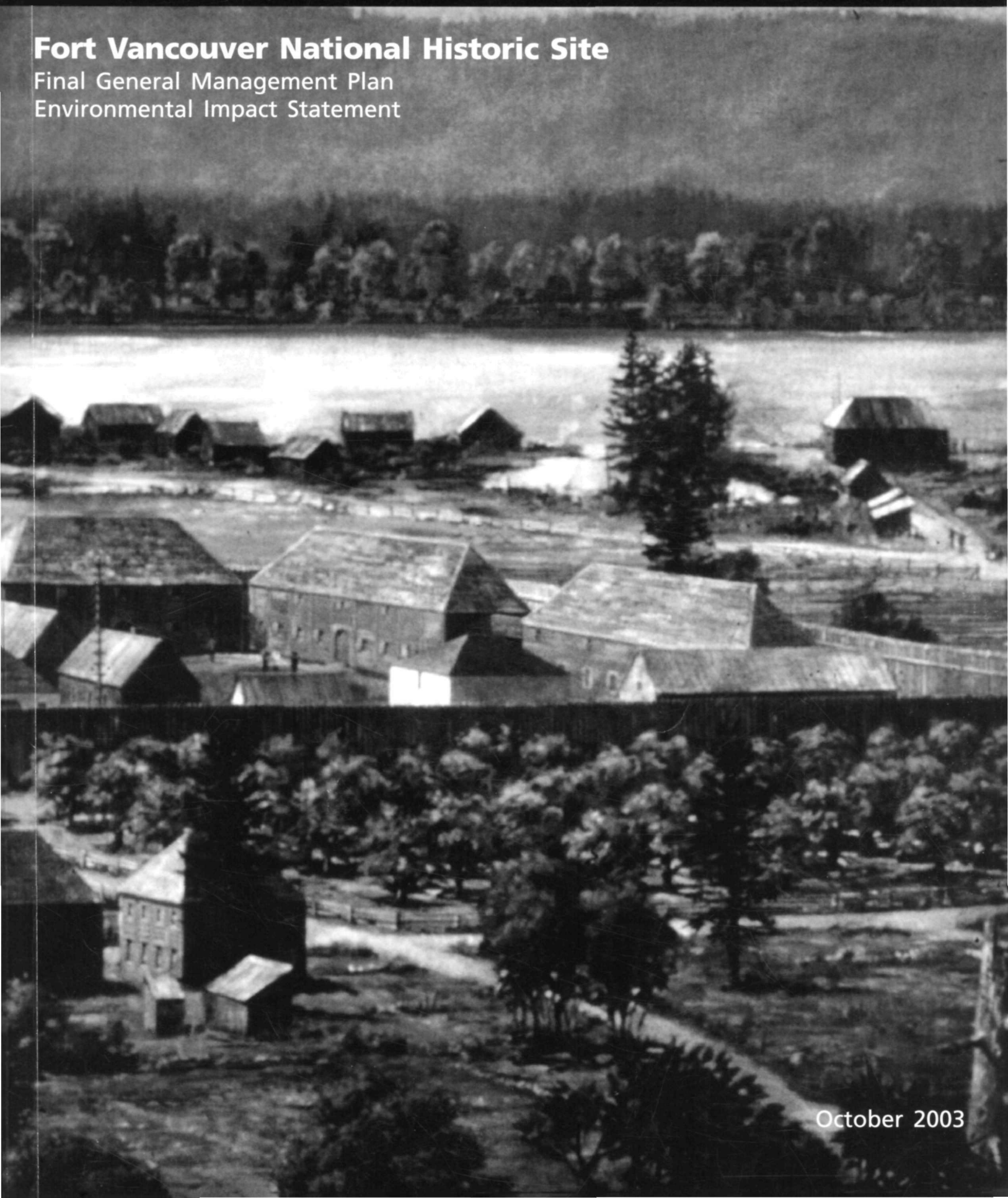
National Park Service
U.S. Department of the Interior

Fort Vancouver National Historic Site
Washington

# Fort Vancouver National Historic Site

## Final General Management Plan
## Environmental Impact Statement



October 2003

**Photograph and Illustration Credits**

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# United States Department of the Interior

NATIONAL PARK SERVICE
Fort Vancouver National Historic Site
612 East Reserve Street
Vancouver, WA 98661-3811

IN REPLY REFER TO:

October, 2003

Dear Friends of Fort Vancouver National Historic Site:

We are pleased to provide you with a copy of the Fort Vancouver National Historic Site General Management Plan (GMP) and Environmental Impact Statement in an abbreviated format. Please note that this abbreviated format is not a full reprint of the original Draft GMP. It simply shows the revisions that have been incorporated. Some readers find it convenient to refer to the Draft GMP while reading this abbreviated Final GMP.

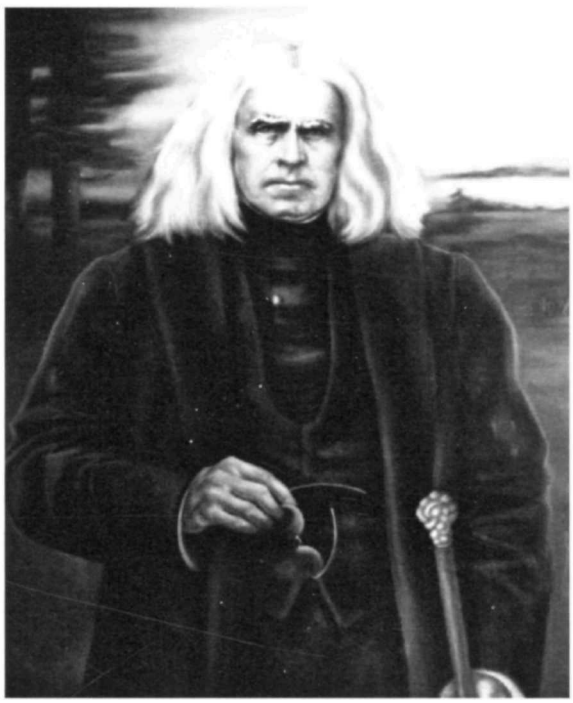
We appreciate the active role you have taken in this complex four-year process. During the public comment period for the Draft GMP, 185 comments were recorded during public meetings and 135 written comments were received through both electronic and surface mail during the 60-day comment period. Your input and comments provided an important contribution to the decision making process and has helped shape the long-term management decisions for the protection and public use of Fort Vancouver. Many of the changes in the final GMP reflect the thoughtful and substantive comments we received.

The completion of this plan is not the end of a process, but the beginning of the implementation process. The implementation of the plan and its many elements will require the continued support of you, the many individuals organizations and agencies that participated in the plan development.

Again, thank you for taking an active role in the management decision making for Fort Vancouver National Historic Site. Your participation in the planning process is helping the National Park Service preserve the resources and provide for public enjoyment not only for current visitors but also for future generations.

Sincerely,

for: Tracy A. Fortmann
Superintendent



**Dr. John McLoughlin**

*Chief Factor, Fort Vancouver*
*Hudson's Bay Company Columbia Department*
*1784-1857*

*"Father of Oregon"*

*September 16th 1836*
*Doct McLoughlin promises to loan us enough to make a beginning,*
*& all the return he asks is that we supply other settlers in the same way.*
*He appears desireous to afford us every facility for living in his power.*
*No person could have received a more hearty welcome or be treated with*
*greater kindness than we have been since our arrival.*

*Narcissa Whitman,* My Journal

**General Management Plan**
**Development Concept Plans**
**Final Environmental Impact Statement**

**for**

# Fort Vancouver National Historic Site

Prepared by
U.S. Department of the Interior
National Park Service

Three alternatives have been examined in this final general management plan and environmental impact statement (GMP/EIS). They respond to National Park Service (NPS) planning requirements and to issues identified during the public scoping process. These alternatives address visitor use and the preservation of cultural and natural resources that provide the unique environment in which the Fort Vancouver story is presented to the public. One of these alternatives, Alternative B, constitutes the Proposed Action and the Preferred Alternative of the NPS. If approved, it will become the general management plan for the park.

Because changes to the draft document were minor and confined primarily to factual corrections which do not modify the analysis, an abbreviated format has been used. Use of this format complies with the Council on Environmental Quality's regulations for implementing the National Environmental Policy Act (40 CFR 1503.4[c]). This abbreviated format requires that the material in this document be integrated with the draft GMP/EIS to describe the final plan or Proposed Action, significant environmental impacts, and public comments that have been received and evaluated. Additional copies of the draft are available upon request.

The Proposed Action expands opportunities for the visitor to appreciate the broad sense of history that occurred at Fort Vancouver and in the Pacific Northwest. Specific NPS actions relating to the Hudson's Bay Company and early U.S. Army period include: additional reconstruction and delineation of historic structures; the establishment of wayside exhibits at the Fort, Village, Parade Ground, and Waterfront; additional educational outreach programs; and a new research facility. On July 29, 2003, with the passage of H.R. 733, the McLoughlin House National Historic Site in Oregon City became a unit of Fort Vancouver National Historic Site administered by Fort Vancouver National Historic Site staff, an action proposed in the draft GMP.

Specific actions to be undertaken in cooperation with the Vancouver National Historic Reserve Partners and others include: sharing of administrative, maintenance, and visitor facilities; remodeling the existing Fort Vancouver visitor center as the Vancouver National Historic Reserve visitor center; construction of a land bridge to link the Fort Vancouver Waterfront and the City of Vancouver's Old Apple Tree Park with the Fort and Village area; and the implementation of a shuttle system by C-TRAN, the regional transportation authority. The final GMP/EIS contains development concept plans (maps) delineating enhancements to the Village, Fort, and Waterfront. The environmental consequences of the alternatives are fully explained in the final EIS and by referencing the draft GMP/EIS

The final GMP/EIS includes the results of public involvement, consultation, and coordination. On November 21, 2002 the draft became available for public review. Public meetings were held in Vancouver, Washington and Oregon City, Oregon during December 2002. The 60-day comment period ended on February 8, 2003 and a total of 135 pieces of correspondence were received.

The release of this final GMP/EIS and published Notice of Availability in the *Federal Register* will be followed by a 30-day no-action period after which time the alternative or actions constituting the approved plan will be documented in a Record of Decision. For further information, contact the Superintendent at Fort Vancouver National Historic Site, 612 East Reserve Street, Vancouver, Washington 98661, or by phone at (206) 696-7655. This document, and the draft GMP/EIS, can be accessed through the Internet at www.nps.gov/fova/gmp/gmp.htm.

# Summary

The story of Fort Vancouver is intertwined with the history of Pacific Northwest trade and settlement. It was here in present day Vancouver, Washington that several great nations, among them Great Britain, the United States, Spain and Russia, laid claim to the rich natural resources and economic opportunities of this scenic corner of the world.

It was certainly no accident then, that Great Britain and their "economic ambassador," the Hudson's Bay Company (HBC), chose the broad fertile river plain along the north bank of the Columbia River as the location for a fort. Fort Vancouver would grow into a thriving commercial operation of several thousand acres in size and from which the vast territory of the Columbia Department was managed.

Many in Great Britain felt that the international boundary between British Canada and the United States would be the Columbia River. However, after the 1846 Treaty of Oregon set the boundary at the 49th parallel, the United States Army immediately established a presence in the Northwest at Vancouver Barracks, and Fort Vancouver was soon abandoned.

It is these compelling stories that the National Park Service (NPS) tells at Fort Vancouver National Historic Site (NHS). These stories are evident by the archaeological resources and historical documents, by the cultural landscape that remains and is being restored, through reconstruction of certain documented structures within and outside the fort palisade, and through living history interpretation and educational programs.

This document is a final general management plan and environmental impact statement (GMP/EIS) for Fort Vancouver National Historic Site. The plan provides NPS management with the necessary framework to guide the management of the NHS for the next 15 years. The plan is intended to be a useful long-term decision-making tool, providing NPS managers with a logical and traceable rationale for decisions about the protection and public use of park resources.

At the beginning of the planning process, a series of public scoping meetings were held in January 2000 to present the park's purpose and significance, primary interpretive themes, and desired future conditions, and to define issues that would be addressed in the plan. Ideas and comments were solicited from the public and other governmental agencies to discern if there were other issues that were not initially listed. A draft GMP/EIS was released for public comment in November 2002, followed by a 60-day public review period. Public meetings were held in December 2002 in conjunction with this public review.

Alternative B constitutes the Proposed Action of the NPS, and if approved, will become the general management plan for the park. The Proposed Action was prepared with the understanding that this unit of the National Park System plays a vital role in its urban setting, tells a significant story in our nation's history, protects important resources associated with that history, and fully participates with our partners in the Vancouver National Historic Reserve (Reserve) in conveying these stories to visitors from the region, from across the nation, and around the world.

The Proposed Action contains several new elements for implementation that will result in expanded opportunities for the visitor to appreciate the broad sense of history that occurred at Fort Vancouver and its place in Northwest history. Specific actions include the reconstruction of nine Hudson's Bay Company period structures within the fort palisade and two at the Village. A

research and education center will be developed within the Fort. Interpretive components will be added, including wayside exhibits and delineation of structures in certain locations. Much of the historic landscape will be restored. The NPS staff will develop an interpretive area at the Waterfront by partially reconstructing the Salmon Store as an interpretive shed, and delineating several other historic HBC structures. The original location of the wharf will be simulated and the historic pond delineated with plants. A portion of Columbia Way will be realigned to better accommodate visitor circulation and interpretation.

In cooperation with the City of Vancouver and the Washington State Department of Transportation, a land bridge will be constructed to link the Fort and Village areas with the Waterfront. The design will allow for interpretation devices and the use of vegetation as transitional elements. A local transit authority, in cooperation with NPS and other Reserve Partners, will implement a shuttle system to facilitate visitation. Other cooperative sharing measures will include administrative, maintenance, and the development and operation of visitor facilities with Reserve Partners. The NPS will recommend that one of the four buildings fronting the historic Parade Ground, as determined excess by the Secretary of the Army, be renovated as the joint administrative headquarters for the park and other Reserve offices. Maximum use will be made of existing structures including renovation of the existing Fort Vancouver visitor center as the Vancouver National Historic Reserve visitor center jointly managed by the Reserve Partners, including the NPS.

Implementation of the Proposed Action will result in the development of additional educational outreach programs and new research facilities related to the Hudson's Bay Company and early U.S. Army period. The Preferred Alternative in the draft GMP recommended that the McLoughlin House National Historic Site in Oregon City, Oregon become a unit of Fort Vancouver NHS and be managed by Fort Vancouver National Historic Site staff. On July 29, 2003, President Bush signed into law H.R. 733, which authorized the Secretary of the Interior to acquire the McLoughlin House in Oregon City, Oregon for inclusion in Fort Vancouver National Historic Site.

In addition to corrections and editorial changes, two key modifications have been made in the GMP both based on public comment. The first relates to the proposed closure of East Fifth Street. East Fifth Street will remain open to public vehicular use. As mentioned in the draft GMP, NPS staff will work with the city's Public Works Department staff and officials to change the appearance and texture of the street surface to reflect a more historic appearance.

The second change relates to the temporary parking lot at the Fort. The action presented in the draft GMP was to remove this parking lot completely and to construct a new parking area within the south or east barracks. Comments from public meetings stated the importance of keeping this lot for use by persons with disabilities and the elderly, who may have trouble walking a longer distance to the Fort. In response, the NPS planning team recommends removing the existing temporary parking lot, with the provision of several permanent ADA parking spaces with a drop-off and loading area for passengers.

Neither of these two changes constitutes an impairment of park resources or a significant impact of a singular or cumulative nature.

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# Corrections and Revisions

*The Mills of Oregon City*
Painting by Paul Kane
Courtesy of Stark Museum of Art, Orange, Texas



# Corrections and Revisions

After holding public meetings on the *Fort Vancouver National Historic Site Draft General Management Plan and Environmental Impact Statement*, the planning team concluded that changes to the draft GMP/EIS were minor and confined primarily to factual corrections which did not modify the original analysis. In light of this, an abbreviated format to the final GMP has been used. Use of this format complies with the Council on Environmental quality's regulations for implementing the National Environmental Policy Act (40 CFR 1503.4[c]). This abbreviated format requires that the material in this document be integrated with the draft GMP/EIS to describe the final plan, significant environmental impacts, and public comments that have been received and evaluated. To review this final GMP/EIS, it is necessary to reference the draft GMP/EIS. Additional copies of the draft GMP/EIS can be obtained at the park's headquarters.

The changes have been handled in the following way:

- Chapter titles relating to the draft GMP/EIS are identified first for ease of reference.
- Page numbers refer to the page numbers in the *Fort Vancouver National Historic Site Draft General Management Pland and Environmental Impact Statement.*
- Paragraphs cited are counted beginning with the first full paragraph on the page or are counted after the specific section cited.
- Recommended text to be removed from the draft document appears as ~~remove~~.
- Text to be added appears <u>underlined</u>.
- Maps that needed changes or updating are included at the end of this chapter.

## General Edits

### Pearson Field

All references to "Pearson Airfield" should be changed in the final GMP/EIS to read "Pearson Field".

### McLoughlin House Unit

The NPS planning team presented varying management alternatives for the McLoughlin House National Historic Site in the draft GMP. On July 29, 2003, President Bush signed Public Law 108-63 (known as H.R. 733), which authorizes the Secretary of the Interior to acquire the McLoughlin House National Historic Site in Oregon City, Oregon for inclusion in Fort Vancouver National Historic Site. Therefore there is no need to include management alternatives for the McLoughlin House National Historic Site in the final environmental GMP/EIS. These sections have been removed in both the Alternatives chapter. Additionally, the Analysis of Boundary Adjustment and Land Protection Criteria has been deleted from Appendix C. Please note that the various staffing and funding options will remain.

# Chapter 1: Background of the Park

Page 1

*Paragraph one, line four:*

The national historic site is within Washington's ~~third legislative district~~ Third Congressional District in Clark County and is located within the heart of Vancouver's Central Park.

Page 2

*Paragraph one:*

**Establishment of McLoughlin House National Historic Site**
On February 19, 1941, the John McLoughlin and Barclay houses in Oregon City, Oregon became a national historic site administered by the McLoughlin Memorial Association (Association) under a cooperative agreement with the Secretary of the Interior. The agreement ~~requires~~ required the Secretary to regulate the way that the Association ~~maintains~~ maintained the historic character of the McLoughlin House and to provide planning and technical advisory assistance as requested and possible within existing appropriations limits. ~~The McLoughlin House National Historic Site is not directly managed by the NPS but is an affiliated unit of the National Park System.~~

In January 1966, the NHS officially took over responsibilities from the former NPS Portland, Oregon office including the annual inspection of the McLoughlin House. The amount of assistance by NHS staff has varied over the years. The City of Oregon City owns the land where the McLoughlin and Barclay houses are situated and is a "Charter Park". As a Charter Park, the City of Oregon City must maintain title to the land. ~~The Association owns the McLoughlin and Barclay houses and contents.~~ (See Appendix B for the 1941 McLoughlin House National Historic Site Legislation.)

**Establishment of McLoughlin House Unit**
On May 15, 2001, the citizens of Oregon City, Oregon voted to transfer the McLoughlin House National Historic Site from the city to the NPS via an easement donation, if authorized by Congress.

On July 29, 2003, President Bush signed Public Law 108-63 (known as H.R. 733), which authorizes the Secretary of the Interior to acquire the McLoughlin House National Historic Site in Oregon City, Oregon for inclusion in Fort Vancouver National Historic Site. This legislation changes the name of the site from the "McLoughlin House National Historic Site" to "McLoughlin House". It also changes the status of the site from an affiliated unit of the National Park Service, not managed by the NPS, to a unit of Fort Vancouver National Historic Site, managed by the staff at Fort Vancouver National Historic Site. Ownership of the McLoughlin House, the Barclay House, and other associated real property, improvements, and personal property changes from the McLoughlin Memorial Association to the NPS. (See Appendix B for the 2003 McLoughlin House Addition to Fort Vancouver National Historic Site Act.)

Under the terms of agreement, the McLoughlin Memorial Association will sell the McLoughlin and Barclay houses to the NPS to allow for direct NPS management and maintenance of the structures. An NPS site manager and staff will administer the site and

provide various enhancements, and support for a volunteer cadre to assist the NPS in site operation will be pursued. The Association will assist the Fort Vancouver National Historic Site superintendent and site manager. Additionally, the Association through their nonprofit status would pursue private sector support for educational programming, site preservation, and other activities. It is intended that some of the proceeds from the sale of the two historic properties to the NPS would be used to establish an endowment fund administered by the Association's Board of Directors. The endowment fund will be available to assist in the long-term preservation and public use of the site and the development of various education programs throughout the community and the Portland/Vancouver metropolitan region.

*Paragraph two, line six under "History of Reconstruction at Fort Vancouver NHS" section:*

At the dedication of the monument in 1955, Secretary of the Interior ~~Donald~~ Douglas McKay, a ~~descendent~~ descendant of Hudson's Bay Company employees, made it clear that:

Page 3

*Paragraph two, line three:*

In subsequent years, through the efforts of Congresswoman Hansen, Congress funded an extensive program of archaeological research, excavation, and reconstruction.

*Paragraph one under "Pearson Field" section:*

**Pearson ~~Airfield~~ Field**

When the Hudson's Bay Company departed Vancouver in 1860, the U.S. Army assumed management of the properties within the boundaries of the Vancouver Barracks Military Reservation. During the early decades of the 20th century, the open fields of Vancouver Barracks were the site of a number of early experimental flights by both civilian and military aviation enthusiasts. In 1925, Pearson ~~Airfield~~ Field was formally dedicated within Vancouver Barracks and functioned as an Army Air Corps station during the interwar period between World War I and World War II. Shortly after World War II, the NPS received the site of the Fort and Parade Ground and the city received the airfield for the purpose of aviation operations from the War Assets Administration.

*Paragraph three, under "Pearson Field" section:*

In 1996, Congress extended city use of the airfield until 2022. During this extension period general aviation uses may continue subject to FAA approval. After 2022, the focus will be on operations of historic aircraft. ~~After 2022, the transition to historic (interwar era coincident with Pearson's historic period of significance) aircraft will be complete and only historic aircraft will operate out of Pearson Airfield. These reduced operations will be subject to NPS approval.~~ Related portions of Public Law 101-523 and a Memorandum of Agreement between the NPS and the city cite the following conditions:

**Public Law 101-523, 1997-1996 Interior Appropriations**

Sec. 334.The National Park Service, in accordance with the Memorandum of Agreement between the United States National Park Service and the City of Vancouver dated November 4, 1994, shall permit general aviation on its portion of Pearson Field in

Vancouver, Washington until the year 2022, during which time a plan and method for transitioning from general aviation aircraft to historic shall be completed; such transition to be accomplished by that date. This action shall not be construed to limit the authority of the Federal Aviation Administration over air traffic control or aviation activities at Pearson Field or limit operations and airspace of Portland International Airport.

**Memorandum of Agreement between United States National Park Service and City of Vancouver**

(8) The Vancouver Partnership will be requested to prepare a long-term master plan for Pearson Airpark within a timetable to be established by the Partnership. Said master plan would be completed as soon as possible, but no later than 36 months from the date of this Agreement. Said master plan shall include, as a minimum, the following:

(A) A plan and method for transitioning from general aviation aircraft to historic aircraft which transition shall be completed by the year 2022. Historic aircraft shall be defined as aircraft based on a design from: (1) World War II era or earlier, (2) which are 50 years or older, or (3) which is determined by a qualified aviation advisory group selected by the Vancouver Partnership to be of historical significance.

Page 4

*Paragraph two, under "Pearson Air Museum" section:*

A memorandum of agreement signed in November 1994 between the City of Vancouver and the NPS allowed for the development of the new museum within the national historic site. A December 1995 cooperative agreement authorized the City of Vancouver to ~~act as the National Park Service's agent for~~ assist in the historical interpretation of Pearson ~~Airfield~~ Field aviation history. ~~Museum~~.

Page 5

*First two lines:*

~~structures at Vancouver Barracks that are identified by the Army using numbers between 602 and 676 in the west barracks area.~~

*Bullet two, under "Purpose of Fort Vancouver National Historic Site" section:*

- Settlement of the Oregon ~~Territory~~ Country (Became Oregon Territory in 1848)

## Chapter 2: Purpose and Need for the Plan

Page 8

*Paragraph two, under "Cultural Landscape" section:*

~~By the end of 2002, the City of Vancouver will remove the former aviation museum building, T-hangars, and associated taxiways from federal property enabling the NPS to restore portions of the cultural landscape. This would include reexamining the circulation through the NHS, infrastructure needs, and orchard, garden, and agricultural fields management. The NPS staff needs to address vehicle and pedestrian circulation and appropriate uses for the Fort Vancouver Waterfront and Village (also known as the Company Village or Kanaka Village). (See Figure 4, Cultural Landscape Features.)~~

In 2002, adaptive rehabilitation of the former pilots' lounge and a weapons storage facility was completed to support additional administrative, curatorial, and museum needs. Also in 2002, the city completed the removal of outdated hangar structures from the field between the Pearson Air Museum and the Fort palisade, restoring the open vistas common to both historic periods. Park staff need to reexamine the cultural landscape elements and how pedestrian and vehicular circulation works within these. (See Figure 4, Cultural Landscape Features.)

*Paragraph one, under "McLoughlin House National Historic Site" section:*

**McLoughlin House National Historic Site**
In 1941, the McLoughlin House National Historic Site ~~(retirement home of Dr. John McLoughlin, Chief Factor at Fort Vancouver)~~ in Oregon City, Oregon, was established as a national historic site~~. It is~~ and an affiliated unit of the National Park System. It was the retirement home of Dr. John McLoughlin, Chief Factor at Fort Vancouver. ~~The McLoughlin Memorial Association owns the house, and the City of Oregon City owns the land of the historic site.~~ The site interprets the important contributions that McLoughlin made in the early settlement and development of the Oregon Country. The superintendent of Fort Vancouver NHS serves as a liaison for the Department of the Interior with the Association which manages the site.

In recent years, due to lack of funds, the site has experienced shortfalls in both the maintenance and operating budget to adequately care for the national historic site and provide for public use and enjoyment. Given these circumstances, the Association approached the NPS to ascertain whether the Fort Vancouver NHS staff could provide greater assistance to the Association for both the short and long-term care of the site. ~~The NPS needs to work with the Association staff to identify strategies that would help ensure the protection of the site. Also, given the direct link of the interpretive themes between Fort Vancouver NHS and the McLoughlin House National Historic Site, a determination is needed on how best to extend outreach and education between the two sites.~~ On July 29, 2003 (at the time of publication of this final GMP/EIS) President Bush signed into law H.R. 733, which authorized the Secretary of the Interior to acquire the McLoughlin House in Oregon City, Oregon for inclusion in Fort Vancouver National Historic Site. As part of the park, NPS staff should be able to provide the needed funds and expertise to protect the site.

## Chapter 3: Affected Environment

Page 18

*Paragraph one, line seven:*

Other major features north of the palisade included St. James Mission, the second Hudson's Bay Company cemetery, school houses, and to the northeast, a complex of barns. (For location of the cemetery, refer to Figure 4, Cultural Landscape Features.)

*Paragraph one, line ten:*

Southwest, clustered around a pond and extending to and along the riverfront, ~~was a cluster of~~ were buildings and dwellings supporting the Fort's various enterprises, including boat sheds, tanning pits, cooper's shop, saw pit and salmon packing sheds.

*Line five from end of page:*

Smaller scale structures, including privies, well, flagpole, and ~~bell tower~~ belfry have also been reconstructed.

Page 19

*Paragraph one:*

The historical landscape of the fort era has been severely compromised by subsequent development. A railroad berm and highway corridors have effectively severed the physical and visual connections between the river and the reconstructed Fort. Pearson ~~Airfield~~'s Field's paved landing strip hinders public access to the main south entrance of the palisade, ~~further disrupts the~~ and along with the berm and highway, serve as modern-day barriers which sever the historic connection between the Fort and the river~~, and is a modern visual intrusion on park land~~. Operations of modern aircraft are inconsistent with the HBC and early U.S. Army historic periods.

Page 25

*Paragraph one, under "Vancouver Barracks/Pearson Field" section:*

Prior to World War I, the open fields of Vancouver Barracks provided a venue for a number of early aviation experiments and demonstration flights. Notable events included the 1905 dirigible flights between Portland and the Barracks grounds by Lincoln Beachey, and the flights of early aviators such as Silas Christofferson and Charles Walsh beginning in 1910. During the war, the site of the present airfield was covered with the large industrial facilities associated with the Spruce Production Division, which supplied the production of military aircraft. In 1923, following the removal of the World War I era Spruce Production Division structures, an air-training field for the 321st Observation Squadron of the Ninety-Sixth Division of the Organized Reserves was established on the Fort Plain east of the palisade site. For 18 years Pearson ~~Airfield~~ Field operated as an intermediate field within the larger framework of Air Corps bases. In addition to Army operations, mail service and fire fighting support teams also operated from the field for brief periods.

*Paragraph two, line five, under "Vancouver Barracks/Pearson Field" section:*

In 1937, pilot Valery Chkalov and his crew completed the first transpolar flight at Pearson Field. They were welcomed to the barracks by Brigadier General George C. Marshall. Their feat is commemorated today by a monument adjacent to the Pearson Air Museum. ~~when they were forced to land following an attempt to break the long-distance world record on a route from Moscow to San Francisco over the North Pole~~.

*Paragraph three, line one:*

Infrastructure associated with the airfield during the historic inter-war period included ~~was limited to a few buildings, including~~ an airplane hangar and ~~a couple of buildings moved from the defunct Spruce Mill to be used~~ several buildings salvaged from the defunct Spruce Mill operations to serve for weapons storage, offices, and a pilots' lounge.

Page 26

*Paragraph one:*

The Pearson ~~Airfield~~ Field group of three structures within a seven-acre cluster was determined eligible for the National Register of Historic Places in 1992. In 1996, Congress extended general aviation use by the City of Vancouver for the portion of Pearson ~~Airfield~~ Field on NPS land until 2022. ~~Airfield operations during this period are subject to FAA approval.~~ Subsequent to 2022, ~~continued use of the airfield will be limited to historic aircraft.~~ use of the airfield will be transitioned to aircraft meeting the historic definition as stated in the Memorandum of Agreement between the NPS and the City of Vancouver dated November 4, 1994. In that agreement, "historic aircraft" is defined as "aircraft based on a design from: (1) World War II era or earlier, (2) which are 50 years or older, or (3) which is determined by a qualified aviation advisory group selected by the Vancouver Partnership to be of historical significance." Airfield operations are subject to FAA approval.

*Paragraph two, line one, under "Sale Shop and New Store" section:*

The interior of the reconstructed ~~building~~ Sale Shop could be used for classroom and lecture space, museum exhibits, an expanded NHS research library (currently housed in the Indian Trade Shop), or an expanded state-of-the-art curation facility to manage related HBC collections and U.S. Army archaeological collections.

Page 27

*Paragraph three:*

**Counting House**

A second building that will be reconstructed in ~~2002~~ 2003 is the Counting House (also known as the 1845 New Office) ~~to interpret the life of Captian Thomas Baillie.~~ The Counting House will interpret the life of Captain Thomas Baillie who initially resided in the building from 1845-1847, as well as describe the role of the Counting House in the operation of Fort Vancouver. Two of the rooms, the bedroom and front room, will be historically furnished. The third room will house modern, hands-on interpretive exhibits, designed to teach young visitors how we learn about the past through archaeology and historical research.

Page 28

*Paragraph two, line four:*

These excavations produced twelve volumes of data to be used for reconstruction purposes, and a very large accumulation of artifacts and depositional data that has been used to ~~reconstruct~~ interpret the material culture of the people who lived and worked at Fort Vancouver.

Page 29

*Paragraph two, line four:*

This, together with the evidence provided by the recovered artifacts from these excavations, will likely result in the reconstruction of the Counting House ~~during the summer of 2002~~ sometime in 2003.

*Add as fourth paragraph:*

**Hudson's Bay Company Cemetery**
The U.S. Army and the NPS sponsored a joint project to study the second Hudson's Bay Company cemetery, which is within the authorized boundary of the NHS. One element of that project employed historical maps and drawings of the cemetery to estimate its boundaries (Garnett, 2001). Geophysical remote sensing surveys (magnetometer and ground-penetrating radar) were conducted in the area of the cemetery in September of 2000 (Conyers, 2000; McDonald, 2000). A second set of surveys funded by the NPS was conducted in 2002 and 2003, with a magnetic survey conducted on September 27, 2002 (McDonald, 2002), and a ground-penetrating radar survey conducted on June 27, 2003 (Conyers and Amanti, 2003). This archaeological remote sensing work has identified some subsurface anomalies associated with possible grave sites and many anomalies associated with later U.S. Army disturbance of the site including trenches and pipelines. The cartographic analysis has helped define the probable extent of the cemetery. These studies have provided a means to better manage and protect the historic cemetery

Page 30

*Bullet eight, under "Hudson's Bay Company Archival and Material Cultural Collections" section:*

- McLoughlin House National Historic Site (now McLoughlin House Unit), Oregon City, Oregon

Page 32

*Paragraph two, line two under "Historical Human Populations at Fort Vancouver" section:*

It is not surprising therefore, that the indigenous ~~ethnic~~ diversity of the region surrounding the new HBC post was a foundation upon which people from many ethnic and national origins found fertile ground.

*Last paragraph, line five:*

~~In addition to the Chinook, the presence of numerous other tribes, or "nations" as the priests referred to them, is documented in the church records. A few of the nations no longer exist as named groups. However, most of them were clearly ancestors of one or another constituent group in over a dozen contemporary American Indians tribes and several Canadian First Nations.~~ The priests named individuals in the records and documented the "nations" (including Hawaiians referred to as Kanakas and Metis of Canada) that they and their parents belonged to. A few of the nations, as the priests referred to them, no longer exist as named groups. However, many of the tribal names were clearly ancestors of one or another constituent group in over a dozen contemporary federally recognized American Indian tribes in the Pacific Northwest, at least one unrecognized tribe, and several Canadian First Nations. The records also document extensive intermarriage among near and distant tribes, and between tribal members and other ethnic groups and nationalities. Indeed, numerous examples of intermarriages between various Indians, Hawaiians, Europeans, and Canadians exist in the records (Warner and Munnick 1972).

Page 33

*Add as first full paragraph:*

Transcriptions and publications of the names and biographical data from the Catholic Church Records by Warner and Munnick (1992) show that the more than 200 individuals who were buried in the St. James Mission Cemetery were diverse in many ways. There were men and women. Some were infants, others were aged; some were natives, others were non-natives; some were originally from the local area and others were from distant places such as Hawaii, the British Isles, Europe, elsewhere in the United States and eastern Canada. Likewise, they represented vastly different occupations and social classes. Among the natives, there were individuals identified as slaves and others who were chiefs.

Chief Tamakwen (also known as Thomas Tamakun) of the Cascades Indians died at the age of about 35 years in early 1848. In December of that year, a "High Chief of the Chinook Tribe of the Lower Columbia" named Chief Cassino (also known as Francois Kinsnos, Kinsneau and Casenoe) died at about 50 years of age. Whether or not their remains were ever removed from the cemetery is unknown. Members of contemporary tribes who the NPS has consulted continue to be concerned about the remains of those chiefs and other people who were buried in the cemetery.

Insufficient documentation about whether or not burials were removed from the St. James Mission/HBC Cemetery is exemplified by a comment on the body of Chief Factor John McLoughlin's son. The corpse of John McLoughlin II was buried at Fort Vancouver in October 1843, about a year and five months after his death at Fort Stikine: "His body was brought to Fort Vancouver for burial in the Old Cemetery, since removed, but his name is honored on a plaque, along with those of Pambrun and Kittson, near the new Cemetery farther up the slope" (Warner and Munnick 1972: A-55).

Page 41

*Last paragraph:*

~~The structures and features associated with the Pearson Airfield development significantly impact the open character of the historic cultivated fields. Currently, the Airfield consists of grasses and a variety of weeds~~. The structures and features associated with Pearson Field represent a later historic development associated with the history of the U.S. Army at Vancouver Barracks. They are situated where open fields were cultivated and fenced for pasture during the Hudson's Bay Company. Later, these open fields were used for ordinance practice, polo matches, and early aviation pioneers. The park's 1975 Master Plan and the 1972 Cultural Landscape Report envisioned a full restoration of the fields and pastures to the appearance of the Hudson's Bay Company era following the expiration of the city's "use and occupancy" rights. The extension of the city's "use and occupancy," the determination that Pearson Field is eligible for the National Register of Historic Places, and the creation of the Pearson Air Museum precludes the implementation of this proposed restoration. However, the removal of outdated hangar structures from the field between the Pearson Air Museum and the Fort Stockade provides an opportunity for interpretation of both the agricultural fields and the open grass airfield representing the two eras.

Page 42

*Paragraph two:*

The NHS is surrounded by commercial, industrial, ~~and~~ residential, and aviation developments. The widespread expansion of the activities that the Hudson's Bay Company started nearly 180 years ago has left little room for native wildlife, but some species persist in this highly altered environment. Some of this wildlife can create potential impacts to flight activities, both on the ground (such as deer and coyotes), and in the air (birds). The NPS staff would work with the U.S. Department of Agriculture (USDA) Wildlife Services on these issues.

Page 44

*Paragraph one, under "Primary Interpretive Themes" section:*

Interpretation of the site has primarily been classified from the NPS publication, *National Survey of Historic Sites and Buildings*, to the theme of Westward Expansion and the Extension of the National Boundaries to the Pacific, 1830-1898, The Fur Trade. *(removed quotation marks around themes)*

*Bullet five, under "Primary Interpretive Themes" section:*

- Military – Vancouver Barracks was the first U.S. Army Post in the Pacific Northwest and served as the headquarters for the vast Department of the Columbia. Vancouver Barracks was a center for United States military operations in the region for the last half of the nineteenth century and into the twentieth century. Associated with this theme is Pearson Field and the history of early civil and military aviation in the Pacific Northwest.

*Last paragraph:*

**Secondary Themes**

Secondary themes that may be interpreted by the park would include the CCC development in the Village and the Spruce Mill. In addition to the park themes, interpretive staff at the NHS are responsible for interpreting the themes for the Reserve articulated in the Reserve's cooperative management plan and the long range interpretive plan.

Interpretive efforts (both personal and non-personal) should relate to one or more of the interpretive themes that have been established based upon the purpose, significance, and mission goals of Fort Vancouver NHS. Each theme should be addressed by some part of the overall interpretive program.

**Spruce Mill Trail**

This trail, which is under development, links the Headquarters Building (a former Spruce Mill building) at Pearson Air Museum with the northeast corner of the reconstructed stockade. The World War I Spruce Mill overlays these two sites. The mill was highly significant in the development of Northwest lumbering, labor relations, aviation history, and in the support of the war effort during World War I. The development of the trail can greatly assist in bringing this large scale and archaeologically important resource to light. Some of the concrete foundations and other archaeological remnants of the Mill, recently identified during removal of modern hangers in 2000 and 2002, could be interpreted to

give the visitor a sense of the industrial archaeological site that rests just below the ground surface.

The trail between the Fort and Pearson sites fits well with National Park Service plans to both reconstruct the 1845 landscape and interpret the important archaeological resources of the Spruce Mill. It is also within the mission of Pearson Air Museum to interpret the dawn of aviation and the significance of the Spruce Mill as a cut-up plant to supply Spruce for early aircraft.

Page 45

*Add after bullet nine:*

- Visitors will experience the pioneering aviation milestones that are associated with Pearson Field and the golden age of flight in the Pacific Northwest.

Page 47

*Paragraph one, line two under "Junior Ranger Program" section:*

This is part of a cooperative effort with three other related sites: McLoughlin House Unit of Fort Vancouver National Historic Site (~~a NPS affiliated unit~~ formerly the McLoughlin House National Historic Site), Champoeg State Historical Park (Oregon State Parks), and Fort Nisqually Historic Site (Washington State Parks).

Page 48

*Paragraph one, under "Theme-related Sites" section:*

**McLoughlin House ~~National Historic Site~~ Unit**
Formerly the ~~The~~ McLoughlin House National Historic Site, this unit is located in Oregon City, Oregon and includes the McLoughlin and Barclay houses.

*Paragraph two, line one under "McLoughlin House National Historic Site" section:*

There is a strong historical connection between the McLoughlin and Barclay Houses and Fort Vancouver NHS. John McLoughlin was the Chief Factor of Fort Vancouver from ~~1825~~ 1824-1846.

Page 49

*Last paragraph:*

As an affiliated unit of the National Park System, this agreement ~~requires~~ required the Secretary of the Interior to regulate the way that the Association ~~maintains~~ maintained the historical character of the McLoughlin House and to provide planning and technical advisory assistance. This has included an annual site inspection by the NPS and consultation with staff at the site. In 1966, Fort Vancouver National Historic Site officially assumed responsibilities for providing technical assistance to the McLoughlin House under a cooperative agreement with the Secretary of the Interior.

On July 29, 2003 (at the time of publication of this final GMP) President Bush signed into law H.R. 733, which authorized the Secretary of the Interior to acquire the McLoughlin House in Oregon City, Oregon for inclusion in Fort Vancouver National Historic Site. This legislation changes the name of the site from "McLoughlin House

National Historic Site" to "McLoughlin House". It also changes the status of the site from an affiliated unit of the National Park Service, not managed by the NPS, to a unit of Fort Vancouver National Historic Site, managed by the staff at Fort Vancouver National Historic Site. Ownership of the McLoughlin House, the Barclay House, and other associated real property, improvements, and personal property changes from the McLoughlin Memorial Association to the NPS. As part of the park, NPS staff should be able to provide the needed funds and expertise to protect the site.

Page 50

*Caption under first photograph:*

McLoughlin House National Historic Site (now the McLoughlin House Unit of Fort Vancouver National Historic Site) in Oregon City, Oregon.

*Caption under second photograph:*

Location map of McLoughlin House ~~National Historic Site~~ Unit.

Page 52

*Paragraph two, line seven under "Carrying Capacity" section:*

During special events at the NHS, such as ~~Christmas at Fort Vancouver~~ the Candlelight Tour and the Fourth of July, visitation can meet and exceed carrying capacity of the park.

Page 53

*Paragraph one, under "Location and Access" section:*

Fort Vancouver National Historic Site is located within the city limits of Vancouver, in southwestern Washington on the north shore of the Columbia River. It is immediately north of the city of Portland, Oregon, and 106 river miles from the Pacific Ocean. Major road approach routes are Interstate 5 from the north and south, and Interstate 84 from the east. Visitors may also arrive at the park using Pearson Field. Seattle is 165 miles north, Olympia is 100 miles north, Portland is 8 miles south, Eugene is 110 miles south, Pendleton, Oregon is 215 miles east, and Astoria, Oregon is 105 miles west.

The site is in the Third Congressional District ~~#3 of the state of~~ in Washington State and in the 49th State Legislative District. Fort Vancouver NHS is situated in Clark County.

Page 55

*Add as second paragraph, under "Pedestrian Overpass" section:*

At the time of publication of the final GMP, implementation of the pedestrian overpass has evolved into the development of a land bridge concept. This would include providing non-motorized public access, interpretation, and art.

*Insert sentence at end of paragraph one, under "Contemporary Tribal Communities" section:*

A number of more distant contemporary reservations also have individual members and even constituent groups whose ancestors undoubtedly had connections with the Hudson's Bay Company at Fort Vancouver in the mid-nineteenth century.

*Paragraph two, under "Contemporary Tribal Communities" section:*

In addition to the tribal reservations of federally recognized tribes that are noted above, other tribal communities in the vicinity of Fort Vancouver include members of the Chinook Indian Tribe/Chinook Nation whose acknowledgment as a federally recognized tribe in early 2001 is currently under review by the present federal administration. The Cowlitz Indian Tribe is a contemporary Indian tribe that does not have reservation land because they have only recently been recognized. Their judicially established area of traditional occupancy, on the other hand, is a relatively large area surrounding the Cowlitz River. It is approximately 50 miles north of Fort Vancouver and extends from the Columbia River on the west to the area between Mount Rainier and Mt. St. Helens on the east. The Chinook Nation is another tribe that is essentially landless today. They are a contemporary group of Chinook who are primarily associated with a traditionally occupied area near the mouth of the Columbia River and are not recognized. Although the Chinook do not have reservation lands, they represent a contemporary tribal community that lives among non-Indians in the area surrounding Fort Vancouver. Likewise, in this ethnically diverse area of Washington and Oregon there are dispersed Native Americans ~~who~~ groups that may constitute both American Indian ~~and~~ or Native Hawaiian communities who have interests in and with enduring historical connections ~~with~~ to Fort Vancouver.

Page 59

*Paragraph one, line four under "City of Vancouver Documents" section:*

Once part of a four-mile military reservation, it was reduced to one square mile, or 640 acres, by an order from the U.S. Secretary of ~~State~~ War in 1853.

Page 62

*Last paragraph:*

Among its many provisions, the cooperative management plan called for each Reserve partner with land management responsibility to manage its land within the cooperative framework of the approved version of the plan and existing policies and regulations. The Reserve partnership and legislation was established fully respecting the authorities and jurisdiction of each of the partners. The plan also specified that Fort Vancouver National Historic Site would continue to be managed by the NPS consistent with its mission and with its laws, policies, and regulations. (As a federal agency, the U.S. Army would also need to manage its properties under many of the same laws and regulations.)

Page 63

*Paragraph three, under "Cultural Landscape Report: Fort Vancouver National Historic Site" section:*

The final design recommendations and cultural landscape plan for the Cultural Landscape Report were based on enhancing resources related to the Hudson's Bay Company story. ~~NPS resources after the year 2002 when the city would have vacated the Pearson Airfield property. Vacation has recently been extended by legislation to the year 2022.~~ The NPS staff worked within the assumption that the airfield would be vacated as provided for under the 1972 "use and occupancy" agreement. As noted earlier, in 1996 Congress extended the city's use of the airfield until 2022, after which a transition to use by historic aircraft only would occur. Thus the design recommendations of the 1992 report

will need to be re-evaluated to provide for the on-going airfield operations during the life of this plan, as well as the need to accommodate the interpretation of both the Hudson's Bay Company and the historic Pearson Field. For example, the removal of the T-hangers from the field between the Pearson Air Museum provides an opportunity for the visitor to experience a sense of the open fields that characterized both the HBC and the early Pearson Field eras.

Page 66

*Add as paragraph two, under "Boating and Fishing" section:*

Planning is underway by the Lower Columbia River Water Trail Committee to develop a Lower Columbia River Water Trail. One of the trail sites is located at Canoe Landing Beach on the Fort Vancouver Waterfront. The park staff plans to work with trail groups to develop this site.

*Insert following subsection after "Golf, Tennis, and Other Sports" section:*

**Aviation**

Pearson Field is located in Vancouver, Washington on the Columbia River, approximately four miles north and west of Portland International Airport. The land on which the airport is located is adjacent to Fort Vancouver National Historic Site and is owned in part by the City of Vancouver and the National Park Service. General aviation is a recreational use within the authorized boundaries of the park.

Pearson Air Museum, adjacent to the airfield, is also within the authorized boundaries of the national historic site. Under an agreement between the NPS and the City of Vancouver, the Air Museum is operated and maintained by the City of Vancouver and interprets the history of aviation.

Page 67

*Paragraph three, under "Fort Vancouver and Environs" section:*

To the east and southeast is Pearson ~~Airfield~~ Field, a general aviation airport, which is ~~currently~~ operated by the City of Vancouver. (The western portion of the airfield is located on federal property. The City of Vancouver owns the eastern portion of the airfield.) In 2002, ~~the visitor's foreground view there are~~ four remaining T-hangars and an old metal aviation museum building ~~scheduled to be removed by the end of 2002~~ were removed. ~~When this happens,~~ This action enabled the visitor's view in the foreground ~~will~~ to be restored to an open landscape compatible with the Hudson's Bay Company era. Pearson Air Museum (part of the Reserve) is visible in the distance. On clear days, Mount Hood is visible to the east in the sky above Pearson Air Museum.

Page 68

*Paragraph two, line three:*

The only visual intrusions of the twenty-first century seen from within the Fort are the Columbia River Interstate 5 Bridge suspension towers, and ~~commercial~~ aircraft approaching or taking off from Pearson ~~Airfield~~ Field or Portland International Airport and buildings in downtown Vancouver.

Page 69

*Add as last paragraph, under "Visitor Center" subsection:*

The majority of the second HBC cemetery is located within the east barracks in the authorized boundary of Fort Vancouver National Historic Site. The western edge of the cemetery is located just west of Fort Vancouver Way in the Vancouver National Historic Reserve.

Page 72

*Line one, under "Indian Trade Shop" section:*

The Indian Trade Shop is 5,600 square feet and is located west of the Blacksmith Shop. Reconstructed in 1981, the front of the building contains historic furnished spaces interpreting Indian trade, medical and hospital functions at Fort Vancouver, and the quarters of Dr. Forbes Barclay and his family.

*Paragraph one, line two, under "Fur Store/Curation Facilities and Collection Storage Building" section:*

The second phase was completed in 1994. It is 8,000 square feet and contains the Baling Room where the 1845 fur processing and storage at Fort Vancouver is interpreted, the archaeological interpretive corridor where the public can view on-going archaeological ~~cateloging~~ cataloging curation rooms, offices, and collection storage facilities on the second floor.

Page 73

*Line one, under "Jail" section:*

The ~~reconstructon~~ reconstruction for the 450 square foot Jail was completed in January 2001. This structure interprets the HBC treatment of minor criminal offenses.

*Paragraph one, line two, under "Other Site Structures" section:*

Inside the Fort there is a non-functioning, grated, historic well, which is the only surviving structure from the HBC period of occupation, between the Bakehouse and the Kitchen. A 45-foot tall ~~bell tower~~ belfry, reconstructed in 1993, rises to the west of the newly constructed Jail. Public washrooms (a 487 square foot building) are located between the Kitchen and Bakehouse.

Page 74

*Paragraph three:*

The field area east of the historic north gate road has recently been seeded with red clover and is currently under rehabilitation after removal of four airport T-hangars. The remaining four T-hangars adjacent to this field ~~are scheduled for future demolition~~ were demolished in 2002. ~~The~~ It is intended that this field ~~may~~ would eventually be restored to historic agricultural use.

*Last paragraph, line four:*

Three historic structures exist on the site: the U.S. Army Hangar (commonly referred to as the white hangar) (circa 1925), the U.S. Army (World War I) Squadron Building (circa 1918), and the U.S. Army Weapons Storage Building (circa 1904).

Page 75

*Add as paragraph two, under "Pearson Field" section:*

Pilots that fly into Pearson Field have the opportunity to visit the Fort and the Pearson Air Museum. In addition, the park's website has included information regarding the option of flying into the Reserve to visit the park.

*Add as paragraph three, under "Pearson Field" section:*

Public Law 101-523, 1997-1996 Interior Appropriations states in Section 334: "The National Park Service, in accordance with the Memorandum of Agreement between the United States National Park Service and the City of Vancouver dated November 4, 1994, shall permit general aviation on its portion of Pearson Field in Vancouver, Washington until the year 2022, during which time a plan and method for transitioning from general aviation aircraft to historic shall be completed; such transition to be accomplished by that date. This action shall not be construed to limit the authority of the Federal Aviation Administration over air traffic control or aviation activities at Pearson Field or limit operations and airspace of Portland International Airport."

## Chapter 4: Alternatives

Page 77

*Bullet three, under "Actions Common to All Alternatives" section:*

- ~~Historic landscape—The agricultural fields around the fort palisade would be restored as part of the HBC historic landscape when the City of Vancouver vacates Pearson Airfield T-hangars and the former aviation museum building by the end of the year 2002.~~

*Add as third bullet:*

- Native American Graves Protection and Repatriation Act—The National Park Service and the U.S. Army would comply with the Native American Graves Protection and Repatriation Act.

Page 78

*Bullet two:*

- Vancouver National Historic Reserve Trust—The NHS staff will work cooperatively with the Reserve Trust, a 501(c)(3) nonprofit group, created to support the mission of the Reserve. Education programs are a primary thrust of both the NHS and the Trust, and the NHS staff will encourage joint, collaborative efforts whenever possible.

*Bullet nine:*

- Educational programs—Working with the Reserve Partners ~~partners (City of Vancouver, Water Resources Education Center, Pearson Air Museum, and others)~~ and others, the NPS would facilitate and coordinate educational programs related to the rich history of the Hudson's Bay Company, the early U.S. Army presence at the Vancouver Barracks, and other historical themes.

*Second to last bullet:*

- ~~Continued general aviation use—The NPS staff would continue to work with the City of Vancouver to determine the appropriate agreement and conditions for continued general aviation use at Pearson Airfield and to develop a new agreement beyond 2002 for Pearson Airfield through 2022.~~

Page 79

*Add as paragraph two, under "Parade Ground" section:*

Adjacent to the Parade Ground and within the authorized boundary of the national historic site, the U.S. Army Reserve would still have responsibility to protect the HBC second cemetery as part of its management of the east barracks area. If the Vancouver Barracks is determined excess to the needs of the Army, this responsibility would transfer to the NPS following cessation of the U.S. Army Reserve operations at the site.

Page 81

*Paragraph one, line one, under "Scenic Resource Management" section:*

In 2002, four ~~Four~~ additional T-hangars, another tin hangar structure, and the old metal aviation museum building ~~on federal land~~ on the northeast side of the fort palisade ~~are in the process of being~~ were removed from federal land ~~by the end of 2002~~.

Page 82

*Paragraph two, under "Staffing" section:*

Staff time is also allotted to the McLoughlin House ~~National Historic Site~~ Unit for various services, but only as funding and time permit.

Page 85

*Add as last sentence to paragraph one:*

This includes a significant portion of the historic HBC second cemetery located within the northwest corner of the east barracks.

