. ARMY ENGINEER DISTRICT WALLA WALLA, WASHINGTON	
MASTER PLAN	
DEVELOPMENT AND MANAGEMENT OF LITTLE GOOSE RESERVOIR, BAKER DAM, WASHINGTON	
BOYER DEVELOPMENT PLAN AND STANDARD SIGN DESIGN	
DESIGNED BY: [Signature]	CHECKED BY: [Signature]
DATE: [Date]	SCALE AS SHOWN
LG-05-40/5	



REVISION	DATE	DESCRIPTION	BY
U. S. ARMY ENGINEER DISTRICT WALLA WALLA, WASHINGTON			
MASTER PLAN			
DEVELOPMENT AND MANAGEMENT OF LITTLE GOOSE RESERVOIR, SNAKE RIVER, WASHINGTON			
PENAWAWA AND ILLIA DEVELOPMENT PLANS			
DESIGNED: <i>D. E. [unclear]</i>			
DRAWN: <i>J. M. [unclear]</i>			
CHECKED: <i>S. H. [unclear]</i>			
SUPERVISED: <i>[unclear]</i>			
APPROVED: <i>[unclear]</i>	DATE: 69 JUN 02		
RECOMMENDED: <i>[unclear]</i>	SCALE: AS SHOWN	FILE NO:	
U. S. ARMY ENGINEER DISTRICT WALLA WALLA, WASHINGTON			LG-05-40/6



LEGEND

INITIAL	FUTURE	
[Solid rectangle]	[Dashed rectangle]	Buildings and structures
[Dashed line]	[Dotted line]	Roads and parking
[Line with cross-ticks]	[Line with cross-ticks]	Signs
[Hatched area]	[Circle with cross-hatch]	Proposed Trees

REVISION	DATE	DESCRIPTION
U. S. ARMY ENGINEER DISTRICT WALLA WALLA WASHINGTON		
MASTER PLAN		
DEVELOPMENT AND MANAGEMENT OF LITTLE GOOSE RESERVOIR, SNAKE RIVER, WASHINGTON		
WILLOW ISLAND AND LITTLE GOOSE DEVELOPMENT PLANS		
DESIGNED: RAR-DTE	DATE: 29 Jun 02	
DRAWN: JMW-DTE	SCALE AS SHOWN	
CHECKED: SJR	INV. NO. ENG.	
APPROVED: [Signature]	FILE NO.	
RECOMMENDED: [Signature]	LG-05-40/7	
U.S. ARMY ENGINEER DISTRICT WALLA WALLA WASHINGTON		

E X H I B I T S

GOVERNOR

COMMISSIONERS:



WASHINGTON STATE
PARKS & RECREATION COMMISSION

DIRECTOR

PHONE

522 SOUTH FRANKLIN

P. O. BOX 1128

OLYMPIA, WASHINGTON 98501

November 27, 1967

Office of the District Engineer
U. S. Army Corps of Engineers
Walla Walla District
Building 602 County-City Airport
Walla Walla, Washington 99362

Attn: Colonel

Gentlemen:

The Washington State Parks and Recreation Commission Staff wishes to commend the Corps of Engineers on the Land Use Plan for the Little Goose Reservoir. By reviewing the land use plan it appears that adequate emphasis has been placed on outdoor recreation. We concur the site at Central Ferry does have State Park potential. This site would provide for access and good utilization of the reservoir, by providing areas for boating, camping, picnicking, swimming and other appropriate activities.

It is our hope the proper interpretation of the Lewis & Clark Trail can be accomplished. This would appear to be in keeping with this program.

We will present this to our Commission at the appropriate time for their consideration.

The Washington State Parks and Recreation Commission looks forward to a continued close relationship with the Corps of Engineers on this and other projects.