Page 86

*Paragraph two, under "Pearson Air Museum Zone" section:*

Visitor activities would occur in ~~predominately~~ both structured (such as guided tours on the aviation history of Pearson Field and "living history" aircraft fly-ins) ~~and ways within the aviation museum,~~ and less structured ways (self-guided tours, audio tours, and videos in the theater on the pioneering aviation history of Pearson Field). ~~touring around the other historic aviation buildings. The possibility of encountering other people and Pearson Field Historical Society staff would be high. At all times, visitors would be~~

~~encouraged to act in a manner that respects other visitors use and enjoyment of the site.~~ Interpretive and educational opportunities are great in this zone and opportunities would exist for visitors to experience hands-on restoration of antique aircraft in the rehabilitated hangar and antique aircraft fly-ins at the field. The possibility of encountering other people and Pearson Field Historical Society staff/volunteers would be high, but at certain times during mid-week or off-season, a visitor could experience a "step back in time" from the modern day pace. Visitors should expect moderate to severe intrusions to the natural soundscape and viewshed by cars, trains, airplanes, other visitors, and modern structures.

Page 88

*Paragraph one, under "Special Use Zone" section:*

***Resource Condition or Character***

The management focus in this zone would be on allowing the City of Vancouver to provide for general aviation at Pearson ~~Airfield~~ Field ~~through 2022 subject to FAA approval~~. Cultural and natural resources are modified to support general aviation use. A statutory warranty deed allowed use in this zone in 1972 until 2002. Congress legislatively extended general aviation use of this area until 2022. The NHS staff does not control this zone. Visitors may not be aware that this land is located on federally owned property.

*Paragraph one, under "Visitor Experience" section:*

***Visitor Experience***

This zone is dedicated specifically to general aviation by the City of Vancouver and transportation use by Burlington Northern Santa Fe Railroad and is not controlled by NPS staff. The NPS staff would be diligent to provide visitor safety information to keep visitors off the active runway and adjacent area. This would be accomplished through education, informational signing, fencing, and ~~casual~~ observation. Visitors are discouraged from crossing the railroad track by the existing elevated railroad berm and signage.

Page 89

*Paragraph one, under "Parade Ground" section:*

**Parade Ground**

The cultural landscape of the Parade Ground would be delineated and restored. The NPS staff would consider erecting an historic flagpole and any other historic features that could be documented. In addition, the future use of the Parade Ground for special events would be determined.

*Add as paragraph two, under "Parade Ground" section:*

If U.S. Army Reserve lands in the east and south barracks within the authorized boundary of the park are determined excess, the protection of historical and archaeological resources in this area would become the responsibility of the NPS. This would include the historic HBC second cemetery.

Page 90

*Paragraph one, line six:*

A portion of the historic pond would be delineated ~~possibly~~ with ~~native wetland~~ vegetation or some other means in both the Village and at the Waterfront.

*Paragraph three, line four:*

The proposed route would link Fort Vancouver and the Vancouver Barracks areas of the Reserve by a proposed ~~pedestrian overpass/~~land bridge (crossing of Washington State Route 14 and the Burlington Northern Santa Fe Railroad berm) to the interpretive area at the Fort Vancouver Waterfront. The exact location and design of the land bridge would need to be determined.

*Paragraph three, line one, under "Fort Vancouver Waterfront" section:*

Non-motorized access to the Fort Vancouver Waterfront from the Fort and Vancouver Barracks would be greatly enhanced by a proposed ~~pedestrian overpass/~~land bridge above State Route 14 and the Burlington Northern Santa Fe Railroad berm. The pedestrian overpass proposed in Alternative A would be widened as a ~~pedestrian overpass/~~land bridge to accommodate both bicycles and pedestrians along with interpretive panels and other devices concerning Fort Vancouver and the Fort Vancouver Waterfront.

Page 95

*Paragraph one, line four, under "Natural Resource Management" section:*

A portion of the historic pond (at both the Village and Waterfront) would be delineated using ~~native wetland plants~~ vegetation. In addition, native plants would be used to screen modern non-historic elements such as the Interstate 5 bridge and State Route 14.

*Paragraph two, under "Natural Resources" section:*

The NPS staff would work with other partners to enhance the natural condition along the Columbia River waterfront, including restoration of the riparian vegetation, where able, and creating a more natural shoreline edge. Existing concrete fill along the riverbank, including the concrete boat ramp in proximity to Canoe Landing Beach ~~the canoe landing area~~, would be removed and natural methods of erosion protection would be utilized. Coordination with other agencies would be required to implement this action.

*Add as paragraph two, under "Recreational Resource Management" section:*

The park would pursue opportunities to provide recreational and interpretive linkages between the Lower Columbia River Water Trail and Fort Vancouver. The park staff would work with Reserve Partners and other groups to improve Canoe Landing Beach as a Lower Columbia River Trail site. Actions would include consideration of the following: addition of short term parking for boat loading and off-loading; improvements to the concrete path (meeting ADA standards) from the parking lot to the shore and extending to low tide; removal of concrete boat ramp, potential of a locking boat rack, and on-river signage.

Page 96

*Paragraph one:*

Living history interpretation would be increased within the Fort, and provided at the Village and Waterfront through increased permanent and seasonal staff and an increase in park volunteers. Interpretation could include such activities as, HBC farming, stock raising, cooperage, and boat building. This could expand to other areas of the Reserve in cooperation with Reserve Partners. A park volunteer coordinator would be hired to assist the park staff in maintaining and increasing a viable and well-trained volunteer cadre for Fort Vancouver NHS and at the McLoughlin House ~~National Historic Site~~ Unit in Oregon City. This volunteer coordinator would also be expected to work cooperatively with other Vancouver National Historic Reserve venues in helping to meet volunteer staffing needs. This could include maintenance of the Fort Vancouver garden and encouraging teen and college youth interpretation programs.

*Paragraph two:*

The proposed pedestrian ~~crossing~~ overpass would be widened as a land bridge and designed to incorporate exhibits that would educate and visually reinforce the interpretive themes both for the visitor crossing on the bridge and by drivers traveling along State Route 14. The ~~pedestrian overpass/~~land bridge could potentially exhibit art installed on the sides of the bridge for easy viewing.

Page 97

*Line two:*

Within the palisade the existing non-historic ~~structure~~ contact station would be removed and the proposed reconstructed Owyhee Church would serve as the initial contact for visitors entering the Fort.

Page 98

*Chart two under "Development Action"heading:*

McLoughlin House ~~National Historic Site~~ Unit

*Add text following chart two*:

The NPS would propose the following actions for the site: accession and catalogue the entire McLoughlin House collections; write and implement a scope of collection statement for the collection; determine collection management needs; determine the maintenance needs of the McLoughlin and Barclay houses; plan, design, and develop any necessary interpretive media; develop a volunteer program; provide for year-round site interpretation for the public; and maintain the grounds surrounding the historic buildings. To address these necessary actions an amendment to this general management plan will be prepared.

Sufficient administrative space for site staff would be secured in the Oregon City area, preferably within the local historic district. Initially, some administrative space could be provided in the Barclay House until other suitable space was secured.

Page 99

*Paragraph one, line four:*

In addition, a total of 6 FTE would be assigned to staff the McLoughlin House ~~National Historic Site~~ Unit.

*Chart three, title:*

Proposed Staffing under Alternative B for NPS Operations at the McLoughlin ~~House National Historic Site~~ Unit

Page 100

*Paragraph one:*

~~Currently, legislation~~ Legislation recently ~~is pending in~~ passed in Congress ~~that would establish~~ established the McLoughlin House ~~National Historic Site~~ as a unit of Fort Vancouver National Historic Site. ~~Language being considered would retain McLoughlin House National Historic Site in name but administered by staff at Fort Vancouver NHS. In this event,~~ Additional staffing ~~would~~ will be required to adequately provide support for site administration, maintenance, interpretation, and resource management. Estimated operating costs to implement this alternative would need to increase accordingly.

*Paragraph one, under "Fort Visitor Parking" section:*

The temporary gravel parking area adjacent to the Fort off East Fifth Street would be eliminated, and a new parking area (minimum 30 parking spaces) constructed within the south or east barracks contingent upon coordination and agreement with the U.S. Army. Opportunities to partner with the U.S. Army Reserve would be fully explored to allow for joint use of the Reserve parking area by park visitors and U.S. Army Reserve personnel on drill weekends. (Usually two to three weekends per month are involved with Army Reserve activity.) To meet the needs of the elderly and for persons with disabilities, two or three accessible parking spaces would be retained in the temporary parking lot, along with a bus drop-off and loading area. The remainder of the existing parking area would be fully restored as part of the cultural landscape of the fort environs, including agricultural fields that historically occupied the area.

*Last Paragraph:*

East Fifth Street would ~~be closed~~ remain open to general vehicular traffic ~~between the entrance to the Pearson Air Museum administrative offices and a point east of Fort Vancouver Way in proximity to the Fort Vancouver orchard~~. In full cooperation with the City of Vancouver, concrete curbing and sidewalks would be removed ~~in this area~~ between the entrance to the Pearson Air Museum administrative offices and a point east of Fort Vancouver Way in proximity to the Fort Vancouver orchard. The ~~the~~ street would be narrowed to a two-lane width, and the current pavement surface changed to a hard pavement surface texture evocative of the nineteenth century HBC period. Potentially a rolled crushed stone, soil cement, or treatment similar to the historic appearance would be considered. A shuttle stop would be established near ~~at each end~~ the Pearson Air Museum entrance. ~~Closure of East Fifth Street to vehicular traffic in the~~ The area in front of the Fort could allow for consideration of horse-drawn wagons or other interpretive uses on the road. ~~The Federal Highway Administration and Army Reserve personnel would~~

~~access their areas by driving either Fort Vancouver Way or the frontage road paralleling Interstate 5.~~

~~Close cooperation with the City of Vancouver, the U.S. Army Reserve, and other partners would be required to implement this action. This section of East Fifth Street would continue to be available to emergency fire, police, and medical personnel, and to military use in the event of a national emergency.~~

~~Non-motorized uses of this portion of East Fifth Street would continue, including bicycle and pedestrian use.~~ Development of a segment of the Discovery Historic Loop Trail would occur along the north side of East Fifth Street through this section.

Page 101

*Paragraph one, under "Fort Vancouver Waterfront Parking" section:*

**Fort Vancouver Waterfront Parking**

Two of the three existing parking lots would be removed. The small parking lot with 16 parking spaces adjacent to Canoe Landing Beach would be retained. Designation for short-term parking would be considered for loading and off-loading hand-carried non-motorized boats. One new lot (approximately 60 parking spaces) west of the proposed Salmon Store would be constructed adjacent to the railroad berm. This would result in approximately 10 additional parking spaces. Also, a shuttle stop would be integrated west of the Salmon Store.

Page 104

*Caption under first photograph:*

East Fifth Street would ~~be closed~~ remain open to all motorized traffic~~, except emergency vehicles~~ and the street narrowed. The pavement surface would be changed to a hard pavement texture evocative of the nineteenth century HBC period. A shuttle stop would be established ~~at each end of the closed section of road~~ near the Pearson Air Museum entrance.

Page 105

*Caption under first photograph:*

The fort's temporary parking lot would be removed and the historic fields restored. The two metal museum buildings and four T-hangars (in background) have been removed ~~will be removed by the end of 2002~~.

Page 106

*Caption under first photograph:*

The south ramp for the proposed ~~pedestrian overpass/~~land bridge would terminate at a plaza with a gate leading to ~~would land on the south end in~~ Old Apple Tree Park.

Page 107

*Last paragraph:*

~~Under this preferred alternative, Congress would authorize the addition of McLoughlin House National Historic Site as a unit of Fort Vancouver National Historic Site with~~

~~continued cooperation with the McLoughlin Memorial Association. (See Appendix C: Analysis of Boundary Adjustment and Land Protection Criteria.) A portion of Oregon City Block 40 would be transferred to NPS administration as the McLoughlin House National Historic Site unit of the park. The federal government would receive title to McLoughlin and Barclay houses from the Association by fee purchase. In addition, an easement would be donated by the City of Oregon City to enable NPS to manage and administer the site. However, the city would retain ownership of the land itself since it is a Charter Park. Through this legislation, the NPS would be able to further partnership opportunities with the City of Oregon City, the local community, and volunteers.~~

Page 109

*Delete first bullet under "Transportation/Parking" section:*

- ~~The NPS staff would work with the City and U.S. Army Reserve to close a portion of East Fifth Street adjacent to the Fort to vehicular traffic except for emergency services.~~

*Add as first bullet under "Transportation/Parking" section:*

The NPS staff would work collaboratively with the City of Vancouver, FAA, and others to promote the safety and efficient operation of Pearson Field as a general aviation airport facility while continuing to implement the preservation and public use activities of Fort Vancouver National Historic Site. These include both ongoing operations and those called for as part of the Proposed Action of this plan.

Page 110

*Add to bullet under "Law Enforcement" section:*

- The NPS staff and Reserve Partners would work together to coordinate law enforcement and security issues throughout the Reserve. This includes potential for locating the City of Vancouver Mounted Horse Patrol within the park or Reserve. This could include space within a reconstructed structure within the park or locating a suitable site within the Vancouver Barracks.

*Add to bullet under "Design" section:*

- The NPS would work with the Reserve Partners to standardize modern design features for signs, roads, and trails. This could involve examining signing for the entire Reserve and include regional signing to highways Interstate 5, Interstate 205, and other road networks. In addition, directional signing would be provided to visitors that fly into the Reserve from Pearson Field.

Page 111

*Paragraph one, under "Fort" section:*

All buildings within the fort palisade would be reconstructed. This would include an addition of 14 historic structures including the following: the Sale Shop and New Store (two buildings connected by a walkway), Counting House (also referred to as ~~1845~~ the New Office), Powder Magazine, Owhyee Church, ~~Priest~~ Priest's House, Iron Store, Wheat Store, Store (sometimes referred to as Receiving Warehouse or Provision Store), Old Office, Catholic Church, Beef Store, ~~Bachelors'~~ Bachelor's Hall, and Harness Shop.

Page 112

*Paragraph two, line five under "Fort Vancouver Waterfront" section:*

Depending upon the exact location of the ~~pedestrian overpass/~~land bridge, a berm opening could be made through the railroad embankment visually connecting the fort area to the Waterfront.

Page 113

*Paragraph three, line three, under "Interpretation, Education, and Outreach" section:*

Also, additional exhibits concerning early settlement of the Oregon Territory and the role that Fort Vancouver and John McLoughlin played in assisting settlers to Oregon ~~Territory~~ Country would be added to the visitor center.

Page 115

*Chart two under "Development Action" heading:*

McLoughlin House ~~National Historic Site~~ Unit

Page 115

*Chart two, under "Development Action" heading:*

McLoughlin House ~~National Historic Site~~ Unit

*Add text following chart two*:

The NPS would propose the following actions for the site: accession and catalogue the entire McLoughlin House collections; write and implement a scope of collection statement for the collection; determine collection management needs; determine the maintenance needs of the McLoughlin and Barclay houses; plan, design, and develop any necessary interpretive media; develop a volunteer program; provide for year-round site interpretation for the public; and maintain the grounds surrounding the historic buildings. To address these necessary actions an amendment to this general management plan will be prepared.

Sufficient administrative space for site staff would be secured in the Oregon City area, preferably within the local historic district. Initially, some administrative space could be provided in the Barclay House until other suitable space was secured.

Page 116

*Paragraph one, line three:*

In addition, a total of 6 FTE would be needed to staff the McLoughlin House Unit ~~National Historic Site if authorized by Congress~~.

*Chart three title:*

Proposed Staffing under Alternative C for NPS Operations at the McLoughlin House Unit ~~National Historic Site~~

*Last paragraph:*

~~Currently, legislation~~ Legislation recently ~~is pending in~~ passed in Congress ~~that would establish~~ established the McLoughlin House ~~National Historic Site~~ as a unit of Fort Vancouver National Historic Site. ~~Language being considered would retain McLoughlin House National Historic Site in name but administered by staff at Fort Vancouver NHS. In this event,~~ Additional staffing ~~would~~ will be required to adequately provide support for site administration, maintenance, interpretation, and resource management. Estimated operating costs to implement this alternative would need to increase accordingly.

Page 120

*Bullet one, line ten:*

All reconstructions meet NPS policies and are completed based on accurate ~~historic~~ historical and archaeological information regarding location, building function, and architectural form.

*Add as last bullet:*

- Remove historic buildings over or adjacent to HBC cemetery within authorized boundary—This action was not recommended because removal of historic barracks buildings would be counter to historic preservation principles of the Vancouver National Historic Reserve and the NPS. Additionally, building removal would cause further ground disturbance. Laws, regulations, and policies pertaining to Native American Graves Protection and Repatriation Act and the protection of archaeological resources in the HBC cemetery area would continue to pertain to any actions taken in the future.

Page 121

*Summary of Actions for Each Alternative Chart, under "Fort Vancouver Waterfront", "Alternative B":*

Construct pedestrian ~~overpass/~~land bridge to link Fort to Waterfront and provide interpretation.

Page 122

*"Summary of Actions for Each Alternative" chart, under "Scenic Resource Management", "Alternative B":*

Remove temporary ~~fort~~ Fort parking lot and restore historic fields:

Page 123

*"Summary of Actions for Each Alternative" chart, under "Parking, Access, and Circulation", "Fort Visitor Parking", "Alternative B":*

~~Restore temporary parking lot to historic fields.~~ Remove temporary parking lot and restore historic fields. Create several ADA parking spaces including a drop-off and loading area.

Page 124

*"Summary of Actions for Each Alternative" chart, under "East Fifth Street", "Alternative B":*

~~Close~~ Retain East Fifth Street open to general traffic ~~between Pearson Air Museum and U.S. Army Reserve area with cooperation with City~~. Narrow road width. Convert surface to rolled stone or other surface and remove concrete curbing. ~~Provide for emergency vehicle access.~~ Establish section of Discovery Historic Loop Trail on north side of road. Consider horse-drawn wagon use of road.

## Chapter 5: Environmental Consequences

Page 127

*Bullet two, line three, under "Effects Common to All Alternatives" section:*

Lands within the authorized boundary, including the HBC cemetery area, have already been determined to be historically significant.

*Bullet three, under "Effects Common to All Alternatives" section:*

- ~~Historic landscape—Removing the aviation T-hangars and former aviation museum building and restoring the historic surrounding agricultural fields would allow visitors an opportunity to visit the Fort without the visual intrusion of adjacent modern structures in the foreground views.~~

*Add as bullet three under "Effects Common to All Alternatives" section:*

- Native American Graves Protection and Repatriation Act—The U.S. Army Reserve would maintain responsibility for management of cultural resources in the south and east barracks area within the authorized boundary of the NHS, including major portions of the HBC second cemetery.

Page 128

*Second to last bullet:*

- ~~Continued general aviation use—Working with the City of Vancouver to determine the appropriate agreement and conditions for continued general aviation use at Pearson Airfield, the NPS would develop a new agreement beyond 2002 through 2022 for Pearson Airfield.~~

Page 129

*Paragraph six:*

Adverse impacts could occur to cultural resources within the McLoughlin House Unit unless the NPS receives adequate funding. ~~National Historic Site due to the need for the McLoughlin Memorial Association to consistently raise funds to administer the site. Certain resources have been sold in the past and could be done again without additional funding support. Since no changes in current management practices would occur, no adverse impacts would be expected to occur related to curatorial resource management and cataloguing of collection items.~~

Page 130

*Paragraph one, under "Effects on Scenic Resources under Alternative A" section:*

~~Planned removal of the four remaining T-hangars, an additional hangar~~ The recent removal of T-hangars on federal land, and the metal museum building adjacent to the Fort would have a positive effect by ~~removing modern intrusions~~ allowing the NPS to restore the historic scene. This action would allow NHS staff to implement the cultural landscape plan for the area surrounding the Fort. The federal land within the foreground view of the Fort would be restored to reflect the HBC historic period.

Page 131

*Last paragraph, line four, under "Effects on Park Operations under Alternative A" section:*

In addition, the NHS staff has allocated limited services to the McLoughlin House ~~National~~ Unit ~~Historic Site, when funding has been available, to provide planning and technical advisory assistance as instructed by the 1941 cooperative agreement with the Secretary of the Interior~~.

Page 135

*Paragraph five, add as last sentence:*

If lands in the east and south barracks are declared excess and turned over to NPS for management, NPS staff would assume the responsibility of the protection of historical and archaeological resources including the HBC cemetery.

Page 136

*Insert after paragraph one:*

The reconstruction of buildings and trails in the Village would be linked to the Waterfront by a land bridge. This proposal would increase visitor access that potentially would be unsupervised. However, NPS staff would interpret the park's resources in such a way as to protect the integrity of the historic resources. With the addition of more reconstructed buildings in the Village, there would be increased park staff during park hours, with supervised activities for those structures and areas that are more sensitive to damage. Areas available for unstructured, self-guided tours would be limited to only those areas where the structures are delineated and not fully reconstructed. These structures (open-walled or delineation of foundation corners only) are less likely to be vandalized. As now planned, the Discovery Historic Loop Trail will be lighted in the evening and would provide an element of safety within the Village area after park hours.

*Last paragraph:*

~~The McLoughlin House National Historic Site would become a unit of Fort Vancouver National Historic Site. The City of Oregon City would keep ownership of the land itself, thus keeping the property as a chartered City Park. The City would donate an easement to the National Park Service ensuring that the historic values of the properties are preserved in perpetuity. National Park Service ownership and expertise, as well as having a manager and staff on site,~~ The provision of additional staffing and funding support for NPS management of the McLoughlin House Unit would likely provide greater protection to the McLoughlin House and resources therein. ~~Fiscal resources provided by the~~

~~McLoughlin Memorial Association through private sector support likely would provide further opportunity for preservation and protection.~~

Page 137

*Paragraph three, under "Effects on Natural Resources under Alternative B" section*

Restoring a portion of the original prairie, approximately 13 acres south of the Fort, would attract wildlife, including birds and possibly amphibians, associated with these plant types. Though the remnant prairie would be too small to work as a functioning ecosystem, it may attract small mammals and reptiles, which can hide in the taller grasses. Other species, such as birds, may be attracted to the taller grasses to feed on the plants or nest there or to search for small mammals. It may have a positive impact on the federally listed bald eagle by potentially increasing the small mammal and bird populations that bald eagles feed on. Attracting additional birds may become a safety issue for the adjacent airport. Birds can be a hazard to aircraft. Ingestion of birds into engines has been known to cause flight failure and may endanger pilots. The NPS would work cooperatively with the USDA Wildlife Services on wildlife issues regarding aviation safety issues.

Page 138

*Paragraph three:*

Delineation of portions of the historic pond with ~~wetland plants~~ vegetation could, in time, provide an urban habitat for animals, especially birds. This would provide a more accurate historic setting at both the Waterfront and in the Village. Any archaeological artifacts in or beneath the pond surface would need to be protected through lining or capping below any introduced plants. In addition, the nature and condition of the archeological resources would be assessed. Attracting additional birds may become a safety issue for the adjacent airport. The NPS would work cooperatively with the USDA Wildlife Services regarding vegetation along the Columbia River and at the historic pond.

Page 139

*Paragraph two, under "Effects on Scenic Resources under Alternative B" section:*

The removal of a portion of the temporary fort parking lot and the restoration of that area to historic fields would remove a modern element from the fort entrance.

Page 140

*Paragraph one, line three:*

Exhibits incorporated into the pedestrian ~~overpass~~/land bridge would be used to educate the visitor about the HBC Village, ~~and~~ Fort Vancouver Waterfront story, and the broader Reserve.

*Paragraph two, line one:*

Visitation to the McLoughlin House Unit ~~National Historic Site~~ is likely to increase over time and would be enhanced by additional interpretation and education opportunities.

Page 141

*Paragraph one, line four, under "Effects on Park Operations under Alternative B" section:*

~~Once the McLoughlin House National Historic Site becomes a~~ A unit of the NHS, the McLoughlin House would need six more FTEs ~~more staff would be needed~~.

Page 142

*Paragraph one, line one:*

Non-motorized access from the Fort to the Waterfront using the ~~pedestrian overpass/~~land bridge across State Route 14 would provide a recreational and interpretive experience for visitors ~~using~~ viewing exhibits. The bridge would be approximately 40 feet wide by 200 feet long. Detailed environmental compliance would be done during design and before implementation. Construction would have a minimum impact on the NPS budget since the Department of Transportation would fund most of this cost.

*Paragraph four, first line:*

The temporary fort parking lot would be removed and, if approved by the U.S. Army Reserve, visitors would park in a parking area to the northwest of the Fort in the east or south barracks area. The provision of several accessible parking spaces for the elderly and visitors with disabilities, along with a bus drop-off and loading area, would make the trip easier for this segment of the population.

*Paragraph five, line five:*

~~Closure of East Fifth Street would be a negative impact for those who use the street for vehicular access to the area. This includes employees of the Federal Highway Administration and the U.S. Army Reserve personnel. However, the impact would be mitigated by the availability of other access roads including Fort Vancouver Way and the frontage road adjacent to Interstate 5~~. Continuation of East Fifth Street as it currently exists would prevent opportunities to establish interpretive uses of the historic road and to recreate the Hudson's Bay Company aesthetics of the mid-nineteenth century. Also, continuation of traffic along East Fifth Street could make establishment of the Discovery Historic Trail Loop somewhat less safe for visitors using the trail for interpretation and recreation opportunities. Future closure would require the full participation and support of the City of Vancouver.

Page 143

*Paragraph one, line one under "Effects on Socioeconomics under Alternative B" section:*

~~By becoming~~ As a unit of Fort Vancouver National Historic Site, the McLoughlin House ~~National Historic Site would be~~ is eligible for staff and funding.

Page 148

*Paragraph three, add as last sentence:*

If lands in the east and south barracks are declared excess and turned over to NPS for management, NPS staff would assume the responsibility of the protection of historical and archaeological resources including the HBC cemetery.

*Paragraph six:*

The effects on cultural resources for the McLoughlin House Unit ~~National Historic Site~~ would be the same as in Alternative B.

Page 149

*Paragraph one:*

The Columbia River is not a pristine river and is highly used for recreation and commerce. Constructing a wharf into the Columbia River would allow visiting historic boats to temporarily anchor along with tour boats serving multiple sites along the Columbia and Willamette rivers. A feasibility study would need to be conducted to study currents and traffic patterns. In addition, NPS staff would consult with Washington State Department of Natural Resources regarding any state owned aquatic lands and pursue written authorization from DNR if NPS actions involve use of tidelands beyond the four-fathom limit of the use deed. Impacts would include driving of piles to support the wharf, potential leaking of fuels, and possible dredging of the intertidal area. The NHS staff would need to acquire permits from the U.S. Army Corps of Engineers for any construction into the river. In addition, an underwater archaeological study would be needed to determine if any remnants of the historic wharf still exist.

Page 150

*Paragraph one, line three, under "Effects on Park Operations under Alternative C" section:*

~~Once the~~ Six FTE would be needed to staff the McLoughlin House Unit ~~National Historic Site becomes a unit of the NHS, it would need its own staff~~.

*Paragraph three, under "Effects on Parking, Access, and Circulation under Alternative C" section:*

~~Impacts on East Fifth Street parking would be the same as in Alternative B.~~ Closure of East Fifth Street would be a negative impact for those who use the street for vehicular access to the area. This includes employees of the Federal Highway Administration and the U.S. Army Reserve personnel. However, the impact would be mitigated by the availability of other access roads including Fort Vancouver Way and the frontage road adjacent to Interstate 5.

*Last paragraph:*

Closure of a portion of Columbia Way to all vehicles would not be expected to have negative economic impacts to several businesses since local traffic would still have full access to State Route 14. Traffic may increase on State Route 14 due to displaced vehicles on Columbia Way. ~~However, there~~ There may be some social impacts to numerous individuals that currently use Columbia Way on a regular basis.

Page 158

*Paragraph two, line six, under "Interpretation and Education" section:*

The NHS could provide staff and volunteers so that the ~~Carpentry~~ Carpenter and Blacksmith shops have period dress actors every day.

## Chapter 6: Summary of Public Comment

(no changes)

## Chapter 7: List of Preparers and Cooperating Entities

Page 161

*Following third entry, add the following to "Planning Team Composition and Functions" section:*

Mr. Theo Chargualaf
Landscape Architect/Planning Assistant, CCSO NPS, Seattle, Washington; Final GMP/EIS Production and Review

*Eighth entry, under "Planning Team Composition and Functions" section:*

Mr. David Hansen
Park Curator/Historian, Fort Vancouver National Historic Site, NPS, Vancouver, Washington; Cultural Resources/Curatorial Issues

*Following ninth entry, add the following to "Planning Team Composition and Functions" section:*

Mr. Jere Krakow
Superintendent, Long Distance Trails Office, Salt Lake City, Utah; Oregon Trail Issues and Coordination

*Tenth entry, under "Planning Team Composition and Functions" section:*

Ms. Theresa Langford
Museum Technician, Fort Vancouver National Historic Site, NPS, Vancouver, Washington; Visitor Use, Technology Options for Collections Information, Cultural Information, Graphics Assistance and Web Support

Page 162

*After the sixth entry, add the following to "Planning Team Composition and Functions" section:*

Dr. Fred York
Anthropologist, CCSO, NPS, Seattle, Washington; Background Information on Tribal Groups

*Sixth entry under "Consultants" section:*

~~Mr. Jere Krakow~~
~~Superintendent, Long Distance Trails Office, Salt Lake City, Utah; Oregon Trail Issues and Coordination~~

*Fourth entry under "Consultants" section:*

Mr. Steve Gibbons
Natural Resources Section 7 Consultation (under the Endangered Species Act) Coordinator, CCSO, NPS, Seattle, Washington; Natural Resource Compliance

*After the fourth entry, add the following under "Consultants" section:*

Ms. June Jones
Regional Web Coordinator, CCSO, NPS, Seattle, Washington; Web and Public Information Support

Page 163

*Eleventh entry under "Consultants" section:*

~~Dr. Fred York~~
~~Anthropologist, CCSO, NPS, Seattle, Washington; Background Information on Tribal Groups~~

*Add following tenth entry under "Consultants" section:*

Ms. Mary Vargas
Chief of Planning, Federal Aviation Administration, Northwest Mountain Region, Seattle Airports District Office, Renton, Washington; Pearson Airpark Operational Master Plan and FAA safety, and Overflight Issues

*First entry under "Other Cooperating Entities" section:*

~~Ms~~ Dr. Allyson Brooks
Washington State Historic Preservation Officer, Olympia, Washington

Page 164

*Third entry:*

Mr. John ~~Williamas~~ Williams
Former Mayor of Oregon City, Oregon

## Chapter 8: List of Agencies, Organizations, and Persons to Whom Copies of the GMP/EIS Were Sent

(no changes)

## Chapter 9: Appendices

Page 174

*Add Public Law 108-63, McLoughlin House Addition to Fort Vancouver National Historic Site Act:*

H. R. 733

# One Hundred Eighth Congress of the United States of America

**AT THE FIRST SESSION**

***Begun and held at the City of Washington on Tuesday, the seventh day of January, two thousand and three***

## An Act

To authorize the Secretary of the Interior to acquire the McLoughlin House in Oregon City, Oregon, for inclusion in Fort Vancouver National Historic Site, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

**SECTION 1. SHORT TITLE; DEFINITIONS.**

(a) SHORT TITLE.—This Act may be cited as the "McLoughlin House Addition to Fort Vancouver National Historic Site Act".

(b) DEFINITIONS.—For the purposes of this Act, the following definitions apply:

(1) CITY.—The term "City" means Oregon City, Oregon.

(2) MCLOUGHLIN HOUSE.—The term "McLoughlin House" means the McLoughlin House National Historic Site which is described in the Acting Assistant Secretary of the Interior's Order of June 27, 1941, and generally depicted on the map entitled "McLoughlin House, Fort Vancouver National Historic Site", numbered 389/92,002, and dated 5/01/03, and includes the McLoughlin House, the Barclay House, and other associated real property, improvements, and personal property.

(3) SECRETARY.—The term "Secretary" means the Secretary of the Interior.

**SEC. 2. MCLOUGHLIN HOUSE ADDITION TO FORT VANCOUVER.**

(a) ACQUISITION.—The Secretary is authorized to acquire the McLoughlin House, from willing sellers only, by donation, purchase with donated or appropriated funds, or exchange, except that lands or interests in lands owned by the City may be acquired by donation only.

(b) MAP AVAILABILITY.—The map identifying the McLoughlin House referred to in section 1(b)(2) shall be on file and available for inspection in the appropriate offices of the National Park Service, Department of the Interior.

(c) BOUNDARIES; ADMINISTRATION.—Upon acquisition of the McLoughlin House, the acquired property shall be included within the boundaries of, and be administered as part of, the Fort Vancouver National Historic Site in accordance with all applicable laws and regulations.

(d) NAME CHANGE.—Upon acquisition of the McLoughlin House, the Secretary shall change the name of the site from the "McLoughlin House National Historic Site" to the "McLoughlin House".

(e) FEDERAL LAWS.—After the McLoughlin House is acquired and added to Fort Vancouver National Historic Site, any reference in a law, map, regulation, document, paper, or other record of the United States to the "McLoughlin House National Historic Site" (other than this Act) shall be deemed a reference to the "McLoughlin House", a unit of Fort Vancouver National Historic Site.

## Chapter 10: Bibliography

Page 193

*Add to Chapter 3: The Affected Environment:*

Conyers, Lawrence B.
2000 *Final Report on Ground-penetrating Radar Mapping, Hudson's Bay Company Cemetery, Fort Vancouver Barracks (U.S. Army), Vancouver National Historic Reserve, Washington,* prepared for the Fort Lewis Environmental Office, U.S. Army, and the Vancouver National Historic Reserve, National Park Service, University of Denver, Lakewood, Colorado.

Conyers, Larry, and Lindsay Amanti
2003 *Report on the Ground-Penetrating Radar Mapping: Fort Vancouver Cemetery,* prepared for Fort Vancouver National Historic Site, Geophysical Investigations, Inc., Department of Anthropology, University of Denver: Denver, Colorado.

Garnett, Keith
2001 "Summary Report of the Hudson's Bay Company Cemetery Positioning at Vancouver Barracks", Vancouver, Washington.

Hardesty, Von
1992 "Historical overview of Pearson Airfield," submitted to the National Park Service, Pacific Northwest Region, Seattle, Washington, March 15, 1992.

McDonald, Kendal
2000 *Magnetic Survey September 2000: Hudson's Bay Company—Cemetery Site, Vancouver Barracks, Vancouver, Washington,* Z-Too, Archaeogeophysical Prospection, Beaverton, Oregon.

McDonald, Kendal
2002 *Magnetic Survey: Hudson's Bay Company—Cemetery Site, Vancouver Barracks, Vancouver Washington.* Z-Too, Archaeogeophysical Prospection: Beaverton, Oregon.

## Chapter 11: Index

(no changes)




## Legend

- Fort Vancouver NHS Authorized Boundary
- Vancouver National Historic Reserve Boundary
- Building
- Road
- Railroad
- Waterfront Trail

Land Ownership/Management

- Burlington Northern Santa Fe Railroad
- City of Vancouver
- Federal - Federal Highway Administration
- Federal - National Park Service
- State of Washington
- Federal - US Army

1000 0 1000 2000 Feet

1:12550

# Figure 2

Data Sources:
City of Vancouver: buildings
Clark County: railroads, rivers, roads, trails
NPS: buildings, land ownership/management, fort, park boundary, reserve boundary

National Park Service
Columbia Cascades Support Office
GIS Group

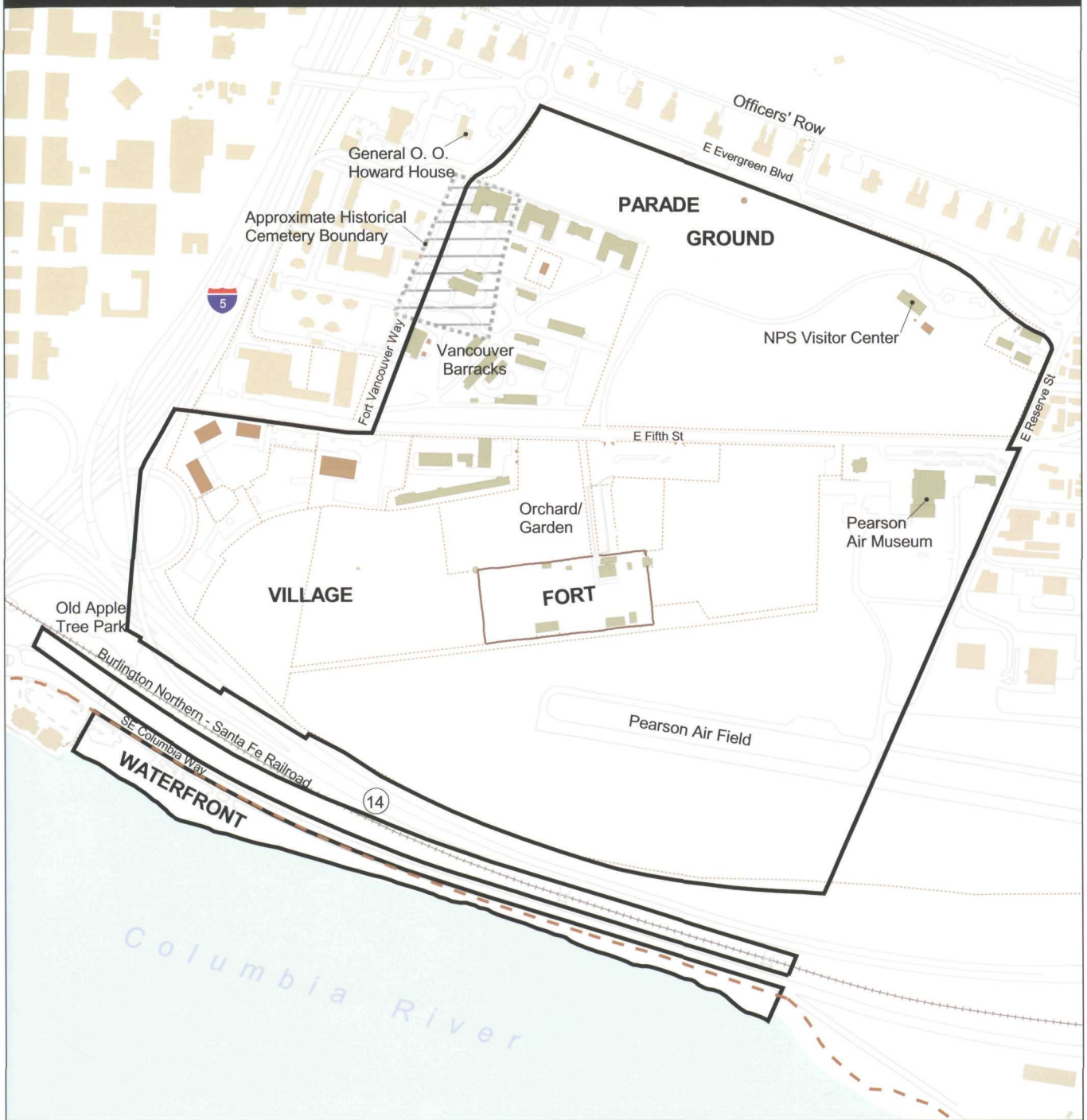
Plot date: July 24, 2003 i:\gis\avproj\fova\fovagmp_v11.apr

# Land Ownership/Management

Fort Vancouver NHS GMP/EIS

# Cultural Landscape Features

## Fort Vancouver NHS GMP/EIS




### Legend

- Authorized Park Boundary
- Structures eligible or listed on the National Register
- Structures not eligible or listed on the National Register
- Pavement Edge
- Railroad
- Waterfront Trail
- Fence

500 0 500 1000 Feet

1 : 8000

**Figure 4**

Data Sources:
City of Vancouver: pavement edge, structures
Clark County: railroads, rivers, trails
NPS: cemetery, fences, fort, park boundary, pavement edge, structures

National Park Service
Columbia Cascades Support Office
GIS Group

Plot date: July 24, 2003 i:\gis\avproj\fova\fovagmp_v11.apr

# Floodplain

## Fort Vancouver NHS GMP/EIS




### Legend

Floodplain
- 100-Year Floodplain
- 500-Year Floodplain

Authorized Park Boundary

Building

Pavement Edge

Railroad

Waterfront Trail

Fence

500 0 500 1000 Feet

1 : 8000

**Figure 7**

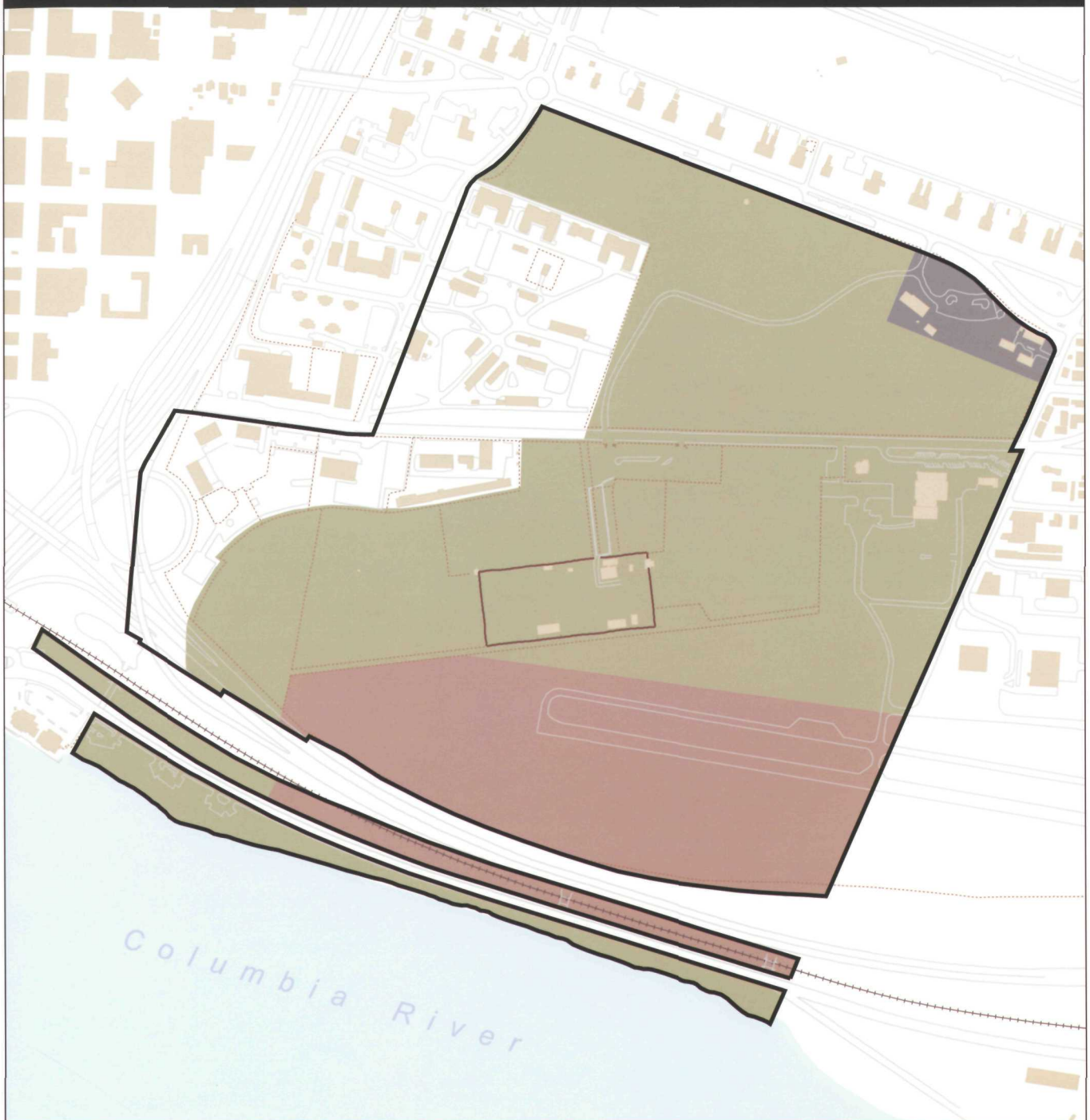
Data Sources:
City of Vancouver: buildings, pavement edge, railroads
Clark County: rivers, trails
FEMA: floodplains
NPS: buildings, fences, fort, park boundary

National Park Service
Columbia Cascades Support Office
GIS Group

Plot date: July 24, 2003 i:\gis\avproj\fova\fovagmp_v11.apr

# Management Zoning: Alternative A

## Fort Vancouver NHS GMP/EIS




### Legend

Management Zone
- Historic
- Park Development
- Special Use
- Authorized Park Boundary
- Building
- Fort
- Pavement Edge
- Railroad
- Fence

500 0 500 1000 Feet

1 : 8000

**Figure 8**

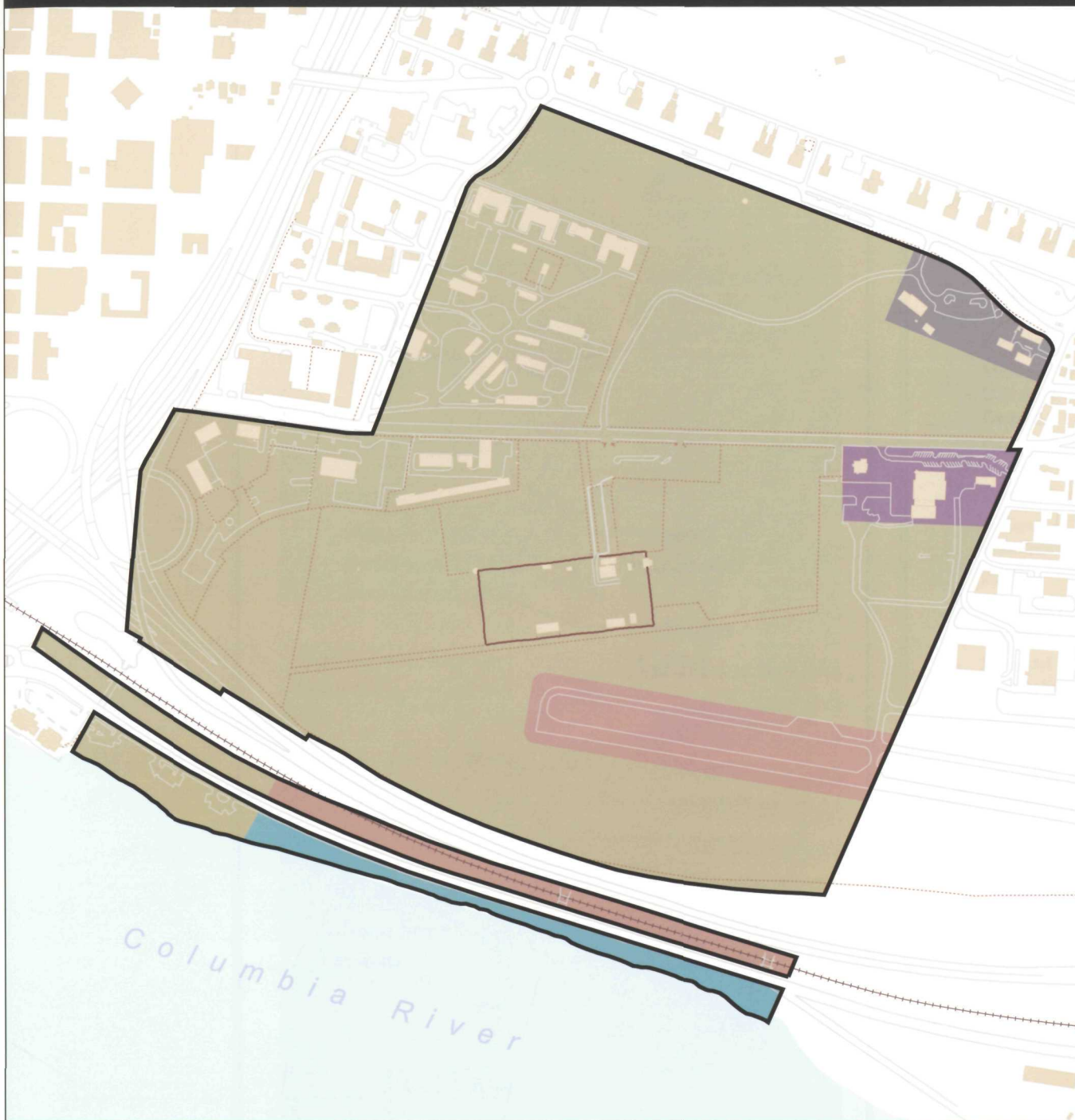
Data Sources:
City of Vancouver: buildings, pavement edge
Clark County: railroads, rivers
NPS: buildings, fence, fort, management zones, park boundary

National Park Service
Columbia Cascades Support Office
GIS Group

Plot date: July 24, 2003 i:\gis\avproj\fova\fovagmp_v11.apr

# Management Zoning: Alternative B

## Fort Vancouver NHS GMP/EIS




**Legend**

Management Zone
- Columbia River Waterfront
- Historic
- Park Development
- Pearson Air Museum
- Special Use
- Authorized Park Boundary

- Building
- Fort
- Pavement Edge
- Railroad
- Fence

500 0 500 1000 Feet

1 : 8000

**Figure 9**

Data Sources:
City of Vancouver: buildings, pavement edge
Clark County: railroads, rivers
NPS: buildings, fence, fort, management zones, park boundary

National Park Service
Columbia Cascades Support Office
GIS Group

Plot date: July 24, 2003 i:\gis\avproj\fova\fovagmp_v11.apr

Proposed Fort Vancouver and Reserve Administrative Headquarters

Parade Ground
Delineate and restore

O.O. Howard House

Evergreen Blvd.

East Reserve Street

Reserve Visitor Center

Proposed pedestrian crossing

Potential parking for Administration

Potential parking for Reserve Visitor Center

Interstate 5

Picnic Shelter

Potential parking for Fort

Discovery Trail

Restore historic appearance to E. 5th Street

East 5th Street

Village
Delineate and reconstruct portions of HBC Village (see detailed plan)

Relocate orchard
Reconstruct Summer House if possible

Proposed guard house

Modify parking
Restore historical fields

Pearson Air Museum

Approximate location of Pedestrian Overpass/Land Bridge

Realign portion of Columbia Way

Reconstruct historical paths, gate, and fences

Fort
Additional reconstruction
Research and education center

Represent historical pond with plantings

Screen highway

Restore prairie

Salmon Store Pavilion

Fort Vancouver Waterfront
(see detailed plan)

To Marine Park

Columbia Way

BNSF RR

Canoe Landing
Beach - water trail access

Highway 14

Reconstruct and delineate portions of Hospital Palisade
Delineate waterfront historical structures

COLUMBIA RIVER

DEVELOPMENT CONCEPT PLAN

## Alternative B (Preferred)

- Authorized NHS Boundary
- Managed by U.S. Army Reserve
- Discovery Trail Connections
- Pedestrian Circulation
- Parking
- Potential Parking
- Potential Shuttle Stop
- Special Road Surfacing

**Fort Vancouver National Historic Site**

Figure 10

General Management Plan

0 200' 300' 400'

Fall 2003

# DEVELOPMENT CONCEPT PLAN

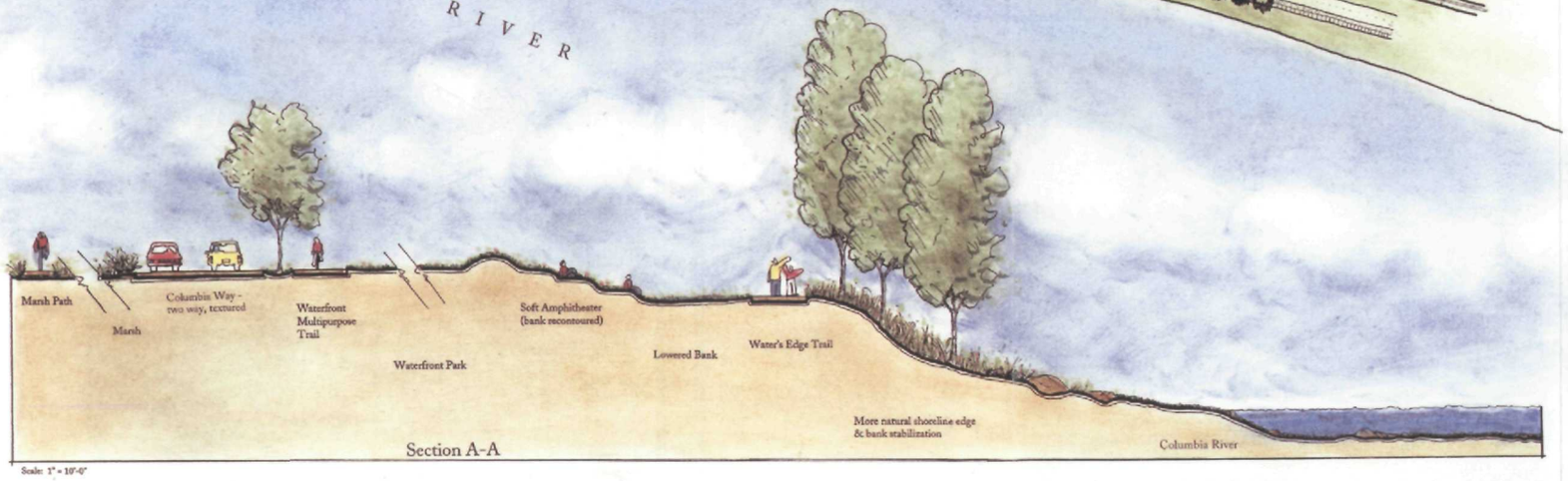
## Waterfront, Fort, and Village Site Components

## Alternative B (Preferred)

**Figure 11**

Discovery Trail
Summer House – Potential reconstruction
Restore to 1840s appearance, no curb or gutter
Provide ADA spaces with drop-off
Shuttle Drop – east of Squadron Building
Approximate location of Discovery Trail
Screen with native vegetation
Existing Garden
Delineated dwellings
Garden with Fruit Trees
Reconstruct Fort Buildings
- Counting House
- Iron Store
- Powder Magazine
- Owyhee Church
- Priest's House
- Sale Shop & New Store
- Store
- Wheat Store

Reconstructed dwellings
Outbuilding
The Village
Relocated Orchard
The Fort
Approximate location of Pedestrian Overpass / Land Bridge
Old Apple Tree Park
Replica carts and tents
Columbia Way - two way, textured partially relocated
Reconstructed Historic Gate
Marsh historic pond representation
Restored Prairie
Bioswale
Shuttle Drop
Screen with berm and native vegetation
Palisade reconstructed
Wharf partially constructed with props
Salmon Store Pavilion with Restrooms
Soft Amphitheater (bank recontoured)
The Waterfront
Boat House with Columbia Boat
Highway 14
Canoe Landing Beach -water trail access
More natural shoreline edge where possible - remove concrete
Riparian vegetation
BNSF RR
COLUMBIA RIVER




Section A-A

Scale: 1" = 10'-0"

**Legend**

- Reconstructed Structures
- Delineated Structures
- Existing Structures
- Fire Pit
- Wayside
- Hardened Earth Path
- Fences

**Fort Vancouver National Historic Site**

**General Management Plan**

0 100 200 ft

**Fall 2003**




## CIRCULATION PLAN

### Alternative B (Preferred)

- Pedestrian Circulation
- Multi-purpose Circulation
- Vehicle Circulation
- Possible Shuttle Route
- Parking
- Potential Parking
- Potential Shuttle Stop
- Soft or Textured Road Surfacing

**Fort Vancouver National Historic Site**

Figure 12

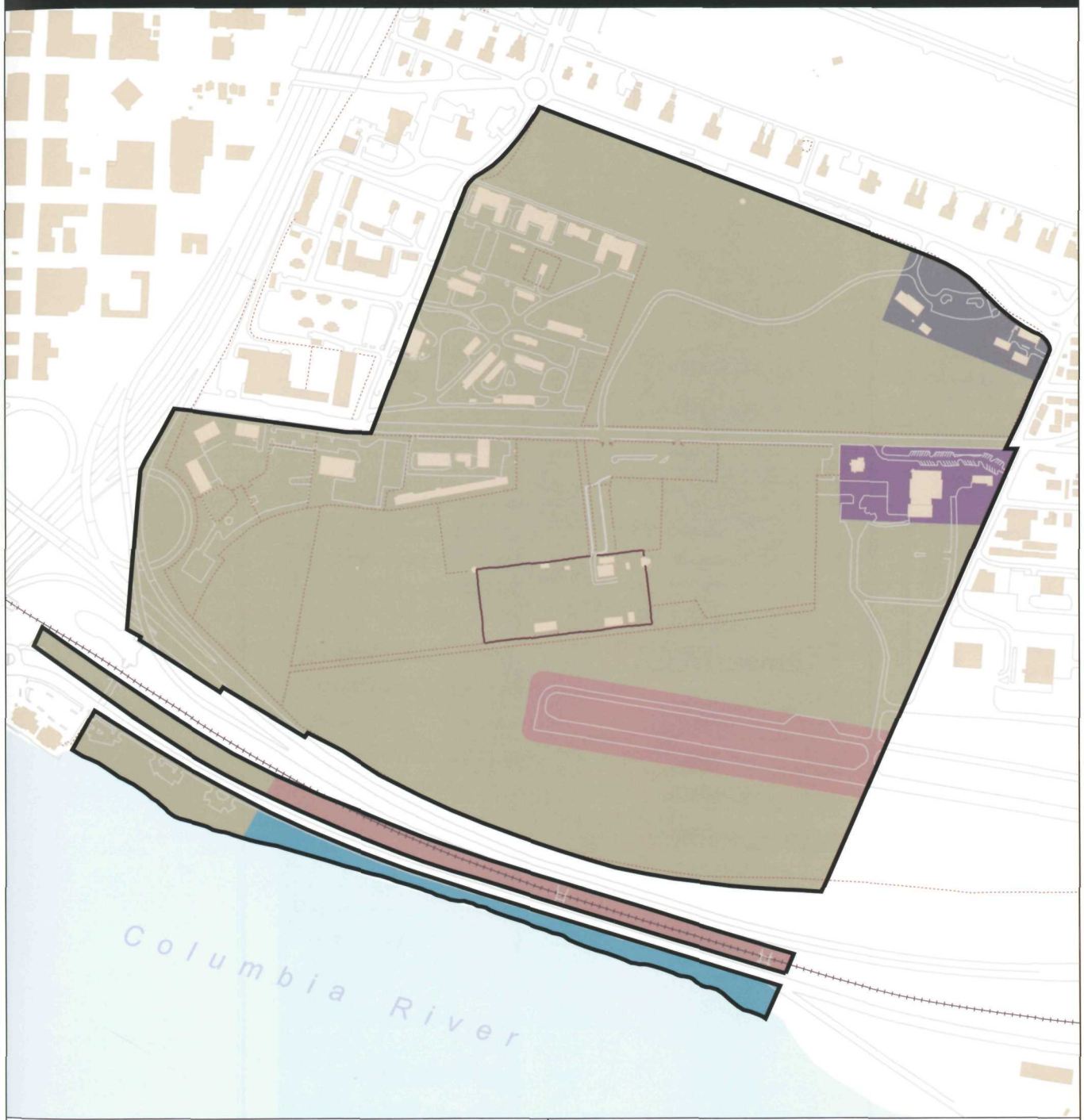
General Management Plan

0 200' 300' 400'

Fall 2003

# Management Zoning: Alternative C

## Fort Vancouver NHS GMP/EIS




**Legend**

Management Zone

- Columbia River Waterfront
- Historic
- Park Development
- Pearson Air Museum
- Special Use
- Authorized Park Boundary
- Building
- Fort
- Pavement Edge
- Railroad
- Fence

500 0 500 1000 Feet

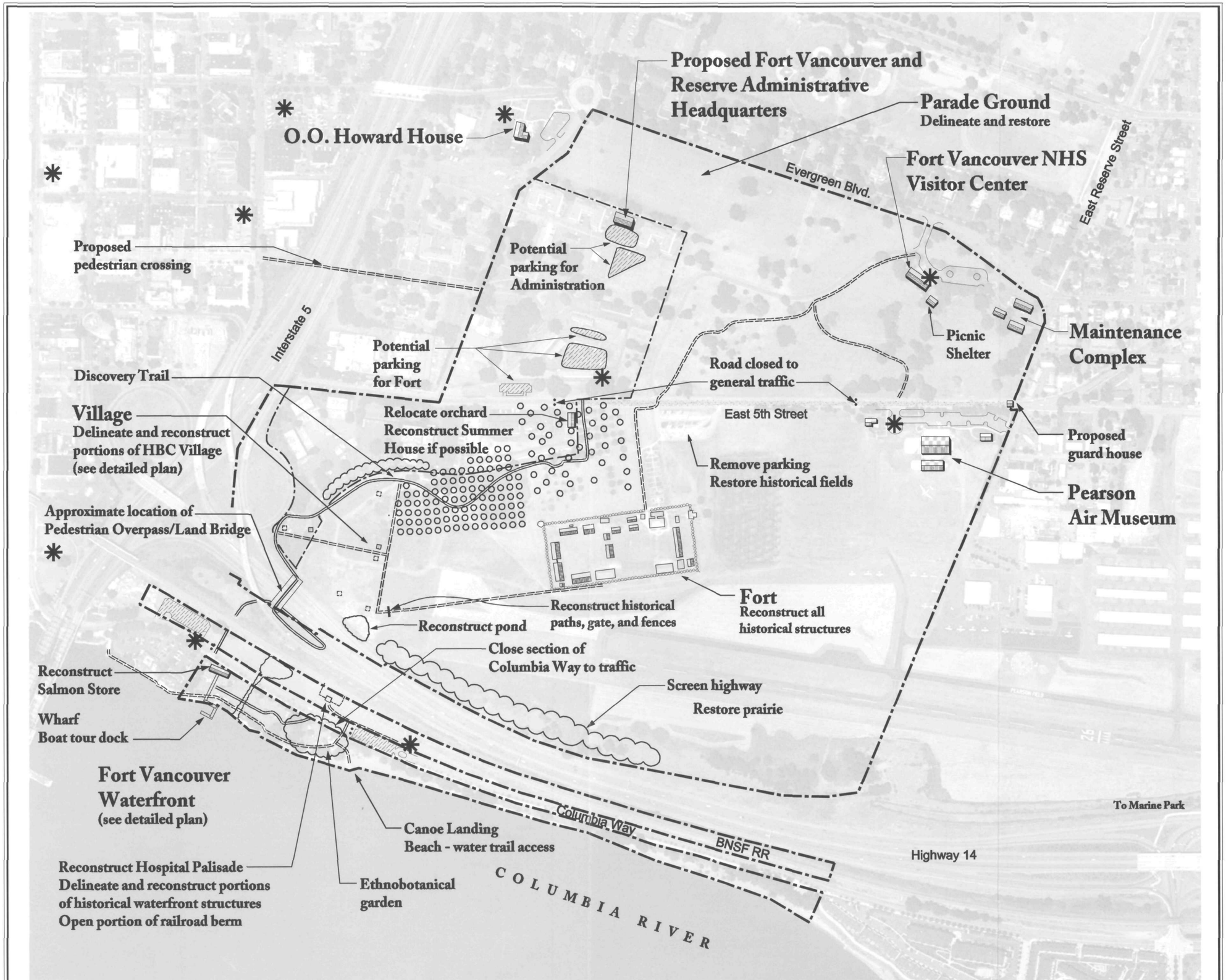
1 : 8000

**Figure 13**

Data Sources:
City of Vancouver: buildings, pavement edge
Clark County: railroads, rivers
NPS: buildings, fences, fort, management zones, park boundary

National Park Service
Columbia Cascades Support Office
GIS Group

Plot date: July 24, 2003 i:\gis\avproj\fova\fovagmp_v11.apr




DEVELOPMENT CONCEPT PLAN

## Alternative C

- Authorized NHS Boundary
- Managed by U.S. Army Reserve
- Discovery Trail Connections
- Pedestrian Circulation
- Parking
- Potential Parking
- Potential Shuttle Stop
- Special Road Surfacing

**Fort Vancouver National Historic Site**

Figure 14

General Management Plan

0 200' 300' 400'

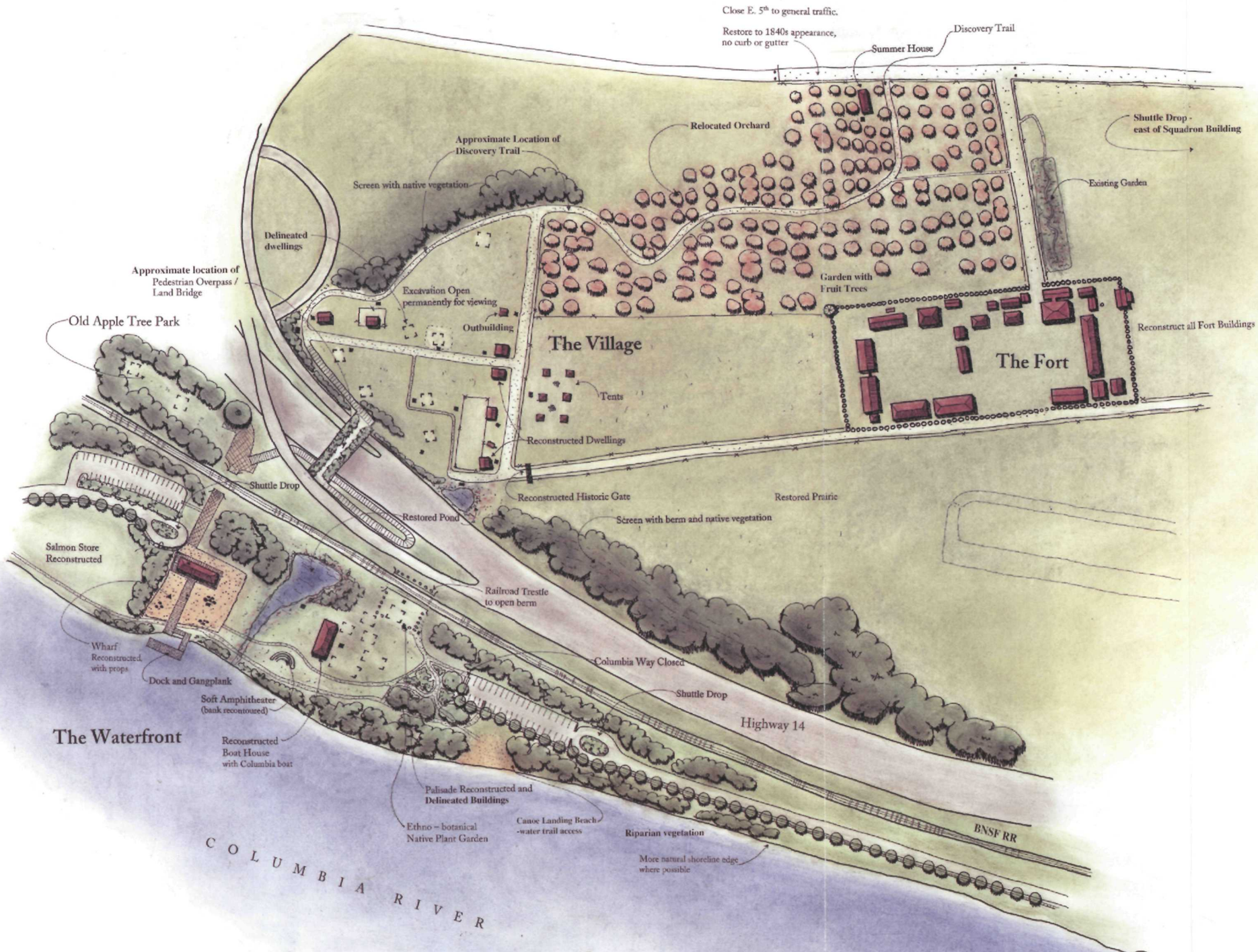
Fall 2003

# DEVELOPMENT CONCEPT PLAN

**Waterfront, Fort, and Village Site Components**

**Alternative C**

**Figure 15**




**Legend**

- Reconstructed Structures
- Delineated Structures
- Existing Structures
- Fire Pit
- Wayside
- Hardened Earth Path
- Fences

**Fort Vancouver National Historic Site**

**General Management Plan**

0 100 200 ft

Scale: 1" = 100' - 0"

**Fall 2003**




## CIRCULATION PLAN

## Alternative C

- Pedestrian Circulation
- Multi-purpose Circulation
- Vehicle Circulation
- Possible Shuttle Route
- Parking
- Potential Parking
- Potential Shuttle Stop
- Soft or Textured Road Surfacing

**Fort Vancouver National Historic Site**

Figure 16

General Management Plan

0 200' 300' 400'

Fall 2003

# Summary of Public Involvement

*Fort Vancouver, W. T.*
Lithograph by Gustavus Sohon, 1854
Courtesy of National Park Service



# Summary of Public Involvement

A Notice of Intent to prepare an environmental impact statement for Fort Vancouver National Historic Site was published in the *Federal Register* on January 7, 1999 (Volume 65, Number 5, Page 1171). In the spring of 1999, the NPS organized an interdisciplinary planning team consisting of staff at Fort Vancouver National Historic Site and the NPS Columbia Cascades Support Office in Seattle, Washington to begin a new general management plan for the NHS to replace the outdated 1978 master plan.

The public process officially began in December 1999 when the NPS produced and mailed a newsletter to approximately 600 people on the park's mailing list. The purpose of the newsletter was to encourage participation and comment on critical park issues to be addressed in a new management plan for the park to carry out its mission of preservation and visitor use. In addition to providing relevant information about the national historic site, articles in the newsletter summarized the function of a GMP/EIS, and provided a schedule of the planning steps including dates, time, and location for the public meetings.

Advertisements announcing public scoping meetings were placed in the *Oregonian*, in Portland, Oregon, and *The Columbian*, in Vancouver, Washington. The public review period lasted for 90 days and ended on March 1, 2000.

## Public Scoping

### Public Scoping Meetings

The NPS planning team held two public scoping meetings in January 2000 and received and recorded over 150 oral comments.

The first meeting was held in Vancouver, Washington on January 12, 2000, at the Water Resources Education Center. Some of the organizations represented include the following: the City of Vancouver, the Vancouver National Historic Reserve Trust, Clark County Historic Preservation Commission, Washington Trust for Historic Preservation, Vancouver Community Theatre, Downtown Vancouver Association, Fort Vancouver Historical Society of Clark County, and the American Volkswalkers Association. Forty-one people attended.

The second meeting was held on January 13, 2000, at the Barclay House, in Oregon City, Oregon. (Oregon City is the location of the historic McLoughlin House, John McLoughlin's home after retiring as Chief Factor at Fort Vancouver.) Eleven people attended as interested citizens or as representatives of the following organizations: McLoughlin Memorial Association, Oregon City Historic Landmarks Commission, Oregon City Tourism, and Oregon City Parks and Memorials. The Mayor of Oregon City also attended.

### Written Comments

Page three of the December 1999 Scoping Newsletter had a "return form" for submitting comments to the NPS. The National Park Service planning team received a total of 42 letters, some several pages long. Of these, 29 were written from residents of Washington State (25 were

from Vancouver); 9 letters were from Oregon; and 1 letter each were from Minnesota, Massachusetts, and Pennsylvania. There was also one letter from Canada.

## Summary of Comments

A second newsletter was produced and mailed to the public in October 2000. The purpose of this newsletter was to summarize both the written and oral comments received during the scoping period. The following is a summary of these comments.

Comments have been divided into four topic areas and address issues within the authorized boundary of Fort Vancouver NHS. In addition, some of the comments addressed issues for the Vancouver National Historic Reserve and the City of Vancouver. Copies of these letters were forwarded to the City of Vancouver and the Reserve Partners.

**Reconstruction, Re-use, Archaeology, and Access**
Many respondents emphasized the need to continue building reconstruction within the Fort. There was a suggestion made for reconstructing 20 buildings in and around the Fort, and another suggestion that the number of existing reconstructed buildings (ten key buildings have been reconstructed) should be at least doubled. Buildings would not necessarily have to be fully reconstructed, but could be partially reconstructed for interpretive purposes and visual effect. One idea mentioned was the use of interpretive plaques or other features to identify buildings not yet built, but where the building foundation can be identified.

One respondent mentioned reconstructing the gristmill, Lattie's, and Ryan's houses. The author of one letter mentioned completing the New Office building and including interpretation on Commander Thomas Baillie of *H.M.S. Modeste* and the Hudson's Bay Company maritime service. Another idea included the reconstruction of the Wheat Store, another Store Warehouse, and Beef Store and to potentially use them as a visitor center and museum. One idea mentioned was to reconstruct features outside the Fort, including the Village, with roads, fences, and other historic landscape features. It was suggested that the airstrip be removed so that the historic landscape could be restored, including the historic pond.

It was also recommended that St. James Catholic Church and cemetery, which were part of the Hudson's Bay Company historic period, be included within the NHS boundary. (It is currently inside the NHS authorized boundary but managed by the Department of the Army as part of Vancouver Barracks). Several people wrote that they might have ancestors buried in the cemetery and expressed concerns for the cemetery's future. They suggested that the NPS preserve the cemetery and commemorate, by marker, all the Hudson's Bay Company men buried there.

One participant mentioned that the Fort could be better integrated within the historical surroundings of the Vancouver National Historic Reserve. Some people expressed interest in seeing a portion of the historic Waterfront restored and to include an interpretive structure there. Many stated that they consider the Fort Vancouver Waterfront a historical asset equal to the Fort. A number of people also noted that the railroad is a visual barrier between the Fort and the Waterfront.

Several participants mentioned that archaeological collections should be more accessible to researchers, excavations should be continued, and that artifacts should be displayed at the Fort. In addition, there could be consistent and regular hours for public viewing of artifacts (to help facilitate trips). Archaeology and history students could get extra credit for volunteering.

One participant mentioned that the Old Post Headquarters building in the east barracks could be a new administrative building for NPS staff and the 1919 Motor Pool building could be readapted as a maintenance building. Other buildings could be used for regional NPS training. It was also mentioned that the east barracks section of the NHS should be preserved since it is a primary area of fort archaeological resources that are not currently preserved by the NPS and which tells much about the original residents of the Fort.

For better access, moving the visitor center closer to the Fort was proposed. A suggested location was the site of the former historic schoolhouses. Another mentioned removing the existing Mission 66 style visitor center from the historic scene. Some saw the need for convenient parking near the Fort including the addition of benches. One person proposed using Old Apple Tree Park on city property for additional fort parking. An open-air, sight-seeing bus was proposed along with a water taxi to access the NHS and other key points along the river, including a stop at Oregon City, Oregon. A pedestrian overpass could connect the Fort to the Waterfront. It was suggested that an internal pedestrian and bike trail system be developed to connect the Fort with the city's regional bike trail system (eventually connecting it to a larger national trail system). Many mentioned the need for improving the signage from the highway to the site, as well as within the Vancouver National Historic Reserve, and to increase the appeal of key entrances.

**Tourism, Outreach, and Community Involvement**

Some participants mentioned the need to emphasize regional history, to publicize events, and to keep commercialization in the park low. There was a suggestion to thematically link the Fort to its natural history by interpreting the life and work of the botanist David Douglas and other naturalists. Many others mentioned the need to maintain community involvement and commitment, to build on partnerships, to include more living history, and the possibility of utilizing local theatre groups. More outreach was suggested to regional garden groups, with the prospect of marketing heritage garden aspects to the public. Some people asked whether the NPS and the City of Vancouver could develop a more cooperative partnership given their different philosophies and missions. A commentor asked how could the city best advise and assist Fort Vancouver NHS with its mission.

One proposal suggested that programs be taken outside the Fort to community centers and schools and placed on the Internet. There was a proposal to pursue establishing a research center (not just a repository for artifacts) in cooperation with universities. The NPS could reconstruct the remaining warehouses and use them for the research center. It was also noted that the Columbia River serves as a physical barrier to visitation to the Fort from the Portland area.

Greater effort needs to be made to attract visitation, especially during the low visitation months. The city could develop key historic sites in the city to encourage visitation from the park across the freeway to downtown. Another participant suggested working with commercial map producers to get Fort Vancouver on the maps as an attraction. Others suggested that major tourist events and programs could be organized (brigade, encampment, candlelight tours, and reenactments) as many as 12 times a year. Some suggested that no entrance fee or a low fee be charged.

Some participants suggested that the NPS could make special events less crowded by making them last for a longer duration. Merchants could advertise with posters and banners downtown. Pushcart vendors could sell food and drinks. Another suggestion to attract more visitors could be to hold a preview at a mall with people in period dress. Other special events could be organized and include a summer camp and a pioneer cooking school. One suggestion was to charge a fee all

year, but to offer special events free during good economic times. Another respondent suggested asking the Air National Guard to reschedule practice flights to avoid disturbing special events.

Some wanted to see the garden expanded. Many mentioned the importance of maintaining open space for visitors at the park. Others wanted to see adequate visitor services provided, such as food service, drinking fountains, and restrooms. Since the Columbia River was the center of commerce, some participants advised that the NHS should emphasis the natural history and the reasons why the Fort was located near the waterfront. Some people mentioned the desire to bring tourists to Vancouver for the upcoming Lewis and Clark Bicentennial.

There were some concerns about promoting concession facilities and problems with unleashed pets. One letter mentioned reducing air traffic over Pearson Field due to visitor safety issues. Suggestions were made for marketing and developing local history products, such as board games and calendars, to be sold in the visitor center and throughout the city.

**Interpretation and Education**

Proposals regarding interpretation included expanding the interpretive message to include a broader time period and to incorporate additional interpretive methods such as slide shows and art galleries. There was a suggestion for more multicultural presentations about the roles of different cultures reflected at the Fort, including African-American, Hawaiian, American Indian, British, and French. One participant recommended installing an interpretive sign illustrating a map of North America showing routes of fur brigades and the HBC's maritime trade. Other respondents suggested establishing better facilities, exhibits, and visual aids at the visitor center and along walkways and at the Waterfront. Several participants mentioned the importance of linking the NHS with other historically related sites, such as the McLoughlin House, Fort Clatsop National Memorial, and Whitman Mission National Historic Site. Another idea was to facilitate connections with historic neighborhoods near the Fort.

Some requested using more personal interpretation using volunteers and rangers. One participant suggested a broader, more creative curriculum for fourth graders and others studying Washington State history. Other suggestions included using reenactments to tell stories and to increase hands-on educational experiences for adults and children. This could include bringing oxen in for an annual event. Music could play at the bandstand everyday and costumed musicians could play music from the past. The NPS could allow "pow-wows" in the orchard. The NHS could provide staff and volunteers so that the Carpenter and Blacksmith shops have period dress actors every day.

Additional tours were suggested to include an archaeological tour for middle school students and the public. The NPS could produce a booklet of quotations from journals and historic letters and republish the NPS handbook on Fort Vancouver (this handbook has recently been reprinted). In addition, a new comprehensive film could be produced on the history of the Fort and the role of the fur trade in the exploration and settlement of North America. The NPS could also provide training for living history volunteers.

Travelling exhibits could be made to increase educational outreach. There is a perceived need to interpret not just the HBC story but also the Army to AirCorps story using separate interpretive staff expertise. It was emphasized that Fort Vancouver NHS depicts a unique period in American history that is seldom interpreted elsewhere. The NPS could look at establishing an endowment program for funding buildings and educational programs.

There was interest expressed to involve more schools and visitors outside Vancouver through the Internet. Someone suggested establishing a historical certification program for teachers and volunteers. Environmental education was also mentioned as important, such as what practices were historically used that apply today. There was a suggestion to use Vancouver National Historic Reserve facilities for interpretive venues. One commentor expressed the concern that the Reserve not overshadow the importance of Fort Vancouver. Another suggested that NPS staff needs to prepare a new interpretive plan and visitor survey. Another interesting idea was to convert the existing visitor center into a multi-agency site for information with other federal agencies in the Pacific Northwest since the location is ideally suited near the Interstate.

**Staffing and Other Comments**
Several respondents addressed the need for additional staff. Another participant suggested adding an assistant superintendent to deal with Vancouver National Historic Reserve issues, adding a full-time archaeologist, and studying the need to provide NPS law enforcement staff on site. A commentor suggested that land ownership information needs to be updated including the 25 year-old agreement with the city for leasing the NPS waterfront property. There was a question asked about the Army land disposal process and preparing an environmental impact statement.

**McLoughlin House**
Some people mentioned the desire for the site in Oregon City, Oregon to become a full unit of the NPS administered by Fort Vancouver National Historic Site. (At the time of the general management plan scoping meetings it was an "affiliated" unit, which meant it was not federally owned or directly administered by the NPS, but it could utilize NPS technical or financial assistance when available.) Another mentioned the desire to coordinate planning of the McLoughlin House with Fort Vancouver NHS with help from the NPS support office in Seattle. At the same time there was concern about the site maintaining its own identity. Some participants stressed the importance of finding alternative funding sources for staff, interpretive program development (including use of the Internet), and new activities to enhance tourism and raise public awareness. There was also an expression of support for NPS technical assistance in the area of building preservation and the proper care and display of site artifacts. There were some concerns about the existing NPS fee policy and national passes and what implications that would have on income at McLoughlin House National Historic Site. It was also suggested that interpretive exhibits be developed emphasizing John McLoughlin's role in representing the U.S. interest against the British.

Though the public suggested many new actions and ideas during the public comment period, no new planning issues were identified.

# Distribution and Notice of Availability of Draft GMP/EIS

On November 21, 2002, over 670 copies of the draft GMP/EIS were mailed to agencies, organizations, and interested individuals. Documents were placed in local libraries in Vancouver, Washington and Oregon City, Oregon.

A Notice of Availability was published in the *Federal Register* on December 3, 2002 (Volume 67, Number 232, Pages 71981-83), noting that the draft GMP/EIS was available for public review. In addition, advertisements were placed in the *Oregonian*, in Portland, Oregon, and *The Columbian*, in Vancouver, Washington announcing the release of the draft document and locations, times, and dates for four public meetings. The public review period lasted for 60 days

and ended on February 8, 2003. Any comments received at the park through March were included in the official record.
To coordinate with the mailing of the draft GMP/EIS, a newsletter was prepared featuring a summary of the draft plan and included the times, locations, and dates of the December 2002 public meetings. A total of 4,500 newsletters were printed. Each newsletter included a postage-paid "return form" for people to provide comments concerning the plan. Newsletters were made available at the Fort Vancouver National Historic Site visitor center, several venues at the Vancouver National Historic Reserve, and other places through the City of Vancouver including the library, museums, the Chamber of Commerce, City Hall, and the Parks and Recreation Department. In addition, copies were available at the McLoughlin House in Oregon City, Oregon.

# Public Meetings on Draft GMP/EIS

The initial notice of availability also announced the schedule and location of the four public open houses at two locations that were organized to offer the public an opportunity to meet with NPS staff and planning team members to discuss the draft GMP/EIS.

Afternoon and evening meetings were held in Vancouver, Washington at the Water Resources Education Center on December 11, 2002. Fifty-five people signed in and 167 comments were recorded. In Oregon City, Oregon, two meetings were held the next day, on December 12, at the Barclay House within the McLoughlin House National Historic Site. Ten people signed in and 18 comments were recorded.

## Summary of Public Comments

The following is a summary of the topics receiving the most comments. This summary includes both written and oral comments.

**Concept of Village and Waterfront Expansion**
There was overwhelming support for moving beyond the Fort walls to interpret the Parade Ground, Village and Waterfront. Most commentors felt that the full story of the HBC and early Army periods could not be told without additional reconstruction and interpretation.

**Reconstruction**
The need to continue reconstruction at the national historic site was suggested by many commentors. Most of the comments supported the amount of reconstruction proposed in the Preferred Alternative. Some of the public mentioned other buildings that might be reconstructed as alternatives to the ones chosen in the draft GMP. There was support given to reconstruct the gardens at the Fort. A couple of comments recommended a logical phasing of reconstruction beginning at the Fort and working outwards into the Village and Waterfront. Several commentors suggested that the NPS planning team consider full construction as proposed in Alternative C making Fort Vancouver National Historic Site the "Williamsburg of the West".

**Research and Education Center**
There was general support for the concept of enhancing archeological research and the educational mission of the park and the development of a research and education center. The public suggested providing education in Washington and Oregon schools on history, archeology, science topics. Other related suggestions included establishing opportunities for schools to help at the park, more field schools, internships, courses for teachers, and stronger links with colleges. Another commentor suggested making research documents more accessible to the public.

**Living History**
Many commentors thought providing additional living history added value to the park experience. There were many suggestions about how and what to add, some suggesting modeling Colonial Williamsburg.

**Visitor Center**
Many people liked the idea of having a centralized Reserve visitor center located at the present Fort Vancouver NHS visitor center.

**Pedestrian Overpass/Land Bridge**
Broad support was expressed for providing greater public access between the Fort Vancouver Waterfront and Fort and Village environs by a pedestrian overpass. There was concern that the angle and elevation of the bridge might be difficult for the elderly and that the NPS should consider the visual impacts. There was also a suggestion to make the overpass wide enough to accommodate animals and wagons.

**Addition of McLoughlin House NHS**
There was unanimous support for adding the McLoughlin House NHS as a unit of Fort Vancouver NHS. Suggestions centered around the need to study parking, access, and traffic at the site; provide better signage; and to develop an interpretive and educational link between the site and the park. There were questions about temporary closure and renovation, and staffing of the site.

**Closure of East Fifth Street**
Many commentors supported the closure of East Fifth Street to general traffic and restoration of the historic scene. However, there were many concerns expressed about the impact the closure would have on adjacent agencies' operations, emergency access, on-street parking, and the potential shift of traffic to other nearby streets.

**Treatment of Pearson Field**
Some commentors expressed opinion that the GMP should expand on the value of historic Pearson Field to Fort Vancouver National Historic Site and the Reserve. The GMP should also include reference to the Memorandum of Understanding between Pearson Field and the park and include the definition of historic aircraft. Agency comments from the Federal Aviation Administration and the Washington State Department of Transportation addressed issues relating to revegetation, heights of structures, wildlife hazards and other concerns related to flight operations. Some comments included limiting Pearson Field operations to historic planes.

**Parking Issues**
There were several comments expressing concern about the distances that visitors with disabilities and the elderly have to walk from parking lots to venues. The proposed bus shuttle was viewed favorably. There were several letters expressing concern about the proposal to remove the temporary parking lot at the Fort and the need for parking there to assist elderly and mobility impaired visitors.

**Food Concessions**
There were several comments that the NPS staff provide some type of food service at the waterfront or other areas for health reasons and a mention that the park staff consider the sale of "historic" food.

**HBC Cemetery**
Tribal governments and HBC descendants supported NPS management and treatment of the second HBC cemetery.

**Staffing and Funding**
There was broad support for the plan proposal to increase core staff and funding in support of park operations and programs. There were suggestions of partnering opportunities with the Vancouver Regional Library and the Vancouver Police Department.

# Written Comments and Responses

At the close of the public comment period a total of 135 pieces of written correspondence had been received by the planning team in response to the *Fort Vancouver National Historic Site Draft General Management Plan and Environmental Impact Statement*. Total correspondence received included 72 letters from agencies, organizations, and individuals, 46 "return forms" from the draft summary newsletter, and 17 electronically mailed responses through the Internet from the park's posted website.

Some correspondence received were duplicates by the same author (for example, sent both electronically and by surface mail) and there were cases where the authors did not provide comments, but asked to be placed on the park's mailing list. After removing these, 118 letters remained. These were received from the following locations in the Pacific Northwest: 57 from Vancouver, Washington, 21 from Portland, Oregon, 5 from Oregon City, Oregon, 12 from other locations in Washington State, 7 from other locations in Oregon State, and 2 from Idaho. A total of 14 letters arrived from California, Louisiana, Pennsylvania, Missouri, Arizona, Maryland, New York, Massachusetts, and Washington, D.C. All are included in this document.

As part of this planning process, consultation was held with the U.S. Fish and Wildlife Service, National Marine Fisheries Service, Washington State Historic Preservation Office, and the Advisory Council for Historic Preservation. Except for the Washington State Historic Preservation Office, no written comments were received from these four agencies. Three tribes prepared written comments; the Cowlitz Indian Tribe, the Confederated Tribes of the Grand Ronde Community of Oregon, and the Confederated Tribes of the Warm Springs Reservation of Oregon.

The following section includes the reproduction of all the letters with comments received during the public comment period. All comments received were reviewed, considered, and responded to by the NPS staff in the preparation of this final environmental impact statement, consistent with the requirements of 40 CFR 1503. (Substantive verbal comments received from the public workshops held in December 2002 mirrored the written comments that were received. Therefore the planning team determined that separate responses to verbal comments were not necessary.)

The NPS staff has addressed those that have either substantive comments or comments that the NPS planning team felt needed clarifying.

Substantive comments are those that are defined as the following:
- Question, with reasonable basis, the accuracy of information in the environmental impact statement
- Question, with reasonable basis, the adequacy of environmental analysis

- Present reasonable alternatives other than those presented in the environmental impact statement
- Cause changes or revisions in the proposal

In other words, the comments raise, debate, or question a point of fact or policy. Comments in favor of or against the Preferred Alternative or alternatives, or those that only agree or disagree with NPS policy, are not considered substantive.

## NPS Responses to Comments from Correspondence

The section that follows contains correspondence which have made substantive points regarding information contained in the draft GMP/EIS or comments that need clarifying. These letters have been reproduced, and individualized detailed responses to these comments have been provided by the NPS planning team in many cases.

Letters have been scanned onto the left side of each page. Text to be responded to has been placed in brackets and numbered. The agency's response to each numbered section appears on the right side of the page.

# COMMENTS

**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**
**REGION 10**
1200 Sixth Avenue
Seattle, WA 98101

FEB 26 2003

RECEIVED
MAR 03 2003
FORT VANCOUVER
NATIONAL HISTORIC SITE

Reply To
Attn Of: ECO-088

Ref: 00-001-NPS

Superintendent
Fort Vancouver National Historic Site
612 East Reserve St.
Vancouver, WA 98661

The U.S. Environmental Protection Agency (EPA) has received draft General Management Plan and Environmental Impact Statement (EIS) for the proposed **Fort Vancouver National Historic Site (CEQ NO. 020519)** for review according to our responsibilities under the National Environmental Policy Act and Section 309 of the Clean Air Act.

EPA Region 10 has used a screening tool to conduct a limited review of the draft EIS and, based upon the screen, we do not foresee having environmental objections to the proposed project. Therefore, we will not be conducting a detailed review of the draft EIS.

Should you have any questions, please contact Val Varney, of my staff at, (206) 553-1901.

Sincerely,

Judith Leckrone Lee, Manager
Geographic Unit

# RESPONSES

**Letter 1: Judith Leckrone Lee, U.S. Environmental Protection Agency**

Thank you for your comments.

# COMMENTS

**DEPARTMENT OF THE ARMY**
HEADQUARTERS, 70TH REGIONAL SUPPORT COMMAND
4570 TEXAS WAY WEST
FORT LAWTON, WA 98199-1149

REPLY TO
ATTENTION OF

February 21, 2003

Environmental Division

RECEIVED
MAR 03 2003
FORT VANCOUVER
NATIONAL HISTORIC SITE

Ms. Tracy A. Fortmann
Superintendent
National Park Service
Fort Vancouver National Historic Site
612 E. Reserve Street
Vancouver, WA 98661

Dear Ms. Fortmann,

Thank you for providing the 70th Regional Support Command (RSC) the opportunity to comment on the Draft General Management Plan/Environmental Impact Statement for the Fort Vancouver National Historic Site. As you are aware, the 70th RSC, U.S. Army Reserve, is actively engaged in the process of formal consultation with over 36 federally recognized Native American tribes and Native Hawaiian organizations regarding the management of the Hudson Bay Company/St. James Mission cemetery located on our property within the Vancouver National Historic Reserve. After review of the NPS GMP, the Army Reserves basic comment is that the NPS/GMP needs to demonstrate an involvement, on behalf of NAGPRA, with the federally recognized Native American and Native Hawaiian tribes and groups who are culturally affiliated with the VNHS. Also, the NPS needs to acknowledge the Hudson Bay Company/St. James Mission cemetery as a permanent feature of the VNHS cultural landscape, and not just property that the Army is currently managing. 1

If you have any questions, or require additional information, please contact Ms. Meline Skeldon at (206) 301-2009.

Sincerely,

JOSEPH W. ALDRIDGE
LTC(P) Aldridge, EN
Deputy ARIM

# RESPONSES

**Letter 2: Joseph W. Aldridge. Department of the Army, Headquarters, 70th Regional Support Command, Fort Lawton**

1 Thank you for your comments. As mentioned in the draft GMP, the NPS at present is not the managing agency. However, the NPS will fully comply with the requirements of federal law and regulations in any future management of the cemetery area. As stated in your letter, the NPS recognizes that the HBC cemetery is a permanent feature of the reserve's cultural landscape.

# COMMENTS

L-57

VANCOUVER NATIONAL HISTORIC RESERVE TRUST

General O.O. Howard House • 750 Anderson Street • Vancouver, Washington 98661

Main: 360.992.1800
Fax: 360.992.1810

February 7, 2003

RECEIVED
FEB - 7 2003
FORT VANCOUVER
NATIONAL HISTORIC SITE

Tracy Fortmann, Superintendent
Fort Vancouver National Historic Site
612 E. Reserve St.
Vancouver, WA 98661-3897

Dear Ms. Fortmann:

Thank you for the opportunity to provide comment and recommendations relating to the Fort Vancouver National Historic Site (FOVA) Draft General Management Plan (GMP or Plan), October 2002. These comments are submitted with the positive intent of strengthening the utility of the Plan and for guiding the development of both FOVA and the Vancouver National Historic Reserve for maximum public benefit. The Vancouver National Historic Reserve Trust (Trust) has undertaken these comments from a comprehensive perspective, based on a careful review and examination of relevant records and prior agreements with the Park Service and other Reserve Partners.

The National Park Service (NPS) is front and center at the Historic Reserve in the public's eye. The strong visibility of the Fort—increasing living history programs, archeology, and new building reconstructions—has broad appeal. So there is much to be pleased about your recommended actions in the GMP to enhance the interpretive/educational value of Fort Vancouver for students and general audiences. The Trust supports your interest in:

- Continuing reconstruction of HBC buildings within the palisade
- Expanding cultural resource management responsibility on behalf of the Reserve
- Developing and implementing a variety of new interpretive/educational programs
- Locating one Reserve Visitor Center (VC) at the Fort VC
- The commitment to link the Fort with the waterfront
- The focus on the Village, its historic inhabitants, and HBC activities on the Columbia River
- Providing new on-site interpretation for the World War I Spruce Mill and CCC operations of the 1930s

Each of these goals expands visitorship and vistas of learning for both young and older visitors. These new educational programs offer broader context and enrichment for interpreting the "layered" history (One Place across Time) at the Reserve. All of the Reserve's components and primary themes—the Hudson's Bay Company; western exploration, expansion and settlement of the United States; Northwest Indian tribes' encounters with Euro-Americans; U.S. military activity; pioneering aviation at Pearson Field and the World War II Kaiser Shipyard—integrate to form a whole greater than the sum of its parts.

The Historic Reserve is both a national historic area and a relationship amongst its Partners and the Trust. Congress deemed this area at present-day Vancouver worthy of being recognized as a national historic reserve, because of the far-reaching significance of human activity occurring here across time. Combining the Reserve properties under one umbrella is a means of protecting the cultural resources and maximizing their public use and value.

How the Reserve Partners (the National Park Service, City of Vancouver, State of Washington, U.S. Army) and Trust—together—reach these goals form the heart and conditions of the future here.

# RESPONSES

**Letter 3: Edward Lynch, Vancouver National Historic Reserve Trust**

Thank you for your detailed comments on the draft General Management Plan for Fort Vancouver National Historic Site.

# COMMENTS

Tracy Fortmann
Page 2
February 7, 2003

The magnitude of the Reserve's potential in terms of capital development and sustainability require the collaboration of public and private contributions. In the interest of a strong, integrated partnership, we offer the suggestions below as you move forward with the final Plan. While national parks are among our nation's foremost treasures, the Reserve is a special place that combines the spirit of private enterprise, community action and initiative—the nonprofit Trust—with government activities and regulatory controls. The leveraging of public dollars, the value-added nature of the private contribution, and the expectation for economic sustainability in Reserve buildings and operations are fundamental to keep alive the potential and promise of the Reserve.

As we look at the Plan, the following recommendations of the Trust center on the relationship and interests of FOVA compared to the Reserve as a whole. It is most important that planning by all Partners be in consort with Reserve goals, fundraising, roles and responsibilities, timetables and strategies for achieving results.

**A. <u>Reserve Planning</u>**

While each partner and the Trust will undertake planning work as required by their individual situations and governance, it is important that we all proceed with appropriate attention paid to previously adopted plans and reports. The foundational document for the Reserve is the Vancouver National Historic Reserve Cooperative Management Plan (VNHR CMP). The VNHR CMP is signed (in 2000) by all Partners and supported by and with the participation of the Trust. It was required as part of the legislation establishing the Reserve, sets forth framework guidance for management of the site and is the basis by which we all move forward. This legislation, authorizing the Historic Reserve, Public Law 104-333 Sec. 502, should be included in the Fort GMP.

We suggest that particular attention be paid in your GMP for consistency with the VNHR CMP in the following key areas:

- <u>Research and Education Center</u>
  The Trust is unclear about your intentions in the Plan for a research and education center. While we champion your effort to expand NPS activities for a research and interpretation/ education center in the Sales Shop and Stores reconstructions, we support an education, research and cultural center located on the West Vancouver Barracks campus. We would encourage you not to be redundant in your plans for a research and education center located within the Fort palisade and provide the following background for our position. **1**

  - Initiated in November 1999, a substantial amount of planning was accomplished and adopted by the Reserve Partners and the Trust for the future of Vancouver Barracks, with agreement to locate a research and education center in the West Barracks. We would expect your Plan to work in accord with these efforts. The Trust believes in the value of broad-based education and Partnership development for operation of programs as evidenced in the active year-long (2000-2001) planning process initiated and directed by the Reserve Trust Education Committee for the Re-use of Vancouver Barracks.

  - This process was consistent with the VNHR CMP and involved the executive and policy level representatives of southwest Washington and northwestern Oregon school districts, colleges and universities as well as key leaders and representatives from regional cultural organizations, the Reserve Partners and the US Army Reserve.

# RESPONSES

**(Edward Lynch)**

**1** The envisioned Research and Education Center at Fort Vancouver National Historic Site will focus on cultural resources issues relevant to the entire Reserve. It will be complementary to educational activities promoted by the Reserve Partners, the Vancouver National Historic Reserve Trust, and the Trust's efforts to create a learning center based in the West Vancouver Barracks. The NPS education center will build on the strengths and expertise of existing park staff and allow NPS staff to conduct appropriate educational activities in the Reserve as an "open air" classroom. It is essential that cultural resource-based educational activities be housed where the resources for research are available; namely at the fort site where cultural resources staff (archaeologists, curators, and others) are posted and artifacts and archival materials relating to the Reserve as a whole are curated.

Successful educational programs at the Reserve depend on cooperative planning and promotion among all the partners. The role of the Reserve Trust is integral to this success, as the Trust's responsibilities are described in the Cooperative Management Plan: "Assume an advocacy role to support preservation, coordinated planning, capital development, community identity, education, cultural tourism and promotion, and endowments and investments."..."Support the development of educational programs through cooperative agreements and facilitate the Reserve partners in coordinating these programs."

# COMMENTS

Tracy Fortmann
Page 3
February 7, 2003

- Throughout the planning process, the economic feasibility and planning work undertaken by E.D. Hovee & Company for the City of Vancouver and its Reserve properties was carefully considered.

- The final report (April 2001) recognizes the generational opportunity to restore and adaptively reuse the historic buildings in the West Barracks for education, historic preservation, and other public purposes. Section two in this planning document describes an Education, Research and Cultural Center on the West Barracks campus—an educational park—where various training activities occur. Both formal classroom space and informal learning opportunities are envisioned. The US Army Reserve, Clark College, ESD 112, and WSUV were involved in subsequent educational planning work in 2001-2002, and the process is continuing.

- Roles and Responsibility of the Reserve Trust (VNHR CMP, pp.43-44) 1
- Reserve primary interpretive themes (i.e. Crossroads, Exploration, Settlement, Fur Trade and Commerce, Military, American Indians, and Aviation)
- Staffing by the NPS, Trust and other Partners for the Reserve
- Distribution of annual operational funds as authorized in the Reserve legislation
- Comparable timetable so that new planning efforts proceed efficiently and effectively (i.e. 10-15 years)

**B. Education**

The fundamental basis of the nonprofit Trust is education for public benefit. From the onset, those involved with the Reserve have determined that educational programs and projects created by the Partners and Trust be developed in a collaborative spirit so that all complement each other for a greater good. Everyone's efforts increase public awareness and appreciation of the Reserve's significance. Education to the Trust means both informal education: i.e. interpretation—activities and programs and the various media that support this; exhibits, public programs, guided tours, living history demonstrations, publications (books, pamphlets, videos, Internet applications, etc.) and formal education—classroom instruction, curricula and training.

**C. Resource Development**

The Trust believes the achievement of Reserve capital projects and goals can best be realized with a strong private nonprofit role. Success requires a pragmatic formula that includes: 2

- Reserve land-owners to make priority investments in their assets
- Public enterprises (e.g. Officers Row)
- Private enterprise organized with a development authority (e.g. VADA) to accomplish capital projects as envisioned for the Historic Reserve
- Private enterprise to create a viable sustainability
- Volunteerism and nonprofit support
- Advocacy for the investment of public dollars to augment private investment

# RESPONSES

**(Edward Lynch)**

1 Your other areas of concern, namely the primary interpretive themes for the Reserve, staffing for the Reserve, distribution of annual operational funds as authorized in the Reserve legislation, and a comparable timetable, are unfortunately beyond the intended scope of the General Management Plan for Fort Vancouver National Historic Site. Each site in the National Park System is required by law to produce a general management plan every 15 years. Themes and issues relating to the National Park Service's role as a partner in the Vancouver National Historic Reserve were not addressed within this document since it was meant to provide a vision for Fort Vancouver National Historic Site specifically and solely. However, NPS staff considers the themes as complimentary to the *Vancouver National Historic Reserve Cooperative Management Plan*, and the leadership of the park will be able to accomplish the goals set forth, within the operating framework of the Cooperative Management Plan of the Reserve.

The NPS envisions the Research and Education Center as one part of the overall, integrated educational plan for the Reserve. On page 78 under "Actions Common to All Alternatives" the draft GMP states: "Educational programs—Working with Reserve Partners and others, the NPS would facilitate and coordinate educational programs related to the rich history of the Hudson's Bay Company, the early U.S. Army presence at the Vancouver Barracks, and other historical themes." The center will capitalize on the expertise of NPS staff in the areas of archaeology, curation, historical architecture and preservation, and the incomparable extant cultural resources of the lands of the Vancouver National Historic Reserve.

2 Your comments are consistent with the draft GMP. The future success of the Vancouver National Historic Reserve will be built on a foundation that combines public and private entities in partnership with one another. Capital projects, in particular, will depend on the Reserve partners advocating for both public and private dollars.

# COMMENTS

Tracy Fortmann
Page 4
February 7, 2003

The magnitude of the Reserve's potential requires continued collaboration of public and private interests. The Reserve's "One Place across Time" theme relates to the significance of human activity in the past at this one place. It also can be viewed as the thematic construct reaching to the future and the opportunity that lies ahead. Together, the Reserve Partners and Trust can accomplish great things for the benefit of our community, our country and future generations. **2**

Best wishes in the finalization of the plan.

Sincerely,



Edward Lynch
Chairman of the Board

# RESPONSES

**(Edward Lynch)**

# COMMENTS

U.S. Department
of Transportation

**Federal Aviation Administration**

**Seattle Airports District Office**
1601 Lind Avenue, S. W., Ste 250
Renton, Washington 98055-4056

RECEIVED
FEB 13 2002
FORT VANCOUVER
NATIONAL HISTORIC SITE

February 7, 2003

Ms. Tracy Fortmann, Superintendent
Fort Vancouver National Historic Site
National Park Service
612 East Reserve Street
Vancouver, WA 98661-3811

Dear Ms. Fortmann:

**FORT VANCOUVER NATIONAL HISTORIC SITE**
**DRAFT GENERAL MANAGEMENT PLAN**

The coordination for review within the Federal Aviation Administration (FAA) Seattle Airports District Office has been completed on the draft General Management Plan for the Fort Vancouver National Historic Site. This plan is of vital interest to the FAA as approximately 50 percent of the runway and parallel taxiway for Pearson Field, a federally obligated general aviation airport, is on this National Park Service (NPS) property.

Our review comments, along with review comments arising from FAA coordination with US Department of Agriculture (USDA), Animal & Plant Health Inspection Service, Wildlife Services, are provided herein. We also forwarded a copy of the draft plan to the Washington State Department of Transportation (WSDOT), Aviation Division, for their independent review and comment.

We appreciate the time and effort that you and your staff took to provide a briefing and an opportunity for dialogue on January 14, 2003, for the proposed draft plan with the Pearson Field Airport Manager and Aviation Advisory Committee, as well as FAA. We look forward to continuing that cooperative dialogue.

Please call me at (425) 227-2661 if I can answer any questions or be of further assistance.

Sincerely,

Karen J. Miles

Karen J. Miles, PE
Civil Engineer, Washington Section

1 Enclosure

cc:
Dan George, City of Vancouver
Ernie Vande Zande, City of Vancouver
John Shambaugh, Washington State Aeronautics
Laurence Schafer, USDA

# RESPONSES

**Letter 4: Karen J. Miles, U.S. Department of Transportation, Federal Aviation Administration**

# COMMENTS

**FAA REVIEW COMMENTS**
**FORT VANCOUVER NATIONAL HISTORIC SITE**
**DRAFT GENERAL MANAGEMENT PLAN**

**Page V. Summary.** Top paragraph states that the historic pond (by FAA rough measurements within 1,500 feet of Runway 8) would be delineated with wetland plants. Per US Department of Transportation, FAA Advisory Circular 150/5200-33, wetlands are considered a hazardous wildlife attractant near airports. The distance between an airport's movement areas and a wildlife attractant should be a minimum of 5,000 feet for piston-powered aircraft, which is what Pearson Field serves. A minimum distance of 10,000 feet should be maintained from runways serving turbine-powered aircraft, such as Portland International. Recommend no enhancements to historic wetland ponds or areas. 1

**Figure 2.** Since this figure goes beyond land ownership and delineates buildings and streets, we recommend the runway and taxiway also be shown. 2

**Page 3.** Second paragraph from the bottom mentions Congressional Legislation enacted in 1996. NPS offered on January 14, 2003, and FAA concurs, that the actual legislative language replace this paragraph (which appears to be an interpretation or opinion of the legislation). 3

**Page 5.** Last paragraph. Proposed "reconstructed structures" requires Form 7460-1 to be submitted to the FAA for review. Federal Aviation Regulation (FAR) Part 77 requires that all construction on an airport, and all off-airport structures that might affect the navigable airspace, be coordinated with the Federal Aviation Administration (FAA) prior to commencement, using FAA Form 7460-1, *Notice of Proposed Construction or Alteration.* The FAA must determine that the proposal will not obstruct the navigable airspace or adversely affect the safety or utility of the airport, which also translates to safety of people on the ground.