Very truly yours,

, Chief
Planning and Development

JAC:sn

EXHIBIT A

GOVERNOR

COMMISSIONERS:



WASHINGTON STATE
PARKS & RECREATION COMMISSION

DIRECTOR

PHONE

522 SOUTH FRANKLIN

P. O. BOX 1128

OLYMPIA, WASHINGTON 98501

Eastern Regional Office

960 North Main Street

East Wenatchee, Washington 98801

July 24, 1968

Mr. [REDACTED], Chief
Engineering Division
Department of the Army
Walla Walla District, Corps of Engineers
Bldg. 602, City-County Airport
Walla Walla, Washington 99362

Re: NPWEN-PL

Dear Mr. [REDACTED]:

In response to a meeting between our Park Planner, Mr. [REDACTED] and Mr. [REDACTED], of your planning branch, on July 18, 1968, and correspondence dated April 9, 1968, the Washington State Parks and Recreation Commission, Region III Office, has reviewed the master plan design study for the Central Ferry park site on Little Goose reservoir. It appears that State Parks' past comments have been generally incorporated into the plan and seem to be satisfactory.

As was indicated at the July 18 meeting, it is State Parks' desire to have our typical 10 unit camp site layout used at the Central Ferry site if we are to eventually administer the area. We have imposed the revised camping layout on a copy of your development plan, and enclosed it for your use.

Upon further evaluation due to the camping revision, it appears that the day use parking area should be relocated in relation to the swimming beach development. At the present time the parking is located an extreme distance from the main swimming beach area and off to one side. We have also shown on the plan the possible solution to this problem. Also, please note the addition of a trailer dumping station off the main entrance road.

The Washington State Parks and Recreation Commission, Regional Office, is of the opinion that the Central Ferry park site would be a big asset to our Parks system and express a sincere interest in this site as a future State Park.

EXHIBIT

MR. [REDACTED], CHIEF

-2-

July 24, 1968

As you are well aware, the Regional Office can only make evaluations and recommendations to our Commission who then make the final determination as to accepting or rejecting the Central Ferry park site.

We appreciate your offer of assistance in presentation of material to our Commission when we request their approval of Central Ferry, and will be in contact with you when this site is presented.

If State Parks can be of any assistance in the further development of plans for the Central Ferry site or any other area of need, please feel free to contact me or any other member of staff.

Sincerely yours, -

[REDACTED]

Regional Supervisor

VES:ds

Enclosure

EXHIBIT B

PORT OF WHITMAN COUNTY

Telephone: Area Code 509 EXbrook 7-3791

209 South Main Street
COLFAX, WASHINGTON 99111
8 October 1968

Commissioners

St. John

Colton

Colfax

Manager

830

Colonel [REDACTED], C. E.
District Engineer
U. S. Army Corps of Engineers
City County Airport Building 602
Walla Walla, Washington 99362

EXHIBIT C

Subject: Boyer Recreation Site; Application
for Lease to the Port of Whitman.

Dear Colonel [REDACTED]:

The Commissioners of this Port have given their consideration to the planning, development, and ultimate operation of the recreation area at Boyer near river mile 106, on the Little Goose Pool, downstream from the Lower Granite Dam, (see attached map).

At this time the Port desires to initiate negotiations towards a long-term lease of this entire site, subject to the improvements contemplated by the Corps of Engineers, and shown in their Preliminary Boyer Development Plan, Design Memorandum No. 14, Plate No.5. It is understood that construction of the initial marina related parking and basic grading of the marina, swimming beach and camping areas, will be accomplished by the Corps of Engineers. It is probable that installation of floating docks for up to 300 boats would be undertaken by this Port, as well as providing fuel servicing facilities near the boat ramp for operation by a Port directed concessionaire.

Reference is made to the Walla Walla District Engineer's letter NPWEN-PL, dated 18 July 1966, in which this Port was informed that Boyer or Davis Bar offered some recreational possibilities, and that the interest of our agency concerning participation in development, operation and maintenance of subject site was appreciated.

At about this time, Mr. [REDACTED], and Mr. [REDACTED], Chief, Planning and Development, Washington State Parks and Recreation Commission, with the Port Manager, inspected the Boyer site. The State Parks Commission representative indicated that the Boyer site was too small in area to warrant funding or other support by the State.

Colonel [REDACTED], C.E.
District Engineer
U. S. Army Corps of Engineers
City County Airport Building 602
Walla Walla, Washington 99362

Subject: Boyer Recreation Site; Application
for Lease to the Port of Whitman

On 16 August 1966, the Port Consulting Engineer, [REDACTED], and the Port Manager, presented to Mr. [REDACTED] a rough sketch showing a possible design for camping, swimming and boating facilities at Boyer. Mr. [REDACTED] was directed to produce a preliminary master plan for the development of the Boyer site, and a print of this plan was provided to the District Engineer.

More recent designs produced by the District Engineer have been made available to the Port, and in general have had favorable consideration.

An important object of this letter of intent is that of assuring the District Engineer of this Port's continuing interest in the Boyer site over the past years, and its desire to now negotiate a lease, in accordance with applicable statutes, R.C.W.-53.08.240; 53.08.260; 53.08.270 and 36.19.010-.900.

Before undertaking the proposed plan for leasing and operation of the Boyer recreation facility, it is the intention of the Port to determine that such action would not be in conflict with any plans of the Washington State Parks and Recreation Commission, the Whitman County Commissioners and the Whitman County Parks and Recreation Board.

Sincerely,

PORT OF WHITMAN COUNTY

[REDACTED]

Manager

ENK/lc *add in Recreation Sec*

- cc: Mr. [REDACTED], Chairman
Whitman County Parks and Rec. Board
- Mr. [REDACTED], Chairman
Whitman County Board of Commissioners
- Mr. [REDACTED],
Wash. State Parks and Recreation Commission

EXHIBIT C

encls:maps 2

PORT OF WHITMAN COUNTY

Telephone: Area Code [REDACTED]

ENCLOSURES A, B, AND C ATTACHED
209 South Main Street

COLFAX, WASHINGTON 99111

11 March 1969

Commissioners

[REDACTED]
St. John

[REDACTED]
Colton

[REDACTED]
Colfax

522 [REDACTED] Manager

[REDACTED] P. E.

Colonel [REDACTED], C.E.
District Engineer
U.S. Army Corps of Engineers
City County Airport Building 602
Walla Walla, Washington 99362

EXHIBIT D

Subject: Boyer Recreation Area: Corps of
Engineers Position.

Dear Colonel [REDACTED]:

In Colonel [REDACTED] letter to this Port (NPWEN-PL) dated 18 July 1966, a statement of the Corps policy for recreational development for the Little Goose project was presented. As you suggested, we have had continuing communication with respect to the development of a marina, and parking, swimming, and camping facilities, by this Port.

For your consideration, we now submit the following enclosures, in connection with our proposed request to undertake the cooperative development, and full operation of the recreation complex under design for the Boyer Area:

Enclosure A: Copy of letter dated 6 November 1968, from the Washington State Parks and Recreation Commission.

Enclosure B: Copy of letter dated 8 October 1968, from the Whitman County Commissioners.

Enclosure C: Copy of letter dated 20 December 1968, from the Whitman County Park and Recreation Board.

Also enclosed is a copy of "The Comprehensive Plan for the Port of Whitman County, Washington", amended as of February 6, 1969, at a public hearing, to include the Boyer Area, specifically that land below an elevation of 1,400-feet.

Col. [REDACTED] C.E.

Subject: Boyer Recreation Area; Corps of Engineers Position.

In your letter to the Port, (NPWRE-MD) of 6 November 1968, you indicated that following your approval of the Little Goose Master Plan, you would initiate action towards a lease agreement.

It would be deeply appreciated if you would now inform this Port of the Corps position with regard to our proposal covering the Boyer Area.

Sincerely,

PORT OF WHITMAN COUNTY

[REDACTED]
E. N. Klemgard, P.E.
Manager

ENK/lc

encls: as indicated

cc: Mr. [REDACTED], President
Mr. [REDACTED], Vice President
Mr. [REDACTED], Sr., Secretary
Mr. [REDACTED], Port Attorney
Mr. [REDACTED], Chairman,
Board of County Commissioners

EXHIBIT D

DEC 21 1968

Enclosure C

WHITMAN COUNTY

Park and Recreation Board

Colfax, Washington 99111

December 20, 1968

██████████, P.E., Manager
Post of Whitman County
209 South Main Street
Colfax, Washington 99111

Dear Mr. ██████████:

By letter dated October 8, 1968, you transmitted to me as chairman of the Whitman County Park and Recreation Board a copy of a letter to Colonel ██████████ ██████████, C.E., District Engineer, U.S. Army Corps of Engineers, Walla Walla, Washington, requesting consideration of a lease and operating agreement for the Boyer Recreation Area. You asked whether the proposed action is in conflict with any recreation planning which the Whitman County Park and Recreation Board has for the site in question.