**Page 6.** Recommend that partnerships or relationships with the City of Vancouver, FAA and USDA be included. 4

**Page 7. Planning Issues and Concerns.** FAA recommends a section on the close proximity of the Fort, Village, Air Museum, etc. to an active general aviation facility and urban environment, or vice versa. As talked about in the briefing, these close facilities can present unique opportunities that have a positive impact on each other rather than a negative one. 5

**Page 26.** Top paragraph. The paragraph implies that up until 2022, the facility can be used for general aviation use subject to FAA approval, but after 2022, the NPS takes over authority. Per the legislation, establishment of the Reserve shall not limit FAA authority over airfield activities at Pearson Airpark. FAA still has authority after 2022. Recommend deletion of the sentence: "Airfield operations during this period are subject to FAA approval." Recommend changing the next sentence to "Subsequent to 2022, use of the airfield will be transitioned to aircraft meeting the historic definition as stated in the Memorandum of Agreement Between the NPS and the City of Vancouver dated 11/4/94. In that Agreement, historic aircraft is defined as aircraft based on a design from: (1) World War II era or earlier, (2) which are 50 years or older, or (3) which is determined by a qualified aviation advisory group selected by the Vancouver Partnership to be of historical significance. 6

# RESPONSES

**(Karen J. Miles)**

**1** The NPS would work with the USDA Wildlife Services in choosing plants to delineate the historic pond.

**2** Figure 2 has been updated with the information.

**3** This language has been replaced.

**4** The "Desired Future Conditions" section specifically relates to the public use and protection of Fort Vancouver resources. Language has been added to the final GMP to expand upon the NPS relationship with the City of Vancouver and the Pearson Air Museum under "Actions Requiring Cooperation with Reserve Partners" on page 110 of the draft GMP. This additional language will address the need for the NPS to engage in additional collaboration with the City, FAA, and others regarding the ongoing general aviation operations at Pearson Field.

**5** Language has been added to the "Pearson Field" section in the Affected Environment of the draft GMP on page 75. The NPS staff encourage park visitors at the Fort and visitor center to visit Pearson Air Museum. The park recognizes that pilots are visitors too. Those that fly in would have the opportunity to visit the Fort and the Pearson Air Museum. In addition, NPS staff have placed information on the park's website that one way to visit the park is to fly into Portland International Airport or Pearson Field.

**6** The change has been made.

## COMMENTS

**Page 42. Wildlife.** Recommend that the NPS include a paragraph that states there can be impacts to aviation activities from wildlife, both on the ground (deer, coyotes, etc.) and in the air (birds), and that the NPS will work in partnership with the FAA and USDA Wildlife Services to achieve the mutual goal of aircraft/park visitor safety and historic site ambience. USDA contact for Washington is Laurence Schafer in Olympia, WA at 360-753-9884. **7**

**Page 54. Pedestrian Overpass.** Requires Form 7460-1 to be submitted for review. Federal Aviation Regulation (FAR) Part 77 requires that all construction on an airport, and all off-airport structures that might affect the navigable airspace, be coordinated with the Federal Aviation Administration (FAA) prior to commencement, using FAA Form 7460-1, *Notice of Proposed Construction or Alteration*. The FAA must determine that the height, layout and composition of the structure are consistent with an airport's Airport Layout Plan, and that it will not obstruct the navigable airspace or adversely affect the safety or utility of the airport.

**Page 75. Pearson Field.** Recommend the NPS include the actual, entire legislative language rather than a partial description of the situation, which as stated leaves a question as to the airfields status after 2022. **8**

**Since the NPS preferred Alternative is Alternative B, FAA concentrated on Alternative B in our comments below.**

**Page 86. Appropriate Types of Activities or Facilities.** Bird watching implies there may be birds, therefore potential impacts to aviation activities and the ultimate safety of pilots and pedestrians. Recommend close coordination with USDA. **9**

**Figure 9.** Recommend the Runway Protection Zone (RPZ) for Runway 8 be delineated in the figure and legend as part of the runway/taxiway special use area. We also believe it would be appropriate to dilineate the RPZ on other drawings throughout the document. This would clarify which lands needs to be protected and used for aviation uses only (unless otherwise agreed to by the City and FAA). **10**

**Page 88. Special Use Zone.** Recommend re-titling this section "Special Use Zone – Active Aviation Surfaces" to clarify and illustrate the close proximity of the activity. Recommend that the paragraph titled *Resource Condition or Character* be revised to either state the actual legislative language, or add the following sentence: "Subsequent to 2022, use of the airfield will be transitioned to aircraft meeting the historic definition stated in the legislation." Recommend the second sentence in the paragraph titled *Visitor Experience* be revised to include runway object free area and runway protection zone, as well as the stated active runway. In the last sentence of this paragraph, recommend deletion of the word "casual". **11**

**Pages 89 and 90. Village and Environs/Fort Vancouver Waterfront.** The use of screening and transitions with native vegetation is mentioned in most of the paragraphs in these sections. Due to the potential of attracting wildlife hazardous to aircraft, and the potential for wildlife to cross the runway approach traveling between vegetated areas on the waterfront and the village, recommend the NPS state they will work in close coordination with USDA Wildlife Services in the selection and location of all vegetative screenings and transitions. **12**

**Figure 10.** Recommend delineating the RPZ for Runway 8 in this figure.

## RESPONSES

**(Karen J. Miles)**

**7** Language has been included.

**8** The legislative language has been added.

**9** See comment above.

**10** This change has been made to Figure 12.

**11** The change has been made.

**12** The NPS would work with the USDA Wildlife Services in selecting plant species for vegetative screening.

# COMMENTS

**Figure 11.** Since this draft plan is for the next 15 to 20 years, and in that time-frame Congress has legislated no change, recommend that the runway be featured in solid lines just as the Fort, fences, Village, etc. are, rather than as a light, dashed line. Recommend the RPZ for Runway 8 be delineated also and both of these major components be called out in the legend. 13

**Pages 95, 137, 145. Natural Resource Management, Scenic Resource Management.** As stated in our first comment, wetlands, wetland plants, and increasing vegetation and screening may attract wildlife hazardous to aviation activities. Recommend the delineation of historic ponds with wetland plants be eliminated from the plan. Recommend the NPS and the City of Vancouver state they will work closely with USDA Wildlife Services when planning to enhance any natural condition (shoreline, etc.) or NPS property due to the close proximity of Pearson Field and Portland International Airport. 14

**Figure 12.** Trail as shown cutting in on the northeast corner of City of Vancouver airport property (Federally obligated) does not have FAA approval. The existing configuration is only an interim solution agreed to between the City of Vancouver and the FAA. Please remove the trail as shown, and show it continuing straight up the hill to meet East 5th Street. Also, it is our understanding from our May 1, 2001 meeting, that a portion of the discovery trail which is in the RPZ to Runway 8 would not be used for walking tour groups. Tour groups were instead to be taken outside the RPZ on a pre-existing trail system. 15

# RESPONSES

**(Karen J. Miles)**

**13** This change has been made.

**14** Language has been added to the "Environmental Consequences" chapter, "Natural Resources" section on page 137.

**15** The trail alignment in Figure 12 at the northeast corner the airport has been changed.

U.S. Department
of Transportation

**Federal Highway
Administration**

WESTERN FEDERAL LANDS HIGHWAY DIVISION
610 EAST FIFTH STREET
VANCOUVER, WA 98661-3801
(360) 619-7700 FAX: (360) 619-7846

RECEI
JAN 24
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NATIONAL HISTC

January 22, 2003

Ms. Tracy Fortmann, Superintendent
Fort Vancouver National Historic Site
12 East Reserve Street
Vancouver, WA 98661

Refer to: HFL-17
File: 5 #1

Dear Superintendent Fortmann:

Fort Vancouver National Historic Site
Draft General Management Plan/Draft Environmental Impact Statement
Review Comments

The Western Federal Lands Highway Division (WFLHD) submits the following comments regarding the Fort Vancouver National Historic Site DGMP/DEIS:

The Draft GMP/DEIS is an excellent example of planning and environmental streamlining, and transportation is treated as an important component within the document. The development of alternative transportation strategies is encouraged, and WFLHD appreciates the opportunity to comment.

Impacts to WFLHD Daily Operations:

1. Under the section, "Effects on Parking, Access, and Circulation under Alternative B," on page 142, the effect of the East Fifth Street closure on FHWA and US Army Reserve employee access is mentioned. WFLHD has concerns about the proposed closure of Fifth Street to vehicular traffic between the Pearson Air Museum and the historic apple orchard as referenced in Alternatives B & C. Currently, Fifth Street is the main access road for WFLHD operations. Large delivery trucks and construction trailer combos are transported intermittently via East Fifth Street because these large vehicles cannot make the turning radius coming from Ft. Vancouver way onto Fifth Street nor from the frontage road adjacent to Interstate 5. We recommend that at a minimum, you make provisions for, and allow limited access by, large trucks or trailers that are unable to negotiate other access roads to our facility, or in cases of emergency. **1**

2. The possible installation of traffic calming devices along Evergreen Boulevard is discussed on page 110. WFLHD has concerns about any traffic calming devices that would narrow the road or otherwise obstruct the movement of large vehicles using this access road. **2**



**Letter 5: Ronald W. Carmichael U.S. Department of Transportation, Federal Highways Administration**

**1** Thank you for your comments. Please see the NPS response to Letter 12 involving closure of East Fifth Street.

**2** The NPS staff would work with the Federal Highway Administration and the city of Vancouver regarding the consideration, planning or installation of any traffic calming devices on Evergreen Boulevard.

# COMMENTS

3. The Fort Vancouver National Historic Site is not only a resource agency partner that we provide technical assistance and support to, but is also a neighbor to our facility within the Fort Vancouver reserve area. As such, we would welcome any discussion over a joint use or resource-sharing proposal for the South Barracks in the event the NPS takes possession of the property. **3**

Transportation Planning Considerations:

The closure of a section of Columbia Way is proposed on page 112, third paragraph. WFLHD has a concern about the effects of closing off a local street that provides access to the downtown core. Without this local street, residents and visitors to the area would be forced to access SR-14 and I-5. This would result in increased traffic in these corridors. Furthermore, on page 150, the section on "Effects on Parking, Access, and Circulation under Alternative C," does not take into account the impact of closing a local street, Columbia Way, and the impact it may have on congestion on SR-14 and I-5. **4**

The Fort Vancouver National Historic Site has become a landmark in our local community. The proposed concepts identified in the General Management Plan will be positive improvements and will further enhance the historic and aesthetic qualities of the area, and will provide greater enjoyment for those who visit the park. Although we realize it may be several years before any improvements are completed, the proposed improvements will further enhance our local community and will help make WFLHD an even more enjoyable place to work.

If you have any questions, or should you require additional information, please contact Wendy Haney at (360) 619-7930. Thank you for providing us the opportunity to comment.

~~Sincerely~~ yours,

Ronald W. Carmichael

Ronald W. Carmichael
Division Engineer

cc: Dan Donovan, Director of Program Administration, WFLHD
Valerie Rodman, Transportation Planner, WFLHD

# RESPONSES

**(Ronald W. Carmichael)**

**3** The NPS staff would consider partnering with the Federal Highway Administration for potential joint use or resource sharing proposals in the south barracks, in the event the NPS takes over management of the federal property from the U.S. Army Reserve.

**4** Alternative C was not chosen as the Proposed Action. However, additional analysis has been added to this section.

# Cowlitz Indian Tribe

REC
JAN -
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NATIONAL H

January 4, 2003

Ms. Tracy A. Fortman
Superintendent
Fort Vancouver National Historic Site
612 East Reserve Street
Vancouver, Washington 98661

Re: Comments on October 2002 EIS

Dear Tracy,

Omissions in the October 2002 Draft General Management Plan, Environmental Impact Statement include:

1. The role of the Cowlitz Indians and the chief, Skanewa, in locating a trading post at this site.

2. Vancouver as being a terminus and re-supply point on the "Cowlitz Trail" from the Columbia River to Puget Sound. Governor Simpson called this important pre-contact trail "Skanewa's Track".

3. That the Cowlitz Indians were inhabitants of the region.

4. The Chinook Indians referred to were known to be Upper Chinookans, perhaps Wakanasees, with no tribal connection to the people at the mouth of the Columbia who were the Lower Chinooks. 1

5. There is no mention of the village called Cathlapootle, or what tribe lived at Cathlapootle nor that their neighbors were Cowlitz.

6. Skanewa's role in establishing Fort Langley with Governor Simpson is not discussed.

7. During the Washington Territory Indian war a number of Lewis River Cowlitz Indians were breifly interred at Fort Vancouver.

8. Comtemporary tribal communities are not mentioned. The Cowlitz still live here, and once again -- the Chinooks are the people at the mouth of the Columbia. Many of the Upper Chinook tribes were lost during the fur trade and survivors were absorbed into neighboring tribes. 2

Please review these comments, and if further dialogue is needed please contact Mike Iyall, Natural Resources Committee Chairman (360) 456-8720.

Sincerely,

The Honorable Robin F. Torner
Tribal Council Chair, Cowlitz Indian Tribe

**Letter 6: Robin F. Torner, Cowlitz Indian Tribe**

1 We appreciate your comments regarding the park's draft GMP on the significance of the Cowlitz tribe and their relationship with the Hudson's Bay Company. Please note that general management plans do not go into the level of historical detail that your letter suggests. The park staff is, however, interested in seeking information about the Cowlitz and other tribal groups. There were over 35 tribes associated with the Hudson's Bay Company at Fort Vancouver alone.

In order to obtain more information, park staff is in the process of seeking funding for an ethnographic study on the HBC relationships with American Indian tribes. In addition, the park is specifically seeking funding for recording oral histories of descendents of native peoples in the region.

2 To respond to your concerns, specific text has been added. Please see changes to pages 32 and 55 in the final GMP. In response to #8, Contemporary tribal communities are mentioned in the draft GMP on page 55 under the heading "Contemporary Tribal Communities".

# COMMENTS

**The Confederated Tribes of the Grand Ronde Community of Oregon**

Cultural Resources
Phone (503) 879-4639 or (800) 422-0232
Fax (503) 879-2126

9615 Grand Ronde Rd.
Grand Ronde, OR 97347

RECEIVED
JAN 14 2003
FORT VANCOUVER
NATIONAL HISTORIC SITE

January 6, 2003

Superintendent, Fort Vancouver NHS
612 East Reserve Street
Vancouver, Washington

The Confederated Tribes of Grand Ronde (CTGR) thanks you for the opportunity to review and provide comment on the Draft General Management Plan for the Fort Vancouver National Historic Site. The Tribe is committed to working with the Vancouver National Historic Reserve, and all parties to protect and preserve our heritage for all.

We here at the Confederated Tribes of Grand Ronde Cultural Resources Department concur with the selection of Alternative B as the preferred alternative creating the least adverse environmental impact. However, we do feel more detailed discussion of the management of the HBC Cemetery is severely lacking. We acknowledge that East Barracks is not within the authorized boundary of NPS management and agree that the important cultural sites within U.S. Army management area could be preserved and interpreted by the U.S. Army. The Confederated Tribes of Grand Ronde is not satisfied with the way in which the U.S. Army manages the HBC cemetery, and would feel more assured that NPS would manage the cemetery with more reverence for our ancestors buried therein. The cemetery is an important cultural site and should be respected as sacred and hallowed grounds. Therefore, the CTGR is hopeful that the Department of the Army determines that east barracks is "excess to their needs" and transfers management to NPS. 1

We are well aware of the fact that one of our historically significant chiefs is buried there and we ask for the same respect shown to the other warriors memorialized with the monument there on the cemetery grounds. We feel that the cemetery grounds should be delineated and respected as such. Memorializing the burial site of Chief Casino could lend to the interpretation of the theme "One Place Across Time" as it could serve as a segue into prehistory, an era that appears to be lacking interpretation within this plan.

In conclusion, The Confederated Tribes of Grand Ronde believes the Draft General management Plan for the Fort Vancouver National Historic Site is overall a good document and we support the selection of Alternative B as the preferred alternative. The two main themes we feel are underrepresented are the pre-history era and the HBC Cemetery. We hope that future consultation can remedy these shortcomings. 2

Respectfully,

Perri McDaniel
Cultural Protection Specialist
Confederated Tribes of Grand Ronde
Cultural Resources Department

# RESPONSES

**Letter 7: Perri McDaniel, Confederated Tribes of the Grand Ronde**

**1** Thank you for your comments. Most of the Hudson's Bay Company cemetery is within the authorized boundaries of Fort Vancouver National Historic Site. If the U.S. Army Reserve were to determine that the land containing the cemetery was excess to its needs, the National Park Service could under existing legislation administer most of it as part of the park. Should the east or south barracks be deemed "excess", the NPS has stated its support for having such excess property transferred from the Secretary of the Army to the Secretary of the Interior to be managed as part of Fort Vancouver National Historic Site. It is possible that the remainder of the property that is outside the authorized boundary of the park could be administered by NPS after a minor boundary adjustment in cooperation with the city of Vancouver.

**2** Fort Vancouver National Historic Site will continue to enhance the interpretation of American Indian use of the site in the prehistoric period and in their relationships, influence and presence at Fort Vancouver and Vancouver Barracks. If the U.S. Army Reserve were to determine that the cemetery was excess to its needs and the National Park Service were to administer it as part of the park, it is expected that interpretive programs, including waysides and delineation of the boundaries of the cemetery, would be developed to better recognize the significance of the cemetery. Fort Vancouver National Historic Site is also taking the lead in the development of a Long-Range Interpretive Plan for the Vancouver National Historic Reserve. This plan includes the interpretation of the importance of American Indian culture and history as it relates to several of the Reserve's themes and venues.

# COMMENTS

THE CONFEDERATED TRIBES OF THE WARM SPRINGS RESERVATION OF OREGON

Cultural Resources Department
Phone: 541/553-2006 Fax: 541/553-3584

Warm Springs, Oregon 97761 / 541 553-1161

February 5, 2003

Tracy A. Fortmann
Superintendent
Fort Vancouver National Historic Site
612 East Reserve Street
Vancouver, WA 98661-3811

RECEIVED
FEB 09 2003
FORT VANCOUVER
NATIONAL HISTORIC SITE

Dear Ms. Fortmann:

Thank you for the opportunity to comment on the Draft Fort Vancouver National Historic Site General Management Plan and Environmental Impact Statement. In reference to the cultural value(s) of the site and as a cultural resource manager was glad to read within the report that the National Park Service (NPS) is leaning towards Alternative B. Alternative B appears to cause the least disturbance to the National Historic Site over the long term.

I was also pleased to see that the NPS is considering creating an interpretative Native American Village. The Native American influence and presence before, during, and after the settling of the Hudson Bay Company in the 1840's has been absent from the interpretation of the site and it is refreshing to see that it is now being considered. 1

In 1994, as a student, I trained under Dr. David Brauner, during the field school at Fort Vancouver. This was my introduction to public archaeology. I feel that on at a national historic site, such as this one, are an ideal tool to teach the public why archaeology is done, and the importants of protecting and interpreting human history. Therefore, I am please to see in your report that an on going field school is still being conducted at the site.

Once again thank you for allowing us the opportunity to comment on the Draft Management plan. If you have further questions please don't hesitate to contact me at 541-553-2006.

Sincerely,

Sally Bird
Sally Bird
Program Manager

cc: Robert Brunoe, General Manager / THPO

# RESPONSES

**Letter 8: Sally Bird, Confederated Tribes of the Warm Springs Reservation of Oregon**

1 Thank you for your comments. Fort Vancouver National Historic Site will continue to enhance the interpretation of the multicultural village through programs, technical studies, and the reconstruction and delineation of village structures. The park is committed to its Vancouver National Historic Reserve responsibilities, which include interpretation of the interrelationships, influence and presence of American Indians at Fort Vancouver and Vancouver Barracks, and active engagement of Native American tribes in the process. Fort Vancouver National Historic Site is also currently taking the lead in the development of a Long-Range Interpretive Plan for the Vancouver National Historic Reserve. This plan includes the interpretation of the importance of American Indian culture and history as it relates to several of the Reserve's themes and venues.

# COMMENTS

STATE OF WASHINGTON
OFFICE OF COMMUNITY DEVELOPMENT
**Office of Archaeology and Historic Preservation**
*1063 S. Capitol Way, Suite 106 • PO Box 48343 • Olympia, Washington 98504-8343 • (360) 586-3065*
*Fax Number (360) 586-3067 • http:www.oahp.wa.gov*

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MAR 03 2003
FORT VANCOUVER
NATIONAL HISTORIC SITE

March 7, 2003

Ms. Tracy A. Fortmann
Fort Vancouver National Historical Site
612 East Reserve Street
Vancouver, Washington 98661-3811

Re: Fort Vancouver General Management Plan
Log No: 030603-9-NPS

Dear Superintendent Fortmann:

Thank you for providing a copy of the *Draft Fort Vancouver National Historic Site General Management Plan and Environmental Impact Statement*. We appreciate the effort and consideration of alternatives addressed in this DEIS and the Management Plan. We are supportive of your Preferred Alternative – Alternative B. The details and approach to the protection of cultural resources and the education of the public about these resources and the historic significance of Fort Vancouver are well presented. We are very supportive of your effort to promote the reconstruction of the other functional elements of the Fort including residences at the Village.

We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4). 1

These comments are based on the information available at the time of this review and on the behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Should additional information become available, our assessment may be revised.

Thank you for the opportunity to comment and a copy of these comments should be included in subsequent environmental documents. We look forward to working with you and your staff in the enhancement of Fort Vancouver.

Sincerely,

Robert G. Whitlam, Ph.D.
State Archaeologist
(360) 586-3080
email: robw@cted.wa.gov

# RESPONSES

**Letter 9: Robert G. Whitlam, Office of Archaeology and Historic Preservation**

1 Thank you for your comments. These letters have been sent to your office.

WASHINGTON STATE DEPARTMENT OF
**Natural Resources**

DOUG SUTHERLAND
Commissioner of Public Lands

JAN 27 2003
FORT VANCOUVER
NATIONAL HISTORIC SITE

January 23, 2003

Tracy A. Fortmann, Superintendent
Fort Vancouver National Historic Site
612 East Reserve Street
Vancouver, WA 98661

Subject: Comments on *Draft Fort Vancouver National Historic Site General Management Plan and Environmental Impact Statement*

Dear Superintendent Fortmann:

I have had a chance to review the above, entitled document. Under "Alternative C", a portion of the proposed wharf and boat tour dock appear to have the potential to occupy state-owned aquatic land, which is managed by the Washington State Department of Natural Resources.

Under Chapter 10 of the Session Laws of 1909, Tract 31 of the first class tide and shore lands of Vancouver, Washington were granted to the United States of America for "a deed to the use of the tidelands" (not fee title) for military purposes. The grant does "not extend to or include any lands covered by more than four fathoms of water (24 feet) at ordinary low tide". The use deed, or grant further states that the land "shall continue to be held by the government of the United States for any such public purpose".

If any portion of your proposal involves work or use of tidelands beyond the four-fathom limit of your use deed, you must have written authorization from the Department of Natural Resources prior to any use of state-owned aquatic land(s). Additionally, any proposed use(s) of these use deed tidelands must meet the requirements specified under WAC 332-30-131 Public use and access. If the property is not used for any public purpose at any time, the use deed tidelands granted to the United States shall revert back to the State of Washington. If you have any questions, please feel free to call me at (360) 748-2383.

Sincerely,

Dawn Fletcher,
Land Manager

c: Hugo Flores, Environmental Planner Aquatic Resources Planning Section



**Letter 10: Dawn Fletcher, Washington State Department of Natural Resources**

Thank you for your comments. Alternative C was not selected as the Proposed Action. Additional text has been added to page 149 of the draft GMP/EIS in the Environmental Consequences chapter under "Effects on Natural Resources under Alternative C" to include coordination with Washington State Department of Natural Resources. Additional text will read: "In addition, NPS staff would consult with Washington State Department of Natural Resources regarding any state owned aquatic lands and pursue written authorization from DNR if NPS actions involve use of tidelands beyond the four-fathom limit of the use deed."

# COMMENTS

**Washington State Department of Transportation**
**Douglas B. MacDonald**
Secretary of Transportation

**Aviation Division**
3704 172nd Street, Suite K2
P.O. Box 3367
Arlington, Washington 98223-3367
360-651-6300 / Fax 360-651-6319
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FEB 10 2003
FORT VANCOUVER
NATIONAL HISTORIC SITE

February 6, 2003

Superintendent Fortmann
Fort Vancouver NHS
612 East Reserve Street
Vancouver, Washington 98661

RE: Fort Vancouver National Historic Site Draft Management Plan EIS

Dear Superintendent Fortmann:

Thank you for the opportunity to provide comment on the above referenced draft EIS for the General Management Plan of the Fort Vancouver National Historic Site. The Washington State Department of Transportation (WSDOT) Aviation Division views this opportunity as an important step and the development of a cooperative relationship between the National Park Service and WSDOT Aviation Division.

It is important to note that the "General Management Plan" for the Fort Vancouver National Historic Site is:

- For a twenty-year time period;
- Covers approximately 209 acres;
- Would affect properties within the ownership of the National Park Service, the City of Vancouver, the U.S. Army and the State of Washington;
- Affects and is adjacent to the Pearson Airfield, established in 1925, which is operated as a public use airport facility; and
- That the airport will continue to be operated by the City of Vancouver until at least 2022, subject to FAA approval and/or congressional action.

In review of the draft EIS, we found that the document goes into very specific detail on the proposed management plan and history of the Fort Vancouver historical site. However, the draft EIS does not provide information on:

- State law regarding the protection of public use airports from incompatible uses;
- Timing of improvements;
- Description or assessment of environmental impacts to public transportation facilities, such as Pearson Field; and
- Assessment of risk and liability issues associated with implementing the management plan adjacent to a General Aviation Airport.

1

# RESPONSES

**Letter 11: John Shambaugh, Washington Department of Transportation, Aviation Division**

1 Thank you for your comments. This information has been added to the "Affected Environment" chapter under the "Vancouver Barracks/Pearson Field" subsection.

## COMMENTS

Superintendent Fortmann
February 6, 2003
Page 2

Pearson Field is a public use airport. In 1996, the Washington State Legislature passed Substitute Senate Bill 6422, General Aviation Facilities – Protection from Incompatible Land Uses. The law amended the Growth Management Act requiring all cities and counties which plan under the Act (RCW 36.70A.510) to protect airports from incompatible land uses through comprehensive planning and ordinances.

The law also calls for a technical assistance program offered by the Washington State Department of Transportation (WSDOT) Aviation Division and the review of comprehensive plans and development regulations. The role of the WSDOT Aviation Division through the Airport Land Use Compatibility Program is to provide the best available technical information and research to land use decision makers, and to advocate for the preservation of Washington State's public use airports as airports are defined as essential public facilities.

Based upon the best technical information available, incompatible uses can affect aviation interests considerable distances from an airport. Incompatible uses or activities adjacent to an airport include, but are not limited to, areas of public assembly/large concentrations of people, structure height, light/glare, and air quality and wildlife hazards. Under state law, the City of Vancouver is required to address incompatible development adjacent to public use airports within their comprehensive plan and development regulations. The City of Vancouver has zoned this property for airport uses.

Additionally, comprehensive plans under the Growth Management Act are for the purposes of developing common goals expressing the public's interest in the conservation and wise use of lands and to protect the public health and safety of the community and its citizens. Successful achievement of common goals requires that citizens, communities, government agencies and the private sector work corporately to coordinate with one another on planning objectives in order to serve the public interest. In this case, the National Park Service Plan and the comprehensive plans under state law are for the preceding twenty-year period with the airport continuing operations at least until 2022. Premature buildup of the fort within this time period does not promote the public interest.

The draft management plan proposes management strategies that are in direct conflict to providing a safe atmosphere for the public adjacent to a public use airport. The plan promotes large concentrations of people and the development of structure that create hazards to critical flight paths, and to people on the ground.

## RESPONSES

**(John Shambaugh)**

# COMMENTS



In conclusion, the consequences and severity of incompatible land use activities adjacent to an airport can be decreased by taking appropriate steps to address incompatible land use activities during the lifetime of the airport. While the National Park Service may not be obligated to comply with state and local regulations there are risk and liability issues that will effect the development of the Historical Site adjacent to the Pearson Airfield. We would recommend that any action taken in regards to the management plan or other activities by the National Park Service adjacent to the Pearson Airfield be reviewed by your legal council. We would also encourage the National Park Service to:

- Provide additional detail on the Pearson Airfield and associated impacts from incompatible land uses of the proposed management plan;
- Provide a risk assessment of proposed incompatible land uses adjacent to the airport. The risk assessment should address public assembly/concentrations of people, potential height obstructions to FAR Part 77 "Imaginary Surfaces", wildlife hazards, light/glare and other incompatible land uses; 2
- Provide a phasing plan and timing schedule of proposed construction activities and events; and
- Develop a management strategy that will protect the public health, safety and welfare and minimize associated risk of incompatible land use activities adjacent to the Pearson Airfield.

Thank you again for the opportunity to comment on the Draft EIS and we offer our technical services and department resources in consideration of our comments. Documents are available at www.wsdot.wa.gov/aviation. We look forward to working with all the parties of interest in developing a management program that will accomplish all of our goals with minimum risk and liability. Please let us know how we can be of further assistance.

Sincerely,

John Shambaugh
Senior Planner

Cc: Karen Miles, FAA, Northwest Mountain Region
David Anderson, CTED, Growth Management Division
David Scott, Manager, City of Vancouver

# RESPONSES

**(John Shambaugh)**

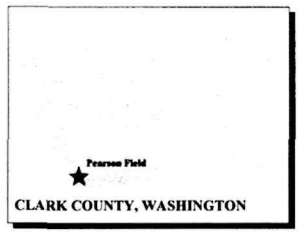
**2** Many of your comments are addressed in Letters 4, 13 and 38. In addition, impacts that are subject to FAR Part 71 would be assessed later in associated implementation plans. In addition, the NPS would continue to work with the City of Vancouver in aviation issues.

**Washington State**
**Department of Transportation**
**Aviation Division**

**Pearson Field**
**Clark County, Washington**

# AIRPORT: Pearson Field (VUO)
# ASSOCIATED CITY: Vancouver
# ARC: B-II
# REGION: Southwest

### AIRPORT DATA AND FACILITIES




Pearson Field is located in Clark County adjacent to Washington Highway 14, two miles southwest of Vancouver. Pearson Field has 197 based aircraft, including 182 single-engine and 15 multi-engine piston-powered. The latest available data indicate that Pearson Field experiences 110,900 annual operations. Runway 8-26 is the Airport's only runway. This runway is 3,275 feet long, 60 feet wide, has an asphalt surface, and is equipped with medium intensity runway lights. Vertical guidance to Runway 8 is provided by visual approach slope indicators. Runway 26 is equipped with precision approach path indicators and runway end indicator lights. There is an LDA-A approach, which, utilizing one of the localizers at Portland International Airport, provides instrument guidance to the airport, rather than a specific runway end.

### ECONOMIC IMPACTS

The economic impacts of Washington's airports were calculated using a methodology, which has evolved over the past decade and is nationally recognized as the standard for conducting economic impact studies of airports. The methodology is consistent with analytical models used by the Federal Aviation Administration (FAA), and employs the use of direct survey information and an input/output model (IMPLAN) as developed by the U.S. Department of Commerce to determine multipliers specific to the state of Washington for "secondary" economic impacts.

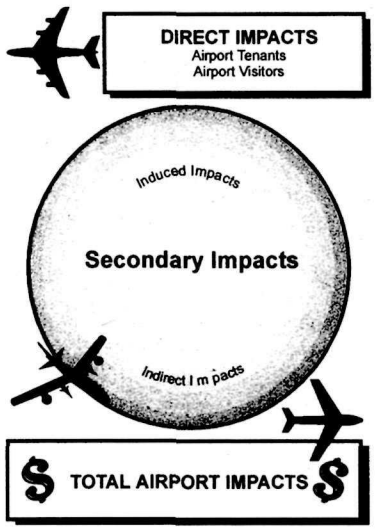
Types of Economic Impact - This study identified and examined those aviation activities at the public use airports in Washington that created economic impacts. These impacts are generated in three ways: **1)** Direct, **2)** Indirect, and **3)** Induced Effects. Combined, the three impact types yield the total economic impacts of an airport, as described below:

(Appendix to Letter 11: John Shambaugh)

# COMMENTS

**Washington State**
**Department of Transportation**
**Aviation Division**

**Pearson Field**
**Clark County, Washington**




**DIRECT ECONOMIC IMPACTS**

These economic impacts occur as a consequence of providing aviation services. These impacts usually occur at the airports, and comprise the financial expenditures by firms which carry passengers (air carrier, air charter or air taxi) or cargo; firms which serve the air carrier and general aviation functions (airport tenants); governmental agencies which support aviation; ground transport firms; and others. In every instance, the impacts include only expenditures where the recipient is located within each airport's service area.

Aviation-related tenants on the Airport include Aero Maintenance Flight Center and the Pearson Air Museum. General aviation operations accounted for 39,500 visitors arriving at the Airport. The total combined direct output of on-airport tenants and general aviation operations was $26,998,080. These first-round expenditures were responsible for approximately 458 jobs with combined wages of $7,375,786.

**INDIRECT ECONOMIC IMPACTS (Secondary Impact)**

These economic impacts occur as a result of the use of aviation service. They include the regional expenditures made by air passengers who visit the region (at hotels, restaurants, ski facilities, etc.); expenditures by the region's residents associated with their use of aviation; and expenditures by firms having economic activity which is dependent on the airport. These indirect impacts accounted for an output of $5,357,354, approximately 67 jobs, and wages of $1,930,880.

**INDUCED ECONOMIC IMPACTS (Secondary Impacts)**

The "indirect" and "direct" impacts represent increases in regional final demand. Such increases do not represent total economic impact; there is also a "multiplier" effect. This multiplier effect comprises the local value of money as it circulates through the local economy and as individuals or firms associated with airport business buy goods and services in the local economy. Induced impacts accounted for an output of $6,044,072, approximately 79 jobs, and wages of $2,011,648. Each airport's total economic impact is the sum of the three types of impacts.

# RESPONSES

**(Appendix to Letter 11: John Shambaugh)**

**Washington State**
**Department of Transportation**
**Aviation Division**

**Pearson Field**
**Clark County, Washington**

**TOTAL ECONOMIC IMPACTS**

The total economic impacts across the state were quantified by adding together the direct, indirect and induced impacts for each airport, and interpreting, comparing, and presenting the results.

The output of the IMPLAN model enabled the presentation of total economic impacts by airport in terms of three economic impact measures: 1) jobs (employment); 2) earnings (payroll), and; 3) economic activity (output). Each of these was determined based on individual multipliers per industry categories. In each case, total impacts include the aviation sector itself, as well as the "multiplier effect" of the aviation sector. The impacts were estimated using Year 1998 data.

All three indicators of economic impact are useful; however, the monetary measures should not be added together, as discussed below:

- **Jobs (Employment)** - The number of employees who are employed in the aviation industry, plus the aviation-oriented share of those that are employed in sectors that support the air passenger (hotels, restaurants, etc.) plus those employed in the industries included in the multiplier effect impacts. The number of jobs attributable to an industry is always greater than simply those in the industry itself, due to the "re-spending" of money. Total employment impact was approximately 603 jobs.

- **Labor Earnings (Payroll)** - The sum of the wages and salaries to all employed persons that the aviation industry pays, directly or indirectly, to deliver the output of final aviation demand. Earnings Impacts are always included in the Economic Activity totals, so they should not be summed with the Economic Activity impact. Earnings are a very conservative proxy for "value added." Earnings may be greater or less than the Direct and Use values depending on the industry type. Total earnings impact was $11,318,314.

- **Economic Activity (Sales Output)** - The value of the aviation final demand (aviation or airport service), plus the "multiplier" effect (the sum of all of the intermediate goods and services needed to produce the aviation final demand, plus the induced impacts of increased household consumption). Total economic activity equals the sum of intermediate demands, consumption demand, government demand, investment demand, and net export demand. Economic Activity is always larger than both the Direct and Use values because it includes the multiplier effect. Total economic activity was $38,399,507.

**(Appendix to Letter 11: John Shambaugh)**

**Washington State**
**Department of Transportation**
**Aviation Division**

**Pearson Field**
**Clark County, Washington**

| | Direct Impacts | + Indirect Impacts | + Induced Impacts | = Total Impacts* |
|---|---|---|---|---|
| Jobs (Employment) | Number of Jobs Supported | Number of Jobs Supported | Number of Jobs Supported | Total Number of Jobs Supported |
| | 457.6 | 66.7 | 78.8 | 603.0 |
| Labor Earnings (Payroll) | Annual Salary Supported | Annual Salary Supported | Annual Salary Supported | Total Annual Salary Supported |
| | $7,375,786 | $1,930,880 | $2,011,648 | $11,318,314 |
| Economics (Sales Output) | Contribution to Economy (Dollars) | Contribution to Economy (Dollars) | Contribution to Economy (Dollars) | Total Contribution to Economy (Dollars) |
| | $26,998,080 | $5,357,354 | $6,044,072 | $38,399,507 |

* Figures may not add due to rounding.

**SUMMARY**

On an annual basis, Pearson Field's tenants and its visitors in Clark County, Washington contribute the following total annual economic benefit:

| Jobs (Employment) | Labor Earnings (Payroll) | Economic Activity (Sales Output) |
|---|---|---|
| Total 603.0 | Total $11,318,314 | Total $38,399,507 |

(Appendix to Letter 11: John Shambaugh)

P.O. Box 1995
Vancouver, Washington 98668-1995

City of VANCOUVER WASHINGTON

www.ci.vancouver.wa.us

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FEB - 6

FORT VANC
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January 30, 2003

Tracy Fortmann
Superintendent
Fort Vancouver National Historic Site
612 E. Reserve Street
Vancouver, WA 98661

Dear Tracy:

Thank you for the opportunity to comment on the Fort Vancouver National Historic Site (FVNHS) draft General Management Plan. As one of the four statutory partners of the Vancouver National Historic Reserve, the City of Vancouver is vitally interested in Fort Vancouver's plans for the future.

In general, the City is very supportive of what we see in the preferred alternative of the General Management Plan. We are especially pleased to see that FVNHS is planning on continuing with the reconstruction of historic structures both within the Fort and also at the Village and the waterfront. We would encourage FVNHS to consider additional reconstructions beyond what is currently proposed in the preferred alternative. There have been some discussions regarding reconstruction of one of the historic barns used by the Hudson's Bay Company with the idea that perhaps the City of Vancouver's mounted patrol might be located out of that facility. We would be interested in seeing FVNHS pursue the possibility of other reconstructions, including the barn. The reconstructions are an important piece in the visitor's understanding of the Hudson's Bay Company era and make FVNHS a more attractive tourist destination. 1

We are also pleased to see that FVNHS is supporting the proposed pedestrian crossing over Highway 14. To the City, this is one of the vital links in our Discovery Trail and also a key piece in reconnecting the main portion of the Historic Reserve with the waterfront. We look forward to working with the National Park Service (NPS) to complete this important piece of Reserve infrastructure.

The City supports remodeling and enlarging the current Fort Visitors Center to make it the Visitors Center for the entire Historic Reserve. Having a state-of-the-art facility where visitors can learn about all of the venues on the Reserve will enhance the visitor's





**Letter 12: Mayor Royce Pollard, City of Vancouver**

**1** The NPS fully agrees with your comment and the final GMP will be modified to incorporate the possibility of reconstructing a HBC barn for potential adaptive use by the city's mounted patrol. Use of historic structures within the Vancouver Barracks area should also be explored.

# COMMENTS



experience and hopefully increase visitations at the other Reserve venues as well. The City is willing to work with NPS in securing funding for this proposed expansion.

Of the proposed actions in Alternative B (the preferred alternative), the one action that the City would not be willing to support without additional discussion is the proposal to close East Fifth Street to general traffic between Pearson Air Museum and the Army Reserve area. Closing and modifying a City street in the fashion proposed would need additional discussion between all of the concerned parties before the City would be able to support it. 2

The City of Vancouver is pleased to see that Fort Vancouver National Historic Site is taking a pro-active view in planning for the future of the site and we are looking forward to continuing to work with you to make the Vancouver National Historic Reserve one of the premier visitor destinations in the Pacific Northwest.

Sincerely,

ROYCE POLLARD
Mayor

# RESPONSES

**(Mayor Royce Pollard)**

**2** The final GMP has been changed to retain East Fifth Street open to public vehicular use. The NPS would seek to work with the city's Public Works Department staff and officials to change the appearance and texture of the street surface to a more historic looking appearance.

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2 - 5 2003
RT VANCOUVER
AL HISTORIC SITE

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February 3, 2003

Tracy Fortmann
Superintendent
Fort Vancouver National Historic Site
612 East Reserve Street
Vancouver, Washington 98661

Re: Fort Vancouver NHS Draft General Management Plan

Dear Ms. Fortmann:

The Aviation Advisory Committee of the City of Vancouver appreciates the opportunity to submit this response and comments to the Draft General Management Plan (hereinafter "Plan") for the Fort Vancouver National Historic Site. The Committee has held a public meeting to gather input from members of the community regarding the Plan, particularly as it relates to Pearson Field, and we have had the pleasure of meeting with yourself, Mr. Shine and Mr. Dunbar to further discuss some of these issues. The comments set forth herein reflect the concerns of not only the Committee, but also members of the community who have provided their input to us.

On behalf of the Committee and the many airport users and community members who have submitted comments to us, we wish to congratulate the National Park Service for the excellent facility it has created and maintained at Fort Vancouver, and for the ambitious and visionary ideas embodied in the Plan. It is our desire to work in close cooperation with the National Park Service, the Vancouver National Historic Reserve and other involved partners, for the mutual benefit of all concerned.

Fort Vancouver and Pearson Field have a close kinship not only in their physical proximity, but also in the fact that they each represent a significant aspect of the history of Vancouver and the Pacific Northwest. While Fort Vancouver National Historic Site has done a fine job of displaying many of its historic functions in replica form, Pearson Field is the last remaining portion of the Fort Vancouver National Historic Reserve that still performs its historic function and service for the community.



**Letter 13: Jeffrey P. Jacobs, Vancouver Aviation Advisory Committee**

# COMMENTS



Pearson Field is one of the oldest operating airfields in the United States, and is the last remaining full-service community airport in Clark County. It links Southwest Washington to the network of over 18,000 local community airports that serve the transportation needs of millions of businesses, hospitals, charities, workers, schools, individuals, and families, carrying 145 million passengers annually. Events since the time of the 1994 Memorandum of Agreement between the National Park Service and the City of Vancouver have underscored Pearson's importance to the area. During that time it has become apparent that it will be impossible to locate another full-service community airport anywhere in Clark County; moreover, all other local airports which might have had the capability of serving the area have either closed or will close within a number of months. A recent survey revealed that Pearson Field is relied upon by many local businesses for their transportation needs, is a base for search-and-rescue operations, Civil Air Patrol cadet activities, airborne pipeline patrols, law enforcement, charitable and environmental work. Pearson Field is the only designated Heavy Aeromedical Lift Facility in Southwest Washington. It also brings business and tourist dollars to Vancouver and Clark County from all over the western U.S. These are among the many reasons why, in late 2000, the National Air Transportation Association named Pearson Field one of ***"America's 100 Most Needed Airports."***

We believe that the National Park Service is obligated to consider these factors in the General Management Plan, in accordance with NPS Management Policies (U.S. Department of the Interior 2001), which require each GMP to ". . . set forth a management concept for the park [and] establish a role for the unit ***within the context of regional trends and plans for conservation, recreation, transportation, economic development, and other regional issues*** ..." (emphasis added).

With this context in mind, we turn to specific comments and responses to the Plan document.

**1. Pearson Field Will Continue to Operate Beyond 2022:**

The Plan states at page 3:

> "In 1996, Congress extended city use of the airfield until 2022. During this extension period general aviation uses may continue subject to FAA approval. After 2022, the transition to historic (interwar era coincident with Pearson's historic period of significance) aircraft will be complete and only historic aircraft will operate out of Pearson Airfield. These reduced operations will be subject to NPS approval."

This statement is inconsistent with the applicable agreements between NPS and the City of Vancouver, and as embodied in applicable Federal law, which provide that operations at Pearson **1**

# RESPONSES

**(Jeffrey P. Jacobs)**

**1** This paragraph has been replaced with the 1994 Memorandum of Agreement and applicable legislation.

# COMMENTS



Field by "historic aircraft" (as defined in the Memorandum of Agreement) shall continue beyond 2022. The above paragraph misstates the definition of "historic aircraft" embodied in the said agreement. We have been assured by NPS representatives that the above paragraph will be modified to simply refer to the 1994 MOA and applicable Federal legislation; and the last sentence of the above paragraph will be stricken. 1

Likewise, there is no requirement that the City of Vancouver "vacate" the Pearson Field property, as is suggested at page 63 of the Plan. This too should be amended. References at pages 75, 78, 88, 128 to Pearson's operation "until 2022" should be amended to reflect that according to applicable agreements and law, 2022 is the date by which the transition to "historic aircraft" (as defined) shall be complete, and *not* suggest or imply that operations will cease after 2022.

While we understand from discussions with NPS personnel that the Plan is only intended to reflect NPS expectations for approximately fifteen years in the future, we believe that the Plan should expressly recognize that according to present law and agreements, "historic aircraft" (as defined therein) will continue to operate at Pearson Field on its present paved runway indefinitely *beyond* 2022. If, as in its present form, the Plan is so worded as to create doubt that Pearson will exist as a viable, functioning public airfield beyond 2022, it will result in substantial present economic harm to the City of Vancouver. The City is actively attempting to market leaseholds on the City-owned portion of the airfield, for compatible, aviation-related uses as mandated by FAA grants assurances. Moreover, such doubt may endanger the City's ability to obtain Federal grants for further safety and aesthetic improvements at the airfield. 2

**2. Pearson Field Is Not an "Intrusion" upon Park Land and Activities:**

The Plan calls the paved runway "a modern visual intrusion on park land" (p. 19); and asserts that the "structures and features associated with the Pearson Airfield development significantly impact the open character of the historic cultivated fields" (p. 41). In fact, the paved runway and taxiway are difficult to see from ground level. It is undeniable, moreover, that the presence of the runway guarantees that the involved land and adjacent land will remain open and uncluttered, far less intrusively than the nearby highways, railroad, Interstate Bridge, etc. ***Any feasible use of the adjacent City-owned land, other than as an airport, would result in far greater intrusion upon the simulated 19th Century ambience around Fort Vancouver.*** 3

At page 68, again referring to "visual intrusions," the Plan identifies "commercial aircraft approaching or taking off from Pearson Airfield or Portland International Airport." This is inaccurate, as Pearson Field is limited by its size and configuration to light personal and business aircraft, which create far less noise and intrusion than the commercial and military aircraft using 4

# RESPONSES

**(Jeffrey P. Jacobs)**

**2** These references have either been removed or replaced with clearer language.

**3** Language has been modified on pages 19 and 41.

**4** The word "commercial" has been removed.

# COMMENTS



nearby Portland International Airport. Ironically, Pearson Field creates a buffer for Fort Vancouver from Portland's jet traffic, because its presence forces the flow of jet arrivals and departures higher and/or further to the south under most wind and weather conditions, to avoid conflicts with Pearson's traffic pattern.

Pursuant to its agreement, the City has removed several metal hangar buildings on NPS property. While removal of these hangars has meant a substantial loss of rental income, the area between the Air Museum and the Fort wall has been restored to its 1930-era appearance, making Pearson Field one of the most aesthetically attractive airports in the country. The Plan erroneously fails to recognize that the metal hangars have already been removed (pp. 26, 67, 77, 81), and these references should be changed accordingly. 5

We believe that the Plan should recognize these improvements and the benefits that Pearson Field provides to FVNHS's scenic resources. The above-cited complaints in the Plan of purported "intrusions" unfairly mischaracterize Pearson Field's appearance and operations. 6

**3. Structures And Features Near The Runway:**

We request that in connection with any proposed structures near the runway, NPS comply with all applicable FAA requirements, including but not limited to filing of Form 7460-1.

The proposal for a pedestrian bridge over SR-14, linking Fort Vancouver with Old Apple Tree Park and the Columbia River, is a matter of concern to the Committee because, as we understand it, the proposed design for the bridge still has not been determined. A bridge of an appropriate design and location would be an excellent addition to the Historic Reserve. Obviously the design should be low enough and far enough from the runway so as to not be a safety hazard to Pearson operations, and of course must comply with FAA approval procedures. 7

The Plan illustrations depict a landbridge and approaches located to the west of the Runway Protection Zone, and close to the I-5/SR-14 interchange. This appears to be a satisfactory location; however, we strongly suggest that there *not* be a ramp allowing pedestrians to proceed eastward toward the runway from the north end of the bridge, as depicted on "Development Concept Plan," Alternative C (before page 113 of the Plan). Other Plan drawings show the eastward ramp as a dashed line, suggesting this is not a preferred route, favoring the westward ramp, which is shown in solid line. We suggest that the eastward ramp be deleted altogether.

# RESPONSES

**(Jeffrey P. Jacobs)**

**5** The references regarding "removal of hangars" have been changed.

**6** The word "intrusions" is meant only to imply that the sight and noise of modern airplanes taking off and landing over the Fort is inconsistent with the HBC time period that the NPS is interpreting. The open character of the airport itself would be consistent with the open fields of the HBC, but without the crops.

**7** The proposed design of the land bridge would go through FAA review. The eastward ramp from the north end of the bridge has been deleted from both narrative and maps.

# COMMENTS

Superintendent
Fort Vancouver National Historic Site
February 3, 2003
Page 5

We have received several comments expressing concern about the proposals (Plan, pp. 95 and 137) to reconstruct a "prairie" and to depict former ponds and inlets. At p. 137 the Plan states that a result of this proposal would be to "attract wildlife, including birds and possibly amphibians" to the area. We strongly discourage any activity that would attract greater numbers of birds to the Fort area. Pearson Field, Portland International Airport, the Interstate Bridge and the immediately adjoining highways, rail lines and urban areas are not appropriate places for large populations of birds. These areas are already experiencing significant safety and sanitary problems from large flocks of birds. Migratory birds are a hazard to all types of aircraft, but especially to the large commercial and military aircraft arriving and departing Portland International Airport in large numbers. Ingestion of birds into jet engines has been known to cause engine damage or catastrophic failure, and has even caused airline crash disasters. Knowingly attracting greater numbers of birds in the vicinity of FVNHS would unnecessarily endanger air traffic using both Pearson Field and Portland International Airport. 8

Coyotes are already a problem in the vicinity of the airport and the adjoining residential neighborhood. Increase in the wildlife population, whether birds or amphibians, near the Fort would likely exacerbate this problem.

The demarcation of historic water features near the Fort, with the use of distinctive vegetation as opposed to water, as described at page 95, would not seem to be a problem, provided it is not vegetation that would tend to attract large numbers of birds.

**4. Pedestrian Traffic Near The Runway:**

We welcome the Plan's recognition of the need for visitor safety in proximity to the runway (p. 136). It is our understanding that (1) pedestrians walking between the Fort and Kanaka Village and/or the proposed landbridge over SR-14, will be directed along the north boundary of the Runway Protection Zone; (2) pedestrian traffic in that portion of Kanaka Village that is within the Runway Protection Zone will be limited to the immediate area of the "shadow" structures, per the May 1, 2001, agreement with FAA; and (3) there will be no frequent, large groups of visitors in the Kanaka Village area. 9

While light aircraft such as those that use Pearson Field are not considered a significant threat to national security, most community airports, including Pearson Field, have taken voluntary steps to increase security. We request that NPS staff be alert to suspicious activity in the area of the Fort and airport, and do not hesitate to report such activity to appropriate authorities.

# RESPONSES

**(Jeffrey P. Jacobs)**

**8** Please see Letter 4 addressing potential wildlife impacts.

**9** This is correct. The park intends to continue to hold brigade encampment within the Village as well as other events. However, these special events will not be occurring frequently and will occur outside of the RPZ.

# COMMENTS

Superintendent
Fort Vancouver National Historic Site
February 3, 2003
Page 6

**5. Mutual Benefits of Partnership Between Pearson Field and FVNHS:**

The most frequent comment regarding the Plan we have received is that references to Pearson Field in the Plan seem uniformly to be of a negative nature, such as in the following excerpt from page 19 of the Plan: **10**

> The historical landscape of the fort era has been severely compromised by subsequent development. A railroad berm and highway corridors have effectively severed the physical and visual connections between the river and the reconstructed Fort. Pearson Airfield's paved landing strip hinders public access to the main south entrance of the palisade, further disrupts the connection between the Fort and the river, and is a modern visual intrusion on park land.

While some mention is made in the Plan of Pearson Field's early history, there is no positive mention of Pearson Field with regard to its current operation, appearance or its contributions to the community, to the Historic Reserve, or to the national air transportation system. It is felt by some that this reflects a hostile attitude on the part of NPS toward Pearson and its future, which in turn has led to distrust by some of NPS' intentions toward Pearson Field. **11**

The Committee believes that appropriate mention in the Plan of Pearson's role in the community would do much to improve airport users' confidence in the National Park Service.

We are encouraged by the continuing improvement in communication – in both directions – between FVNHS and Pearson Field management and users. The Committee will make every effort to communicate with FVNHS about issues that come to our attention that may affect our mutual interests, and we are ready and willing to meet with you at any time to discuss any concerns you may have.