Prior to the receipt of your letter, the Whitman County Park Board had adopted the following policy position:

"1. The Whitman County Park Board is primarily interested in influencing the maximum development of recreation areas on the Snake River by some responsible body. We are not jealous of the powers and activities of other public agencies. Proper development of recreation areas is more important to the Whitman County Park Board than the identity of the body involved with development and operation of the sites.

"2. The Whitman County Park Board believes that the goal identified above can best be achieved by cooperation with other agencies. In this connection we pledged our full cooperation to the U.S. Corps of Engineers and the Post of Whitman County in particular.

"3. The Whitman County Park Board is proceeding on the assumption that it was created with the expectation that it would assume some responsibilities with



EXHIBIT E

December 20, 1968

Page 2

EXHIBIT E

regard to development of recreation areas throughout Whitman County. The Board intends to exercise its powers and duties to the extent required to accomplish the goal identified above, subject, of course, to the limitations imposed by the budget."

The official Comprehensive Outdoor Recreation Plan for Whitman County includes development of the Boyer site as a high priority project. The proposed action of the Port of Whitman County to initiate negotiations toward a long-term lease of the proposed Boyer Recreation Area was considered by the Whitman County Park Board at its October 24, 1968, meeting. The Board unananimously and officially endorsed the concept of recreation development at the Boyer site, and consistent with the general policy position described above, pledged to assist in any way possible to bring about maximum recreation development of the Boyer site. As indicated in the policy statement above, recreation development is our chief concern, not the identity of the agencies involved.

It is the official position of the Whitman County Park and Recreation Board, therefore, that the proposal described in your letter to Col. Gieser dated October 8, 1968, does not conflict in any way with recreation development plans of the Whitman County Park Board. Furthermore, the Whitman County Park Board encourages your participation in this endeavor and will cooperate in any way possible with the Port of Whitman County, the Corps of Engineers, or any other body to insure that maximum recreation development at the Boyer site occurs.

If it should prove to be necessary or desirable that the Whitman County Park Board be a participant in the negotiations contemplated with the Corps of Engineers, please be assured we stand ready to undertake the responsibility of entering into a lease with the Corps of Engineers if required by the circumstances, federal policy, or state law. We would also be willing to join in a cooperative venture with the Port of Whitman County if that is the most feasible way to bring about development and operation of recreation facilities at the Boyer site.

December 20, 1968
Page 3

Thank you for your interest in recreation development. We are confident that working together we shall be able to bring new and improved recreation areas and facilities to the citizens of Whitman County.

Yours very truly,

Chairman

LWP:as

cc: Col. [REDACTED], District Engineer, U.S. Army
Corps of Engineers
[REDACTED], Chief, Reservoir Planning
Section, U.S. Army Corps of Engineers
[REDACTED], Commissioner, Port of Whitman
County
[REDACTED], Commissioner, Port of Whitman
County
[REDACTED], Commissioner, Port of Whitman
County
[REDACTED], Commissioner, Whitman County
[REDACTED], Commissioner-elect, Whitman County
[REDACTED], Commissioner, Whitman County
[REDACTED], Commissioner, Whitman County
[REDACTED], Director, Whitman County Regional
Planning Council
[REDACTED], Member, Whitman County Park and
Recreation Board
Mrs. [REDACTED], Member, Whitman County Park and
Recreation Board
[REDACTED], Member, Whitman County Park and
Recreation Board

EXHIBIT F

GOVERNOR

COMMISSIONERS:

MRS.



WASHINGTON STATE
PARKS & RECREATION COMMISSION

DIRECTOR
7150 CLEANWATER LANE
THURSTON AIRINDUSTRIAL CENTER P. O. BOX 1128 OLYMPIA, WASHINGTON 98501
PHONE

November 6, 1968

EXHIBIT G

Mr. [REDACTED], P. E.
Manager
Port of Whitman County
209 South Main Street
Colfax, Washington 99111

re: Boyer Recreation Site

Dear Mr. [REDACTED]:

Your letter to Mr. [REDACTED] has been referred to this Division for reply.

Please be apprised that the Washington State Parks and Recreation Commission has not considered the site known as the Boyer Recreation area.

The staff of the Commission has evaluated various sites on the Little Goose Reservoir with the result that the site known as Central Ferry is the one that is best suited for a State Park location.

This is not to be construed that other public recreation agencies may not have an interest in this area.

I note on your plan a location for barge docks and I presume land based storage facilities. I trust this will not in any way affect the recreation potential or development of the area.

Very truly yours,

[REDACTED]
[REDACTED], Chief
Planning and Development

JAC/cs

enclosure

plat is on file and not vacated, the motor vehicle or other police regulations of the state, and the motor vehicle regulations of the city, town or county, as the case may be, in which the areas described in the plat are situated, shall apply to such areas as though they were public streets, alleys, access roads, parking areas, parks or other places, and it shall be the duty of all state and local law enforcement officers to enforce such regulations accordingly. [1961 c 38 § 2.]

53.08.240 Joint exercise of powers and joint acquisition of property.—Contracts with other governmental entities. Any two or more port districts shall have the power, by mutual agreement, to exercise jointly all powers granted to each individual district, and in the exercise of such powers shall have the right and power to acquire jointly all lands, property, property rights, leases, or easements necessary for their purposes, either entirely within or partly within or partly without or entirely without such districts: *Provided*, That any two or more districts so acting jointly, by mutual agreement, shall not acquire any real property or real property rights in any other port district without the consent of such district.

A district may enter into any contract with the United States, or any state, county or municipal corporation, or any department of those entities, for carrying out any of the powers that each of the contracting parties may by law exercise separately. [1961 c 24 § 1.]

53.08.250 Participation in world fairs or expositions authorized. See chapter 35.60.

53.08.260 Park and recreation facilities. A port district may construct, improve, maintain, and operate public park and recreation facilities when such facilities are necessary to more fully utilize boat landings, harbors, wharves and piers, air, land, and water passenger and transfer terminals, waterways, and other port facilities authorized by law pursuant to the port's comprehensive plan of harbor improvements and industrial development. [1965 c 21 § 1.]

53.08.270 ————Approval of other agencies. Before undertaking any such plan for the acquisition and operation of any park or recreational facility the proposed plan therefor shall be first submitted in writing to the director of the parks and recreation commission and to the governing body of any county or municipal park agency having jurisdiction in the area. The state director and/or such county or municipal park agency shall examine the port's proposed plan, and may disapprove such proposed plan if it is found to be in conflict with state or local park and recreation plans for the same area. If such proposed port plan is disapproved the port district shall not proceed further with such plan. If the state director or the governing body of the county or municipal agency does not respond in writing to the port within sixty days, it shall be deemed that approval has been granted. [1965 c 81 § 2.]

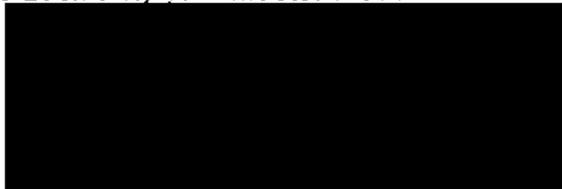
CENWW-PM-PD-PF (1105)

MEMORANDUM FOR RECORD

15 NOV 2013

SUBJECT: Supplement No. 1, Design Memorandum No. 14, Little Goose Lock and Dam Master Plan, Snake River, Washington

Approve Supplement 1 to the Little Goose Lock and Dam Master Plan.



Encl.