As the General Management Plan starts to become reality, we request that the management of Pearson Field be given advance notice of any construction activity in the vicinity of the airport which might affect aviation operations, so that such information might be relayed to airport users in a timely manner. **12**

Pearson Field is already used by FVNHS and VNHR visitors who fly here from distant areas. We believe that the Plan should acknowledge the airport as a source of visitors to FVNHS, and address ways in which Pearson Field's easy accessibility to FVNHS visitors may be promoted, and in which directional signs and other helps may be provided to fly-in visitors. In turn, we would welcome the opportunity to work with NPS in developing ways to promote tourism to FVNHS by means of the airport and through publications directed to the aviation community nationwide. **13**

# RESPONSES

**(Jeffrey P. Jacobs)**

**10** Please see replacement language for page 19.

**11** Additional language has been added to the Affected Environment chapter.

**12** As a Reserve Partner, the NPS will provide all partners, including the City of Vancouver and Pearson Field officials with advance knowledge of any major construction activity that would occur in proximity to airport operations.

**13** Your idea about directional signing to the national historic site from Pearson Field and the Air Museum area is a good one and will be pursued by the park interpretive staff.

Language has been added to page 110 of the draft GMP.

**6. Conclusion:**

The Plan Summary (at pp. iii-iv), states in relevant part:

> "The NPS relies heavily on partnerships to achieve objectives that better serve the visitor and to protect park resources. First, the NPS is fully committed to cooperating with other partners in the Vancouver National Historic Reserve (Reserve). Second, the general management plan planning team is fully cognizant that the successful implementation of the plan is contingent upon making even greater use of volunteers and partnership arrangements to implement the many provisions it includes."

As part of this partnership, we are grateful that NPS has made the Draft Plan available to the Committee for our consideration and response. We hope the comments made herein will be helpful to you, and we look forward to working with you in the interest of creating a Vancouver National Historic Reserve that will be the pride of the entire Northwest.

Very truly yours,

Jeffrey P. Jacobs
Chair, Aviation Advisory Committee
City of Vancouver

cc: Committee
Ernie Vande Zande
Dan George
Jan Bader
Lee Powell
John Donnelly
Hon. John Wulle
Mayor Royce Pollard
Keith Dunbar, NPS
Kent Shorthill, VNHR



**(Jeffrey P. Jacobs)**

# COMMENTS

Tracy Fortmann
NPS Superintendent
612 East Reserve St.
Vancouver, WA 98661

FEB - 7 2003
FORT VANCOUVER
NATIONAL HISTORIC SITE

Dear Tracy:

I'm writing in regard to the Vancouver Mounted Police Horse Patrol.

It certainly makes perfect sense for the horse patrol to be in partnership with the National Historic Site of Fort Vancouver. How grand to have a unit so close and available to assist in any manner as needed there.

Anytime one sees the stately patrol in attendance, a calm reassurance exists. It is fortunate for the Fort Vancouver National Site to know there will be a good partnership established.

Sincerely Yours,

Gyrid Hyde-Towle

Gyrid Hyde-Towle
Chairman - East Columbia Neighborhood Association.

P.S.
Many of us here visit the area.

# RESPONSES

**Letter 14: Gyrid Hyde-Towle, East Columbia Neighborhood Association**

Thank you for your comments. Please see NPS responses to Letter 12.

## COMMENTS

McLOUGHLIN MEMORIAL ASSOCIATION

*713 Center Street  Oregon City, Oregon 97045  503/656-5146*

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**January 25, 2003**

**Superintendent Tracy A. Fortmann**
**Superintendent, Fort Vancouver NHS**
**612 East Reserve Street**
**Vancouver, Washington 98661**

**Dear Superintendent Fortmann:**

**After considerable study, and involvement in a GMP meeting held at the McLoughlin House in Oregon City, the Board of Trustees of the McLoughlin Memorial Association would like to go on record as supporting Alternative B, of the GMP for Fort Vancouver. We feel that this is the best overall plan, both for the fort, and in support of our historical house becoming a unit of the Fort Vancouver National Historical Site. This alternative would be serve our purposes, which would allow for administration and protection by Site staff of this National Historical site, the McLoughlin House.**

**Thank you for the opportunity to participate in this process.**

**Sincerely,**

**John E. Salisbury, President**
**McLoughlin Memorial Association**
**John McLoughlin House**

## RESPONSES

**Letter 15: John E. Salisbury, McLoughlin Memorial Association**

Thank you for your comments.

# COMMENTS




RECEIVED
FEB - 7 2003
FORT VANCOUVER
NATIONAL HISTORIC

6 February 2003

Tracy Fortmann, Superintendent
Fort Vancouver National Historic Site
612 East Reserve Street
Vancouver, WA 98661

Re: FVNHS Draft General Management Plan

Dear Tracy,

Thank you for the opportunity to meet with you and Greg Shine prior to my submission of comments on your draft GMP and EIS. It is interesting how many different viewpoints there are when you are dealing with a touchy subject and do not want to offend anyone needlessly. For example, an omission of a topic by one party, who did not want to offend another party, can be viewed as hostile by the other party, due to the very fact it was omitted in the first place. That is exactly why we need to clear the air and remove the "touchiness" surrounding aviation at Pearson Field, so we can move out in true partnership in the future.

When I finished my first review of the GMP, I was totally surprised at the negative treatment of aviation in general and especially, the complete omission of any mention of the runway at Pearson Field. Even where the airfield or air museum is mentioned, it is in negative tones to an aviation enthusiast. I understand from our meeting that you did not want to give the appearance that you were taking control over aviation by including it in your GMP. However, the omission is shocking and you should definitely address it where appropriate. It would alleviate a lot of concerns and mistrust in the aviation community and build stronger partnerships in the VNHR.

I believe the airport and the air museum can not only be added to the GMP, but added in a positive manner that would promote the partnership necessary for the Historic Reserve to grow and prosper over the next two decades. For example the outdated description of the removal of the metal t-hangars on the west side of the field make it sound like they are still an intrusion and will be removed by 2002. These areas need to be brought up to date and hopefully, written in a positive tone. 1

> "In the spirit of partnership and compromise, the metal hangars on the west side of Pearson Field have been removed by the City of Vancouver and the openness and flat surroundings of the runway lends to the historic, open character of the field with magnificent views of Mount Hood to the east and of the Fort stockade looking to the west."

# RESPONSES

**Letter 16: John J. Donnelly, Pearson Air Museum**

1 Thank you for your comments. The draft document now reflects the removal of the T-hangars. We agree that the removal has opened up the views, such as those to Mt. Hood, that were historically experienced.

Please see page 67 of the draft GMP.

## COMMENTS

Even the unique aviation history of Pearson Field and its aviation milestones are downplayed where they are mentioned. For example the treatment of the First Transpolar Flight which terminated at Pearson Field in 1937 is written in a negative manner. The fact that the Russian aviators were the very first to fly over the North Pole, establishing an international record, is not even mentioned. Instead it is written as "they were forced to land following an attempt to break the long distance world record ...." This was not a "forced" landing due to aircraft malfunctions. In fact, the crew could very well have landed at Swan Island, their original divert base after running into bad weather around Eugene, Oregon. When they landed, the public rightfully treated them as heroes and marked the beginning of an on-going relationship with aviation enthusiasts in Russia and the United States.

This is the most significant international aviation milestone that occurred at Pearson Field during the Golden Age of Aviation and it raised the pilot of that flight, Valery Chkalov, to international recognition as Russia's Lindberg. The terminus of that flight is located within the FVNHS and its history needs to be preserved and interpreted IAW the NPS's own directives.

Here we have an opportunity to cement the partnership between the NPS and the Reserve Partners and build a vision for the next twenty years. All doubts by the aviation community can be erased, if it is done in the same manner that the rest of the master plan is written. Then we can truly grow in partnership over the next two decades.

The draft GMP is a wonderful vision of recreating the ambience of the Hudson Bay Fur Trading Post despite the encroachment of modern day buildings, bridges, and railroad berms. I like the majority of the vision including the closing of 5th Street west of the 321st Observation Squadron Headquarters Building and the development of a walkway and overpass to the Columbia River, revitalizing that historic connection with the river and its people. 2

Although there are some safety concerns with how the trail to the village and overpass is done, it will be a wonderful vantagepoint for Fort visitors as well as aviation enthusiasts visiting the air museum. Also the timing of the closure of 5th Street needs to be <u>after</u> we have an alternate system in place to move the public around the site, such as the proposed shuttle system in the GMP. To remove that primary circulation route, 5th Street, prior to an alternative method in place to move people around the Reserve would severely hamper access to the air museum in the southeast corner of the Reserve.

The most volatile language against aviation on pages 3 and 63 where it is stated that aircraft operations will be reduced after 2022 and completely vacated after 2022 needs to be eliminated as they are not factual. Just deleting that language and replacing it with the exact language used in the legislature will not solve the real problem. 3

Adding the definition of historic aircraft as stated in the current MOA between the FVNHS and the City of Vancouver would go a long way to eliminating the mistrust in

## RESPONSES

**(John J. Donnelly)**

**2** The action to close East Fifth Street has been reconsidered. Please see NPS response to Letter 12.

**3** The narrative has been changed on pages 3 and 63 of the draft GMP.

# COMMENTS

the aviation community. By its omission, the NPS gives the impression that they do not abide by it. In our meeting, you assured me that you abide by every word of it.

In fact, the relationship could really be strengthened by changing the graphics that portray operational/management use of the landscape to actually show the existing runway. After all, the runway will be in existence during the next 15-20 years during the life of this GMP. In addition, the area just east of the new north-south split rail fence could be portrayed as being available for use by the air museum for antique aircraft fly-ins at the field. We currently work in partnership at several events each year to place antique aircraft on display to the public in those very areas. Once a year we have even placed the aircraft up onto 5th Street by removing NPS fencing to get the aircraft onto the street. **4**

The NPS power point presentation at the public meetings highlighted that Fort Vancouver National National Historic Site is OUR site. It belongs to the people. Hopefully we can build a master plan to guide the growth of the site and meet the expectations of the entire community. At attachment are several areas where I believe aviation can be added in a positive way to the GMP.

In fact, I believe the visitors to the air museum should be included in the visitor count for the FVNHS. The museum is located on NPS property and we currently work in partnership to attract visitors to the Historic Reserve. This year we have our first Joint Historic Reserve Tour scheduled to host the attendees to the AAM National Convention on 18 May. We are also working together with each other's calendar of events for 2003 to see if we can find other opportunities of complementing each other and adding to the visitor experience this coming year.

That partnership should be reflected in the visitor count for the FVNHS. Hopefully it will ensure proper federal funding in the out years to properly interpret both the Hudson Bay Fur Trading Post and the early pioneering years of aviation at historic Pearson Field.

Sincerely,

John J. Donnelly, Executive Director
Pearson Field Historical Society
1115 E. 5th Street
Vancouver, WA 98661

1 Attachment – Detailed Comments to FVNHS GMP

# RESPONSES

**(John J. Donnelly)**

**4** The outline of the runway has been added to the maps.

Please see figures 2, 4, 7, 8, 9, 11, 15 of the draft GMP.

# COMMENTS

## Detailed Comments - FVNHS GMP

The following comments are provided to the draft General Management Plan of the FVNHS:

Pg. 3 – Pearson Airfield – Use historic and current name of the field –**Pearson Field**- in the GMP as opposed to Pearson Airfield or Pearson Airpark. 5

-Also talk to civilian aviation at the field and Commercial Field, not just the military field. Our historical significance is not just an Army Air Corps field; it was a pioneering civilian field at the crossroads of two natural airways- the Columbia River Gorge and the Willamette Valley. The civilians built their own aircraft here and taught themselves how to fly as early as 1911. The Army came later!

-Pearson Field is the second oldest continuously operated field for fixed wing flight in the entire country next to College Park, Maryland, which had a test flight of a Wright Flyer by the Army in 1909. College Park has been under severe security restrictions ever since 9/11 due to their proximity to Washington D.C. and they have lost a lot of tenants and air traffic. These restrictions are currently being extended for another two years and could lead to the demise of the field as a viable operation. That would make Pearson Field the undisputed oldest continuously operating airfield in the entire country, which would greatly add to the historic significance of the airfield. 6

-Remove volatile language of "reduction in operations after 2022." Not factual. 7

Pgs. 5/6- Early US Army periods included aviation and it should be mentioned here as one of the "Desired Future Conditions" 8

Pg. 7 – "Preserving the aviation resources that exist on the FVNHS" should be one of the purposes showing the need for the plan. 9

Pg. 8 – Update the second paragraph talking about the removal of t-hangars and taxiways as being already completed in a spirit of partnership. Be positive as stated in my letter.

-Also, we should talk to the interpretive trails for the aviation spruce mill in this paragraph. We have had discussions with the local NPS representatives to develop interpretive trails between the bakery at the Fort and the Squadron Headquarters building to interpret the Spruce Mill buildings, which existed in that area of the FVHS. This would be a natural since NPS has the locations and footprints of the Spruce Mill buildings. 10

Pg. 25 – Rewrite this brief aviation history of Pearson Field in a more positive way.

Second paragraph does not even mention the field's tie to its most significant international aviation milestone, The First Transpolar Flight which terminated here in 1937. Instead, it states in 1937, pilot Valery Chkalov and his crew were welcomed by Gen. George C. Marshall "when they were forced to land following an attempt to break 11

# RESPONSES

**(John J. Donnelly)**

**5** "Pearson Airfield" has been changed to "Pearson Field" throughout the document as requested.

**6** Readers are referred to Von Hardesty's report on the history of Pearson Field for additional detailed history. (See citation in "Bibliography" chapter).

**7** This language has been removed.

**8** The Desired Future Conditions are general, but would assume aviation as part of the "interpretation, education and orientation" about the early U.S. Army period. The airfield is included under the general reference to the U.S. Army operations and the other Reserve themes in the Reserve's Long-Range Interpretive Plan.

**9** The "purpose and need" for the plan is a legal requirement under the National Environmental Policy Act. Specifically, the purpose of this plan is to prepare a general management plan as required by Congress including an environmental analysis of the actions in the plan. The purpose statement comes out of the mission of the National Park Service and the park's enabling legislation which includes preserving and interpreting the Hudson's Bay Company's activities, the settlement of the Oregon Country and the establishment of the U.S. Army Vancouver Barracks. Interpretation would serve to interpret all aspects of these important periods. The preservation of the resources that relate to historic Pearson Field is incorporated within the general reference to preserving the national park unit's natural and cultural resources. There is no catalog of resources in this section to which to add a specific reference to Pearson Field.

**10** Language has been changed in the final GMP to reflect the removal of the T-hangars and interpretation of the Spruce Mill site.

**11** Additional information has been added and the mention of the First Transpolar Flight has been amended on page 25 of the draft GMP.

## COMMENTS

the long-distance world record." To reduce this significant aviation achievement to a failed attempt is not conducive to promoting partnership in operations.

-Also omitted here is the civilian aspects of pioneering early aviation that took place at Pearson Field. There is no mention of the civilian field, which was leased with the sole intent of obtaining one of the first airmail contracts in US history. In 1926 Contract Air Mail number eight (CAM-8) was awarded to Vern Gorst of the Pacific Air Transport Company to fly airmail up and down the west coast. The early pioneers built their own aircraft on the field and then taught themselves how to fly. It is a rich history of the pioneering aviation spirit that needs to be preserved to tell the story of the rapid advancement in aviation from Kitty Hawk to WWII.

-Another omission of historical significance of Pearson Field, is the fact that Pearson Field is the last field in the entire country that can be made to replicate the pre-WWII Army Air Corps Field that was located here in the 1920s and 1930s. According to Dr. Von Hardesty of the National Air and Space Museum, Pearson Field not only has ties to both national and international aviation milestones, but it is the only pre-WWII field in the entire country that has not grown too big or been eliminated with the growth of the city over time. It still has the look and feel of a pre-WWII airfield. To recognize the three historical buildings that make up the Pearson Air Museum and to ignore the airfield does not make any sense and is divisive to the aviation community.

Pg. 26 – Instead of just stating that the three historical structures of Pearson Field were determined to be eligible for the National Register of Historic Places in 1992, why don't we state that they will actually be submitted for inclusion within the timeframe of this master plan. 12

-Again, this is another place where we need to update the removal of hangars from NPS property as having already been removed and state it in a positive way. 13

Pg.41 – Delete the first sentence on the page that states the "structures and features associated with Pearson Field significantly impact the open character of the historic fields." Turn it 180 degrees around and make it a positive statement that talks to the openness of the runway lending itself to the historical open nature of the fields and crops that surrounded the Fort. 14

Pg. 44 - Add aviation to the primary interpretive themes for the site.
"Aviation – Pearson Field was at the crossroads of two natural air ways, the Columbia River Gorge and the Willamette Valley and was a primary center for pioneer aviators, civilian and military, during the Golden Era of Flight." 15

Pg. 45 – Add aviation to the Visitor Experience Goals. "Visitors will experience the pioneering aviation milestones that took place in the Pacific Northwest. Visitors will understand how pioneer aviators built their own stick and fabric aircraft and taught themselves how to fly during the golden age of flight." 16

Pg. 63 – Cultural Landscape Report's final paragraph. "Vacation has recently been extended by legislation to the year 2022." This needs to be deleted since vacation in 2022 is not factual. 17

## RESPONSES

**(John J. Donnelly)**

12 These three properties are part of a Reserve-wide nomination of historic structures to the National Register of Historic Places. They are managed by the City of Vancouver and included in the Reserve's Cooperative Management Plan. They will be preserved as important architectural components representing the aviation history of the region and nation.

13 Language regarding the removal of the T-hangars has been changed.

14 Language has been replaced.

15 Aviation has been added to the "Military" bullet under the primary interpretive themes.

16 Aviation has been added to the visitor experience goals.

17 Language has been changed.

## COMMENTS

-For the air museum, the threat of changing the runway and/or closing it after 2022 impacts us in two ways. The airport operation will eventually have a positive cash flow once the bonds for the new hangars are paid off. It has always been the plan to use the airport income to supplement air museum operations in the future and provide us the opportunity to enhance our programs for the community.

-In addition, the Pearson Field Historical Society recently spent $250,000 in hard earned funds to purchase one of the larger hangars on the field for a maintenance and storage hangar for the air museum. Our lease with the City of Vancouver is for 30 years with two extensions of five years each for a total of 40 years. However, if the runway closes and the airport operation ceases, the hangars revert to the City at that time. The current owners of the private hangars on the field do not want to wait until 2018 or 2022 to find out that their investment has been considerably devalued.

Pg. 67 – This is another place where you need to update the language on removal of metal hangars in a positive way and talk to the openness of the field. 18

Pg. 74 – add (circa 1925) after US Army Hangar in the Pearson Air Museum paragraph. 19

Pg. 75 – Add legislative language to second paragraph of Pearson Airfield to state what happens after 2022. Leaving it as it is implies it goes away after 2022. 20

Pg. 77 – Again, another area where you need to update the language on removal of hangars in positive tones in the Historic Landscape paragraph. 21

Pg. – 78 – second to last bullet item. What does it mean? The NPS has an existing MOA with the City of Vancouver and the General Management Plan for the Historic Reserve. 22
Is there really any new plan or agreement needed to determine general aviation use between 2002 and 2022? The legislature states general aviation as we know it today will continue to 2022. State that instead of existing language.

Pg. 86 – The contrast in descriptions of visitor experiences between the FVNHS and Pearson Air Museum is unbelievable. Would not the interpretive and educational experiences be great in the air museum zone as well as the Fort Vancouver zone? A 23
recommended replacement paragraph follows:

> "The surroundings of the Pearson Air Museum lends itself to the historic surroundings of a pre-WWII Army Air Corps Field with three historic facilities making up the air museum itself. Interpretive and educational opportunities are great in this zone and opportunities would exist for visitors to experience hands-on restoration of antique aircraft in the restoration hangar and antique aircraft fly-ins at the field. Visitor activities would occur in both structured (such as guided tours on the rich aviation history of Pearson Field and "living history" aircraft fly-ins) and unstructured ways (self-guided tours, audio tours and videos on the pioneering aviation history of Pearson Field in the theater). The possibility of encountering other people and Pearson Field Historical Society staff/volunteers would be high, but at certain times during mid-week or off-season months, one could experience a "step back in time" pace from the modern day world."

## RESPONSES

**(John J. Donnelly)**

**18** Language has been changed.

**19** This phrase was added.

**20** Language from Public Law 101-523, 1997-1996 Interior Appropriations, Section 334 was added.

**21** This bullet has been removed.

**22** This bullet has been removed.

**23** More descriptive language has been added to the "Visitor Experience" description for the "Pearson Air Museum Zone".

## COMMENTS

Pg. 112/113 – Colored foldout of Development Concept plan for alternative C has incorrect siting of shuttle drop. States it is "west of the pilot's lounge." It is actually east of the Squadron Headquarters building at the main entrance to the air museum. Also the term "pilot's lounge" should not be used anywhere in the MP. It is not the historical name for the facility. It was not called a pilot's lounge until post-WWII when it housed flight instructors providing flight lessons. 24

Pg.127 – Instead of just lending support to the Air Museum Plan, which strictly talks to the three historic buildings and seven acres of land, you could recognize the runway and expanded operational use on the west side of the field for the air museum. With the current dividing line of the north-south split rail fence, all graphics could show the open space east of that fence as being available for aircraft fly-ins and static displays several times each year. 25

-We currently work in partnership with the local NPS staff and share this space for fly-ins and other events right now. Surely this operational partnership will grow in the future.

-Most importantly you could recognize the runway as staying throughout the life of this GMP and draw it in on all graphics for all alternatives. 26

Pg. 128 – Again, what new agreement for general aviation use between 2002 and 2022? 27

Pg. 136 - Visitor safety needs to be emphasized on the south side of the stockade. Several graphics show the trail to the overpass to the Columbia River in the RPZ. It would need to be diverted to the west slightly. Signage would be imperative to warn people of low flying aircraft possibilities while they are on the trail. The existing south gate is within the RPZ and that could be mentioned as another positive compromise between partners to keep it there. I really like the south gate and trails leading to the village and overpass, but safety really has to be paramount here to avoid a catastrophe operating so close to an active runway. If doable, it will be a unique viewing area for aviation enthusiasts and Fort visitors alike. 28

Pg. 137 – restoring a 13-acre prairie south of the Fort and adding some ponds would be a hazard to flight. We can already see the increase wildlife at the open areas vacated by the t-hangars. Adding ponds and prairie just west of the active runway would definitely be a hazard to low level flight operations (i.e. - take-offs and landings). 29

John J. Donnelly
Executive Director
Pearson Field Historical Society
1115 E. 5th Street
Vancouver, WA 98661
(360) 694-7026
pearson@pacifier.com

## RESPONSES

**(John J. Donnelly)**

**24** The maps have been corrected.

**25** The 1995 *Pearson Air Museum Plan* is incorporated into the final *Fort Vancouver General Management Plan and Environmental Impact Statement* in the "Common to All Alternatives" section. This includes continued cooperation with the City of Vancouver to facilitate appropriate conditions for continued general aviation use at Pearson Field. The NPS is committed to continued and growing partnerships with the City of Vancouver. Use of NPS property for fly-ins and other special events, as appropriate, are certainly parts of this growing cooperative relationship.

**26** The runway has been added to the maps.

**27** This bullet has been removed.

**28** The trail spur leading from the overpass east toward the runway protection zone has been deleted from the maps.

**29** Please see the NPS response to Letter 4 concerning wildlife issues.

# COMMENTS




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FORT VANCOUVER
NATIONAL HISTORIC SITE

Mike Taylor
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Director

Karis Koester
Director

Sandy Osborne
Past President

February 7, 2003

Ms. Tracy Fortmann
Superintendent
Fort Vancouver NHS
612 East Reserve Street
Vancouver, Washington 98661

Dear Superintendent Fortmann:

I write to you today regarding the Draft General Management Plan for the Fort Vancouver National Historic Site. The Oregon Archaeological Society (OAS) is deeply concerned with the Plan and its possible impact on the staff and facilities of Fort Vancouver.

As you know, OAS has had strong involvement with the Fort for many decades. Our 300 members have participated extensively in the archaeological research, surveys and projects undertaken under the guidance of the professional archaeologists at the Fort.

We have reviewed the Management Plan and lend our strong support to Alternative B. Further, we strongly support the continued presence, and in fact, the expansion of the permanent professional archaeological staff at the Fort. We do not support the outsourcing of archaeological positions. 1

Fort Vancouver is a national treasure. As we move toward the bicentennial celebration of the Lewis and Clark Expedition, the OAS would like to see the National Park Service strongly support the continued development of the cultural resources and other facilities at the Fort.

Sincerely,

Mike Taylor
President, Oregon Archaeological Society

cc:
President George W. Bush
Gale Norton, Department of the Interior
Fran Minella, National Park Service

The Oregon Archaeological Society
P.O. Box 13293, Portland, Oregon 97213
www.oregonarchaeological.org

# RESPONSES

**Letter 17: Mike Taylor, Oregon Archaeological Society**

1 Thank you for your comments. The Proposed Action includes additional staffing in archaeology for park resource functions.

# COMMENTS

NATIONAL PARKS CONSERVATION ASSOCIATION®

*Protecting Parks for Future Generations™*

February 8, 2003

**RECEIVED**
FEB 13 2002
FORT VANCOUVER
NATIONAL HISTORIC SITE

Superintendent Fortmann
Fort Vancouver National Historic Site
612 East Reserve Street
Vancouver, WA 98661

RE: FOVA Draft General Management Plan

Dear Superintendent Fortmann:

The National Parks Conservation Association (NPCA) was established in 1919 to protect and enhance the National Park system. Today, we have more than 300,000 members, some 10,000 of whom reside in the Pacific Northwest. NPCA has a long history of involvement with historic site preservation, as well as with other national parks in this region. As you know, our Northwest Regional office reopened last fall.

We welcome the opportunity to comment on the Fort Vancouver National Historic Site's Draft General Management Plan. NPCA supports Alternative B, the preferred alternative, to reconstruct key historic structures and trails, increase visitor opportunities, improve visitor parking and traffic flow, and expand the site's successful education and interpretative programs. We also support key proposals within Alternative C, such as restoring a greater number of structures and establishing an enthnobotanical garden. However, we understand that these options are limited by the scarity of funding needed for full implementation.

NPCA specifically supports FOVA's proposal to administer the McLoughlin House and we are interested in working with you, your staff, the Secretary of the Army, and members of Congress to authorize this proposal. We are also excited about your plans to restore the site's viewshed and historical accuracy by removing unnecessary modern day structures, such as the T-hangar and the metal museum building.

Few members of the public realize that many of our nation's national historic sites are managed and preserved by the same National Park Service that manages Crater Lake and Olympic National Parks. NPCA encourages Fort Vancouver NHS to increase its partnership efforts with community organizations and educational institutions, raising public awareness of NPS efforts to preserve northwest historical, natural and cultural resources. NPCA believes that productive partnerships will result in increased public support and increased funding for Fort Vancouver and other regional historic sites. NPCA also encourages FOVA to increase interpretative emphasis on the state of Vancouver's natural resources, especially the Columbia River ecosystem, at the time the Fort was established. **1**

Thank you for the opportunity to review this draft General Management Plan. Please let me know if you have any questions.

Sincerely,

Heather Weiner
Director, NW Region

1300 19th Street, N.W. • Suite 300 • Washington, D.C. 20036
(202) 223-NPCA(6722) • Fax (202) 659-0650
npca@npca.org • www.npca.org

# RESPONSES

**Letter 18: Heather Weiner, National Parks and Conservation Association**

**1** Thank you for your comments. Fort Vancouver was established in this location for two primary purposes. The first was an attempt by Britain to anchor its claim to all of the Oregon Country and the second was to secure the strategic setting and wealth of natural resources in the area. The location on the north bank of the Columbia River and its open plains was an ideal setting for the fort. In addition, the area had an abundance of wildlife to continue to promote the fur trade.

Park staff has identified the Fort's setting and the availability of natural resources in the area as one of several interpretive themes in the park's Long-Range Interpretive Plan. Currently, this theme is discussed indirectly in all of the park's interpretive programming, which includes park brochures, wayside exhibits, and park films. The park plans to develop additional programs that directly address the natural resources of the area at the time of the Fort's establishment and during its occupation.

# COMMENTS

Confluence Project
400 East Evergreen Blvd. Suite 101 The Academy, Vancouver, WA 98660
T 360 693-0123 F 360 693-7770
www.confluenceproject.org

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RECEIVED
FEB - 7 2003
FORT VANCOUVER
NATIONAL HISTORIC SITE

February 3. 2003

Superintendent Tracy Fortmann
Fort Vancouver National Historic Site
612 East Reserve Street
Vancouver, Washington 98661

Dear Ms. Fortmann:

I have reviewed the most recently published, handsomely presented GMP for Fort Vancouver National Historic Site. My heartiest congratulations to you and your team for a job well done – I appreciate your excellent work and vision.

As executive director for the Confluence Project, I was especially happy to see the proposed land-bridge included as an integral part of the general plan. As you know, the Confluence Project is moving forward with internationally renowned artist/architect Maya Lin and the land-bridge is one of six projects included in Ms. Lin's scope of work along the Columbia River basin. This commitment by Maya Lin is an unprecedented opportunity for the region – and we are making solid progress in achieving the goals for the entire project.

We are impressed with the comprehensive vision of the GMP including the land-bridge – and look forward to a positive and strong partnership with all the groups with a vested interest in making the pedestrian overpass a reality.

Fort Vancouver National Historic Site is held in highest regards in this region – the work of the Park Service has been of superlative quality. I am most pleased that the vision is expanding and continues to hold only the highest standards for the future.

Yours truly,

Jane Jacobsen

Jane Jacobsen
Executive Director - Confluence Project

# RESPONSES

**Letter 19: Jane Jacobsen, Confluence Project**

Thank you for your comments.

# COMMENTS

LOWER COLUMBIA RIVER ESTUARY PARTNERSHIP

LER -
FORT VAN
NATIONAL HIS

January 31, 2003

Tracy Fortmann
Superintendent
Fort Vancouver National Historic Site
*612 East Reserve Street*
Vancouver, WA 98661

Dear Superintendent Fortmann,

Thank you for the opportunity to comment on the Fort. Vancouver Draft General Management Plan and Environmental Impact Statement. Fort Vancouver is a remarkable national resource and planning for the National Historic Site's future is a vital and timely activity.

As you are aware, planning to develop the Lower Columbia River Water Trail (LCRWT) is also underway. Since August 2001, a Lower Columbia River Water Trail Committee has been meeting on a monthly basis to plan the trail. The Water Trail Committee is a bi-state coalition of broad interests (paddling organizations, local governments, state agencies, historical and environmental groups, etc.) that advocates and works for the establishment, maintenance, and enjoyment of a safe, accessible, and environmentally sensitive water trail on the free flowing 146 river miles of the Lower Columbia River from Bonneville Dam to the Pacific Ocean.

The Water Trail Committee has established guiding principles, a vision for the water trail and six goals, received a two-year award of technical assistance from the National Park Service Rivers and Trails Program, designed and developed a trail brochure, and provided input into the Cottonwood Beach Master Planning Process. The Committee is currently conducting an outreach campaign to local stakeholders and mapping existing public access sites. Official designation of the trail is scheduled for late 2003.

As Fort Vancouver includes land along the Columbia River waterfront and is a unique historical site along the Water Trail, the Water Trail Committee was interested in hearing about the different alternatives for the park being considered. On December 10, as part of a regular Water Trail Committee meeting, Keith Dunbar and Cheryl Teague from the NPS office in Seattle and Greg Shine from your staff presented Alternatives A, B, and C of the Fort Vancouver Draft GMP to the Committee. After the presentation, Keith, Cheryl and many Water Trail Committee members visited the Fort's Columbia Riverfront property to inspect the site and further discuss potential plans.

Based on the presentation, site visit, and Committee discussion, the Lower Columbia River Water Trail Committee submits the following comments.

1. Support of Alternative B as the preferred GMP Alternative. Alternative B provides the best mix of improvements to the site. In particular, the Committee supports:

# RESPONSES

**Letter 20: Chris Hathaway, Lower Columbia River Estuary Partnership**

# COMMENTS

- **The partial reconstruction of the salmon store and other interpretive features at the waterfront designed to enhance the visitor experience.** Additional interpretive features at the waterfront will enhance paddlers' understanding of Fort Vancouver's cultural stories.

- **The land bridge connecting the waterfront to the Fort.** A large, well designed bridge will greatly enhance connections between the Fort and the waterfront and will allow people who arrive at the waterfront by boat to safely and enjoyably access the Fort.

- **A shuttle system as an effective means of increasing mobility around the site – particularly for those arriving by water.** A regular shuttle system with stops at the waterfront would allow paddlers who arrive by water to not only visit the fort but to easily connect with the regional transportation system and other destinations.

- **The development of restroom facilities at the waterfront.** Clean, safe, and regularly open waterfront restrooms would be an important and welcome amenity for water trail paddlers.

2. Alternative B could be further strengthened to facilitate an even better connection between Fort Vancouver and the Lower Columbia River Water Trail if the following elements were incorporated or addressed at the waterfront:

- **Short term parking or loading zone for hand-carried non-motorized boats (canoes, kayaks, rowboats, small beachable sailboats).** The plan details a small parking lot next to the Canoe Landing Beach. Short term parking or loading for hand-carried non-motorized boats would greatly enhance paddler's ability to access the site by allowing for easier loading and unloading and a shorter travel distance to the water. **1**

- **ADA access to the shore.** The current paved path down to the shore should be repaired and brought up to current ADA standards, and it should extend into the water to meet low tide levels. Paddling is a handicapped accessible sport. Providing an ADA accessible path to and from the water would allow all paddlers the opportunity to access the water at this historic site.

- **A locking boat rack to serve people visiting the park from the water.** Ideally located in the parking area nearest the Canoe Landing Beach, a boat rack would provide paddlers a way to safely secure their boats while visiting Fort Vancouver. Similar to bike racks, locking boat racks take up little space but provide an important service to those arriving by non-motorized means. Boat racks can be easily sited to the side of a path or parking lot and often incorporate pleasing artistic elements into their design. **2**


ex. locking boat rack

- **Removal of concrete boat ramp.** The ramp is blocked by large boulders and generally leads nowhere. Removal of the ramp should take place in conjunction with re-establishment of more natural riparian vegetation conditions along the shoreline.

- **Signage directed at on-river visitors.** River-directed signs would help identify the National Historic Site and the opportunities and facilities associated with it to those arriving by water (historically the most common way to arrive).

3. More generally, the Fort Vancouver National Historic Site Management Plan should directly acknowledge the Lower Columbia River Water Trail; Fort Vancouver's connection to it; and the **3**

# RESPONSES

**(Chris Hathaway)**

**1** The following text has been added to the "Alternatives" chapter, "Parking, Access, and Circulation" in the Proposed Action: "Designation of two spaces for short-term parking would be considered for loading and off-loading hand-carried non-motorized boats."

**2** The following text has been added to the "Alternatives" chapter, "Recreational Resources":
"The park would pursue opportunities to provide both recreational linkages and interpretation between the Lower Columbia River Water Trail and Fort Vancouver. The park staff would work with Reserve Partners and other groups to improve the Canoe Landing Beach as a Lower Columbia River Trail site. Actions would include consideration of the following: addition of short term parking for boat loading and off-loading; improvements to the concrete path meeting ADA standards from the parking lot to the shore and extending to low tide; removal of concrete boat ramp; potential addition of a locking boat rack; and potential addition of on-river signage."

# COMMENTS

opportunities to further link these two great cultural and recreational resources through site improvements, and educational, celebratory and stewardship activities. 3

Once again, thank you for the time and hard work you have invested in this GMP and for your thoughtful consideration of our comments. The Lower Columbia River Water Trail Committee and the Lower Columbia River Estuary Partnership look forward to further discussions about partnership opportunities with Fort Vancouver National Historic Site. If you have any questions, please don't hesitate to contact me.

Sincerely,

Chris

Chris Hathaway
Coordinator
Lower Columbia River Water Trail Committee
Lower Columbia River Estuary Partnership
811 SW Naito Parkway, Suite 120
Portland, OR 97204
503.226.1565 ext. 228
503.226.1580
hathaway.chris@lcrep.org
www.lcrep.org

cc: Sue Abbott, National Park Service Rivers and Trails Program
cc: Lower Columbia River Water Trail Committee
- Alder Creek Kayak and Canoe
- American Rivers
- Citizen Advocates
- City of Longview
- Columbia Pacific Economic Development District
- Columbia River Kayaking
- Columbia Riverkeeper
- Congressman Brian Baird's Office
- Lewis and Clark Bicentennial of Oregon
- Lewis and Clark College
- Lower Columbia River Estuary Partnership
- National Coast Trails Association
- National Park Service Rivers and Trails Program
- Oregon Ocean Paddling Society
- Oregon Parks and Recreation Department
- Sauvie Island Conservancy
- Scappoose Bay Kayaking
- Skamokawa Paddle Center
- Vancouver/Clark Co. LC Bicentennial Committee
- Washington Water Trails Association

# RESPONSES

**(Chris Hathaway)**

**3** Thank you for your comments. The following text has been added to the Proposed Action in the "Alternatives" chapter under "Recreational Resources": "The park would pursue opportunities to provide recreational and interpretive linkages between the Lower Columbia River Water Trail and Fort Vancouver."

Additional text has been added to the "Affected Environment" chapter under the "Recreational Resources" section: "Planning is underway by the Lower Columbia River Water Trail Committee to develop a Lower Columbia River Water Trail. One of the trail sites is located at Canoe Landing Beach on the Fort Vancouver Waterfront. The park staff plans to work with trail groups to develop this site."

# COMMENTS


**WASHINGTON WATER TRAILS ASSOCIATION**
4649 Sunnyside Avenue N • Room 305 • Seattle, WA 98103-6900
phone: (206) 545-9161 • fax: (206) 547-0350 • email: wwta@wwta.org
web: www.wwta.org • Coordinates: N 47° 39.8' W 122° 19.9'



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FORT VANCOUVER NATIONAL HISTORIC



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*Outreach Coordinator*
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*Communications Specialist*
*Indi McCasey,*
*Volunteer Coordinator*


January 28, 2003

Tracy Fortmann
Superintendent
Fort Vancouver National Historic Site
612 East Reserve Street
Vancouver, WA 98661

Thank you for the presentation Keith Dunbar and Cheryl Teague made to the Lower Columbia River Water Trail Committee December 10. It was a very informative session. Keith and Cheryl went out of their way to walk the shore with members of the Committee to look at present and potential facilities. Cheryl followed up later with an answer to a question I had about shoreline property lines.

Washington Water Trails Association (WWTA) is a not-for-profit membership organization dedicated to preserving, creating, and stewarding public access to Washington State waterways. The Columbia River is a large part of our work presently. We are working with the Lower Columbia River Water Trail Committee near Fort Vancouver, on the Hanford Reach National Monument Plan under US Fish and Wildlife auspices, and on the Northwest Discovery Water Trail (Clearwater, Snake, and Columbia Rivers) with the Army Corps of Engineers. WWTA is the driving force behind the Cascadia Marine Trail in Puget Sound, one of the sixteen Millennium Trails in the United States and a National Recreation Trail. In 2002 the National Park Service Partnership in Recreation Award was bestowed on WWTA and its local community partners for the Lakes-To-Locks Water Trail located in metropolitan King County, Washington.

Alternative B has the minimum elements WWTA would like to see in the relationship between the Fort and the riverfront. In its original configuration, major access to Fort Vancouver was via the Columbia River. Enhancements that restore, preserve, and interpret that access are vital links from the past to the present.

Specifically we would like to see:

1. Short-term motor vehicle parking that allows users of hand-carried non-motorized boats (canoes, kayaks, rowboats, small beachable sailboats) access to the Columbia River along the now highly modified urban shoreline. Short-term parking allows access both to and from the river and maximizes the number of boats and people who can use this limited launch and landing area.

# RESPONSES

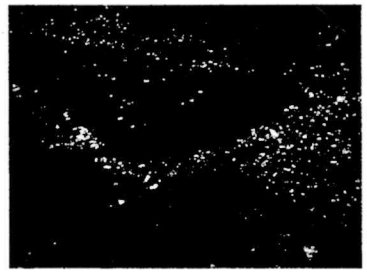
**Letter 21: Reed Waite, Washington Water Trails Association**

Thank you for your comments. Please see the NPS response to Letter 20.

# COMMENTS

2. ADA access to the shore. There is a good path down to the shore now but it is in need of some repair. It should extend below the low tide mark for optimal access. Photos below.





3. Include a locking boat rack or two to serve people visiting the park from the water. Parking lots take up hundreds of square feet. An artistically designed rack can store eight to ten boats in the same space as two cars. This helps recreate the approach to the Fort - how people and boats arrived in the past - and helps stress the importance of boats as a means of historic transportation. It may also lessen the impact of motorized land transport to the park.

4. Remove the current concrete boat ramp. It leads nowhere. Restore the shoreline to a more natural condition.

Thank you for your consideration of these few comments. Should you have need for clarification, please contact me.

Sincerely,

Reed

Reed Waite
reed@wwta.org
Executive Director

# RESPONSES

**(Letter 21: Reed Waite)**

## COMMENTS

Signing from SR 14 N on I 5 directly a non resident to Fava stinks Improve with sig on SR 14 & arrows there and I-5

R D Dunnagen
12-13-02

## RESPONSES

**Letter 22: R.D. Dunnagen**

Thank you for your comments. This has been recommended. Please see page 110 of the draft GMP/EIS.

## COMMENTS

*15 December 2002*

DEC 14
FORT VANCO
NATIONAL HISTC

*Superintendent*
*Fort Vancouver Historical Site*
*612 East Reserve Street*
*Vancouver, Washington 98661*

*"Merry Christmas"*

*Our main concern for this beautiful site is that you are going to allow the "doggie lovers" to make this their playground. You already have a problem with violation of the Clark County Leash and Scoop laws. You have your own codes too, but none of them are being enforced. Dogs are being allowed to run loose on this property and to use it as a "dumping" ground. You put up some nice looking signs to inform the dog owners of the laws, but they walk right past them and turn their dogs loose and they do it because they know they can flaunt the law and nothing will be done about it. We suggest you give some thought to the fact that you cannot duck your responsability nor liability if someone is bitten by a dog running loose. You should also be aware that dog feces is disgusting and unhealthy and should not be allowed on this beautiful site. Thank You and God Bless You.*

*Terry & Sharon Osborn*
*P.O. Box 286*
*Vancouver, Washington 98666*
*360 694-3860*

## RESPONSES

**Letter 23: Terry and Sharon Osborn**

Thank you for your comments. Leash and scoop laws are enforced on NPS property and the park will continue to work with local law enforcement to address violations.

# COMMENTS

Dear Supt. Fortmann:

Having reviewed the Draft General Management Plan for the Fort Vancouver National Historic Site, I can say that I am impressed with the thorough delineation of a vision for the Site.

The Alternative Plans B and C are impressive examples of where the Site should be going in the future in order to take its place as a nationally significant historic, cultural and educational resource.

For the most part I favor Alternative B over the other two, although some proposals in Alternative C are certainly interesting. Alternative A pretty much maintanes the status quo, and I think National Park Service can do better than that. Alternative C is intriguing, but includes proposals that may be impractible or unattainable.

A few comments regarding Alternative B:

Reconstructing nine additional buildings within the Fort would certainly give the visitor considerable bang for his or her buck, but the question is, which nine? Buildings chosen for reconstruction would have to be selected in such a way as to avoid redundancy and give the visitor the broadest view of the range of activities undertaken by the Hudson Bay Company. 1

Reconstuction of some Kanaka Village structures would give the visitor a fascinating insight into what may be the most significant aspect of life at the Fort. However, would it be possible to assure the structures would be safe and secure in an area that would be unsupervised much of the time? 2

Expanding the scope and scale of the Research and Education Center is vastly important. It's my impression that many people have little idea of significance of the Site and believe they have very limited access to the wealth of historical data and the vast collections of artifacts that are kept there. One small way to address this issure might be to display artifacts and other materials at the Clark County Historical Museum, assuming their safety could be assured.

The efforts to enhance the historic, cultural and esthetic significance of the Fort Vancouver National Historic Site are well begun, and I appreciate the opportunity to be included in this worthwhile project.

Thank you very much.

Ward Upson

Roberta & Ward Upson
15012 NE Sorrel Dr.
Vancouver, WA 98682

# RESPONSES

**Letter 24: Ward Upson**

1 Thank you for your detailed comments on the draft GMP for Fort Vancouver National Historic Site. The nine additional buildings that have been suggested for reconstruction under the Proposed Action are listed on page 88 of the draft GMP, in the first paragraph under "Fort". In addition, the following paragraph states: "Each of these structures historically had different functions that would provide the visitor with a broader understanding and experience of fort life than is presently available. If additional money is available to reconstruct, interpret, furnish, and operate other structures, additional buildings or substitute buildings may be reconstructed."

2 Under Alternative B in the draft GMP, the reconstruction of buildings and trails in the Village would be linked to the Waterfront by a pedestrian overpass/land bridge. This would increase visitor access that potentially would be unsupervised. However, NPS staff is committed to interpreting the park's resources in such a way as to protect the integrity of the historic resources. With the addition of reconstructed buildings in the Village, the park would provide more staff during park hours. This would allow for supervised activities at those structures and areas that are more sensitive to damage (for example, the reconstructed "Kanaka Billy's" house). Areas open for unstructured, self-guided tours would be limited to those areas where the structures are delineated and not fully reconstructed. These structures (open-walled or delineation of foundation corners only) are less likely to be damaged. As now planned the Discovery Historic Loop Trail will be lighted in the evening within the Village area after park hours. In addition, the city and NPS staff plan to address safety issues during development of the proposed pedestrian overpass/land bridge and associated paths.

# COMMENTS

December 13, 2002

Tracy A. Fortmann
Superintendent
Fort Vancouver NHS
612 East Reserve Street
Vancouver, Washington 98661

Dear Superintendent Fortmann,

I was pleased to receive a copy of the *Draft Fort Vancouver National Historic Site General Management Plan and Environmental Impact Statement.* Alternative B looks very reasonable. It definitely has my support.

As a fan of fur trade history, I do have two suggestions. First, I recommend that Fort Vancouver increases its ties with Fort Nisqually and Fort Langley. These two historic sites face similar problems and opportunities as Fort Vancouver. More cooperation can only help. 1

Second, I suggest that Fort Vancouver carry out archival and archaeological survey work of the Cowlitz Farm site in present-day Lewis County. This important Hudson's Bay Company site, with strong connection to Fort Vancouver, has never been scientifically studied. Furthermore, the site is under growing pressure by development. 2

Feel free to contact me if you have any questions concerning these suggestions. I certainly believe in the historical importance of the fur trade era. Please keep me on your mailing list.

Sincerely,

Drew W. Crooks

Drew W. Crooks
3512 Southampton Ct. SE
Olympia, WA 98501

# RESPONSES

**Letter 25: Drew W. Crooks**

1 Thank you for your comments on the draft GMP for Fort Vancouver National Historic Site. Fort Nisqually and Fort Langley are just two sites that have potential for the expansion of regional cooperation and partnerships with Fort Vancouver National Historic Site. As addressed on pages 108-110 of the draft General Management Plan, Fort Vancouver National Historic Site is already an established partner in the Vancouver National Historic Reserve, with a leading role to support research on the history of the HBC and the U.S. Army. In addition, many of our staff also participate in living history events at Fort Nisqually, Champoeg State Park, and the McLoughlin House National Historic Site. As addressed in Alternative B, the NPS supports legislation to authorize the McLoughlin House National Historic Site to be administered as a unit of Fort Vancouver National Historic Site. The park staff will continue to strive to expand its lead role as a leading regional research and education facility, and create other partnerships with sites sharing similar themes.

2 The cultural resources staff at the park shares your concerns and interests in preserving and researching the HBC Cowlitz Farm site. Past National Park Service researchers have already compiled some limited archival information on the Cowlitz Farm site. But, as you know, the site is not on lands administered by the National Park Service, and at this time, the National Park Service does not have the ability to perform archaeological research at the site.

# COMMENTS

**DANIEL M. OGDEN, JR., PHD.**
*Consultant – Trainer / Public Policy – Natural Resources*
3118 N.E. Royal Oak Drive
Vancouver, WA. 98662-7435
(360) 254-8886

DEC 31 201
FORT VANCOUVE
NATIONAL HISTORIC

December 29, 2002

Ms. Tracy A. Fortmann
Superintendent, Fort Vancouver NHS
612 East Reserve Street
Vancouver, WA 98661

Dear Ms. Fortmann,

I have read the Draft General Management Plan and Environmental Impact Statement prepared for Fort Vancouver National Historic Site and wish to complement you on a document which is systematic, comprehensive, and will presented. I like the three levels of achievement which you have set forth and support your selection of plan B as attainable over time, despite the certain budgetary limitations which the federal government will have in light of the growing deficit incurred by the present administration. I have four small technical points to make and then one substantive suggestion which I believe will be of material assistance to the NHS.

First I commend you on suggesting that the Ft. Vancouver NHS take over ownership and management of the McLoughlin House National Historic Site and associated properties in Oregon. I think it is clear that in the long run the local government and volunteer associations will prove unable to provide the protection and the interpretation necessary for the adequate presentation of that important site.

Second, at page 2 reference is made to the Secretary of the Interior in the Eisenhower Administration. His name was Douglas McKay, not Donald. He had previously served as governor of Oregon. It should be easy for you to verify my statement. 1

Third, at page 1, line four you locate the Historic Site "within Washington's third legislative district in Clark County." The term "legislative district" is commonly used to mean a State Legislative District. The proper term here would be to identify it as the Third Congressional District. The Site is also in the 49th State Legislative District, if you wish to add that distinction. 2

Fourth, at page 5 the first two lines are a duplication of the last two lines on page 4. 3

Fifth, and my major suggestion, is that you send a copy of your draft plan to the major state universities in the Pacific Northwest which have an interest in Northwest history and anthropology. I particularly urge you to approach Washington State 4

# RESPONSES

**Letter 26: Daniel M. Ogden, Jr.**

**1** Thank you, the change has been made.

**2** Thank you, the change has been made.

**3** Thank you, the change has been made.

**4** The draft GMP has been sent to divisions at the University of Washington, Washington State University, and Portland State University. However, in order to be more inclusive, the planning team has decided to send copies of the draft GMP to representatives at George Fox College, Reed College, Willamette University, Linfield College, and Lewis and Clark College and they will be placed on the park's GMP mailing list for future materials. Anyone interested in learning about the general management planning process or desiring to participate in the public meetings is able to do so and anyone may request a copy of the draft GMP or newsletters. In addition to providing materials, the park staff has advertised and held public meetings. Park staff will continue to encourage public involvement in planning for the future of this unit of the National Park System.

# COMMENTS

University, Vancouver and make contact with both their Department of History and their Department of Anthropology. WSU has had a major interest in Northwest History for more than 60 years that I know of personally, for I served on the Political Science faculty on the Pullman campus from 1949 to 1961. For many years Dr. Herman Deutsch led that effort in the Department of History on the Pullman campus. Since at least 1950, to my personal knowledge, WSU's Anthropology Department has had an extensive interest in Northwest Native American tribes. Professor Richard Daugherty, who is now retired from WSU, led the active archeological diggings in the reservoir areas back of the dams which the Corps of Engineers constructed on the Snake river between Lewiston, Idaho and Pasco, Washington in the 1970s. I wish to encourage you to work with WSU to the end that at some time in the near future that there be at least one historian and one anthropologist on the WSU-Vancouver faculty who would take a major interest in the research and interpretation work of the Fort Vancouver National Historic Site. It may even be possible to work out a joint appointment or some other arrangement such as summer employment at the Fort for 9-month academic faculty who are engaged in research of interest to the National Park Service. I am sure that Hal Dengerink, the Dean of WSU-V, would welcome your inquiry and would be willing to comment on your draft management plan. 4

In general, while reference is made to cooperation with academic institutions in the Northwest, and both Eastern Washington State University and Portland State University are mentioned as having done archeological research at the Site, the draft plan was not submitted for comment to any of the major northwest universities. I think you should seek their input to the management plan and to the extent practical, their cooperation in your future work. The University of Washington should also be invited. However, the most obvious and most logical liaison for Fort Vancouver NHS is WSU-Vancouver. I urge you to take advantage of its presence in our community.

Sincerely,

Daniel M. Ogden, Jr.

Daniel M. Ogden, Jr.

# RESPONSES

**(Daniel M. Ogden, Jr.)**

## COMMENTS

DEC 23 2002
FORT VANCOUVER
NATIONAL HISTORIC SITE

December 15, 1902

31900 - 104th ave S.E.
Auburn, Wa. 98092 C-103

Dept of Interior
National Park Service
Superintendent
Fort Vancouver National Historic Site
612 East Reserve Street
Vancouver, Wa. 98661

I want to thank you for the
G M Planning steps and Schedule
and Impact Statement. I do find
both items very interesting and
have been reading and finding out
things I never knew. I'm at a
loss to help you for my knowledge
is very skimpy. My grandfather
was David M C Loughlin born Feb
11, 1821 and died April 29, 1903.
Long before I was born so I do

## RESPONSES

**Letter 27: Blanche M. Hobbs**

Thank you for your comments.

## COMMENTS

not have any first hand information. The one thing my grandfather, David, had religiously kept was his bible with memories & information which would have been a great help but that bible was kept by my aunt, my mothers sister, Amelia McLaughlin King. Many years ago their home caught fire and burned to the ground with all the dates & information David had kept so carefully all thrue the wilderness travels and moves.

I was 86 years old on the 30th of June 2002.

Sincerely,
Blanche M Hobbs

P.S. Would you be interested in Daniels family birth & death dates?

## RESPONSES

(Blanche M. Hobbs)

# COMMENTS

JAN - 9 2003
FORT VANCOUVER
NATIONAL HISTORIC SITE

James R. Huddlestun
13603 N.E 6th Avenue
Vancouver, WA 98685-2809
(360)-576-3926

January 9 ,2003

Superintendent, Fort Vancouver NHS
612 East Reserve Street
Vancouver, WA 98661

The following are my comments on the Draft GMP/EIS for the Fort Vancouver NHS

**Plan Comments**

Generally, I favor the proposal, Alternative B. The plans to restore waterfront elements, the village area and the limited restoration of structures within the stockade will be major and long needed steps to allow full interpretation of the remarkable history of Fort Vancouver. Full restoration of stockade structures, as proposed under Alternative C, may be too ambitious considering cost and availability of materials. Better to do quality work on fewer restorations than, perhaps, be forced to compromise to achieve full restoration.