LTC, EN
Commanding

Approve X

Disapprove _____

MEMORANDUM FOR RECORD

SUBJECT. Supplement No. 1, Design Memorandum No. 14, Little Goose Lock and Dam Master Plan, Snake River, Washington

1 References:

- U.S. Army Corps of Engineers, 1969. Design Memorandum No. 14.1, Recreation Facilities and Public Use Areas, Little Goose Reservoir, Snake River, Washington. U.S. Army Engineer District - Walla Walla, Washington.
- U.S. Army Corps of Engineers, 1975 Little Goose Master Plan. Walla Walla District, June, 1975.
- U.S. Army Corps of Engineers, 2012 Central Ferry Park Lease Termination Analysis, Walla Walla District, January 6, 2012.
- ER 1130-2-550, Project Operations - Recreation and Maintenance Policies, ER 1130-2-550, Project Operations – Recreation Operations and Maintenance Guidelines and Procedures.

2. Purpose. This Supplement proposes the following changes to the Little Goose Lock and Dam Master Plan:

- Re-classify 211 Acres of Corps land located at Central Ferry Park presently listed as "Recreation" to "Wildlife Management General."
- Re-classify 110 Acres of Corps land located at the Penawawa site presently listed as "Recreation" to "Wildlife Management General "

Both parcels of land are located along the Snake River within Lake Bryant.

a Background

- Central Ferry Park

Central Ferry Park was designed by the U.S. Army Corps of Engineers (Corps), and opened for public use in 1974. The June 1969 *Master Plan for Development and Management of Little Goose Reservoir* described Central Ferry as a "site affording the greatest potential of any on the reservoir for recreation development and use." In Design Memorandum 14.1, *Recreation*

CENWW-PM-PD-PF

SUBJECT: Supplement No. 1, Design Memorandum No. 14, Little Goose Lock and Dam Master Plan, Snake River, Washington

Facilities and Public Use Areas, Little Goose Reservoir, the development of the Central Ferry Park site was described as " the major recreation site on the reservoir." However, recent circumstances require a permanent closure of the park.

From 1974 to 2002, Washington State Parks Commission operated Central Ferry State Park year-round. In 2003, unforeseen budget cuts and lack of funding caused the lease to be terminated by the State, and the park was returned to the Corps. At that time, the District determined the best option for continued operation of the park was through a commercial concession lease.

A commercial concession lease of Central Ferry Park was granted to Northwest Land Management (NLM) in April 2003. From 2003 to 2009, NLM operated the park, but saw annual losses in all operating years except 2006 and 2007. In September 2009, NLM sent a letter to the District stating that they did not want to relinquish Central Ferry Park, but would be forced to do so unless their operational expenditures could be reduced. After discussing possible alternatives to termination, NLM agreed that their best option for continued operation of Central Ferry Park was to reduce the acreage of the leased area. On 16 February 2010, an amendment was made to the NLM lease to remove the under-utilized 75-acre day-use area.

For one season, NLM operated the park with camping only, restricted public use of amenities, and reductions in maintenance activities. On 1 October 2010, NLM formally notified the District of their intent to terminate their lease. They stated that, even after the amendment was made to reduce maintenance boundaries, park operations were still not sustainable. They also stated that a number of infrastructure improvements were necessary to increase park revenue enough to sustain operations. The amount of investment required was beyond the financial capabilities of NLM. Upon receiving the park back from NLM, the Corps was required by Engineer Regulation 1130-2-550 to complete a Lease Termination Analysis for the park.

In January 2012, the *Central Ferry Park Lease Termination Analysis* was completed, in accordance with Engineering Regulation 1130-2-550. This analysis examined a range of alternatives regarding the future operation and/or closure of Central Ferry Park. Completion of the Analysis determined that a change in land use classification of Central Ferry Park was the best course of action.

CENWW-PM-PD-PF

SUBJECT: Supplement No. 1, Design Memorandum No. 14, Little Goose Lock and Dam Master Plan, Snake River, Washington

A change in land use classification from "Recreation" to "Wildlife Management General" would combine the park's parcel of land (211-acres) with the adjacent 542-acre Central Ferry Habitat Management Unit (HMU). The Walla Walla District is currently deficient in riparian habitat requirements set forth in the Lower Snake River Fish and Wildlife Compensation Plan

This conversion would increase riparian habitat by 60-acres, while still providing year-round public access with no increase in O&M costs. The public would have the opportunity to enjoy low-density recreation activities (hiking, fishing, nature photography, picnicking, bird watching, and other related activities). No camping or fires would be allowed in the unit. The public would not be allowed to drive through the area but, instead, would park in a designated area and proceed on foot. Two boat docks would remain available for public use, providing boating access to the site from the river.