One element of both Alternatives B and C, the Parking, Access and Circulation proposals, I disagree with for the following reasons:

1. The existing "temporary parking lot" well serves the typical daily visitation to the site. Both tour and school groups, often on limited time schedules, can easily load/unload within a reasonable walking distance to the stockade. Many of the tour groups are elderly citizens, as are many of the VIPs serving the site. Considering the exposure to weather and the existing walking distance, the current facility appears at about the limit to service such visitors and volunteers. Also, the proximity of the existing parking encourages the casual visitors, on low use inclement weather days, who might otherwise skip visitation

1

2. While expansion of existing parking at the visitor center is a needed improvement, the area's use for shuttle bus staging is impractical for average visitation levels. Other than school groups and the occasional tour bus, average daily use patterns simply would not seem to support maintaining shuttle vehicle availability. This normal daily use is best handled by existing parking. Shuttle use may be warranted during major events or peak weekends with use of the existing lot restricted at such times in favor of the visitor center or other staging areas.

2

# RESPONSES

**Letter 28: James R. Huddlestun**

**1** Thank you for your comments. The fort parking lot was meant to be temporary until a better and more permanent solution for parking was found. The action presented in the Preferred Alternative was to remove this parking lot completely and to construct a new parking area within the south or east barracks which would allow for establishment of historic type crops. Comments from public meetings stated the importance of keeping this lot for use by persons with disabilities and the elderly, who would have trouble walking a longer distance to the Fort. In response, the NPS staff is recommending in the Proposed Action to remove the existing temporary parking lot, but to provide several parking spaces that meet the Americans with Disabilities Act of 1990 (ADA) standards and create a drop-off for passengers. In the future, if the south barracks becomes available for NPS use, then a small parking lot adjacent to the fort could be developed there.

**2** The GMP is a 15-year plan. The shuttle system would need to be phased in as demand grows and the system becomes economically feasible. A shuttle system would be the most advantageous way to move visitors to different revues, reduce reliance on parking lots, and create a more pleasant and safe experience for the visitor.

# COMMENTS

3. Use and expansion of Army parking is indicated as a proposal and removal of the existing lot is stated as a certainty in both B and C. There is no guarantee that the Army would agree to sharing and if it did, there is a risk that such parking areas would be secured to the public in the event of real or perceived national emergency. This was evidenced after the 9/11 event when the Army secured some access routes to the fort site. Also, high activity weekends for the Army Reserve may limit parking availability. Further, the walking distance from this proposed parking is increased significantly to the fort site (see 2. above for comment on the shuttle solution) 3

4. Restoration of the cultural landscape from removal of the existing lot is not a significant gain as compared to that already being achieved by removal of the airport hangers. Also, retention of the existing lot cannot be considered much of an intrusion as compared to the fort site background of an active airport runway, a freeway and a major rail line. Low vegetative screening of the existing lot may be the better solution along with retaining its use for the reasons previously stated. 4

5. Closure of 5th St. raises some issues. At present, it offers safe and easy access and parking for night events such as the annual Candlelight Tour. The fort site area is very dark after sunset and the safety of both pedestrian and shuttle access needs to be considered. It also is key to access to the existing parking. If through traffic speed is now a problem, speed bumps with gaps for emergency vehicle pass through could be installed. Also, for special events that warrant, the street can be closed as it is at times now. To permanently close and restructure the street for use by "historic vehicles" again raises the question as to whether or not this would be practical considering the typical low use periods on most days of the year. 5

**DEIS COMMENTS**

The DEIS sections on Effects on Parking, Access and Circulation, for both Alternatives B and C, do not consider any of the impact issues raised in the above stated plan comments. Only construction impacts are identified along with the "positive" effect of restoring the existing lot to cultural landscape (see Item 4. above). The Cumulative Impacts sections state a positive impact of removing vehicles from and promoting energy efficiency for the NHS and Reserve. This is a questionable benefit. Fort Vancouver is not Yosemite, Grand Canyon or Glacier national parks. Current vehicle access, except for a few special events, does not appear to be a present or future issue warranting radical remedies. 6

James R. Huddlestun

# RESPONSES

**(James R. Huddlestun)**

**3** The U.S. Army Reserve has informed the Vancouver National Historic Reserve Partners that they are considering vacating the Vancouver Barracks at some point in the future. This will allow both Fort Vancouver NHS and the Reserve Partners to reexamine parking needs, such as parking areas no longer needed for Army Reserve functions, and give NPS staff much greater flexibility to address future public parking needs of the Fort and environs. The Proposed Action will retain accessible parking spaces in the current temporary parking lot next to the Fort, along with a bus drop-off and loading area.

**4** Since the temporary parking lot and associated cars are adjacent to the Fort and within the foreground viewshed, the visual impact on visitors is greater than other non-historic elements further away. As mentioned earlier, the action presented in the Preferred Alternative was to remove this parking lot completely and to construct a new parking area within the south or east barracks which would allow for establishment of historic type crops. Comments from public meetings affirmed the importance of keeping this lot for use by persons with disabilities and the elderly, who would have trouble walking a longer distance to the Fort. In response, the NPS staff is recommending in the Proposed Action the removal of the existing temporary parking lot, and the provision of several parking spaces meeting ADA standards with a drop-off for passengers. The NPS staff considers the establishment of historic crops adjacent to the Fort to be a high priority in carrying out the recommendations in the Cultural Landscape Report.

**5** Please see the NPS response to Letter 12. The Proposed Action has been modified, and East Fifth Street will remain open to vehicular traffic. The NPS will work with the City of Vancouver to explore ways to make the physical appearance of East Fifth Street more compatible with the historic setting of the HBC era while retaining public vehicular access. Among the items to be addressed will be public safety and lighting, pedestrian and bicycle crossings, the routing of the Discovery Trail along East Fifth Street, and the texture of the road surface.

**6** Based on public comments, many of the actions and impacts you mentioned have been changed. The NPS will retain East Fifth Street open to general vehicles. Although, the temporary parking lot at the Fort will be removed, several parking spaces meeting ADA Standards will be provided with a passenger drop-off and pick-up area. Please see text changes in both the "Alternatives" and "Environmental Consequences" chapters.

# COMMENTS

January 4, 2003

Superintendent
Fort Vancouver NHS
612 E. Reserve Street
Vancouver, WA 98661

RECEI
JAN 14
FORT VANCOI
NATIONAL HISTOI

Dear Superintendent,

My wife and I have visited Fort Vancouver NHS many times. Our visits have increased since we moved to Vancouver in 2002. We have always enjoyed our visits to the park and appreciate the opportunity to share our thoughts on the draft general management plan that was recently released to the general public for comment. We essentially support the preferred alternative, which the National Park Service is proposing. However, we do have a number of comments we would like to additionally share.

For example, we believe that the Visitor Center needs to be expanded and updated in order to better accommodate the visiting public. On a number of occasions we have been at the Visitor Center and found it difficult to move through the building due to hundreds of children and other visitors in the Center at the same time. Since we frequently bring guests to the Fort, we always begin our visit at the Visitor Center. We have noted that the current auditorium is too small and the park introductory film is very dated and not very useful. The Visitor Center is in real need of improvements—the layout, the exhibits, the park film, the sales area are all long overdue for improvement.

I also think it would be appropriate to have some kind of minor/minimal food service at the Visitor Center or down at the Fort. Quite a number of visitors to the Fort are either elderly or very young and it is not uncommon for these visitors to need some sort of refreshment. Currently, visitors have to leave the site and travel into the City in order to get a cup of coffee or juice or to get something to eat. It is a lot to expect visitors to leave the site to get a bite to eat or something to drink and then return back to the park. Again, some sort of minimal food service at the fort would be very useful. 1

I think more benches are needed in the garden area as well as throughout the Fort for older and very young visitors. A great number of visitors would benefit, especially in the warmer times of the year, with more benches and places to sit throughout the Fort, including within some of the buildings. It is asking a lot for visitors to walk and stand for long periods of time. 2

I strongly support the building of more buildings within the Fort and look forward to the building of village homes too. I think it is very important to give attention to the Village and to tell that story since it is such an amazing story in its own right. The land bridge designed by Maya Lin will be a wonderful addition to the site.

We greatly enjoy all the special events, which occur at the park throughout the year and would like to see those living history special events increase. The special events are wonderful ways for the public to learn about Fort Vancouver. More special events should be created or at least existing ones should be expanded.

We have toured two archeological digs and found that the digs provided us with additional insight into the park and its importance to our nation. We support annual archeological field schools occurring at the park. They are an excellent way for the public to learn about the park. We also support the Research and Learning Center, which promotes science and education for all ages at the park.

# RESPONSES

**Letter 29: Morris K. Fortmann**

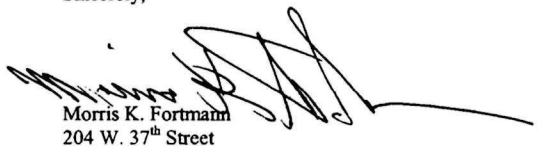
1 Thank you for your comments. The installation of some food and beverage vending machines or small scale food service may be an appropriate addition to the current visitor center. The adaptive reuse of the historic Vancouver Barracks will undoubtedly have various food service venues as well.

2 Your suggestion about adding some more benches is a good one and will be considered when the garden and orchard areas are improved.

# COMMENTS

Thank you for the opportunity to share our thoughts on the draft plan. We look forward to its speedy implementation.

Sincerely,



Morris K. Fortmann
204 W. 37th Street
Vancouver, WA 98660

# RESPONSES

**(Morris K. Fortmann)**

January 15, 2003

RECEIVED
JAN 16 2003
FORT VANCOUVER
NATIONAL HISTORIC SITE

Superintendent
Fort Vancouver National Historic Site
612 East Reserve Street
Vancouver, WA 98661

Re: Draft General Management Plan for Fort Vancouver National Historic Site

Mr. Superintendent,

I am writing in regards to the Draft General Management Plan for Fort Vancouver National Historic Site that I have had an opportunity to read. The report is detail and lays out a very good plan for improvements to Fort Vancouver and the surrounding area that is owned or controlled by the National Park Service.

My concern with the plan is the lack of vision or planning concerning the future operation of Pearson Airpark. Pearson Airpark has historical significance to the General Aviation community as well as the City of Vancouver. I am a pilot and have part ownership in an aircraft that we have based at Pearson Airpark for over 8 years. I also belong to P.A.G.A. an organization consisting of users (pilots, owners, businesses) of the airport that have an interest in seeing the airport grow and improve. I have seen improvements over the pass several years that make the airport attractive to businesses looking for locations to start or enlarge their operations. 1

I would like to see an effort to increase the content in the Draft General Management Plan about the long term benefits of Pearson Airpark. I think there is great potential for both the Fort and the Airpark to complement each other to bring a greater recognition for the area and the City of Vancouver.

Sincerely,

Randall G Calhoun

Randall G Calhoun
337 NE 28th Ave
Hillsboro, Oregon 97124



**Letter 30: Randall G. Calhoun**

**1** Thank you for your comments. The text of the final plan has been changed to eliminate any perceived "negativity" regarding the ongoing operation of general aviation activities at Pearson Field. The final plan has also strengthened sections noting the historical value and importance of the Pearson Air Museum, its role in both the Reserve as part of the "One Place across Time" theme, and the protection of historic Pearson structures on national historic site property. Since the Pearson Museum, U.S. Army Hangar, Squadron Building, U.S. Army Weapons Storage Building, and associated lands are part of Fort Vancouver National Historic Site, the NPS staff are highly supportive of interpreting the aviation period. Please see NPS responses to Letters 13 and 16.

# COMMENTS

January 6, 2003

Dear Superintendent:

I have reviewed the draft general management plan that has been prepared for Fort Vancouver National Historic Site. I was quite impressed with the draft plan and generally speaking I support the preferred alternative.

My specific recommendations are as follows:

- I would recommend that more buildings be built in the Fort and the Village than are currently envisioned in the preferred alternative. **1**
- I support the McLoughlin House become part of Fort Vancouver National Historic Site.
- I strongly support reconstructing either a military or an HBC barn, which could be used as horse stables by the city police. This use should be patterned after the highly successful US Park Police stables in the historic stables at the Presidio of San Francisco. **2**
- I would like to see more people in period dress and more active programming similar to the highly successful Blacksmith operation. A similar guild/volunteer program should be developed at the carpenter's shop, the kitchen/bakehouse, and perhaps the garden. The development of these kinds of guild/volunteer programs would require more staff, which I support. Overall, in all professional areas, I believe the park is currently understaffed and staffing should be increased as soon as possible.
- The Research and Learning Center builds on the cultural resource operation in the Fur Store. Fort Vancouver is archaeologically significant. As I have learned, it is the premier historical archaeological site in the Pacific Northwest and so continuing annual archaeological field schools is very important. The Center will allow the continued growth of the cultural resource programs at Fort Vancouver. There should be permanent archaeologists on staff at the park and I support the increasing of the cultural resource staff at the park.
- I support the City of Vancouver/National Park Service's plan to construct a land bridge across Highway 14. I understand that Maya Lin will be contributing to the design of the land bridge. A bridge designed by Ms. Maya Lin will only further build on the importance of this national park.

I hope my comments are of help in finalizing the plan. Fort Vancouver National Historic Site is a national asset which contributes tremendously—and will only become more vitally important with each passing year—to the City of Vancouver, the Pacific Northwest and the nation. Ultimately, all improvements made to this national park greatly benefit the community, the region, the American people as well as the thousands of annual international visitors to Fort Vancouver!

Sincerely,

Gretchen Merkle

Ms. Gretchen Merkle
228 Lisbon Street
San Francisco, California 94112

# RESPONSES

**Letter 31: Gretchen Merkle**

**1** Thank you for your comments. Please see the NPS response to Letter 24 addressing additional reconstruction.

**2** Please see the NPS response to Letter 12.

## COMMENTS

FORT VANCOUVER NATIONAL HISTORIC SITE

Jan 1, 2007

Dear Superintendent,

I am 90 years old and read the general management plan for your Park.

I like the preferred alternative plan.

There more archaeologists to study the Park and share information with all.

Thank you,

Eldon Hodgin

Eldon Hodgin
227 Lisbon St.
San Francisco, California
94112

## RESPONSES

**Letter 32: Eldon Hodgin**

Thank you for your comments.

## COMMENTS

January 3, 2003

Dear Superintendent,

I greatly enjoyed reviewing the draft general management plan for Fort Vancouver National Historic Site. I applaud your work to develop a vision for Fort Vancouver. I believe Fort Vancouver is a magnificent place of clear national significance that has not been provided the full attention it so fully deserves.

The Preferred Plan is good; although I recommend that the park completely rebuild the Fort and the village. So, I support Alternative B but it does fall short. The Fort and the Village should be built up as much as possible and more than recommended in the preferred alternative.

I strongly support greater staffing of Fort Vancouver. Current staffing levels do not seem adequate to me since I think to experience the Fort more people need to be present. I hope that the staffing levels recommended in the plan are more than adequate and I would hope that staffing increases would occur sooner than later.

I also support the inclusion of adding the McLoughlin House to Fort Vancouver. This action seems to make sense to me. I also like the idea of creating a Research/Learning Center—any Center which promotes Scientific learning about our history is a must do! Finally, building a bridge across the local highway is clearly a plus for everyone, but especially the community and the public. I believe whoever came up with the Center idea and the Bridge idea are worth their weight in gold! They are very creative thinkers!!

I intend to visit the Portland metropolitan area this spring or summer and will be sure to visit Fort Vancouver. Without doubt, it is one of the most interesting sites in the area!

Sincerely,



Ms. Dee Busch

7742 Charing Square
St. Louis, Missouri 63119

## RESPONSES

**Letter 33: Dee Busch**

Thank you for your comments.

L-16

Jan 1, 2003

RECEIVED
JAN 21 2003
FORT VANCOUVER
NATIONAL HISTORIC SITE

Dear Superintendent,

I have reviewed the draft general management plan & I support the preferred alternative.

I would also like to see the NPS and city build the land bridge.

I would like to see more people in period dress so you would need to increase your interpretive staff. This would be very beneficial to the area school systems when they visit the park & experience the history.

I didn't realize that Ft. Vancouver is the premier historical archaeological site in the Pacific NW. I think you should hire more archaeologists & capitalize on this national treasure.



**Letter 34: Constance Leonard**

Thank you for your comments.

## COMMENTS

You need to publicize all these assets of the Park & make it a must see destination for all who visit Washington & Oregon!

I love Ft. Vancouver & look forward to my next visit.

Sincerely,

Constance Leonard
805 "B" Ft. Barry Rd
Sausalito, CA
94965

## RESPONSES

(Constance Leonard)

# COMMENTS

January 11, 2003

Dear Superintendent Fortmann,

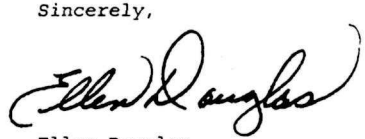
I am writing to let you know my comments about the draft general management plan. I think the future you are recommending is exciting and think it will greatly improve Fort Vancouver.

I think the Park Service's preferred option, Alternative B, is the best direction to go. However, I do think you might want to consider building more buildings than are currently being recommended. I think you might want to build more buildings in the fort, the village, and the waterfront.

I think anything you can do to make your park better known is important. It is a wonderful park and I think more people should be able to experience it. You need to get the word out so that more Americans across the country can learn about it and plan to visit it. There is no question that Fort Vancouver is far and away the most important thing to see and do in Southwest Washington and as a national park it is very precious to the American people.

I thank you and your employees for all the outstanding work you do there.

Sincerely,



Ellen Douglas
506 Hollywood Street
Blytheville, AR 72315

# RESPONSES

**Letter 35: Ellen Douglas**

Thank you for your comments.

# COMMENTS

Fort Vancouver National Historic Site
612 East Reserve Street
Vancouver, Washington

NATIONAL HISTORIC SITE

Dear Superintendent:

We are pleased to provide our comments with regard to Fort Vancouver's draft general management plan. Since my husband and I have spent a number of summers in Oregon doing volunteer work, we have had the opportunity to visit your national park a number of times. We have always greatly enjoyed our visits.

First, overall we support Alternative B which is the preferred alternative. We greatly support the reconstructive of buildings both within the fort and outside of the fort, and in fact we support full reconstruction within the fort as well as more extensive reconstruction within the village. To actually connect and understand the site, we believe that extensive reconstruction needs to occur and we recommend that Alternative B provide for fuller reconstructive than is now recommended. Along with reconstruction,the realignment of the orchard, the expansion of the garden, and the development of agricultural fields would significantly improve the site, which we believe would be very positive steps to take

We viewed the work of the field school and were able to speak with the archeologist whe works at the park. Due to the hospitality of the archeologist, we were able to tour the fur store to see where the archeologists work . Archeology is fascinating and learned about it at Fort Vancouver made our visit truly worthwhile. We were so very intrigued with the creation of a research and learning center. We fully support the creation of such a center.

We also strongly agree with the recommendation to build a bridge from the village to the waterfront, which will be over the highway. A bridge would do much to connect the fort with the water, which has unfortunately been separated by the highway and the railroad tracks. And improvements to the waterfront will go to the telling the whole story---the fort, the village and the waterfront.

Finally, anything that can be done to better tell the story of Fort Vancouver and make it come alive, we fully support. We would like to see it be more active with more people dressed in historic clothing. It seems that increasing the number ov staff working in the park would greatly assist in Bringing this site alive.

We look forward to visiting your park soon. Hopefully, we will will be able to visit it again this summer and learn the latest from the archeologists. Thank you and other park employees for all you Do in serving the public.

Sincerely,

Barbara Eleser

Barbara Eleser
484 So. Fifth St.
Ponchatoula, La

# RESPONSES

**Letter 36: Barbara Eleser**

Thank you for your comments.

# COMMENTS

JAN 2 3 2003
FORT VANCOUVER
NATIONAL HISTORIC SITE

Superintendent
612 East Reserve Street
Vancouver, WA 98661

January 10, 2003

Dear Superintendent,

I was able to visit Fort Vancouver recently with my family and had a wonderful time experiencing this incredible national park. It was an even more special visit since I was there on the fourth of July. Fort Vancouver is by itself a really interesting place in which visitors can easily spend hours visiting again and again, but combining it with the fourth of July made my visit all the more special.

I was excited to learn that the Park Service is going to be investing in this national park. I found the draft general management plan to be quite well done. I certainly support Alternative B, which is the preferred alternative. I am especially supportive of building reconstructions inside the fort and the village. I actually recommend that more buildings be built than the preferred plan recommends. I would like to see full reconstruction and I would like to see more people in historic clothing working at the fort and that would require more staff. I think with more reconstructions and more employees Fort Vancouver would be like Williamsburg. Making these kinds of investments in this national park would be very beneficial.

During my visit, I spoke to an archeologist and several archeologists-in-training who were working at the national park. I found what they are doing to be very interesting and I learned a great deal about archeology from them. I also appreciated all the time they spent talking with us. My family and I really enjoyed our time with them. I think the Research and Learning Center described in the plan is critically important, especially if it can further the work and study of the archeologists. The Center encourages continued active learning about the Fort and is the most important recommendation of the plan.

# RESPONSES

**Letter 37: Karen Eleser**

Thank you for your comments.

## COMMENTS

Finally, I think the creation of a land bridge is another vitally important part of the plan and I think it is one of the more creative ideas that you recommend.

Thank you for the opportunity to share my thoughts about the draft general management plan.

Sincerely,

Karen Eleser

Karen Eleser
25 O.K. Avenue
Harahan, Louisiana 70123

## RESPONSES

**(Karen Eleser)**

## Comment upon the General Management Plan (GMP)/Draft EIS

Request for discussion of an alternative plan for 72 acres (approximately)[1]

The National Park Service (NPS) Historic Site occupies 209 acres.[2] Over one third of the land owned by NPS is devoted to current airport operations. Planning for the Site requires consideration of views from a variety of affected agencies. "In 1996, the 366-acre Vancouver National Historic Reserve was established to protect adjacent, historically significant historical areas (sic). It includes Fort Vancouver National Historic Site, as well as Vancouver Barracks, Officers' Row, Pearson Field, The Water Resources Education Center, and portions of the Columbia River waterfront."[3] Clearly the draft management plan contemplates an integrated[4] approach to planning.

I offer the following comments from the perspective of an aviator who actively uses Pearson Field and as a frequent visitor to the Fort. I have held an annual pass for entry to our National Parks for many years. I do not perceive Pearson Field as a significant detraction from the Fort experience, and believe that visitors can enjoy it and be enlightened notwithstanding the presence of the Field.[5] Alas, "Since the Pearson Airpark property was purchased by the Park Service in 1972, the new planning document had to reflect the phase-out of general aviation...".[6]

NPS can and should contemplate a larger role. This comment is premised upon the GMP acknowledgment that planning inherently contemplates future uses as a moving target.[7]

The NPS GMP does not appear to contain any discreet vision for the use of Pearson Field beyond passive acknowledgment of its ownership; the role of the City in managing the facility until 2022; and participation with the Historic Reserve and related historical structures such as the Museum. 1

[1] This is the size of the property owned by the National Park Service (NPS) that is presently used for Pearson Field operations. **FORT VANCOUVER NATIONAL HISTORIC SITE**, Draft General Management Plan ("GMP"), p. 3.
[2] GMP, p. 29.
[3] Fort Vancouver National Historic Site website: http:/www.nps.gov/fova/
[4] It is uncertain to me exactly how many entities have a vested interest in Pearson Field. There are at least six major 'players': The City of Vancouver and the Airport Advisory Committee; the National Historic Reserve Trust Board and partners; the Pearson Air Museum Board; the Vancouver Area Development Authority; the National Park Service, of course; and major tenants, including but not limited to Aero Maintenance. Moreover, there are several other groups with a material but somewhat more tangential interest, including the Confluence Project Committee and the Vancouver Visitor's Bureau. Whether there is some coordinated effort on the part of these groups to identify and address common airfield concerns and needs, and how that is accomplished is unknown to this author.
[5] Contra, e.g., see statement regarding the presence of Pearson Airfield as a 'conflicting land use'; GMP, p. 2.
[6] Fort Vancouver "*Administrative History*", Chapter Four, **SITE PLANNING AND DEVELOPMENT AT FORT VANCOUVER.**
[7] GMP, p. iv.



**Letter 38: Steven B. Tubbs**

**1** Thank you for your comments. The focus of the general management plan is on visitor use and protection of the national historic site, not the operations of Pearson Field.

Historical topics related to Pearson field and the Pearson Air Museum are addressed in the plan, and several additions have been made to the final plan in response to public and agency comments.

## COMMENTS

The Draft should treat its co-ownership of Pearson as an evolving, changing responsibility, at least for planning purposes, if only to discuss and establish why it should regard active operations as inherently inconsistent with its goals. 2

If a wider perspective is employed, a number of additional considerations come into play.

1. Aviation planning documents and review agencies: One document that should be included as a planning reference is the City's Airport Management Plan, submitted to the Federal Aviation Administration (FAA) in 2002. Construction of facilities appear to be contemplated and activities are proposed that may conflict with that plan. Accordingly, a process for FAA review and approval of conflicting structures and activities should be incorporated into the GMP. Similarly, the role of the WSDOT Aviation Division should be identified[8]. 3

2. Change of circumstances. Reliance solely upon the historical record to project the future of general aviation and the role of Pearson Field can result in a distorted perspective. Although the status of general aviation may have warranted prediction of a general decline in the late '70's, those circumstances have long since changed significantly.

a. Likelihood of an alternate general aviation airport: At one time, both City and County officials believed that siting of another general aviation facility in North Clark County was both desirable and feasible. However, the proposition never got past the discussion stage. The idea has never seriously resurfaced, although a recent *Columbian* editorial suggested that the County Commissioners revisit the issue. Given the record growth in population within the County, it is even more unlikely, in this author's opinion, that another location could be established in the foreseeable future.

b. Closure of Evergreen Field: With the recent death of Wally Olson, founder of Evergreen Field, commercial and financial pressures have brought an end to that private facility. Home for hundreds of aircraft, the Evergreen property has been rezoned as a precursor to non-aviation commercial development. For the purposes of planning over the interval contemplated by the GMP, Evergreen Field is dead. There will be only two general aviation facilities open to the general public with a paved runway in Clark County: Pearson Field and Grove Field, the latter owned and operated by the Port of Camas/Washougal.

c. Rebirth of the GA manufacturing industry: In response to products liability litigation that curtailed access to insurance, Congress enacted a statute of repose to eliminate tort liability for aging aircraft designs. As a result, Piper emerged from bankruptcy as the New Piper company; Cessna is enjoying ever-increasing sales; and composite materials aircraft companies such as

[8] See attached internet article.

## RESPONSES

**(Steven B. Tubbs)**

2 The NPS never stated that Pearson operations are "inherently inconsistent" with the general management plan's goals.

3 The NPS has requested the city's Airport Management Plan and has not received it.

Cirrus and Lancair, the latter from Bend, Oregon, have gained market prominence. Sales are up, and there is a general increase in interest in flying.

d. National security concerns impact commercial aviation: While significant advances in avionics make the skies more 'user-friendly', the places to land have declined. Ironically, post-September 11 air travel has imposed flight restrictions that have made regional travel through commercial facilities too burdensome. As a result, regional travel using general aviation facilities has increased.[9] 4

3. Economic opportunities. As a landowner, the NPS has the opportunity to avail itself of current demand in the transportation and general aviation community for services, facilities and activities.

a. Hangar space: Both the City and NPS should undertake a study of demand for hangar space as a revenue source. At least seventy five hangars[10] were removed in 2002 on NPS property. With a waiting list[11] for existing space, and the loss of Evergreen Field, replacement of seventy five hangars on NPS land would generate revenues of at least $180,000 per year, nearly nine times greater than the past year's revenues of $22,000 from Park visitors[12]. The demand for hangar space is increasing as the supply is dwindling. That circumstance, in basic economic terms, spells opportunity. Hangars could be screened by a palisade-like structure to minimize any visual degradation that the facilities might pose. 5

b. Transportation element: The electorate has proven reluctant to approve funding for large transportation projects to improve or enhance vehicular transportation. While speed limit increases have reduced travel times in theory to in-state locales such as Seattle and Spokane, congestion has defeated the objective. However, portal to portal general aviation traffic from Pearson Field (VUO) to Boeing Field (BFI), for example, is less than one hour. This author has traveled from Vancouver to downtown Seattle in 90 minutes with ease. The phenomenon has not been lost on the business community.[13]

c. The 'hundred dollar hamburger[14]' phenomenon: In describing nearby recreational uses, the GMP overlooks general aviation. Out of curiosity, this

[9] See, e.g., See Internet *Time* magazine article attached.
[10] Per Field Manager.
[11] There are significant waiting lists for hangars at all paved airfields within forty minutes driving time from Vancouver. One pilot based at Pearson Field reports being on the Hillsboro waiting list for eight years, without moving at all toward the top of the list.
[12] The number of hangars removed was identified by the airfield manager; the information on revenue was provided by NPS staff.
[13] See Footnote 7, *supra.*
[14] The term is a tongue-in-cheek reference to the phenomenon that recreational pilots, always on the lookout for 'somewhere to go' that is new and challenging, opt for a new place to 'eat a hamburger' as an excuse to get up into the air. Given fuel, oil and other operating costs, the hamburger ends up costing a hundred dollars or more.

**(Steven B. Tubbs)**

**4** The NPS is not taking a position or action in the plan as to whether there will be future growth or decline. However, expansion at Pearson Field has been limited. Please see "Appendix B: Pearson Field Economic Plan", in the *Vancouver National Historic Reserve Cooperative Management Plan* which states:

"Any expansion of the facilities at Pearson Field is seriously constrained. By agreement with the National Park Service, Pearson Field will limit its facilities to 175 based aircraft. Future expansion of this airport is also limited by the development to the north and east, Fort Vancouver to the west, and the Columbia River to the south. The practicalities of future expansion are being reviewed and will be included as part of the Airport Layout Plan update, which is currently underway."

**5** The historic scene was restored by the hangar removal on park land in 2002. National Park Service policies prohibit the park from constructing facilities for the principal purpose of revenue generation when not part of the park mission directed by Congress.

# COMMENTS

author 'googlized' the phrase 'hundred dollar hamburger', and stopped looking after the fifth page of hits. It is sufficient to note each of the first fifty hits, of over eleven thousand, referenced airfields which welcomed pilots with appetites. There are quite a few restaurants within a mile or two of Pearson Field who could welcome the patronage of pilots who were just looking for an excuse to fly. The same approach could be used to encourage visitors to Fort Vancouver and the Historic Reserve[15]. Why not consider ways to attract pilots and their families to visit the Fort? 6

4. Field and operations encroachments. Several projects have been undertaken or are under consideration that involve use of the Runway Protection Zone ("RPZ")[16]. This has been alluded to in Paragraph 1, above. Notwithstanding the involvement of the FAA in development review, conflicts could be ameliorated if active operations were given greater consideration.

a. Pedestrian activity in the RPZ. The plan contemplates construction of trails for use by the public within the RPZ[17]. This should be discouraged where possible. There is a history of conflict and concern.[18] There have been recent letters published in the *Columbian* expressing fears of crashing airplanes because pilots have reduced power in anticipation of landing to a point where the sound of the engine was less than ambient noise levels, leading the unknowledgeable to conclude that the plane was crashing. Since in so many instances, perception is reality, intentionally placing pedestrians within the RPZ seems ill advised. 7

b. Construction of the Kanaka Gate. The Gate has been located in the RPZ. The Gate is a powerful symbol. Unfortunately, the manner of its placement has implications beyond its artistic conjuration as the entrance to the village[19]. With aviation in mind, NPS will be better positioned in the future to avoid compromise of the RPZ.

c. Construction of marsh[20]. At this time, aquatic birds are a matter of some concern at the field[21]. This author is familiar with at least one instance where a pilot, flying at night while 'in the pattern', struck a flock of geese, blowing out his

[15] One example of cooperation is that undertaken between the NPS and the US Dep't of Transportation at Minute Man National Historic Park, where park assets are being protected in partnership with protection of Hanscom Field near Boston, Mass. See attached internet printout.
[16] For overview, see DISCUSSION PAPER on RUNWAY PROTECTION ZONES FOR AIRPORTS, issued by the FAA Central Region, attached. For specific regulations, see 49 CFR Part 77, attached.
[17] GMP, Circulation Plans, Alternatives B and C.
[18] See records of City of Vancouver and NPS.
[19] The characterization of the Gate as 'reconstruction' seems optimistic. Its placement does not appear to conform to NPS reconstruction standards. See materials attached. Placement of a symbol, however appropriate that symbol may be, in an area of heightened safety considerations, should mandate a discussion of and weighing of alternatives.
[20] GMP, Development Concept Plan, Alternatives C and B.
[21] See photographs attached, taken in October, 2002. At the time of this author's landing, the geese were on the runway, and proved quite resilient to the approach of aircraft, choosing to waddle aside at the last moment. Approach on foot proved more threatening.

# RESPONSES

**(Steven B. Tubbs)**

**6** Two paragraphs have been added in the "Affected Environment" chapter in the "Recreational Resources" section noting aviation as a recreational activity that occurs in the park. Also, text has been added in the "Affected Environment" chapter under "Location and Access" to include Pearson Field as a way to access the park.

**7** Please see NPS responses to Letters 4 and 11 regarding use of the Runway Protection Zone.

windshield and damaging one of his wings. He was fortunate in landing his aircraft despite hundred mile per hour winds in his face, cut and bleeding. It may be speculative that some resident coyotes were instrumental in the past in keeping the goose population in check. Regardless, however, any plans for landscaping should consider the attraction of geese and waterfowl into the area of active operations.

d. Construction of pedestrian overpass. The GMP does not appear to be specific on design or location of the overpass. Maya Lin's design is anticipated by many, and the Confluence Project may have precedent in development of the overpass. However, as property owner, NPS will certainly have a voice. At the appropriate time, it should speak not only from the perspective of history, but from the perspective of airfield fiduciary. Any design should minimize the profile of the overpass, and direct pedestrians away from, and not into, the RPZ.

5. Pearson Field as an asset. There is abundant documentation of the value of Pearson Field as an asset to Vancouver. These documents include the designation of Pearson Field as one of the 100 most needed airfields in the nation. An informal survey[22] has been conducted by the Aviation Advisory Committee that evidences current commercial and business activity by pilots on the field. WSDOT Aviation Division has produced material that identifies the value of general aviation facilities to local communities[23]. Pearson Field is used as a public safety resource, including its use as a staging area for emergencies involving aviation, and search and rescue efforts. The Civil Air Patrol is based at Pearson.

The field also allows enjoyment of generous views to the East. Although the Plan decries the 'significant impact' of the Field upon the 'open character of the historic cultivated fields', it does not acknowledge that the existence of the Field provides expansive views. If the City were to abandon Pearson in favor of another general aviation facility, the City's property would then be open to development that could substantially detract from if not eliminate those views. 8

6. A vision for the future. A recent article in AOPA's monthly magazine contained a description of the 'airport of the year'. That article illustrates what can happen, if those with the power to act have the vision to make it happen. If the NPS rejects that vision, it should articulate the reasons why. If it has not undertaken a broader view, then it should do so, as a matter of public policy. As the Fort has grown, aviation has diminished. A runway, aviation easements ("avigation"), aviation structures, taxiways, and tie downs have all been obliterated at the instance of NPS[24]. The GMP appears to continue in that direction. That is lamentable. Admittedly, the GMP mirrors other planning documents, such as the Historic Reserve Draft Management Plan. If Pearson Field is to enjoy continued status as an active field, support must stem from the City and the Historic

[22] Responses were voluntarily returned in writing to a questionnaire, and no follow-up was undertaken.
[23] See attached.
[24] Fort Vancouver NHS, *Administrative History*.



**(Steven B. Tubbs)**

**8** Please see NPS response to Letter 16.

# COMMENTS

Reserve. History has been made at Pearson Field, and will continue to be made, if the Pearson Field Partners[25] will it.

Summary and conclusions

My comments are not intended as 'critical'. They are intended as constructive dialogue, and have been written in support of a favorable viewpoint of Pearson Field that is absent from the GMP. If these comments are construed as hostile or as an attack or as 'destructive', the inevitable response will be defensive. There is no need to so react. My intent is to advance a viewpoint into the 'light of day', where, hopefully, the dialogue will result in consideration of a broader perspective on the possibility of a joint and optimistic future for both the Historic Site and Pearson Field.

Respectfully yours,

Steven B. Tubbs
7001 SE Evergreen Hwy.
Vancouver, WA 98664

# RESPONSES

**(Steven B. Tubbs)**

(A twenty-five (25) page appendix accompanied this letter. It is available upon request at the Fort Vancouver National Historic Site headquarters in Vancouver, Washington)

# COMMENTS

Jan. 24, 2003 NATIONAL HIS

Dear Tracy and Friends of Fort Vancouver,

I've spent some delightful hours studying the proposed plan of the Fort Vancouver National Historic Site. I especially applaud Alternative Plan B. It will present Fort Vancouver in a wonderful and historically correct way, while maintaining the interest of the visitors, both young and old.

I do have some suggestions. One would be to have some benches placed along the guided tour route as well as in the garden. I would also like to have some chairs placed in the Chief factor's House, the Fur Baling Building and the Barclay quarters as well as in any of the new buildings. It would be nice if the walkways were easier to walk on, no bumps and lumps, but smooth, easy to walk on surfaces. 1

I hope there will be more restrooms and some drinking fountains along the way.

It's been such a pleasure and lots of fun to be a volunteer at Fort Vancouver, even after 14 years. I LOVE the place.

Marge Burwell
5123 NE 76th Ave.
Vancouver, WA 98662

Marge Burwell

# RESPONSES

**Letter 39: Marge Burwell**

**1** Thank you for your comments. The GMP is intended to serve as a blue print for the direction the park will be taking in the next 15 years. The plan highlights major improvements and development, such as the reconstruction of buildings, improvement to the waterfront, and the construction of major trails. Specific issues, such as the placement of benches or chairs for public use, are not generally addressed within the scope of a general management plan. However, noting that, adequate seating is important and is already being addressed from an operations standpoint.

This is also true with regard to the need for water fountains. The park has already increased the number of benches within the garden and they have been positioned throughout to give the public a number of areas to choose from. Benches have now been placed near the blacksmith operation as well as within the jail and near the carpenters' shop and the bastion. There will also be chairs placed within all of the reconstructed buildings, including the Counting House, which is scheduled for completion this October.

Park staff plan to install a water fountain within the garden this year. There are water fountains at the visitor center and down within the stockade, though the need for a water fountain on the waterfront has also been recognized. Finally, although there are public restrooms at the visitor center and within the Fort, the GMP does recommend the need for additional public restrooms at the Waterfront. Improvements at the Waterfront will occur when funding becomes available.

# COMMENTS

**John L. Stewart**
**3205 SE Spyglass Drive**
**Vancouver, WA 98683-3724**

**Tel: 360-944-2029**
**Fax: 360-260-1660**
**setinc@math-2000.com**

**Tracy Fortmann**
**Superintendent**
**Fort Vancouver**
**National Historic Reserve**
**612 E. Reserve Street**
**Vancouver, WA 98661**

**January 30, 2003**

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**Dear Tracy:**

**This is in regards to a possible eating place/restaurant. As a counselor for SCORE, I recently worked with a client who has several years of training in food matters plus some on business as well. He is a Vietnam vet who is legally blind (but can see OK with enlargements). He claims memorization of thousands of recipes and has served a number of luncheon and dinners.**

**After talking with him I referred him to our SCORE specialist, John Perry, who has had a lifetime of managing large facilities and creating his own as well. He was as impressed with this gentleman as I was.**

**Because his medical problem is service-connected, he is in a unique position to obtain an SBA grant directly from SBA. All other loans must go through banks. He has very little extra money now, trying to live off of his disability pay plus a little from his wife. But he is very active and really wants to get busy. His first love may be in specialty baking.**

**I anticipate that he would first create a bakery, perhaps like Krispy Cream or Dunkin Donuts, and then add coffee and sandwiches and so on.**

**John Perry and I would be happy to meet with you and Mr. Pass to see what the future might hold. Please let me know.**

**Hope to see ~~you soon~~.**

John L. Stewart

**P.S. One of the things we might do is visit various compatible food service places (museums, points of interest, small airports, etc.) to see how they do it. I have the menu from the one in McMinnville (Spruce Goose). An entry fee is not needed to eat there. It can thus be visited by local workers, which adds to income. Such places are not millionaire-makers. But they can pay a wage or two.**

# RESPONSES

**Letter 40: John L. Stewart**

Thank you for your comments.

# COMMENTS

January 5, 2003

Dear Superintendent:

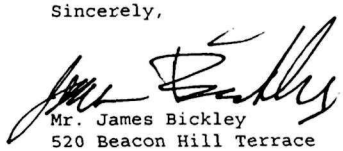
I have read the Fort Vancouver National Historic Site Draft General Management Plan. It is clear that a great deal of work and effort has gone into developing this professional document.

I agree with the National Park Service's preferred alternative. Paying attention to the Village and the waterfront are new, important directions for the National Park Service to take. More reconstructions are important as is developing the Village, building the land bridge, and creating appropriate uses, such as the Research and Learning Center, for the buildings which are built.

I also support tying the McLoughlin House and Fort Vancouver together. It seems that should have occurred years ago. I hope legislation is passed this session which will make the McLoughlin House part of Fort Vancouver.

Fort Vancouver National Historic Site is a fascinating national park. I wish you much success in the implementation of the preferred alternative.

Sincerely,



Mr. James Bickley
520 Beacon Hill Terrace
Gaitherburg, MD 20878

# RESPONSES

**Letter 41: James Bickley**

Thank you for your comments.

Vancouver National Park Service

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NATIONAL HISTORIC S

January 21, 2003

Superintendent Tracy Fortmann

Dear Madam:

I would like to voice my support for a partnership between the National Park Service at Ft. Vancouver and the Vancouver Police Mounted Patrol Unit.

I believe such a partnership as represented by an active presence of the Mounted Patrol Unit on the grounds of the Fort Vancouver Historical Reserve would serve the needs of the Vancouver Police Department, City of Vancouver, Citizens of Southwest Washington and Oregon as well as the Ft. Vancouver Historical Reserve itself.

The presence of the horses and police at the Ft site would enhance security of the Park, provide horses as part of a live exhibit for visitors and allow the Mounted Unit close access to the Downtown core area where their presence is needed.

1

I request you consider this letter as strong support for the Draft General Management Plan currently under consideration.

Sincerely,

David R. King



**Letter 42: David R. King**

**1** Please see the NPS response for Letter 12.

# COMMENTS

Mrs. Graham John Barbey
Smoke Tree Ranch
1800 South Sunrise Way
Palm Springs, California 92264

January 31, 2003

Tracy A. Fortmon
Superintendent, Fort Vancouver NHS
612 East Reserve Street
Vancouver, Washington 98661

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FORT VANCOUVER
NATIONAL HISTORIC SITE

Dear Ms. Fortmon.

Unfortunately I have not had time in the past two months to study the plans for Fort Vancouver carefully. However, I am most impressed with the planning that has been done. In a quick study I felt Plan B is the best. I would not consider Plan A and would hope that funds would be available to start on Plan B in the near future and continue as funds from the government, private sources and visitor fees become available. The northwest could stand another important and well developed historical site.

Again I would like to compliment you on the Draft of the General Management Plan and Environmental Impact Statement.

Most sincerely.

Anne M. Barbey
(Mrs. Graham Barbey
316 NW Skyline Road
Portland, OR 97210)

# RESPONSES

**Letter 43: Anne M. Barbey**

Thank you for your comments.

# COMMENTS

January 27, 2003

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ATIONAL HIST

Superintendent, Fort Vancouver NHS
612 East Reserve Street
Vancouver, Washington 98661

Dear Superintendent,

My family and I have been active volunteers at Fort Vancouver National Historic Site for a number of years. We are part of a large cadre of over 200 volunteers who are passionate about the park and who freely commit many, many hours of our time and services. This national park is clearly one of the most important destination sites in the Pacific Northwest, and its visibility and historic significance are growing greater with each passing year. We in South Washington are very fortunate to have this national park in our midst.

I was pleased to be able to review the draft General Management Plan for the park, and I generally support the preferred alternative. However, I would like to share my specific thoughts and feelings below:

First, the preferred alternative recognizes the tremendous importance of reconstruction. Continued reconstruction is vital to the success of this unique national park. Reconstruction allows the living history programs to come to life. I have watched visitors and the excitement in their eyes while they watch blacksmiths working scraps of iron into nails, hooks and other needed items. I've also watched the delight on their faces as they felt the warmth from the bake house and handled the sea biscuits which came from those ovens, and finally their excitement as they watched me prepare dinners in the Chief Factor's kitchen. The recent additions to the fort—the carpenter's shop and the jail have been extraordinarily important in telling the story of this national park. It should be noted, however, that both of these buildings were reconstructed primarily through the aid of private support. Reconstruction of the Counting House is beginning this winter, but that reconstruction is in large part being made possible by a private bequest. It is my hope as well as I am sure of other volunteers that the National Park Service will take the lead in funding future reconstructions. I know that park staff requested funding for the Owyhee Church for many years, but it was never funded. I hope this General Management Plan, when approved, will enable the Park Service to take a more proactive stance in funding reconstructions in the Fort, the Village and the Waterfront. More structures mean more stories that connect us to cultures past and present.

I strongly support the inclusion of the McLoughlin House National Historic Site within the boundaries of Fort Vancouver National Historic Site. The McLoughlin House is nationally significant and it is linked to Fort Vancouver. John McLoughlin, the father of Oregon Territory, began his life in the Pacific Northwest here at Fort Vancouver and ended his life in Oregon City at the McLoughlin House. I applaud the National Park

# RESPONSES

**Letter 44: Pam Cundy**

Thank you for your comments.

## COMMENTS

Service's vision that recognizes the need to protect the McLoughlin House and including it within the National Park System as part of Fort Vancouver.

I also applaud the National Park Service for drawing its attention outside of the Fort. Efforts made to date, such as the delination of the historic roads, the entrance gates, and basic foundations of a few village structures is a good strong start. Bringing the Village to life is perhaps one of the most important things that can be done. The story of the multi-cultural village, which was composed of over 35 Native American tribes, Hawaiians, Scots, French-Canadians, Orkney Islanders, and others, is a spectacular story worthy of being told and tangibly experienced through reconstructions and living history programs.

The development of a Research and Learning Center will provide a facility which is much needed for the park. Fort Vancouver is a renowned archaeological site. The American people are so lucky to have this premier archaeological site intact so that we can learn from it, use the information to aid in the interpretation of the past, and protect this nationally and internationally important place forever and ever. Bringing on archaeologists and other cultural resource professionals seems obvious. The specific need for cultural resource professionals brings me to my last—but certainly not my least—concern about staffing in general.

Perhaps one of the more important elements of the plan is the recognition for increased staffing at the Fort. It has been clear to many volunteers for many years that the park is grossly understaffed. While volunteers freely give many many hours to tours, living history events, archaeology digs, and other special programs of the fort, they cannot replace the Federal government's responsibility to staff the park with interpreters, scientists, and managers. Staff must take responsibility for directing and leading the activities of volunteers, so that the visitors to Fort Vancouver have an authentic, professional, and cost-effective experience. Furloughing employees in recent years only compounds the problem. I cannot overstate the need to increase the number of permanent park employees to tackle the needs of the park and the Reserve. To be quite frank, the park has needed more employees as long as I have been associated with the park (and likely longer).

The success of this plan will be determined by the National Park Service's actively funding projects and staffing. The volunteers are already here, and the Community, as evidence through private donations, is already here. Everyone must play their role and together we can make the plan's wonderful vision a reality.

Sincerely,

Pam Cundy
P.O. Box 940
Ridgefield, Washington 98642

## RESPONSES

**(Pam Cundy)**

# COMMENTS

14666 S.E. Hillgrove Court
Milwaukie, Oregon 97267
February 1, 2003

RECEIVED
FEB - 3 2003
FORT VANCOUVER
NATIONAL HISTORIC

Superintendant, Fort Vancouver NHS
612 East Reserve Street
Vancouver, Washington 98661

Dear Sir:

Thank you for including me as one to receive the draft General Management Plan and Environmental Impact Statement. I am very impressed with the preparation and thorough research done in compiling this report.

I would like to receive news letters and further information as to the outcome of your survey of opinions. We spend Winters in Yuma, Arizona, but will return home to Milwaukie, Oregon by April 1, 2003. One of our first priorities will be to visit Fort Vancouver to visualize about which we have been reading.

Since this is a plan for the coming 15 year period, I agree with your preferred Alternative B plan over Alternative A. But I feel that if the economy improves enough to warrant additional expense, many of the items of Alternative C should be considered as options. Especially the reconstruction of the Fort buildings, the Village and environs, and the Waterfront, with new exhibits and interpretive signage. I like the idea of Living History programs and the Heritage Pass, as well as exposing school children to this part of history.

I spent from sixth grade through high school in the Oregon City public schools, and have great fondness for the Barclay and McLaughlin houses. I hope the McLaughlin NHS will be approved by Congress to be administered by the Fort Vancouver NHS, so that through the joint programs more people will be made aware of this part of Northwest history.

Sincerely,

Dorothy S. Addington

Dorothy S. Addington

# RESPONSES

**Letter 45: Dorothy S. Addington**

Thank you for your comments.

# COMMENTS

February 1, 2003

EER
FORT V
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James A. Brady
10701 S/E Evergreen Hwy.
Vancouver, WA 98664

Superintendent
Fort Vancouver National Historic Site
612 E. Reserve St.
Vancouver, WA 98661

Greetings,

Thank you, for providing me with this opportunity to comment on the General Management Plan for the Fort Vancouver National Historic Site.

Although the current economic situation that all government entities are experiencing will probably dictate that a more modest proposal be initiated, my wife and I agree with the National Park Service that Alternative B should be the preferred alternative. We recognize that no plan will please everyone and we have stated our concerns in this letter.

On occasion my wife and I visit Fort Vancouver for various functions. Additionally we often take visitors to the Fort, the Pearson Air Museum and a tour of the Barracks area. Based on responses received during these impromptu tours, the entire area must be preserved for future generations and equal attention must be given to the Barracks and the Pearson Air Museum along with Fort Vancouver. Both the Barracks and Pearson Airfield are a significant part of this nations history and our experience has shown that visitors are as interested in these as they are with the Fort. All three complement each other in that they draw visitors who have more of an interest in one area than another but enjoy being able to include visits to the rest of the reserve. With this in mind we feel it is important that the City of Vancouver and the National Park Service should attempt to make development of the Barracks area appear to be a seamless entity. It should not be apparent that the area was developed by two jurisdictions. In regards to Pearson Airfield, there is only mention that the army took over the field in 1925 and no mention that this is the oldest continuously operated airfield in the U.S. The present landing strip should be preserved for use by the general public as the present activities at the field are considerably less distracting than are the railroad, Highway 14, and Portland Airport. Additionally, future and present activities at the museum draw visitors to the area. These activities include "Fly-Ins" that are popular with the general public especially since Evergreen Field will soon be gone and Pearson will be the only available field for such shows.

1

2

Thank you for any attention you may give this matter.

Sincerely,

James A. Brady

# RESPONSES

**Letter 46: James A. Brady**

1 Thank you for your comments. We fully agree. The west portion of the Vancouver Barracks will be owned by the City of Vancouver and adaptively reused for both commercial and public purposes. The NPS will work cooperatively with the City of Vancouver to allow for similar commercial and public purposes in the adaptive reuse of much of the east barracks area.

The treatment of the landscape, streetscape, lighting, signing, and other elements should provide a "seamless" experience to the visitor.

2 Continued historic use of Pearson Field should include fly-ins, which support the historic functions of the Pearson Air Museum.

Language has been added to page 86 of the draft GMP.

# COMMENTS

Vancouver Historic Site
612 East Reserve
Vancouver, WA 98661

February 5, 2003

Gentlemen:

I have reviewed the Environmental Impact Statementwhich seems quite ambitious and very interesting for the future of the Fort Vancouver Historical Site. It certainly appears to blend well with the program of the other members of the Vancouver Historic Reserve. However I am very disappointed that no mention is made as to how Pearson Airport will co-exist with the Park Service. Pearson Airpark is nearing its 100 year anniversary and is the oldest operating airport in the nation and has functioned all these years without taxpayer dollars.

Fort Vancouver is well known as the cradle of Northwest history. So is Pearson known nationally for its history of world navigation, airmail headquarters for the West Coast and the beginning of United Airlines, including the only spruce mill in the United States during World War I. Pearson now has a living antique museum that is becoming known nationally as outstanding and is already complementing the Park Service facilities. It is my opinion that this museum cannot continue without an active airport that offers full services of general aviation activities. 1

Over the past 40 years there has been a number of special ad hoc committees charged with the research and investigation of how and why Pearson can be compatible with the Park Service. The results of these studies all show that the community will be better served if Pearson stays where it is so that Pearson and the Park facilities complement each other.

Regarding the three proposed alternative procedures I would like to reserve my comments for a later time. I see closure of any part of Columbia Way is totally unacceptable. We all realize that East Fifth Street was the very first 4-lane highway in Vancouver and Clark County. 2

It would be interesting if the Park Service would review how and why they obtained the land for the Stockade site. 3

It is quite conceivable that if it had not been for the generous public-spirited original Vancouver Aeronautics Board, the Stockade might never have been built at its present location.

Pearson should be maintained as a permanent facility.