Because public agencies and private concessionaires showed no interest in operating Central Ferry Park, the Corps determined that continued operation of the park is not a viable option. On 1 February 2012, a memorandum was signed by the Walla Walla District Commander confirming a land-use classification change as the preferred alternative

- Penawawa Site

The Penawawa site is situated at the bottom of Penawawa Canyon 10 miles up-river from Central Ferry Park. According to the June 1969 *Master Plan for Development and Management of Little Goose Reservoir*, Penawawa was intended to operate as a north shore access point to the Little Goose pool. Located between Boyer and Central Ferry, Penawawa was designed to serve primarily as a boat launching site with minor picnic and day-use facilities. The site would serve local residents and those seeking greater seclusion from the larger crowds typically found at Boyer and Central Ferry.

Prior to impoundment, the Port of Whitman County completed various construction projects at Penawawa, including excavation of the boat basin, construction of a concrete launching ramp, partial construction of the silt dike, grading the parking area, and raising the old road above reservoir level. This work provided some facilities to local citizens until construction was complete. However, construction was never finished due to sedimentation in the boat

CENWW-PM-PD-PF

SUBJECT: Supplement No. 1, Design Memorandum No. 14, Little Goose Lock and Dam Master Plan, Snake River, Washington

basin that made access to the area impossible under normal operating conditions. Over time, the boat basin area silted in and became unusable.

Because the construction at Penawawa was never completed, the District has operated the area as a wildlife HMU for 20+ years. There is no documentation available to indicate the area was re-classified for land-use purposes from "Recreation" to "Wildlife Management." The proposed land use reclassification of the Penawawa site would convert 110-acres of land presently classified as "Recreation" to "Wildlife Management General." No significant changes or impacts would occur through land-use reclassification because Penawawa is currently operated as an HMU by the corps. Low-density recreation activities (hiking, fishing, nature photography, picnicking, and bird watching) will still be permitted. No camping or fires are allowed in the unit.

b. Environmental: The Corps reviewed the proposed actions for Central Ferry and Penawawa in accordance with the requirements of the National Environmental Policy Act (NEPA) and Engineer Pamphlet 1130-2- 550; and determined these actions require preparation of an Environmental Assessment for both actions. The District conducted a Cultural Resources Survey and prepared a Biological Assessment for both actions in 2013. A determination was made that there is No Potential to Cause Effects, based on proposed actions. A FONSI was signed for these actions 4 November 2013.

c. Conclusion: The proposed land use reclassification of Central Ferry Park and Penawawa sites from "Recreation" to "Wildlife Management General" has been reviewed internally. Internal review indicated no major impacts to Corps operations resulting from the closure and land use re-classification of these areas. The change in land use classification from "Recreation" to "Wildlife Management General" is viewed as a positive benefit to the Corps and the public. As part of the Corps' NEPA process, public notice of the proposed land use classification changes of Central Ferry Park and Penawawa was placed in regional newspapers (Lewiston Tribune, Walla Walla Union Bulletin, and Tri-City Herald) on September 26, 2013. No comments were received during the public review period. Environmental review of the project would be in compliance with all applicable environmental laws and regulations.

d. Recommendation: Based on findings from the *Central Ferry Park Lease Termination Analysis* and appropriate staff and public input, it is recommended that the 211-acres currently classified as "Recreation" be reclassified as "Wildlife Management General."

CENWW-PM-PD-PF

SUBJECT: Supplement No. 1, Design Memorandum No. 14, Little Goose Lock and Dam Master Plan, Snake River, Washington

It is also the recommendation of the Walla Walla District that the Penawawa site be reclassified from "Recreation" to "Wildlife Management General." This reclassification would bring the Little Goose Master Plan into compliance with Engineering Regulation (ER) 1130-2-550.

[Redacted]

Preparer

Nov 7, 2013
Date

[Redacted]

Reviewer

Nov 7, 2013
Date

[Redacted]

Rebecca L. Kalamasz
Chief, Planning Branch

Nov 7, 2013
Date