Sincerely,

HAROLD S. KERN

100 West 36 Street
Vancouver, Washington 98660

# RESPONSES

**Letter 47: Harold S. Kern**

**1** Thank you for your comments. Additional language has been added to address Pearson Field. Also, please see NPS responses to Letters 13 and 16. Also, see Letter 46.

**2** Closure of Columbia Way was included in Alternative C but not in the Preferred Alternative. In the final GMP, it will remain an open arterial of the city. The plan does recommend working with the City of Vancouver to place load limits on vehicular use. This would encourage heavy truck traffic to use the State Route 14 and the Columbia Business Park interchange, thus helping to retain an ambiance befitting public pedestrian and bicycle use of the waterfront.

**3** There are three sources of information that discuss how the NPS obtained the land for the Fort site: the 1993 *Administrative History of Fort Vancouver National Historic Site* by Jane T. Merritt, the 1969 and 1978 *Fort Vancouver National Historic Site Master Plan*, and the legislation that established the national historic site (found in the GMP Appendix). The Act of June 19, 1948, which established Fort Vancouver National Historic Site as a unit of the National Park System, states that the lands which include the site of the old Hudson's Bay Company stockade in the State of Washington be transferred by the War Assets Administration and the Secretary of the Army to the Secretary of the Interior. The War Assets Administration transferred the lands to the Department of the Interior on May 19, 1949.

## COMMENTS

**Re: Fort Vancouver NHS General Management Plan**

February 4, 2003

To Whom It May Concern,

I fully support alternative B, especially the following areas:

I support the program of reconstruction at Ft. Vancouver, especially outside the Ft. walls in the village.

I support the concept of Ft. Vancouver as a Research and Education Center. The Cultural Resources Division is an important and unique aspect to the interpretation of the site. I think archaeology should be emphasized.

I think Ft. Vancouver needs permanent Cultural Resource staff to continue educational programs.

I also support the McLoughlin House being administered by Ft. Vancouver.

And lastly, I would like to ~~see the west~~ parade ground restored to its historic appearance as dry grass.

Thank you,

Julie Daly

Julie Daly
9504 SE 12th Street
Vancouver, WA 98664

## RESPONSES

**Letter 48: Julie Daly**

Thank you for your comments.

# COMMENTS

2/4/03

Having worked as a volunteer at Fort Vancouver, and as a community member of the Portland/Vancouver region, I have personally experienced the thorough devotion to an honest historical representation of the fort, and scientifically sound research to further this representation.

As a volunteer excavator, I was witness to the amazing care and dedication to their work exhibited by all of the staff. The research being done at the fort is an important part of our history, and should not be allowed to stagnate on shelves out of public reach. The fort has a wonderful staff who can do so much more, if they are allowed to.

As a volunteer interpreter for an event hosted by the fort, I saw the interest, amazement, and curiosity of the hundreds upon hundreds of community members piqued by a recreation of an autumn evening at the fort - and that was only the first night. The public was drawn in, and they wanted to know more and more. The importance of this historic site to our community is immense, and it would be a tragedy for all of that curiosity to be left unsatisfied. This is why I firmly support alternative B as outlined in National Park Service Draft General Management Plan. If the same questions are left unanswered after every visit, interest will drop off. Alternative B allows for more public events, and greater resources to make these events even greater successes than the ones I have witnessed. The dedicated staff of the fort could do so much more with the resources outlined in alternative B (further reconstruction of buildings, restoration of landscape, et cetera), and I believe the community would only show more interest given more to learn. I fear their interest would fade away if the fort were left to stagnate.

Alternative B would encourage the atmosphere of dedication and improvement already apparent at Fort Vancouver, and would only benefit the public. The knowledge of the fort and immediate area already greatly exceeds what is available to the public eye - and what good is research that is never disseminated to the public? Further reconstruction would put to practical use the knowledge gained at the fort, and encourage public interest. For these reasons, I support alternative B.

Sincerely,

Thomas R. Myers
3923 SE Kelly St.
Portland, OR 97202
(503) 797-1953

# RESPONSES

**Letter 49: Thomas R. Myers**

Thank you for your comments.

# COMMENTS

**Comments on Fort Vancouver NHS General Management Plan**

From: William H. DeBerry
6100 NW McKinley Dr
Vancouver, WA 98665
360-699-2124

The overall planning concept is very good and much needed for the continued expansion and preservation of the park. I support the NPS preferred alternative (B). There are some suggestions that I feel would improve this alternative. These are spelled out below:

P. 90 - In the section on the waterfront should be added the (from alternative C); the boat shed should be roofed. Also on the map, figure 11 of alternative B, shows the boat house with a Columbia boat. The Columbia boat is not reflected in the text description and should be added. **1**

P. 95 - "Establishing native vegetation screens" in various locations is found in the Scenic management section. This language could stay here but should also be included in the Natural Resource management section as well. If it is found in both sections then perhaps it will get accomplished. **2**

P. 96 - Living history section - if possible give examples of the types of activities which would be added. Example: HBC, farming, stock raising, cooperage, boat building, etc. For the Reserve, military drills, artillery and musket demonstrations, flag ceremony, etc. **3**

P. 89 - Parade ground - to go along with above suggested activities on the parade ground: erect an historic flag pole and any other historic features which can be documented. **4**

P. 95 - 96 - Interpretation, etc. I feel that this section, as written, places too much emphasis on non-personal interpretive services over expanding the guided tours and activities that the public has come to expect and appreciate. Yes, the fort needs to increase its ability to provide services to the public that don't have the opportunity to take a guided tour, but the park needs to continue to **emphasize** the need for staff and volunteers to provide personal services to the visitors. **5**

Somewhere in alternative B should be added the reconstruction of at least one of the historic barns that were located below the present Visitor Center. This would increase the public's awareness and understanding that the HBC was using a huge area of land around the fort and was not just occupying the fort area only. **6**

Overall the plan is excellent and Alternative B will provide the needed guidance for the continued growth of the park and increasing public awareness and appreciation of the site.

Wm. H. DeBerry 02-05-03

# RESPONSES

**Letter 50: William H. Deberry**

**1** The Columbia boat is mentioned on page 90, "The adjacent boat shed would be delineated in order to provide the public with an understanding of the spatial relationship. In addition, the wharf would be simulated on land at the location of the historic shoreline and include a Columbia or other appropriate boat to convey the maritime theme of trade and commerce."

**2** Text has been added to the "Natural Resources" section.

**3** Examples have been added.

**4** Text has been added to include this.

**5** Please note that the NPS staff does have the current funding to support additional personal interpretive services. Page 96 of the draft GMP states that living history programs would be increased. As you state, these activities would require additional staff and volunteers and would be phased in as funding permits.

**6** Please see NPS response to Letter 24.

# COMMENTS

02.05.03

FORT VANCOU
NATIONAL HISTOI

Fort Vancouver National Historic Site
612 E Reserve Street
Vancouver, WA 98661
(306) 696-7659

Dear Fort Vancouver National Historic Site:

Thank you for the opportunity to review the draft of the Fort Vancouver NHS General Management plan. I would like to take this opportunity to encourage the selection of "Alternative C." I believe "C" best addresses the needs of our region. "C" provides best for an increasing public use. "C" provides the best interpretative plan. "C" provides best for protection of a portion of fur trapping sites, which are diminishing in number throughout the region.

The Willamette River Basin planning trajectories of environmental and ecological change, compiled by the Pacific Northwest Ecosystem Research Consortium, anticipates a regional doubling of our population in these next years. To date, the outreach, research and educational programming done by your staff has resulted in a dramatic use of the Fort Vancouver resource. A doubling of population can only increase the demand for your excellent services.

Population increases and continued regional development will inevitably remove historical and archaeological sites present on private lands. The historical and archaeological resource represented at Fort Vancouver will be even more valuable, because it is protected and managed.

I commend you and your staff on your foresight in developing the vision exemplified in Alternative C.

Sincerely,
H. Delight Stone
Register of Professional Archaeologists

61878 Bunker Hill Court, Bend, Oregon 97702
telephone: 541-617-1105, facsimile: 541-617-1106,
e-mail: DelightSto@aol.com

# RESPONSES

**Letter 51: H. Delight Stone**

Thank you for your comments.

## COMMENTS

February 5, 2003

Superintendent Tracy Fortmann
Fort Vancouver NHS
612 East Reserve Street
Vancouver, WA 98661-3811

Dear Superintendent Fortmann:

I am responding to your request to the Fort Volunteers to respond with information that could be pertinent to the future planning of the Fort Vancouver National Historic Site.

For the past year I have been doing native plant research for the Lewis and Clark Bicentennial Celebration using the Cultural Landscape Report as the basis for collaborating other outside findings. That research is complete, but the placing of that research into a usable form will most likely not be complete until early summer.

The plans mention the Discovery Historic Loop Trail, the historic pond in the village, the waterfront, and also the trail from the visitor center to the Fort. The research reveals the kind of plants that would be conducive to these areas. They are not plants that work well in a garden setting. Lewis and Clark were logging plants that they found along the way and the research upholds that scenario. I would hope the findings would be of value to the future development of foliage use within the Reserve. 1

Sincerely,
Sue Klein
821 NE 112th. Avenue
Vancouver, WA 98684
(360) 260-1651

## RESPONSES

**Letter 52: Sue Kline**

1 In keeping with NPS management policies, native plants will be used along the Discovery Trail throughout the national historic site. The NPS staff would be pleased to receive any input regarding plant materials you may wish to provide.

# COMMENTS

Comments on draft General Management Plan for Fort Vancouver NHS:

1. This plan is very difficult for the layman to read and understand. There are so many overlays of interests and authorities, that the more I read, the more confused I become. For instance, on page four, para.2, there is an agreement cited in which the National Park Service has ceded its authority for "historical interpretation of Pearson Air Museum" to its agent, the City of Vancouver. 1

2. I have the impression that the writer has not embraced the reality of the continued operation of Pearson Field as a General Aviation airport, and the existence now of the Pearson Air Museum. I believe that Pearson Air Museum is an absolutely wonderful addition to the NHS as well as a priceless addition to the culture of the city of Vancouver, the state of Washington, and our nation. A visitor to Pearson Air Museum sees not only a very attractive and well functioning museum, but also stands on the historic ground of the oldest continuously operating airport in the United States. That is part of the magic of Pearson Air Museum. On the day that Pearson Field ceases to be a general aviation airport, we will all lose a lot. 2

3. Figure 2, at the beginning of the document, is dated 27 August 2002. It is titled Land Ownership/Management. The figure is factually incorrect. The outline of Pearson Field runway is not shown. The City of Vancouver, not NPS, manages Pearson Field including that part actually existing in the NHS. This important fact will exist at least until 2022, a date well beyond the 15 year scope of this Management document. 3

4. Both Alternative B, the preferred alternative, and Alternative C provide for the retrograde of East Fifth Street within the NHS into a two lane packed-earth roadway. I believe this is a mistake, because the roadway, as it presently exists, serves several important functions in the 21st century which were not present in the 19th century when East Fifth Street was first constructed as Upper Plain Road.

   a. Many people visit NHS only by driving through it. If they are denied the option of driving west to east on Fifth Street, they will miss a very beautiful vista: a wide, straight road with the beautiful, open grounds of Vancouver barracks to the left, Mt. Hood straight ahead, and old Fort Vancouver and an operating general aviation airport to the right. I have driven into NHS many times and actually looked forward to the drive from old Fort Vancouver to Pearson Air Museum.

   b. Removing East Fifth Street from public use cuts the general circulation within NHS now provided by that street, East Reserve, Officers Row, and Fort Vancouver Way. I don't believe this is desirable in the age of the automobile. A person visiting both Pearson Air Museum and old Fort 4

# RESPONSES

**Letter 53: Arne Soreng**

1 The language has been changed to read: "A December 1995 cooperative agreement authorized the City of Vancouver to assist in the historical interpretation of Pearson Field aviation history."

2 Please see page 77 of the draft GMP, in the "Actions Common to All Alternatives" section. The document states that the NPS staff has adopted the *Pearson Air Museum Plan* into the Fort Vancouver NHS GMP. Also, please see NPS response to Letter 16.

3 The maps have been amended to show the runway.

4 Please see the NPS response to Letter 12 regarding the closure of East Fifth Street.

Vancouver wouldn't appreciate the drive from one to the other via available roadways.

c. East Fifth Street, in its present configuration, provides much needed parking for special events. Many times I have seen both sides of the street parked full from Pearson more than half way to Fort Vancouver for special events at Pearson. The same is true for special events at Fort Vancouver.

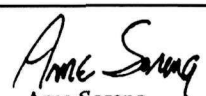
d. Emergency vehicles, if they respond to an incident at or east of Pearson Field, would travel, Evergreen, Fort Vancouver Way and East Fifth Street if they came from downtown Vancouver. The alternative route is not desirable. 4

e. Vancouver's climate, being what it is, certainly lends itself to macadam, all-weather roadways, if any use at all is anticipated.

f. East Fifth Street, as it is, is a perfect place for the runner, picnicker, or walker to park and enjoy the beauty and functionality of NHS at his own pace.

g. The option of putting in place a CTRAN trolley sounds good. But is it a real solution? I doubt it. In the final analysis, it will serve only a small portion of the traveling public. And the cost of the service will be exorbitant.

I believe East Fifth Street should be beautified, not retrograded. Consider the attractiveness of the entry to Fort Vancouver Way south of the library. I suspect there are many workable options to beautify East Fifth Street, and I suggest appropriate lighting should be considered as one of them. I think East Fifth Street, as it is, will not detract from the public's appreciation of the attractiveness and historical significance of Old Fort Vancouver. 5



Arne Soreng
3116 S.E. 146th Place, #136
Vancouver, WA 98683



**(Arne Soreng)**

**5** Lighting along East Fifth Street, as part of the city's Discovery Trail, has been discussed in the draft GMP (please see page 130, "Effects on Recreational Resources under Alternative A"). Lighting the trail along East Fifth Street would be consistent with other trail segments on city-managed property creating a safer environment for the visitor. The NPS recommends minimal impact lighting and shielded light fixtures to prevent light pollution within the historic setting and to help preserve the visual quality of the night sky.

# COMMENTS

DANIELLE D.M. GEMBALA
3923 SE KELLY
PORTLAND, OR 97202
(503) 797-1953

1/15/03

Dear Tracy-

RECEIVED
FEB - 6 2003
FORT VANCOUVER
NATIONAL HISTORIC SITE

As a community member of the Portland/Vancouver area, and as a former volunteer, contractor and present employee of Fort Vancouver for the last two years, I have been witness to changes at Fort Vancouver that have excellent and important potential. I came to the fort as a disaffected, disillusioned, burned-out graduate student of archaeology and museum studies. In graduate school I had witnessed the devastating results on collections and sites, people, communities and students when archaeologists, collection managers, and public agencies--supposedly committed to preserving artifacts and information for the public-trust—patently disregarded significant sites and collections in order to serve some other short-term interest or interests.

I arrived at Fort Vancouver believing that archaeology, historical preservation, and public outreach were hopeless pursuits, at best, and impossible to do in a fair, ethical and scientifically sound way at worst. The staff and volunteers here showed me different. I discovered a place where a strong commitment to the past and its importance for our lives today actually was practiced, not just paid lip service. The conscientious reconstruction and active interpretation of the history, activities and diverse people of this area has strong commitment, and great potential for enhancing the local communities of Vancouver and Portland. Great strides towards thoughtful, fair and ethically sound treatment of the story of Fort Vancouver and the Vancouver National Historic Reserve have been made in the past few years. This effort--spearheaded by a strong and visionary Superintendent (and a cultural resources staff with commitment and passion)--has created a Fort Vancouver that is an important and recognized archaeological landscape, rather than just a reconstructed fort site. A renaissance in research, public involvement, and a growing partnership with local agencies has just begun, and I am excited once again in my role as a cultural resources specialist, working during this time of potential greatness at Fort Vancouver.

For the above reasons I support the Alternative B plan as outlined in the draft for the general management plan for Fort Vancouver National Historic Site. I feel this plan allows for and will continue to foster the environment I have come to respect and enjoy at Fort Vancouver, and will provide the maximum benefit for the public. It encourages a permanent, continuous cultural resource program that is integrated with interpretation, research and the community in general. Fort Vancouver as it is today will stagnate if it is not given the opportunity for further reconstruction of more structures within and outside the fort palisade, and the renovation of the present visitor's center. These activities will provide a more welcoming and open environment to public and local community involvement, as well as potentially provide increased opportunities to utilize the excellent collections for researchers such as myself.

Other, less fort-centric, aspects of the landscape of the area also should be reconstructed in order to continue development towards a more holistic, ethical interpretation of the history of this area. The inclusion and protection of the waterfront, the inclusion of the McLoughlin House site, and increased access to the Village via the Discovery Loop Trail

# RESPONSES

**Letter 54: Danielle D. Gembala**

Thank you for your comments.

## COMMENTS

and interpretation will help broaden the experience of the visitor and provide new opportunities for learning and cooperation for all through Fort Vancouver. Furthermore, I feel that the proposals for closure of East Fifth Street, relocation and enlargement of parking lots and the relocation/removal of the Maintenance and Administration buildings, are excellent steps toward a whole process that will increase the quality of experience for the visitor and the efficiency of how the resources of the area are managed by the NPS and Reserve Partner agencies.

The path the Superintendent and the Park personnel have put Fort Vancouver on through their committed and passionate work in the last few years has fantastic potential for a truly world-class destination for visitors, researchers and community partners alike. I strongly support the continuation of this path as envisioned in Alternative B in the draft general management plan, and I hope this is the plan that is pursued. This place gave me back my faith in quality cultural resource management and public outreach. If the status quo is maintained, through lack of support by federal, private, state, or local agencies, I fear I may lose that faith again.

Sincerely,



Danielle D. M. Gembala

## RESPONSES

**(Danielle D. Gembala)**

# COMMENTS

6004 NE Alton St
Portland OR 97213
February 4, 2003

FORT VAN
NATIONAL HIS

Tracy A. Fortmann,
Superintendent
Fort Vancouver National Historic Site
612 East Reserve Street
Vancouver WA 98661

Re: Comments/Draft General Management Plan and EIS

Dear Supt. Fortmann,

Thank you for sending copies of the N.H.S. "Draft General Management Plan and Environmental Impact Statement" to me and my sister, Roxanne, in November of last year. As the great-great-grandchildren of William Kittson, Commandant of the HBC/ PSAC's Ft. Nisqually from 1834 – 1840/41, we are thrilled to participate in the debate over the choices outlined in your plan regarding the future care and management of Fort Vancouver, the place where he spent the last year of his life. William Kittson died at Fort Vancouver on Christmas Day (per family tradition) and was buried "in the Catholic cemetery," there, on Dec. 28, 1841. (Nichols, M. Leona. The Mantle of Elias. Portland OR: Binfords & Mort, Publishers, c. 1941, p. 291, S-6, *and* Warner & Munnick. Catholic Church Records of the Pacific N.W., Vancouver, Vols. I & II, etc. St. Paul OR: French Prairie Press, c. 1972, pp. A42 – A43.)

Our mother's grandfather, Pierre Charles Kittson, son of William Kittson and Marie Walla Walla, spent a part of his boyhood at Ft. Vancouver with his father and step-mother, Helene McDonald Kittson Grant (daughter of Finan McDonald of Spokane House).

Because of our family's historical connection to Ft. Vancouver, we are always interested in any new projects involving the fort site. The "Draft General Management Plan and EIS" which you sent us is both overwhelming in it's historical documentation and a pleasure to read because of the clarity with which each alternative is presented. I am inclined to agree that "Plan B" is the most suitable way to go. Some aspects of the plan are especially pleasing to me. I, myself, am 56 years old and not in the best of health. Often, when we go to Ft. Vancouver, we are accompanied by our 81-year-old father, Floyd C. Woodruff. Indeed, he is often "chauffeur-of-the-day." It would be great if a shuttle system, as described on pg. 101 of your booklet, could be implemented. The difficulty of walking over uneven ground, or even on leveled pathways, for long distances, if resolved, would insure that you would have many more elderly (and, sometimes, more knowledgeable) visitors. Getting to the "Village" or down to or near the waterfront area would enhance our understanding of life at Ft. Vancouver during the times our ancestors were there. Likewise, anything that makes people more aware of the

1

# RESPONSES

**Letter 55: Sandra K. Woodruff**

**1** Please see Letter 83 that addresses accessibility issues.

## COMMENTS

Research and Education Center, as described on pg. 91, would be helpful to someone such as myself.

Over 45 years ago, our mother, Rosa Ann Kittson Woodruff, began research on her family tree. Her original interest was in our degree of Indian blood. She quickly became fascinated with our connections to, firstly, the North West Company and, later, the Hudson's Bay and Puget Sound Agricultural Companies.

Both of our maternal grandparents were born and raised in St. Paul, Oregon, where many Hudson's Bay Company men from Ft. Vancouver and elsewhere in the Pacific Northwest retired with their Native American wives and mixed-breed families. Several of the families who lived in the "Village" at Ft. Vancouver were related to either or both of our maternal grandparents' families. One of my earliest memories is that of my grandmother carrying on a conversation in French with new parishioners, from France, when I was just three years old. In my pre-teens, I would listen to my mom and grand –mother as they pored over the records about the families in St. Paul, in the back of The Mantle of Elias. In recent years, we have learned that my grandmother's uncle, Gus Bonin (or Bonnin, in some records and on his tombstone), was caretaker at the cemetery of St. Francis Xavier Mission near the site of the PSAC's "Cowlitz Farm," near present-day Toledo, Washington. Gus Bonin was also a grandson of Peter Wagner, butcher at Fort Vancouver.

When I read the "Draft General Management Plan & EIS," I had much of the above information in mind. Several things occurred to me.

1. In 1959, while visiting the Ft. Vancouver site with my mother, prior to the building of the palisades, a Park Ranger took us down to the area and pointed out where the walls would go up. He pointed out an area which, to my memory, would have been just outside the back gate (center of that wall), and to the right of the gate as you face the river, where an archeological "dig" had determined that a large barbecue pit or pits (in-ground) had been. Presumably Peter Wagner, as fort butcher, would have been involved in preparing the sides of beef or pork, etc., that were cooked there. One wonders if the Hawaiian employees might have occasionally been involved in meal preparation. Am I correct in understanding that the "waysides" mentioned on pg. 86, among others, are the encased interpretive signs such as the one just west of the garden outside the front of the fort? If so, I think this barbecue pit might merit such a wayside. 2
2. I believe it is mentioned that there's another such wayside located near the parade grounds of the army fort, and that a portion of this area contained the old Roman Catholic cemetery, where William Kittson was buried, initially (per Nichols/Mantle of Elias, cited above). I am wondering if it might be feasible to list all of the known burials, at the Catholic cemetery, on the Parade Grounds' wayside? It could be done, by year and in alphabetical order, with a space at the end where names could be added, when proof is presented from other sources. Neither the Mantle of Elias nor the Catholic 3

## RESPONSES

**(Sandra K. Woodruff)**

**2** Thank you for the information.

**3** This will be considered in the design of any potential wayside.

# COMMENTS

Church Records, by the way, gives the entire list. Warner and Munnick mention William Kittson's death in their notes at the end of the Vancouver Volumes, for example, but omitted the actual record. The original records are kept by the Archdiocese of Portland in Oregon, but they don't have the manpower to research all of the names. My sister, Roxanne, has been in touch, by e-mail, recently, with Ft. Vancouver volunteer, Geri Bell, who, I believe, was thinking of making a similar proposal to or through Theresa Langford, regarding such a sign. I believe, though, that Ms. Bell is under the mistaken belief that William Kittson was buried in the secular (or army?) cemetery at Ft. Vancouver, rather than the Catholic one. We know that his body has been moved, possibly more than once, and that the fact that he served in the Canadian Voltigeurs during the War of 1812 was considered significant in military circles, but his original resting place was the old St. James cemetery at the fort. Our family would dearly love to know where his final resting-place now is. His return to the Catholic Faith, under the direct tutelage of Father (later, Archbishop) Francois N. Blanchet, is well documented. Info on a memorial to William Kittson (Kitson), Pierre Pambrun, and John McLoughlin, Jr., can be found in: Fogdall, Alberta Brooks. Royal Family of the Columbia: Dr. John McLoughlin and His Family. Portland OR: Binford & Mort, Publishers, c. 1982 (1784 – Bicentennial Edition – 1984), p. 180. Documented Kittson Family research at the Ontario (Canada) Genealogical Society shows that two of William Kittson's half-sisters married nephews of Marguerite McLoughlin. (Sorry, I know I do get carried away.)

4

3. If I understand correctly, one of the areas to be paved over for parking is in, on, or near the location of the St. James Catholic Church, outside and to the northwest of the fort, itself. I think that my sister, Roxanne, feels that that would be a bit of an indignity to a "consecrated" site. I'm not sure, but I think the Catholic Church probably has a "re-secularization" or "de-consecration" rite or ceremony, which probably would have occurred when the church was moved to a new site. Even so, this might also be an area where one of your wayside signs would be appropriate. Any local Catholic priest could probably tell you Catholic practices in such matters and/or tell you who to get in touch with regarding this.

5

4. I was keenly interested in the connections between Ft. Vancouver N.H.S. and McLoughlin House in Oregon City, Oregon, both current and proposed. I was wondering, however, if any similar proposals have been considered, or discussed, with the St. Paul (Oregon) Mission Historical Society? We know that, in the past few years, both Joe McKay, ex-mayor of St. Paul, and Mariette Brown, wife of George Brown, who, himself, documented the ancestry of a large number of French Prairie Families going back several centuries, have died. Joe was the driving force behind the St. Paul Mission Historical Society. Over a year ago, as you may know, George Brown moved from Vancouver, Washington, to St. Paul, Oregon, to help Joe's widow, Rosella McKay, and others with the Society's collections. I am not sure how many current members there are in the society, nor who the current officers

# RESPONSES

**(Sandra K. Woodruff)**

**4** The NPS anthropologist at the Seattle support office is checking records to see if he can determine William Kittson's burial location based on historic documentation. He will be contacting you with any information that he can find.

**5** The location of the proposed parking is located to the north of the historic St. James Catholic Church. The park staff would look into the possibility of locating a potential wayside here.

are. They have such a large collection of family heirlooms, ancestral material, etc., from the descendants of numerous Hudson's Bay Company employees. I am not sure if they would welcome Federal oversight or help (such as that shared with McLoughlin House in Oregon City), but it would be a shame not to explore this possibility. The St. Paul Mission Historical Society may prefer to remain independent. It's my understanding, though, that, at least a few years ago, they were much in need of having their collection of materials properly catalogued. It may be naïve of me to mention it, but we have George Brown's current address and phone number, in St. Paul, if you'd care to have it. He has recently returned from a visit to Paris, France, and will be going to Montreal, Quebec, sometime this spring. In a similar fashion, it is a terrible shame that some type of similar arrangement cannot be made with Mike Schmit, Owner, Director, and Historian of the "Thom McKay Historical Society" in Scappoose, Oregon (whose address & phone number we also have), regarding the location, on his property, of the graves of Doctor McLoughlin's step-son, Tom (or "Thom") McKay (cousin of two of William Kittson's brothers-in-law). Mr. Schmidt deserves to be adequately compensated for his care of those gravesites or, at the very least, someone should record the very rich, oral, history he has collected regarding them. Unlike me, he doesn't care to write about what he knows but, when talking, he can go on and on about the life and times of this son of Alexander and Marguerite (Wadin) McKay (McLoughlin), with the inclusion of the view-points of many local Native American descendants. I think he is an un-mined treasure, who should be known to federal historians. He often sets up shop at the Oregon Historical Society's "Wintering In" celebration on Sauvie (Sauvé's) Island every fall.

In regard to the Research and Education Center, mentioned earlier, and as described on page 91 of the "Draft Gen. Mngmnt. Plan & EIS," in conjunction with collections storage and a park library, classrooms, etc., this would be a very welcome facility. We've been aware, for some time now, of your collections of materials found not only at Ft. Vancouver, but at other Hudson's Bay Co. sites in the Pacific Northwest. As an amateur genealogist/family historian of over 40 years' standing, and as the granddaughter of two natives of St. Paul, Oregon (Grandpa Nazaire Kittson having been born there in 1858, and Grandma Virginia Elizabeth (Eliz. Virg., in some records) Brouillard Kittson in 1876) who were related to numerous employees of the North West, Hudson's Bay, and Puget Sound Agricultural Companies, I find your collection of both concrete artifacts and historical materials with possible genealogical connections to be of deep personal interest. An understanding of the access of them would be much appreciated. An expanded Ft. Vancouver Research/Educational/Library Facility would be deeply appreciated by the many HBC descendants, such as myself, still living in the Pacific Northwest more than 160 years beyond the heyday of Fort Vancouver. Because I am diabetic, and have other chronic illnesses and conditions, I am aware that an access to either a café or vending machine area, 6



**(Sandra K. Woodruff)**

**6** Please see the NPS response to Letter 29 that addresses possible food service at the park.

# COMMENTS

with an inclusion of healthy snacks, near the research/library areas, would be of help to a number of people with health problems. Our family inter-relationships with members of many Northwest Native American tribes enhance the interest we would have in such a local research facility. 6

Because I am an amateur genealogist with nothing more than an A.A. degree in Liberal Arts from Mt. San Antonio (Junior) College in the southern California town of Walnut (near Pomona), I tend to feel like an "outsider" in any research facility. What I'm interested in is family history. I'm not writing a book (although I've often been told I should), and I don't have any master's or doctoral degrees in history or research to prove that I have a genuine "need" to delve into archival materials, archaeological artifacts, or anthropological findings. My dearest hope would be that people such as myself, descendants of Fort Vancouver employees (William Kittson having worked there off and on during the 1820's and '30's), would, perhaps by some kind of pass system (green if you are a descendant, blue if you think you might be able to prove you are a descendant from information to be found in the collection, yellow if you have an avid interest in history but no degrees to back it up), or something of that nature, were allowed to have a deeper access to material than the general public, with perhaps a "reading room" set aside somewhere. I'm from the "old school" in which a library or research facility was meant to be a quiet place, with few vocal distractions. It's hard to concentrate if people are constantly chattering around you. (Don't ask me where the money for such a project would come from – I'm just wishing.) 7

I apologize for the length of this letter. Being in ill health, unemployed for several years, and having a driver's license, but no car, I'm limited in the amount of time, energy, and money I could spend at Ft. Vancouver, but not in my abiding interest in the facility. I like the idea of your contacting such organizations as ElderHostel, among others. It would be nice to have a place to stay on your side of the river for a few days at a time, within certain expense limits, while doing research on various family connections to the fort. I could easily spend days on end at the HBC archives in Winnipeg, but it would be nice to have something similar nearby in Vancouver. One thing we do not want is for Fort Vancouver to become a modern-day "theme" park. It is an actual place where people lived and worked 160 years, and more, ago. And some of those people were our ancestors and their relatives.

Finally, I would like to say that I appreciate all of the hard work that has gone into preserving and renewing the fort site, to date, , and for the proposals put forth in the "Draft Gen. Mngmnt. Plan & EIS." And, again, I feel that "Plan B" is the best way to go.

For some reason, I received an extra copy of the book. (I may have asked for 2 copies when we filled out the original request forms – I can't remember.) With your permission, I'd like to send the extra copy to Loraine Overmyer , director of the Dupont Museum, in Dupont, Washington (near the 1st & 2nd sites

# RESPONSES

**(Sandra K. Woodruff)**

7 Thank you for your comments. Your request will be considered. The extent of public use of the Education and Research Center within the Fort has not been specifically determined. Adaptively reused structures within the Reserve's restored west barracks may provide opportunities for quiet spaces within study areas for researchers.

of Ft. Nisqually) for use as a research tool within our collection of "The Descendants of the Employees of Ft. Nisqually Association" biographies and other data, rather than as a document for commentary. I'm sure the maps and other pertinent info about the functions at our ancestors' Ft. Vancouver headquarters will be of interest to our group and other museum patrons. Thank you.

If you wish to contact me, in regard to anything I've said in this letter, you may reach me at my sister, Roxanne's e-mail address of : silkyspot@aol.com.

Sincerely,

Sandra K. Woodruff

Sandra K. Woodruff
Member, Sons & Daughters of
Oregon Pioneers *and*
The Descendants of the
Employees of Ft. Nisqually
Association

skw:me
cc:enc :

1. Copy of "Born in Wallula 74 Years Ago – Career of Peter Kittson, Who Has Seen the West Develop," article from Spokane Spokesman Review, dated 10/02/1904, with attached corrections from Peter's Great-granddaughter, S.K. Woodruff, 09/04/1998.

2. Tri-fold entitled, "Descendants of Fort Nisqually Employees Association.

P.S. If you've managed to wade through this entire letter, you may be interested in some of the past correspondence I've had both to and from David K. Hansen, at Fort Vancouver:

1. From me to him:
   - 05/09/95
   - 06/16/95
   - 08/03/98
   - 07/08/99

2. His to me:
   - 07/24/95

3. Copy of James Gordon Kittson's History of the Kittson Family in Canada (Ontario Genealogical Society), which I brought to the Interpretive Center, for Mr. Hansen, with the letter dated 06/16/95.

**(Sandra K. Woodruff)**

# COMMENTS



BORN IN WALLULA
74 YEARS AGO
20 Oct 1904

CAREER OF PETER KITTSON, WHO HAS SEEN THE WEST DEVELOP.

HE HAS ONLY VOTED ONCE

Indian Fighter Spends Most of His Time in Camp—Father of 13 Children.

PENDLETON, Ore., Sept. 29.—On the reservation a few miles south of the little town of Adams resides a character most interesting to the delvers in western history. He is Peter Kittson, born at Wallula in 1830, soon after the establishment of the trading posts in the west, he has witnessed the marvelous changes from old Oregon to new Oregon, from the primeval land to the civilized.

Although 74 years of age this wonderful old man remembers almost every incident of note during his long and eventful life. The rush of the three score and ten and then four has left his shoulders a little bent, but his hair is scarcely tinged with gray and his eyes are as bright as ever. Born of parents of mixed blood, that of the hardy Scotch Canadian and the Indian, he makes an interesting study. His speech is slightly accented with the French language, as that is the language he and his family speak.

**At a Lonely Post.**

"I was born at Wallula in 1830, where my father was in the employ of the Hudson Bay Fur company," said Mr. Kittson. "My father was a Scotch Canadian, with some Indian blood, and my mother was a full blood. My memory goes back to the time when we lived at that lonely trading post, and it seems centuries ago. When I was 13 years old my father was assigned to a post far up in Canada, and I was sent to Vancouver to stay. I believe that I am the only person living that was with old Dr. McLaughlin, the same old McLaughlin of whom Eva Emery Dye sings. I remember him as well as if I had seen him but yesterday. He was an old man when I first saw him. He was large and wore his hair combed so it stood out all over his head. And, yell; why you could hear him five miles when he was mad. But he was a fine old man and as kind as he could be. He was always on the look out for the safety of the settlers in the interior. He was succeeded in command of the fort by Peter Skeen Ogden, who was, by the way, my godfather, after whom I was christened. He was a milder tempered man than the old doctor.

**Followed Gold Rush.**

"After leaving the fort I settled in French prairie, in the Willamette valley, where I was married in later years. During the rush for gold in California in '48 and '49 I joined a party and followed the crowds. I never mined any, but made a lot of money taking care of stock. At that time I received $16 a day for herding the miners' mules and horses. I returned after a short time and settled in the Willamette valley.

"I served in the Cayuse war of '55 and '56 under General Kelly at Walla Walla, and under the direct command of Captain Conover, who now resides east of Pendleton at Thorn Hollow. They tell me that the old major, as he afterward became, is failing fast and has nearly lost his memory.

PIERRE (PETER) C. KITTSON, GRANDFATHER OF ROSA KITTSON WOODRUFF WHO IS THE MOTHER OF SANDRA K. WOODRUFF

PETER C. KITTSON DIED AT SHERWOOD, WASHINGTON COUNTY OREGON ON JAN. 19, 1915, and is buried in St. Paul Oregon

(Photo by Lee Moorhouse.)

Native of Washington, Who Has Lived 74 Years in the Inland Empire.

**His First and Last Vote.**

"No, I don't take any interest in politics. A reservation man has no business meddling in politics. But I do remember my first vote. It was in 1852, when Pierce and King and Scott and Graham were on the tickets for president and vice president. This happened at French prairie. At that time the democrats were strong in Oregon, and they were trying to keep the whigs from voting. At the polls there were several bullies, who would shove the republicans back when they came to vote. As I came along a big husky fellow tried to keep me from voting and we mixed. A free for all fight occurred, and axes were swung and knives drawn, see?" and the old man pulled back his coat sleeve, and on the wrist was a long jagged knife wounded and also one in the palm of his hand. "But I voted," chuckled the old man, "my first and last vote."

**Lives in Camp.**

"I have been married 47 years, and my wife has been an invalid for 28 years. I have had 12 children, but only the eldest and the youngest are alive. Consumption, you, that seems the enemy of the mixed blood. I have retired from active farming and spend most of my summers at a camp in the mountains. I guess that is the Indian blood in me. I rent my land and, with the pension I receive from Uncle Sam for helping him out with the Cayuses, I manage to survive."

**History of Wallula.**

The history of this old pioneer recalls the tale of the rise and fall of the settlement of Wallula. Settled in 1818 by the Hudson's Bay company, it was first named Fort Nez Perce, but was shortly changed to Walla Walla, meaning, as does Wallula in different dialect, "an abundance of waters." At the junction of the Snake and Columbia rivers the traders decided upon the location of a post. Timber was floated down stream a hundred miles and a fort built. The Indians looked sullenly on as they saw their grounds about to be invaded by the whites, but made no hostile demonstrations. In 1842 the fort was destroyed by fire and rebuilt with adobe, bricks in 1858. In 1861 it was abandoned by Capt. John James Rinchair, who feared it would fall into the hands of the Indians, and remained unsettled until 1866-67, when it became a steamboat landing and was renamed Wallula.

Numerous historic incidents are related of this old fort. At one time McKenzie, who was in command, held a fighting match over an open keg of gunpowder and drove off a party of Indians who came to plunder the storehouses. Captain McKinley, another commander, is credited with the same act a few years after under similar circumstances.

Peter Kittson's father is mentioned frequently in Bancroft's history of Oregon and Washington as having been connected with the fort and having had command of numerous expeditions to different parts of the country.

**Humorist Mark.**

Wallula stands today a mere railroad junction, on the barren sage brush expanse, parched by the burning sun of summer and chilled by the cold winds of winter, and forgotten as having been the scene of strife and hardships of the early part of the century. Bill Nye eulogized it in a book on his western travels, men-

SOME OF THE INFORMATION IN THIS ARTICLE IS MISLEADING OR INACCURATE. WE KNOW, WITH CERTAINTY, THAT PETER KITTSON'S FATHER, WILLIAM KITTSON, DIED AT FT. VANCOUVER (WASH) ON DEC. 25, 1841 AND WAS BURIED THERE. PETER'S 13TH BIRTHDAY WAS SPENT HIS PARENTS' GRAVES. LATER THEY WERE REMOVED TO THE CEMETERY. PERHAPS THEY WENT TO CANADA WITH HIM. HIS FATHER WAS CHIEF TRADER OF THE POST

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Geo 920.079 BIOGRAPHY OREGON

From: Spokesman-Review (Spokane, WA) Oct 20, 1904

# RESPONSES

**(Appendix to Letter 55: Sandra K. Woodruff)**

## COMMENTS

Article continues:

Traces of the fort- the adobe bricks- are still to be seen. The site is occupied by a farmer's calf pen—an inglorious finish for so historical a spot.

You might be able to get a better copy of this from the Spokane Spokesman Review which I understand is still in existence, and probably has a website.

Sandy Woodruff
2/4/03

## RESPONSES

**(Appendix to Letter 55: Sandra K. Woodruff)**

# COMMENTS

Notes and Corrections
Article from the Spokane *Spokesman Review*
Dated 10/2/1904
"Born in Wallula 74 Years Ago"

Peter Kittson -- "Born at Wallula in 1830" [my underline] -- Although Catholic Church records, at the time of his baptism at Ft. Nisqually, in 1839, give his birthdate as being in 1832, there are at least three personal references which give and entirely different date in 1830 -- Feb. 18, 1830.

1. This article, based on a personal interview.
2. His death certificate from the State of Oregon in 1915.
3. An affidavit, signed by Peter Kittson, himself, which is among his "Indian Wars" pension papers.

**********

Parents of mixed blood/father, Scotch-Canadian w/some Indian blood and mother, "full-blood" -- When I first read this article, in 1991, I thought that Peter's father, William, had no Indian blood. However, family records from descendants of William's brothers and sisters, recently received from descendants of relatives of Finan McDonald and his daughter, Hélène McDonald Kittson Grant, indicate that this statement, by Peter may well be true. Most biographical sketches of William Kittson say that he is the "adopted" son of George and Nancy (Anne) Tucker Kittson. The family records, however, say that when Nancy heard of his existence, the result of an earlier liaison between her husband George and another woman, she sent for and adopted William, which leaves open the possibility that the other woman was at least part-Indian, as Peter suggests. William's grandmother, Julia Calcutt Kittson Henry, is believed to have been born in Limavady, County Derry, in northern Ireland (per The History of the Kittson Family in Canada, by James Gordon Kittson). Also it is known that a John George Kittson was living in the environs of Dublin, Ireland, prior to the known arrival of our ancestor, Julia's first husband, John Kittson, at the "Storming of Quebec" in 1759, but apparently not if these were one and the same man. John George Kittson could have been of Irish descent or, simply, stationed in Dublin with the British Army. (This information is from letters to my mother, Rosa Kittson Woodruff, from James Gordon Kittson, and from recent correspondence with Mr. Michel Robert of British Columbia, a descendant of William Kittson's half-brother, Alexander Kittson, of Berthier, Quebec.) Branches of the Kittson family are known to have been in Yorkshire, in northern England, in Scotland and in Ireland.

In regard to Peter's mother, family tradition has always said that she was William Kittson's first wife, a full-blood Walla Walla woman named Marie. This is supported by Peter's marriage record in the Catholic Church record books. However, some church records, at the time of his baptism in 1839 at Ft. Nisqually suggest that William's second wife, Hélène McDonald was Peter's

# RESPONSES

(Appendix to Letter 55: Sandra K. Woodruff)

## COMMENTS

mother, rather than his step-mother. Hélène McDonald was known to be half-Scot and half-Indian, not a full-blood.

**********

"When I was 12 years old" – Since he was born in 1830, Peter would have been 12 years old about 1842. Although, in this article, he says that his father, William Kittson "was assigned to a post...in Canada," we know from Church records that William actually died at Ft. Vancouver on Dec. 25, 1841, a few months before Peter's 12th birthday. It is possible that the "kind" Dr. McLoughlin led him to believe that his father was working far away, rather than that he had died on Christmas day. The ususal festivities may have gone on at the fort and Peter may have been unaware of how close to death his father really was.

**********

William Kittson was second-in-command to Peter Skene Ogden on the HBC's 1824/25 "Snake Country Expedition." I had long suspected that my great-grandfather, Peter Kittson, was named after either Ogden, or Pierre Pambrun, who was in charge of Ft. Walla Walla, near which Peter was born or, perhaps, Pierre Charles, another fur-trade man occasionally working out of Ft. Walla Walla. This newspaper clipping was the first confirmation that I had that Peter Kittson was "christened after" his "godfather," Peter Skene Ogden.

**********

California Gold Rush – Peter indicates that he went to California about 1849. Other records, which I have not seen, apparently assume or say that he and his bride, Angelique Dupré, took a honeymoon trip to California after their marriage in 1857. If so, it was probably not in relation to the "Gold Rush," per se.

**********

Cayuse War/1855 & '56 – I have copies of Peter's "Indian Wars" pension papers.

**********

"I have been married 47 years..." – 47 years from 1904 would have been 1857, the known date of his and Angelique's marriage at St. Paul, Oregon. This would seem to support the validity of his memories about his own birthdate and about the ancestry of his father.

**********

"eldest and youngest" – Peter Kittson's eldest child was my grandfather, Nazaire (Ned) Kittson, who was born in St. Paul, Or., on August 19th, 25th or 29th, 1858. His "youngest" child was Agnes Kittson Taitinger Payne, who was born there on August 20, 1875. From the Catholic Church records and family tradition, the other known children of Pierre C. and Angelique Dupré Kittson were:

1. Pierre – b. 7/21/1860
2. Euphronie (Marie) (Euphrosine?) – 1/5 or 19/1862, d. 8/16/1870, age 8
3. Adeline Christene – b. 5/14/1864
4. Annie – b. 6/21 or 25/1866
5. Archange – b. 6/20/1867, d. 10/26/1877, age 10
6. Charles William – b. 7/27/1869, d. 11/5/1883, age 14

## RESPONSES

**(Appendix to Letter 55: Sandra K. Woodruff)**

## COMMENTS

Children of Pierre C. and Angelique Kittson (cont.)

7. Catherine – b. 8/8/1871, d. 10/26/1877, age 6
8. Rosie Justine – b. 9/2/1873, d. 10/28/1877, age 4
9. Edward – b. 11/4/1977, d. 12/13/1877, age 1 month
10. Frank Edwin (?) (or Francis Alexander?) – b. 12/9/1878

Obviously, numbers 9 and 10 on this list would have been younger than Agnes, but Edward died within a month of his birth and, although we can find no record or Frank's death, he probably died as a baby, also. Grandpa Nazaire died in Salem, Oregon, on May 14, 1945, about a year before I was born, at the age of 87. His sister, Agnes, died in southern California on March 10 or 11, 1951, at the age of 75. She was buried at Holy Cross Cemetery in Los Angeles (Culver City?), California. Her nephew, Fred Kittson, one of Nazaire's thirteen children, is buried in the same cemetery. Grandpa Nazaire Kittson was only 19 years old, in 1877, and his sister, Agnes, only two years old when three of their sisters died within a few days of one another and when their almost newborn baby brother died a month and a half later. I can't even imagine how painful this year must have been to Peter and Angelique and their children. Angelique's mother, Catherine Lafantaisie Dupré Mongrain, had died about twelve years earlier, and her grandchildren were all buried near her in the "old" cemetery at St. Paul, Marion County, Oregon. Today, there is a single monument to all those buried here, the headstones no longer to be found in the big, open field.

– Sandra K. Woodruff
9/4/1998

## RESPONSES

**(Appendix to Letter 55: Sandra K. Woodruff)**

# COMMENTS

February 6, 2003

LER - 6
FORT VANCO
ATIONAL HIST

To: Fort Vancouver National Historic Site
612 E. Reserve St.
Vancouver, WA 98661

From: Carroll A. Hill
807 W. 44th St.
Vancouver, WA 98660
(360) 696-4603

Dear Fort Vancouver National Historic Site,

Thank you for giving me the opportunity to review the draft General Management Plan for Fort Vancouver National Historic Site. I am very interested in the outcome of the GMP process over the next 15 years for many professional and personal reasons.

When I moved to Vancouver in June 2000, I took advantage of the opportunity to become involved with Fort Vancouver National Historic Site. As a new person in a strange city, the site and its people welcomed me into this family. Much like a family, there is always work that needs to be done. I was invited in, and as I have participated from everything from a volunteer in the archaeology and interpretation fields, to a seasonal museum technician, I have felt needed and appreciated. I have gained in new experiences, skills and enjoyments as I have helped the site in a variety of ways.

So I can speak from experience about how valuable this site is to an individual, our community, and to the world at large. It is a historical, archaeological research and curation center; it teaches thousands of fourth graders from around the region every year, and it is a center of visitation for seniors, locals and foreigners. At the site I have watched everything from current celebrations of life and death, to interpretations of past glory and shame. It is heart-warming to watch the staff, volunteers and administration strive to honor their duty and responsibilities. It has been heart breaking in the past year to see talented and motivated staff members leave the site because of inadequate funding.

Based upon these reasons, and after reviewing the choices, I believe that "Alternative C" is the one that takes care of the needs of the site--not just yesterday's, or today's, but it looks toward tomorrow with the greatest degree of preparedness. Alternative C anticipates the needs of the park, the Vancouver National Historic Reserve, and the ever-growing community of the Portland/Vancouver metro area. Although I know that Alternative C will require the largest increase in funding of any of the three alternatives presented in the draft GMP, I feel that it is the alternative that will contribute to and preserve the abundant resources that will best honor the site. Having observed the excellent administration of the site in the past three years, I am confident that the Superintendent and Division Chiefs of Fort Vancouver will be able to utilize and guide the park through any changes that come with any of the Alternatives presented in the GMP, and that they will truly excel if given the resources necessary to implement this plan.

Sincerely,

Carroll A. Hill

Carroll A. Hill

# RESPONSES

**Letter 56: Caroll A. Hill**

Thank you for your comments.

# COMMENTS

February 6, 2003

To: Fort Vancouver National Historic Site
612 E. Reserve St.
Vancouver, WA 98661

From: Robert Cromwell, M.A.
Graduate Student, Anthropology
Syracuse University, Syracuse, NY
807 W. 44th St.
Vancouver, WA 98660
(360) 696-4603

Dear Fort Vancouver National Historic Site,

Thank you for giving me the opportunity to review the draft General Management Plan for Fort Vancouver National Historic Site. I am intensely interested in the outcome of the GMP process over the next 15 years for many professional and personal reasons. First, and foremost, I am a local resident who was raised in the Willamette Valley of Oregon. My first visit to Fort Vancouver NHS occurred on a family day-trip when I was in the second grade, and I had a school-related field trip to the site in fifth-grade. The educational opportunities for local school children in a radius of over 100 miles is beyond rival, and personally, I am sure that my early visits helped to nurture the love of history that I have taken to a professional realm.

I am currently a registered graduate student in the Ph.D. program in the Department of Anthropology, Maxwell School of Citizenship, Syracuse University in Syracuse, New York. My emphasis of study is in historical archaeology, specializing in the settlement of the Pacific Northwest, the fur trade, and the study of cultural transformations through inter-cultural contact. My dissertation topic involves a study of the Fort Vancouver archaeological collection, specifically the many thousands of Spode tableware ceramic sherds. The archaeological collections housed at Fort Vancouver are beyond rival in the Pacific Northwest for their uniqueness, their intactness, their historical association, and their organization. These collections encompass over 1.5 million artifacts, in a state-of-the-art curational facility, and a willing and able staff who assist researchers such as myself in furthering crucial cultural studies. I count myself as one of a lucky few who are charged with the opportunity to serve the country, and this growing community, by protecting and interpreting an incredibly diverse archaeological record represented at Fort Vancouver. I believe that I am witnessing and participating in a renaissance in public archaeology that could be duplicated at few other sites, with a developed volunteer program, a yearly archaeological field school with Portland State University, and seasonal archaeological education programs for elementary aged children.

The inclusion of the National Park Service as one of the governmental agencies that manages, protects, and interprets the Vancouver National Historic Reserve, has created an atmosphere of partnership and stewardship, aimed at protecting and interpreting an

# RESPONSES

**Letter 57: Robert Cromwell**

Thank you for your comments.

## COMMENTS

incredible set of cultural resources that are second to none in this region. The interpretive and living-history staff at Fort Vancouver are meeting these expanded responsibilities, and are now interpreting the Hudson's Bay Company, and the 19th and 20th century U.S. Army to an ever-growing population and visitation base.

For the above reasons I support the Alternative B plan as outlined in the draft GMP. Alternative B gives the site the most balanced approach of growing to meet the public's demands on the resources of the park and the Reserve, while allowing for an increase in crucial, full-time employees in cultural resources and educational services fields. As the Portland/Vancouver metro area is projected to double in population in the next few decades, the loss of irretrievable archaeological data on developed public lands will only occur on a more frequent basis. It will become necessary to depend upon publicly owned and managed properties such as Fort Vancouver to preserve and interpret a shrinking archaeological data set to a growing population. If fully implemented, Alternative B would finally bring base-funded cultural resource specialists to the park, while allowing for further historic reconstructions within and outside of the Fort palisade, and a reconstructed Visitor's Center. Such improvements will increase the educational and interpretation possibilities for the site, and invite more of an ever-growing and diversifying population to enjoy and learn from the resources of the park and Reserve. The implementation of actions planned in Alternative B will help secure that the National Park Service lives up to its core values, while better serving the local populace.

Sincerely,

Robert Cromwell

Robert Cromwell

## RESPONSES

**(Robert Cromwell)**

# COMMENTS

6541 S.E. Stark St.
Portland, OR 97215
February 7, 2003

Fort Vancouver General Management Plan
National Park Service
909 1st Ave. Suite 500
Seattle, WA 98104-9882

I would like to submit the following comments for the public record concerning the Draft Fort Vancouver Management Plan.

The legislation that authorized the Vancouver National Historic Reserve needs to be included in the plan.

I would like to see the Bachelors' Quarters replace the "Store" in Alternative B. Reconstruction of The Bachelors' Quarters presents an opportunity to interpret life at the Fort not evidenced elsewhere. John Hussey's "Historic Structure Report (Historical Data vol. II, April 1976, pp. 131-190) for the Fort states, "Of all the buildings at Columbia depot, perhaps none except the Big House is mentioned more frequently in reminiscences of employees and accounts by visitors than the Bachelors' Quarters." Hussey provides detailed information on the Bachelors' Hall. Reconstructing this building would visually fill in the east wall of the stockade and have a stronger impact than reconstructing another warehouse (Bldg. No.7 on site plan for the historic fort area, Plate II, HSR, vol. 1, 1972). Hussey recommends refurnishing selected areas, leaving additional interior space for adaptive interior use as desired by the NPS. 1

Thank you for your consideration.

Sincerely,

Ruby A. Leonard

Ruby A. Leonard

# RESPONSES

**Letter 58: Ruby A. Leonard**

1 Thank you for your comments. The park staff will review your recommendation. The nine additional buildings suggested for reconstruction under the Preferred Alternative are listed in the draft GMP on page 88, in the first paragraph under "Fort". In addition, the following paragraph states: "Each of these structures historically had different functions that would provide the visitor with a broader understanding and experience of fort life than is presently available. If additional money is available to reconstruct, interpret, furnish, and operate other structures, the additional buildings or substitute buildings may be reconstructed."

# COMMENTS

Feb.6,2003

Tracy Fortmann
Superintendent
Fort Vancouver National Historic Site
Vancouver, Washington 98661-3811

FEB - (
FORT VANC
HISTORICAL SIS

I thank you for the opportunity to comment on the Draft General Management Plan for FOVA.

I srongly support and recommend adoption of Alternative B. The sooner the site is developed the sooner it's values and impact will be apparent. There is no comparable site in North America combining the tangible artifacts and histories of the Hudson's Bay Company and of the US Army. This particularly includes their relative importance in their cultures in their time, and the total length of occupation of the site.

Development of the site should be paralleled by a campaign promoting visits to FOVA. Our Canadian friends and US citizens alike should encouraged to visit.An occasional advertisement in travel media in Europe and Asia should be worthwhile.

Sincerely,

Paul F Lawson

Paul F. Lawson
LTC USA Ret

LT COL Paul F. Lawson
7509 Carolina Ln
Vancouver, WA 98664-2126

# RESPONSES

**Letter 59: Paul F. Lawson**

Thank you for your comments.

## COMMENTS

Feb 1, 2003

RECEIVED
FEB - 7 2003
FORT VANCOUVER
NATIONAL HISTORIC SITE

Dear Superintendent,

I've read your draft General Management Plan. I was very impressed with the Alternative "B" plan. I vote for "B".

I especially agree with the Natural Resource Management plan and the Interpretation, Education Plan. I like the idea of the Army transferring the properties around Ft. Vancouver to the NPS too.

Good luck with your effort. I look forward to my next visit to the Portland area with my sons. Ft. Vancouver is the only historical adventure we could find in the area. (Washington & Oregon).

Sincerely,

James Hodgin

228 Lisbon St.
San Francisco, CA
94112

## RESPONSES

**Letter 60: James Hodgin**

Thank you for your comments.

# COMMENTS

February 1, 2003

FEB - 7 2003
FORT VANCOUVER
NATIONAL HISTORIC SITE

Superintendent, Fort Vancouver NHS
612 East Reserve Street
Vancouver, Washington 98661

Dear Superintendent Fortmann,

I have reviewed the Draft Management Plan for Ft. Vancouver NHS. I know a lot of time and effort has been put into this project. I want to tell you that I prefer the Alternative Plan "B" as my choice. I think it would serve the Park, employees, citizens of the area as well as the visiting public the best.

I love the idea of more "living history" employees/interpreters for the site. This would be a wonderful addition to your program. I think you are on the right track for the future of the Park. I think you should add more emphasis on the archeological aspect of the site too. What a treasure you have right under your nose.

I also think the McLoughlin House should be directly administered by you, and should be given adequate staffing and funding by Congress to add this to the history of the area and tie the two sites together.

Best of luck to you and your employees on your fine effort. I love to visit when I am in the greater northwest area.

Sincerely,

JoEllen Radetich
495 Perisita Blvd.
San Francisco, CA 94127

# RESPONSES

**Letter 61: JoEllen Radetich**

Thank you for your comments.

# COMMENTS

Robert A. Freed
1515 NW 136th Street
Vancouver, WA 98685

FEB - 7 2003
FORT VANCOUVER
NATIONAL HISTORIC SITE

February 6, 2003

Ms. Tracy A. Fortmann, Superintendent
Fort Vancouver National Historic Site
612 East Reserve Street
Vancouver, WA 98661

Subject: Comments on the Draft General Management Plan for the Fort Vancouver National Historic Site

Dear Ms. Fortmann:

First of all I would like to commend the National Park Service on preparing such a thorough and finely crafted document. The amount of detail was extremely helpful in analyzing the alternatives and understanding the Park Service's vision. I find the management plan to be quite ambitious and far-reaching. Fort Vancouver is certainly worthy of such a grand plan, particularly when considering the site's significance to our country's and region's history and settlement.

Under the "Actions Common to All Alternatives" summary, I am supportive of many of these suggestions particularly linking the fort area with the waterfront, restoring the agricultural fields and landscape, continuing reconstruction of buildings, acquiring the McLoughlin House National Historic Site, and the emphasis on the education and research component.

I agree with the management plan's selection of Alternative B as the preferred alternative. I believe the historic site would benefit from fewer vehicle roads (i.e., closing of East Fifth Street), the encouragement of pedestrian access and use of shuttles wherever feasible, and from the removal of as many parking lots as possible. I also am strongly supportive of adaptively reusing barracks buildings for administrative offices and research facilities.

While the interpretive center is in need of remodeling and enlargement, I firmly believe the Howard House should be retained as a facility to interpret some of the other historic components of the Reserve. As visitation and staff increase, a new strategy should be developed to direct visitors to this venue. I think the Park Service should be discriminating in its use of the parade ground for future events, all of which should be consistent with the site's past use and relate in some way to the site's history. 1

# RESPONSES

**Letter 62: Robert A. Freed**

1 Thank you for your comments. Since the City of Vancouver owns the O.O. Howard House, the city has purview concerning its future use. However, as part of the important historical fabric of the Reserve and U.S. Army history, the NPS would strongly encourage continued public access to at least a portion of the historic structure given the importance of General Howard to Northwest and U.S. history. Additionally, significant amounts of federal funds were provided to renovate the structure within historic guidelines thus giving further support to this recommendation.

## COMMENTS

While I support the development of interpretive facilities along the waterfront, I believe the Park Service will be challenged to manage and safeguard structures in this area because of it's remoteness from the main fort area and its susceptibility to vandalism. I do not support closing of Columbia Way, as proposed in Alternative C.

Thank you for the opportunity to provide review comments concerning the draft management plan and look forward to the future enhancements of Fort Vancouver National Historic Site.

Sincerely

Robert A. Freed

Robert A. Freed

## RESPONSES

**(Robert A. Freed)**

# COMMENTS

Comments on Draft General Management Plan for Fort Vancouver National Historic Site

February 6, 2003

I agree with Alternative B, the favored draft plan of the Fort, with the following comments and/or questions:

I would like to see the current Visitors' Center remodeled to a more traditional architectural style of the time. 1

I would like to continue the big picture, "One Place Across Time" interpretation of the area.

I support the plan to move the administration to Barracks buildings and the maintenance department to the East Barracks or Army Reserve area.

I hope the plans to move the Fort visitors' parking is to create paved parking lots. The dust of the current lot is bothersome even if historic.

I hope the proposed changes to 5th Street will be to a traditional material that is dust-free. 2

I support incorporating and supporting the McLoughlin House as a unit of the Historic Site.

I support pedestrian walkways and shuttles to the Waterfront and some improvements there. Parking lots north of Columbia Way would be preferable to ones right on the river.

I support all the mentioned activities of the category entitled Partnership Opportunities. Educational opportunities should be a priority.

I hope that in time all of the 14 remaining structures can be rebuilt in the Fort. I realize the financial limitations of that idea.

I'm thrilled about reconstructing the Village. I'd like to see more than 2 village residences. I like the idea of a reconstructed school and barn in the Village. I also like The idea of incorporating livestock into the Fort Site. Also, favor larger garden and orchard areas as well as additional landscaping.

I like the idea of the overpass/land bridge, walkways and interpretation at the Waterfront. I prefer less reconstruction at the Waterfront if it allows for more at the Fort and in the Village.

I support Alternative B for the last 4 categories of the draft.

Sandy Hayslip
711 "S" Street
Vancouver, WA 98661
s.hayslip@attbi.com
360-693-5595

# RESPONSES

**Letter 63: Sandy Hayslip**

1 Thank you for your comments. In renovating the current visitor center, the NPS has to take into account both the future public use needs of the facility and retention of certain historical architectural features of the Mission 66 style structure. As renovations proceed, NPS architects will work closely with all the Reserve Partners and the Washington State Historic Preservation Officer.

2 Please see page 101, first paragraph, in the draft GMP regarding changes to East Fifth Street. The recommended material is a rolled crushed stone, soil cement, or treatment similar to the historic appearance. This material is similar to cement and would not create dust.

## Comments on the GMP/EIS

FORT VANCOUVER
NATIONAL HISTORIC SIT

Please withhold my home address from the public record.

Gail M. Branum

My comments will be broken down into two basic areas: (1) Favorable/Positive statements about the proposed GMP and (2) Adverse/Negative comments. Each Alternative will be discussed separately under these areas.

### Favorable/Positive Aspects

***Actions common to all Alternatives:***

- Restoring the Historic agricultural fields would help immensely in telling the historic "story". In addition, the crops grown should be incorporated into Living History demonstrations and/or donated to local food banks.

- Continued aviation use is decidedly a plus. With the eminent closure of Evergreen Airport, Pearson is vital to the private pilots and the community as a whole. Civilian search and rescue operations have used Pearson in the past and it is an ideal location for these types of operations. In addition, it is a vital link for the community in many aspects. It also is an integral part of the history of the area and continued operation and interpretation is necessary for the whole "picture".

***Alternative A:***

- **Cultural Resource Management**
  - Construction of the Counting House, Sale Shop and New Store will help fill in tremendous gaps in the landscape as well as enhance the historical significance of the site.

***Alternative B:***

- **Cultural Resource Management**
  - Fort Buildings to be reconstructed and utilized would greatly enhance and "round out" the historic story to be more inclusive of all classes of people and aspects of the day-to-day operation of the HBC. In addition, the additional space for interpretation, education, storage, library, and other uses is sorely needed. The addition of the historic trail within the fort would enhance the visitors experience and access, as well as aid in flow during special events.
  - The Village area has numerous stories to tell since it was the living area for the vast majority of the HBC employees. This land is under-utilized right now and the reconstructed residences and ghosted structures would significantly help put everything into proper perspective. This is a long-overdue development that would be greatly welcomed by a large portion of the public. Wayside exhibits and props will help to interpret when visitors opt to not go on scheduled tours with park guides.

## Letter 64: Gail M. Branum (address withheld by request)

# COMMENTS

- The Pedestrian Overpass is one of the major missing links in the park and it will enhance walkers, visitors, interpretation, and overall livability in the Vancouver area. This is a "bridge" not only to the past but also to the future of the region in that it will tie so many things together including, but not limited to, interpretation, economic development and varied resources.
- The amphitheater will be a boon to many venues and the general public. Not only will it give a great place to interpret history to large groups, but it will also serve as a public place for events such as limited speaking engagements, music and other activities. This is a win-win proposition.
- Classroom space in new buildings would help immensely in accommodating school groups of various ages as well as adult groups needing a more thorough instructional area.
- The McLoughlin House acquisition and administration will strengthen the ties between the 2 sites, and better utilize those two houses for the general public.

- **Interpretation, Education, and Outreach:**
  - A new AV program in the Visitors Center is long overdue. Additionally, a public address system would enhance this by announcements to all reaches of the re-designed center.
  - Any living history interpretation increase will only serve to make the site that much more user-friendly to the local area and the visiting public.
- **Park Facilities:**
  - Partnering with the US Army and other Reserve partners in the maintenance has great potential for cutting down on overhead costs where similar services are being provided by more than one entity.
  - The move of the Administrative headquarters and combining with the Historic Reserve Trust and other Reserve Partners would seemingly deem things to be more cost-cutting and streamlining in the administration of the site.
  - One Visitor Center for both the Historic Reserve and the Fort would be MUCH less confusing to the general public. Signage will need to be better to see this option run optimally.

*Alternative C:*

- **Cultural Resources Management:**
  - The complete reconstruction of the Salmon Store would ensure the proper telling of the "story" and also add security to valuable assets of the site.
  - Historic and Tour Boats ability to anchor at the wharf would round out the importance of the river to the complete tie-in of all aspects of history in the reserve. At present there is no readily discernable tie to the importance of the river and this would help accomplish it.

## Adverse/Negative Aspects

***Actions common to all Alternatives:***

- None at this time

*Alternative A:*

- Alternative A is NOT acceptable unless Fort Vancouver wants to stagnate and remain static while progress occurs all around.

# RESPONSES

**(Gail M. Branum)**

# COMMENTS

- **Cultural Resource Management:**
  - Limited site interpretation of the Village area will leave it open to increased vandalism and will not convey to the public the importance of the area. Without increased awareness it just looks like a lot of wasted land to the general public.
- **Park Facilities:**
  - Fort Vancouver Visitor Center is not large enough to adequately accommodate and interpret the site at the current time. This is especially true when school groups are present.

*Alternative B:*

- **Cultural Resource Management:**
  - While "ghosting" or partial reconstruction of the Salmon Store at the waterfront and tent sites in the village will enhance the visitor's experience and help enhance the understanding of the site, the potential for transient activity and vandalism increases in buildings and shelters that cannot be secured and alarmed. This aspect does not seem to have been addressed. The Old Apple Tree Park is already a "haven" for transient activity and vandalism, and it is not uncommon to find evidence of the same along the waterfront. Security of the resources needs to be addressed...especially with an additional avenue of approach (i.e. the Pedestrian Overpass/Land Bridge). 1
  - If the historic south gate is made available to the public there needs to be some thought put into how fees can be collected from individuals that enter the site from the Discovery trail and the land-bridge. At present this is not addressed and people already come into the fort from that gate when it is open for maintenance personnel and other activities. If a site fee is charged for the Fort, then more control needs to be maintained regarding access. 2
- **Parking, Access, and Circulation:**
  - Handicap and elderly accessibility to Fort Vancouver with the closure of the 5th St. parking lot needs more thought. As the current conditions are, it is very difficult and somewhat prohibitive for both of these groups already. The gravel parking lot makes wheelchairs virtually un-maneuverable, and the distance is a severe hardship for both groups. On hot days there needs to be multiple additional benches, as well as some occasional shade. On rainy days, the distance covered from a vehicle to sheltered areas is already quite distant for visitors that move slowly...for whatever reason. The extended distance from the proposed parking lots and shuttle drop-off areas may have a tendency to make egress prohibitive for both groups unless shelter and rest areas are included. In addition, a drinking fountain (while not historically accurate) near the entrance to the garden or by the road would be a definite safety feature that would be welcomed by the visiting public. 3
  - I believe that more thought needs to be put into the parking for the Fort site should the 5th street lot close. After looking at the proposed parking facilities in the west barracks area, and noting the numbers of vehicles there on a regular National Guard and Reserve drill weekend it seems as though there will very little space available for visitors. Right now the existing lots are full on drill weekends with additional vehicles overflowing to the streets. While the additional lots proposed will alleviate the current street overflow, it will not conceivably be enough to also accommodate visitors to the Historic Reserve. This will especially be true if the additional buildings proposed for the fort site succeed in boosting the number of annual visitors. During high visitation in the summer months the current parking lots have a tendency to fill up and overflow goes to the grass overflow lot and the curbside of 5th Street. With the proposed lot closure, the overflow lot and curbside along 4

# RESPONSES

**(Gail M. Branum)**

**1** Thank you for your comments. Please see the NPS response to Letter 24 regarding security of buildings.

**2** The NPS staff would examine fee collection in more detail in a park operations management plan.

**3** The proposal to close East Fifth Street would not be undertaken at this time. Please see the NPS response to Letter 12.

**4** Since the U.S. Army Reserve has expressed the possibility of relocating from the south barracks, the NPS would explore the opportunity to develop parking directly north of the fort stockade. Please see revised Figures 10 and 12.

# COMMENTS

5th will be eliminated. Are the proposed new lots going to at least equal if not exceed the existing parking? According to what I read the current lot has 34 slots and 4 bus/RV pull-through sites, but the proposed new lot only mentions approximately 30 slots. Will there be an alternative on high-visitation summer weekends that also coincide with a Guard or Reserve drill weekend? During the annual 2-week summer drill the military lots are very full with vehicles on a daily basis. How will this impact parking for visitors?

- The shuttle idea is great, but needs more thought. Families on vacation with recreational vehicles will be unaware of the shuttles unless signage is greatly improved and then it will still be unworkable for those that have pets in their vehicles and RV's if they cannot access the vehicles readily. Perhaps thought needs to go into a centralized large-scale lot where shuttles arrive and depart on a regular basis...similar to Williamsburg. **5**

- **Interpretation, Education, and Outreach:**
  - Audio Technology on the self-guided walks needs to take into account the noise from air traffic, freeways and railroads. **6**
- **Park Facilities:**
  - No mention of where fee collection would occur was mentioned if the current Contact Station was removed. **7**
  - If the Mission 66 structures are removed, it may be feasible to offer them for a very nominal fee to people willing to remove them to a new site. This could potentially save additional costs that could be funneled into other venues. **8**
  - Signage directing visitors to both the Historic Reserve and the Fort is woefully inadequate right now. Not only is it confusing to the first-time visitor, but some of it is misleading. The proper agencies need to be addressed and this needs to be rectified. **9**

*Alternative C:*

- **Cultural Resources Management:**
  - While all fort buildings being reconstructed sounds wonderful, this would be a misdirected use of funds since not all buildings are necessary to adequately tell the "story". It is assumed that this additional expense would be at the cost of telling the story of the lower classes. (i.e. the Village and its inhabitants.)
  - As far as a potential safety issue for visitors with small children that might be attracted to the water, perhaps Whitman Mission NHS has researched this specific issue. They have a pond with unlimited access and undoubtedly have addressed this issue in their own GMP.
- **Parking, Access and Circulation:**
  - The closure of Columbia Way to all vehicular traffic would impact businesses and residences in the vicinity and would conceivably and justifiably meet with stiff opposition.
- **Park Facilities:**
  - A new Historic Reserve Visitor Center just adds to the confusion of the visitor. There needs to be one and ONLY one Visitor Center for the entire Historic Reserve AND Fort Vancouver. Most visitors are usually unaware of the existence of both and rarely get to both. They also do not understand the difference between Fort Vancouver NHS and Vancouver NHR. To the casual visitor and even the local citizen they are both one and the same. Because of this confusion a 2nd Visitor Center will just cause more confusion (as it already does) and continue to drain manpower that could be productively utilized elsewhere.

# RESPONSES

**(Gail M. Branum)**

**5** The NPS realizes that not everyone would be able to take advantage of a shuttle operation. In addition, the shuttle system would need to be phased in as demand grows, and the system becomes economically feasible. A shuttle system would be the most advantageous way to move visitors to different venues, reduce reliance on parking lots, and create a more pleasant and safe experience for the visitor.

**6** The NPS staff would be cognizant of the noise in designing audio enhanced self-guided walks.

**7** The NPS staff would examine fee collection in more detail in a park operations management plan.

**8** The Mission 66 structures will continue to be utilized as administrative and maintenance offices for some period of time. When the park eventually is able to move administrative and maintenance functions from their current location to the east and south barracks area, the disposition of the three current buildings will need to be determined. These structures could either be used to serve another park or Reserve function, demolished or moved to another location. Removal of any historic structure must be done in a way that is protective of the archaeological site. This should be accomplished in a cost-effective manner, which might include, as you suggest, selling the building to an individual or organization and having them remove it.

**9** Please see page 110 under "Design" in the "Actions Requiring Cooperation with Reserve Partners" section. The NPS plans to work with the Reserve Partners in standardizing signs, roads, and trails.

# COMMENTS

- **Scenic Resources:**
  - In plan "C" there is mention of opening a section of the railroad berm (Page 149) to allow the visitor to see a portion of the waterfront from the fort. The staggering cost that will most assuredly be associated with this venture could very conceivably be better spent in other forms of interpretation. It would also have the potential to disrupt rail traffic during the construction and initiation phase.
- **Natural Resources:**
  - Page 148 addresses the effects of reconstructing a portion of the pond and the resulting waterfowl that would most likely occur from just such an effort, but it does not address the potential for aircraft and bird collisions that would undoubtedly increase from this action. A neutral party that has access to acceptable procedures in an aircraft landing and take-off zone should analyze this aspect. Bird strikes are potentially life threatening in any aircraft, and the resulting liability could be disastrous.

**Conclusion**

In conclusion, I heartily endorse the majority of the proposed plan in Alternative B. I am sure that with careful and responsible revisions this is, by far, not only the very best plan for Fort Vancouver, but also for the community and the future of the whole community that will be affected by decisions and implementations made at FOVA over the coming years.

Sincerely,

Gail M Branum

Gail M. Branum

# RESPONSES

**(Gail M. Branum)**

# COMMENTS

*Al LePage*
*5124 NE 34th Avenue*
*Portland, Oregon 97211*

FEB - 8 20
FORT VANCOUV
NATIONAL HISTORI

February 8, 2003

***Superintendent***
**Fort Vancouver NHS**
612 East Reserve Street
Vancouver, Washington 98661

**Hello:**

**"The National Park Service (NPS) is responsible for preserving the nation's outstanding natural and cultural areas and for providing engaging educational programs for all people."** Therefore, in keeping with this principle so noted in the NPS draft statement for Fort Vancouver, my ***input will primarily focus on the area of interpretation.*** In fact, my comments represent **no less than a bold vision to expand the role of Fort Vancouver NHS towards making it "the headquarters" for interpretation** at, ***and*** **the preservation** of, ***Hudson's Bay Company historic sites*** in the Pacific Northwest. 1

Since **Fort Vancouver NHS is the primary site** interpreting the significance of the Hudson's Bay Company in the development of the Oregon Country and American history, ***it alone is probably best positioned in terms of both resources and interpretive expertise to tell its story.*** However, besides the story of what went on within the fort, **what took place beyond its walls represents the larger interpretive story.** Yes, the Village, and the Waterfront along the Columbia River are an important part of "the story *beyond the walls*", but, **what I mean here is the much larger interpretive story *of what happened beyond the immediate area and current physical boundaries*** of this national historic site. Therefore, the **following recommendations are intended as input that would involve the *National Park Service at Fort Vancouver* in telling this much grander story.**

- **McLoughlin House** - The **recommendation for a boundary change to add the McLoughlin House National Historic Site in Oregon City, Oregon,** to the boundary of Fort Vancouver NHS in Vancouver, Washington is based on a thorough analysis to further the purposes of Fort Vancouver NHS. *This well-reasoned recommendation and the cooperative approach taken with the local community has my **full endorsement.***

- **Ermatinger House** - The story of Hudson's Bay Company Chief Trader Francis Ermatinger and his involvement in HBC Northwest operations *at Fort Vancouver*, his management of HBC Northwest operations *for Fort Vancouver*, including the HBC store at Oregon City, and his subsequent *role in the development of the Oregon Provisional Government* to the point of being elected its first Treasurer, are inextricably *linked to Fort Vancouver.* His life and service with the HBC from 1818-

# RESPONSES

**Letter 65: Al LePage**

1 Thank you for your comments. The National Park Service shares your vision in creating broader regional cooperation and partnerships between Fort Vancouver National Historic Site and other Hudson's Bay Company and fur-trade sites in the Pacific Northwest. The national historic site is already an established partner in the Vancouver National Historic Reserve, with a leading regional role in research on the history of the HBC and the U.S. Army. In addition, many of our staff also participate in living history events at Fort Nisqually, Champoeg State Park, and the McLoughlin House National Historic Site. The development of new partnerships with organizations and individuals in the future may allow the NPS to expand the interpretation of the HBC and the U.S. Army to other related sites in the region.

## COMMENTS

1853 are well-documented in the book, *Fur Trade Letters of Francis Ermatinger*, edited by Lois Halliday McDonald. Ermatinger House was among those historic homes from Oregon City's earliest years that were saved from encroaching development around Willamette Falls by being moved to the upper level of town. The McLoughlin Memorial Association moved the Ermatinger House to Eleventh and Center Street, just down the street from the similarly rescued McLoughlin and Barclay Houses. In 1986, the Ermatinger House was moved to its present location at 6th and John Adams, and is currently *listed on the National Register of Historic Places.* It is *currently operated with "living history teas" and tours* of the house with rooms furnished in a way that re-creates the past. When one reads the analysis offered in the NPS draft plan regarding the McLoughlin House, and since *the overall situation is in many ways the same for the Ermatinger House,* a similar analysis for the Ermantinger House would also present itself for serious consideration. Therefore, given these similarities and the connection and significance of Francis Ermatinger to Fort Vancouver operations and the role he played in the primary interpretive themes of "Fur Trade and Commerce" and "Settlement" I offer the following recommendation. Specifically, *provided there would be a cooperative process and a willingness of the parties involved,* my **recommendation for a boundary change to add the Ermatinger House, in Oregon City, Oregon,** to the boundary of Fort Vancouver NHS in Vancouver, Washington. For the purposes of completing the General Management Plan in a timely manner, planning for this potential inclusion could be added within the final draft pending legislative approval at a future date and based upon the similar situation already well-reasoned for the McLoughlin House. 2

- **Fort George** *or Fort Astoria* - "At twilight on November 8, 1824, they (McLouglin's party) saw, in a small clearing amidst dripping evergreens, Fort George . . ." This was the Hudson's Bay Company fort on the Pacific, but within days McLoughlin and the chief factor he was replacing searched upriver for the new north-bank post that would become the new headquarters of Fort Vancouver. However, after Fort Vancouver was established *Fort George continued to serve as an HBC outpost* and the *merger of the HBC with the Northwest Company,* who ran the fort in earlier years suggests a rationale for Fort Vancouver's involvement in the interpretation of this site. Specifically, the primary interpretive theme involving "Fur Trade and Commerce" would seem to apply. Currently, a small park with a partial replica is located at the intersection of 15th and Exchange streets in Astoria, Oregon, where John Jacob Astor's fur traders originally constructed their Fort Astoria. A very well-done mural has recently been completed there that re-creates the vista from the fort in 1813 as a backdrop to the re-created stockade building already on the park's property. Landscaping is also being upgraded to make the park more accessible and inviting to visitors. There is existing interpretive signage about the site, however, a comprehensive story of the Hudson's Bay Company's connection there is lacking. Therefore, perhaps at the very least interpretive signage consistent with NPS standards to tell the HBC story could be placed at this site. Also, perhaps, annual or unique one-time "living history" special events or presentations could be offered to interpret the significance of this historic site in relation to the HBC and Fort Vancouver. Therefore, my **recommendation is to include this site for historic** 3

## RESPONSES

**(Al LePage)**

2 Your appreciation of the history and significance of the Ermatinger House in Oregon City, Oregon, is to be commended. As you noted in your letter, Alternative B of the draft GMP supports legislation to authorize the McLoughlin House National Historic Site to be administered as a unit of Fort Vancouver National Historic Site. Unfortunately, the Ermatinger House was not legislatively authorized to be included in the NPS as the McLoughlin House was. While it is an important house that has ties to both the settlements of Oregon City and Fort Vancouver, including the building within the boundaries of Fort Vancouver National Historic Site is not feasible at this time.

3 The site of the Astorian Fort Astor, and later North West Company/Hudson's Bay Company Fort George is currently within the city limits of Astoria, Oregon. Although a small city park commemorates the site with a reconstructed blockhouse and a National Historic Landmark status plaque, much of the site has been developed with city streets and public buildings. The NPS, through the Department of the Interior, has limited involvement with this site through the National Historic Landmark program, but NPS park staff has no direct management responsibilities for the site. There are no current plans for the national historic site staff to assist in the commemoration of the bicentennial of Fort George. However, it is possible that a partnership project could be developed through the National Historic Landmark program of the National Park Service, with the City of Astoria and Fort Vancouver National Historic Site. The City of Astoria would be the best contact about increasing the signage to the site.

# COMMENTS

**interpretation** at the minimum **through new signage,** and at the maximum **through special on-site or nearby interpretive events or presentations,** *especially during Astoria's bicentennial in 2011.* 3

- **Fort Umpqua** - Fort Umpqua, established in 1836, stood for sixteen years on the south bank of the Umpqua River a quarter of a mile above Elk Creek -- the most southerly bastion of the entire fur trading empire of the Hudson's Bay Company. It's bulging store houses and kindly French trader exemplified the resolution of the company to exploit this isolated valley before competitors, such as sea captains of the coastal trade or free trappers of the inland trade, could tap its riches. Ideally located forty miles from the Pacific Ocean, the Umpqua Post could garner both the furs of the coastal tribes of the lower Umpqua River, and via its three branches also gain the choicest furs at the foot of the Cascade Range. Fort Umpqua can boast a long list of achievements. It was the first white settlement in southern Oregon; the first farm; the first domestic habitation; and introducer of the first cattle and fruit trees. In essence, the labors of those working at the fort opened the way not only for permanent settlements in the Umpqua Valley but positive relations with its native people. The fact that Douglas County was spared the horrors of a major Indian was may indeed have been due to the good offices of the Hudson's Bay Company. Fort Umpqua deserves a more prominent place in the annals of the fur trade by virtue of the fact that next to Fort George (Astoria) it was the Company's major fur collecting point in the state of Oregon. For example, it ranked third in value of all fur posts owned by the HBC in the Oregon Country according to the inventory made in 1846. Therefore, Fort Umpqua derives its historic significance from its direct connection to Fort Vancouver, and the story it has to tell both about the HBC and early American settlement. This information is well-documented in the booklet, Bastion of Empire, The Hudson's Bay Company's Fort Umpqua, by Norman Dennis Schlesser. The land of this historic site is zoned agricultural and has not been developed, and much of the surrounding countryside in this rural community continues to exhibit the historic natural setting. Although I am not aware of the current status of the land where the approximate fort site is located, recently it was for sale as two separate parcels, however, this situation may have changed. Therefore, given the significance of this undeveloped site and surrounding countryside it could potentially offer opportunities for interpretation involving the primary interpretive themes of "Fur Trade and Commerce," "Settlement," "A Mix of Cultures," and even "Archeological Research and Resources." In fact, in terms of archeological research an attempt was made in the summer of 1973 to locate the exact site of the fort ***by Lester Ross of Fort Vancouver NHS*** with Norman D. Schlesser of Umpqua Community College. This study is described in Northwest Anthropological Research Notes, Volume 9, Number 1, under Hudson's Bay Company Fort Umpqua, 1836-1852 by Schlesser. Since archeological techniques have evolved over the years, this could present a new opportunity to continue the research originally begun by Fort Vancouver. Schlesser also stated in this article that "Preservation of these two locations (Fort William site on Sauvies Island, and the Fort Umpqua site near Elkton, Oregon) around which centered so much of the early history of the state (Oregon) should be seriously considered by both the individual landowners and the appropriate governmental

# RESPONSES

**(Al LePage)**

## COMMENTS

agencies." Therefore, my **recommendations concerning the Fort Umpqua site would be (1) continue archeological research** at the Fort Umpqua site, **(2)** work directly or assist others to **arrange with the current landowner public access to the site for an annual special interpretive event,** perhaps a living history fur brigade encampment or other event or presentation, **(3)** work directly, assist others, or in partnership with others to **negotiate with the current landowner, *who must be willing to agree,* at the minimum day-use public access through a walking trail from a small parking area to visit the approximate site location with an interpretive sign,** and **(4)** work directly, assist others, or in partnership with others to **eventually negotiate with the current landowner, who must be willing to agree through acquisition or some other means the preservation of, and access to, the Fort Umpqua site,** for example, possibly for future inclusion to the boundary of Fort Vancouver NHS in which case the National Park Service would have the authority and ability to further develop the interpretive program for this site. 4

- **Historic Trails** - Peter Skene Ogden spent six harrowing years (1824-31) exploring and trapping wherever he anticipated American intrusion. *He traversed Idaho, northern Utah, and Nevada, where he discovered the Humboldt River; he explored central and southern Oregon and northern California.* On his last expedition (1829-30) his search for the mythical River Buenaventura led him to *the Gulf of California.* He was the HBC's outstanding explorer in the Far West. Likewise, *Chief Trader Alexander Roderick McLeod led the first overland expeditions to explore the central and upper southern Oregon coasts; he led the first fur brigade south into northern California on the "Siskiyou Trail;"* he led other expeditions, such as the one to recover Jedediah Smith's property at the mouth of the Umpqua River. John McLoughlin traveled 2,900 miles, by land and water routes, from the interior of Canada to reach Fort George. Of course, the Columbia River was an important part of this trip, and *today Interstate-84 and other highways allow one to travel along this section of the historic route.* The historic route to Fort Nisqually was to leave Fort Vancouver down the Columbia, then up the Cowlitz River, next riding horses over the mountains to reach the Nisqually River, and finally traveling down this river to Fort Nisqually. The first part of the Hudson's Bay Company's "Siskiyou Trail" in the Willamette Valley eventually became the "American" trail called the Applegate Trail; today Highway 99 W approximates the route of the Siskiyou Trail and the landscapes through which HBC fur brigades traveled south. In fact, *Interstate-5 is a great way to travel this trail south towards California.* These routes are well-documented in the various HBC journals kept by those traveling them. These fur brigade expedition and travel routes are such *an essential part of Fort Vancouver's story.* These historic routes are an important opportunity to tell a richer and fuller interpretive story since they allow one to personally connect with history by experiencing the actual landscapes and historic sites of the Columbia Department. Therefore, my **recommendations are for Fort Vancouver NHS to take a lead role** in the interpretation of these historic HBC trails and routes through **(1) researching and providing information about how the public can retrace these routes by "car" using existing roads and highways,** and **(2) providing roadside interpretive signage** highlighting Fort Vancouver's and the Hudson's Bay Company's story about 5

## RESPONSES

**(Al LePage)**

**4** The information that you provide in your letter regarding the Hudson's Bay Company Fort Umpqua is a good synopsis of the site's history. As you note in your letter, the site of Fort Umpqua has yet to be definitively located, yet it is likely on lands that are privately owned. Although the archaeological research potential for the site does seem great, it must be pointed out that former NPS archaeologist, Lester Ross, worked on the initial survey of the site in 1974 on his own time, and not under the auspices or funding of Fort Vancouver National Historic Site. If the site location can be verified, then its integrity can be preserved under Oregon State law under the direction of the Oregon State Historic Preservation Office.

**5** You are correct in noting that the various fur trade era trails that created a communication and trade network between HBC posts is an essential part of Fort Vancouver's story. The NPS does participate in the interpretation and commemoration of several nationally significant trails, such as the Oregon Trail. During the implementation of the GMP, it is possible that partnerships could be fostered with individuals and groups interested in historic preservation and commemoration to develop and create roadside interpretive tours associated with Hudson's Bay Company and early U.S. Army roads.

# COMMENTS

historic events, people, and sites connected with these routes. *(As an example, please see enclosed interpretive signage developed as part of the historic highway marker program in Oregon for the Alexander McLeod overland expedition, and located at a documented historic encampment site within a state park.)*

- **Historic Events** - Given the rationale already stated for historic trails above, my **recommendation would simply be to interpret historic events at the locations where the events actually happened through interpretive events or special presentations.** Examples related to the Alexander McLeod 1826 Coastal Expedition would be to re-create the historic boat journey taking trade goods and supplies from Fort Vancouver to Champoeg with living history interpreters actually rowing a period boat and camping along the way or having a fur brigade encampment where the expedition actually camped during the expedition. 6

- **International Interpretive Events** - Since Fort Vancouver's Columbia Department stretched from the Rocky Mountains to the Pacific Ocean, and from Russian Alaska to Spanish California, a much richer and fuller story of the Hudson's Bay Company would also involve what is today Canada. Also, Since Fort Vancouver's very existence and influence played a role in international politics; i.e., the "Oregon Question, and the ensuing decision to move the Columbia Department's headquarters to Fort Victoria on Vancouver Island it would only make sense to include and integrate Canada, especially British Columbia, into the interpretive story related to Fort Vancouver. Therefore, my **recommendation is to include the development of cooperative interpretive events with those already interpreting the HBC story in Canada.** Especially, Parks Canada's Fort Langley, and working with others on potential interpretive events related to Fort Victoria in Victoria, British Columbia. 7

**These *are* bold visions for interpretation.** However, ***the story of the Hudson's Bay Company calls for such visions if the significance of its operations between the Rocky Mountains and the Pacific, between Russian Alaska and Spanish California, is to be told and appreciated.*** Thank you for your consideration and having had the opportunity to serve as a "living history" VIP at special events over the last few years at Fort Vancouver, and now to provide my personal input for the General Management Plan.



**Al LePage,** ***Volunteer-In-Parks,*** *National Park Service,* Fort Vancouver N.H.S.
***Certified Interpretive Guide and Member,*** *National Association for Interpretation*

# RESPONSES

**(Al LePage)**

**6** National Park Service staff concurs with you in your concept of participating in historic interpretive events at the locations where such events occurred in the past. In the future, specific journeys or expeditions from the Fort to non-NPS managed sites, such as Champoeg State Park, may be able to be conducted to assist in the interpretation of the site. Such plans are too specific to be addressed in the GMP.

**7** Finally, please note that much of the park management team from Fort Vancouver National Historic Site took the time for a formal visit to Fort Langley in 2001. The NPS staff has made many good connections between the two parks, and continues to grow the relationship with Parks Canada and strengthen ties between Fort Vancouver and other related sites of the fur trade.

(Appendix to Letter 65: Al LePage)

OREGON HISTORY

## First Coastal Expeditions



Alexander R. McLeod led the first overland expeditions to Oregon's central and southern coast between 1826-27. McLeod, a Chief Trader for the Hudson's Bay Company at Fort Vancouver, sought furs and trading opportunities with tribes such as the Tillamook, Umpqua, Coos, and Coquille. Local tribes also provided information, canoes, and other assistance.

The McLeod expeditions included French Canadians, such as Michel Laframboise who served as an interpreter, as well as Hawaiians, and Iroquois Indians. These explorations opened this portion of Oregon's coast to commercial trapping and further exploration.

McLeod's first expedition camped on the banks of nearby Beaver Creek from June 29 to July 10, 1826. Calling this stream the "Nackito River," McLeod noted, "a good many Beaver have been caught…." This camp served as a temporary base from which the party trapped on local streams, traded for furs, and hunted for food.




*McLeod's first expedition (May-August 1826) left Fort Vancouver and traveled up the Willamette Valley in two separate groups, one by boat, the other by horseback. The expedition then traveled west across the Yamhill Valley and over the mountains to the coast. They continued south along the coast to the Siuslaw River and retraced their route back to Fort Vancouver.*

*The second expedition (September 1826-March 1827) also left Fort Vancouver in two groups but this time while one party traveled by boat up the Willamette River, those on horseback crossed the Tualatin Plains. Once rejoined in the Willamette Valley, they traveled south and followed the Umpqua River to the coast and then continued south to the Rogue River. After traveling up the Coquille River watershed, the party looped back to the coast and inland for further trading and trapping before returning to Fort Vancouver.*

Oregon

# COMMENTS

8701 NE 54th St. # K-7
Vancouver, WA 98662
(360) 885-2752

February 8, 2003

...IVED
FEB - 8 2003
FORT VANCOUVER
...ATIONAL HISTORIC SITE

Ms. Tracy Fortmann, Superintendent
Fort Vancouver NHS
612 E. Reserve St.
Vancouver, WA 98662

Dear Ms. Fortmann,

I am writing to offer my comments regarding the Draft Fort Vancouver National Historic Site General Management Plan. I appreciate the opportunity to do so, since I believe that Fort Vancouver is a jewel among National Historic Sites.

I fully support the actions proposed under Alternative B, but I would most like to see the full reconstruction of the Fort, village and waterfront areas as proposed in Alternative A. Ideally, I would love to see Fort Vancouver become a living history center similar to Williamsburg or Sturbridge Village, with as much reconstructed as possible and ongoing daily living history activities appropriate to each season. In my experience, I have found that living history interpretation makes history accessible and understandable to the general public in ways that nothing else can.

Few people seem to realize the importance of the Hudson's Bay Company and its people in the shaping of America's Northwest history. Similarly, I have found that Dr. McLoughlin's role and significance is not known or appreciated to the degree that I believe it should be (even by native Oregonians!). I would love to see that change, and to see Fort Vancouver and the McLoughlin House become a primary destination for historians and the general public alike, rather than something else to maybe do if there's time when visiting the Portland metro area. I think it has the potential to be that, and that it is important enough that it should.

The McLoughlin House is perhaps not appropriate as a living history site (at least not on a regular basis), but it is significant in its own way – as the actual home built and lived in by Dr. McLoughlin and his family, preserving and displaying their possessions and their stories. It represents the final chapter in the life of a man without whose presence the story of the Northwest would likely have been entirely different. I believe that it is most fitting and desirable that it should become part of the Fort Vancouver National Historic Site, both for its ongoing preservation and because the sites are really representations of two chapters of the same story.

Thank you for providing this opportunity to express my opinions on this subject. I hope that they are of use to you, and you are welcome to contact me at any time if I can be of any assistance.

Sincerely,

Tracy Hill

# RESPONSES

**Letter 66: Tracy Hill**

Thank you for your comments.

# COMMENTS

Superintendent
Fort Vancouver NHS
612 East Reserve Street
Vancouver, WA 98661

RECEIVED
FEB 10 2003
FORT VANCOUVER
NATIONAL HISTORIC SITE

Dear Superintendent:

Thank you for the opportunity to review the draft general management plan for Fort Vancouver National Historic Site. I enjoyed reading the document. I have had the opportunity to visit Fort Vancouver—my most recent visit was at Candlelight.

I fully support the direction the park is proposing. The Preferred Alternative—Alternative B—allows for reconstruction within and outside of the stockade. The continued reconstruction of buildings within the fort in order to better interpret the site and bring to life its role as the "New York of the West" is clearly indicated. Further, the development of a Research/Learning Center in the Sale Shop is a thoughtful, very appropriate, and innovative use of that reconstruction. As the premier historical archaeological site in the Pacific Northwest, the Center will allow for important, necessary scientific research and discovery.

Perhaps one of the more exciting elements of the preferred alternative is the development of the historic village, which was where well over 95% of those at Fort Vancouver lived. Bringing to life this multi-cultural community in which over 35 Native American tribes were represented as well as Hawaiians and others harmoniously lived together is a nationally significant story which should be highlighted. In addition, the construction of a land bridge across Highway 14 to reconnect the Fort and the Village to the waterfront will be a crucial improvement.

In addition, the National Park Service's support of the addition of the McLoughlin House NHS within the boundaries of Fort Vancouver National Historic Site is appropriate and recognizes the national significance of the McLoughlin House.

I look forward to visiting Fort Vancouver NHS in the future. The preferred alternative will serve this national park and the American people well.

Sincerely,

Carol D Aten

Ms. Carol Aten
2845 Arizona Terrace NW
Washington, DC 20016

# RESPONSES

**Letter 67: Carol Aten**

Thank you for your comments.

# COMMENTS

9750 SW Melnore St.
Portland, Oregon 97225

RECEIVED
FEB 10 2002
FORT VANCOUVER
NATIONAL HISTORIC SITE

7 February 2003

Superintendent
Fort Vancouver National Historic Site
612 East Reserve Street
Vancouver, WA 98661

Re: Draft General Management Plan

Dear Sirs,

I was appalled as the significance of what I was reading in the Fort Vancouver Draft General Management Plan sunk in. As an avid aviation restorer, historian, pilot, and proponent, I was expecting some balance between the Fort Vancouver Theme and the surrounding and adjacent Pearson Airfield and Aviation Museum. One need read no further than the Preface and Summary (i-v), to realize that the Summary did not contain a single mention of aviation, Pearson Airfield, or the Pearson Aircraft Museum which reside on this very site.

The Fort Vancouver National Historic Site is a gem in our history of the Northwest. The Hudson Bay Company outpost defined a place in the history of our country and the west. Plans as proposed in the Draft Document would continue to develop the site to be as it once existed for the 25 or 30 years beginning in 1829. And it would be much easier to recapture this era if one could bulldoze away the Railroad Dike, Highway 14, Pearson Airfield, 5th Street, and anything else in the visual and aural range of the Fort.

Unfortunately, subsequent events formed subsequent histories, some of which are also of extreme importance and significance to the Northwest as we now know it today. The challenge, admittedly difficult, is to put away the bulldozer and find a balance between the present and the history.

I must sympathize that the very name of the site; "Fort Vancouver National Historic Site", may cause some to remain unduly focused on the narrow objective of such a named site. I hardly believe that even the National Park Service intends that other "history" residing on the adjacent site be obliterated in deference to this single objective.

Just as Fort Vancouver played a pivotal role in the history of the settlement of the west, so too the adjacent grounds, beginning with the earliest of flights in observation balloons in the 1890, continued to be an incubator for early flight. The draft document makes no mention prior to 1925 when the airport was officially recognized as Pearson Airport, of the Army balloon and aircraft use, of the first airmail flight landing in 1912, subsequent occupation by such notables as the Tex Rankin Flying School, the vast spruce production 1

# RESPONSES

**Letter 68: Clifford B. Schrock**

1 Thank you for your comments. Readers are referred to Von Hardesty's report on the history of Pearson Field for detailed history. (See citation in "Bibliography" chapter).

# COMMENTS

Tent city for WW1 aircraft production, Leah Hing the first Chinese Woman Pilot who kept her plane on Pearson Field. The Russian Polar Flight was only mentioned very negatively in the plan as a "failed attempt", when it was in fact an aviation triumph and world record flight. Operating as an airfield for over 100 years, Pearson Airport may in fact be one of the oldest continuously operating airfields in the United States. 1

In the interest of brevity, I will not attempt to argue further the merits of the aviation significance of the site, but feel that the negatism regarding the airfield and omission of integrated planning are a major flaw in the draft 15 year planning document.

Significant and expensive work has been done over the past years to demolish hangers (hangers desperately needed in the Vancouver area), remove taxiways, and open up the area around the Fort to enhance the ambiance of the site. I was actually looking forward to the wide green area between the Fort and the remaining Historic hanger buildings, which would of created the classic open square grass airfield that existed in the 20's when the Army Air Corps had the field. What a wonderful buffer the wide open green space would have establish between the two historical sites. Imagine my surprise and anguish when a split rail fence was erected before the dust of the hanger demolition had even settled, right across the big open field, not mentioned or shown on any artist renderings of the "after" view of the site, and clearly defining an immediate "claim" by the National Park Service of the Buffer zone. 2

The Draft General Management Plan, in my opinion, fails to adequately address the balance between the history of the Fort, and the subsequent history of the adjacent sites, and most specifically the aviation significance. The Department of Interior, and National Park Service manage many significant historical aviation sites, and have the experience to do so. Perhaps we have failed locally to convey the significance of this remarkable aviation site adequately to the authors of this draft. One could hardly deny the historical significance after a walk through the displays at the Pearson Air Museum.

I would recommend that the Draft must be redone to accommodate the complete history of the area. Perhaps a higher level designation change is needed to allow an expansion of the scope and management of the site. The concept of Partnership is mentioned time and time again in the Draft. I would submit that tremendous resources are available locally to bring aviation history and stewardship into the "partnership" of managing the combined site and the drafting of a comprehensive balanced management plan.

I thank you for this opportunity to comment on this draft document. Exciting proposals were made specific to the Fort area which I heartily support and look forward to.

Sincerely,

Clifford B. Schrock

Clifford B. Schrock
Aircraft Pilot and Owner
Pearson Air Museum Director and Sustaining Member
Phone: 503/292-8916

# RESPONSES

**(Clifford B. Schrock)**

2 This action is consistent with the recommendations from the 1992 *Fort Vancouver National Historic Site Cultural Landscape Report*. The NPS and the City of Vancouver worked in partnership in the removal of the hangars and associated asphalt, as well as the revegetation and fencing of the site.

# COMMENTS

**United States**
**Department**
**The Interior**

FORT
NATIONAL

December 27, 2002

National Park Service
Fort Vancouver National Historic Site
612 East Reserve Street
Vancouver, WA 98661-3811

Dear Superintendent Fortmann:

I've had the pleasure to visit Fort Vancouver in both 2000 and 2001. Not only was I pleasantly surprised by the progress made in the upgrading of your historic facility, but I was also deeply encouraged by your plans to add to the historical aspects of the fort.

We all have an obligation now, and in the future, to preserve the past, and future generations would like to witness the efforts being made to do just this.

I hope to visit the Fort again in the future, and I know that the efforts of the Superintendent and her staff will not go unnoticed.

Keep up the good work, and I wish you and your staff all the best in your future endeavors.

Sincerely,

Douglas D. Eleser

Douglas D. Eleser

484 S. Fifth Street

Ponchatoula, LA 70454

# RESPONSES

**Letter 69: Douglas D. Eleser**

Thank you for your comments.

# COMMENTS



**Theresa Langford**
12/06/2002 12:51 PM
PST

To: Elaine Huff/FOVA/NPS@NPS, Jeff W Miller/FOVA/NPS@NPS
cc:
Subject: comment on the draft

Not sure whom I should forward this to, but this came via email.

T

Theresa Langford
National Park Service
Fort Vancouver NHS
612 E. Reserve St.
Vancouver, WA 98661
(360) 696-7659 x17
----- Forwarded by Theresa Langford/FOVA/NPS on 12/06/2002 12:51 PM -----



**"O'Byrne, Bhavesha P" <bobyrne@fhcrc.org>**
12/06/2002 12:15 PM
PST

To: "'Theresa' <"
cc:
Subject: comment on the draft

To the Superintendent of Fort Vancouver,
I support reconstructing the trails and buildings as well as the villages. I think reintroducing livestock and restoring the historic orchard would be a neat experience for visitors. It would make the Fort more "real" in a sense that children especially would get a clearer idea of life and hardships for the pioneers. Whatever the extent of improvement, I definitely feel that improvement of some kind is necessary and vital in order to continue learning about our nation's past.

Sincerely,
Bhavesha P. O'Byrne
1818 E. Denny Way #302
Seattle, WA 98122

# RESPONSES

**Letter 70: Bhavesha P. O'Byrne**

Thank you for your comments.

# COMMENTS



"John M. Larson"
<JulietLima@aol.com>
12/11/2002 09:36 AM
PST

To: Theresa_Langford@nps.gov
cc:
Subject: Draft General Management Plan Comments

To: Tracy Fortmann, Superintendent
and Staff

I have reviewed the product draft and following this note I will provide my comments. While I recognize that my view is just that, my view, I also recognize that what is being accomplished within the site is of considerable challenge.

Thank You

John M. Larson
1904 Larson Way
Vancouver, WA 98661

1 Atch
Draft GMP Comments

10 December 2002

SUBJECT: Management of the Vancouver National Historic Reserve and the Fort Vancouver National Historic Site.

Reference:
Draft Vancouver National Historic Reserve Cooperative Management Plan and Environmental Impact Statement, July 1999.

Draft Fort Vancouver National Historic Site General Management Plan and Environmental Impact Statement.

Personal notes and handouts dating from 12 October 1994 to present, same subject.

I. THE NEED

This question from 1995, "What does the City of Vancouver, the National Historical Society, Pearson Air Museum, and the National Park Service have in common?" I addressed the question then because of problems experienced when the Enlisted Association National Guard of the United States (EANGUS) held a national conference in the Portland/Vancouver area, August of 1994. Nearly One Thousand people were in attendance. The selected theme was "The First End of the Trail", and because the conference was hosted by representatives of the states of Alaska, Idaho, Oregon and Washington, it was purposed that the opening ceremonies be held on or around the Fort. Those of us on the committee ran into roadblock after roadblock in trying to utilize the space known now as the National Historic Reserve for the opening ceremonies.

Our greatest problem dealt with the opening ceremonies and not billeting concerns. The facilities at the Red Lion satisfied billeting and meeting space. Where could we have a Bar-B-Q complete with Alaska Salmon and donated beer for the arriving crowd? Pearson Airpark was out due to size and congestion (although it might have been able to work into a backup plan). At first the NPS looked to be ideal and then we were confronted with the size of the area needed and the No Alcohol ruling on park grounds. There was no offer of option of waiver. When we turned to Colonel Jones, the Post Commander for Vancouver Barracks he

# RESPONSES

**Letter 71: John M. Larson**

Thank you for your comments on the draft GMP for Fort Vancouver National Historic Site.

supported us by providing a small area now utilized by the Reserve Hospital unit. We made it work and opened the eyes of folks from all over the country to the "First End of the Trail".

When the development of the Vancouver National Historic Reserve began to look like a reality, I applauded all the efforts and concerns of the people that made it happen. Their ability to look at the big picture and see all that such a reserve could offer the City, the State and the Country was vision driven. They could see the value in the integration of all the Reserve. From the beginnings under the Hudson Bay Company to 1849; to the preparations and efforts of WWI and WWII to the present, they had the vision.

The answer to my question in 1995 was, "The need to cooperate and graduate!" Those with the vision were able to recognize the answer to the need.

II. DEVELOPMENT OF THE VANCOUVER COOPERATIVE MANAGEMENT PLAN

Attendance at every public planning session is not always a possibility. For sessions not attended there was e-mail. Through the planning process my basic concern can be summed up in the next statement.

"Consider that we have been entrusted with an extraordinary combination of resources, blending the historic past into current and nostalgic beauty. The greatest challenge of the future is how to retain the current flavor of the Reserve as cultural and economic change impact the surrounding environment. Vancouver barracks is but one part of the total. A negative approach is one of hands-off, while one of lasting value will be found in the inter-action of the community and their guests."

I believe that the 1999 draft as submitted addresses most of the history found within the bounds of the Vancouver National Historic Reserve. This is what I see when I look at the Reserve.

FORT VANCOUVER. Maintained and continually enhanced by the efforts of the NPS. The Park Service has provided a history of the site, and grounds complete with replica of the old Fort as it was under Chief Factor John McLoughlin.

THE MIGHTY COLUMBIA RIVER. Truly the river highway of the Pacific Northwest. Starting with a trickle in southern Canada, the Columbia winds its path through mountains and rolling farmland to finally end at the Pacific Ocean. Not only did this river open the expansion of the boundaries of the United States with the exploration of the west by Lewis and Clark, but it offered a avenue to Fort Vancouver area (though at times dangerous) for the settlers coming west on the old Emigrant (Oregon) Trail. Hence, Fort Vancouver (and now the City of Vancouver) can hold the title as the first end of the trail.

PEARSON AIRPARK. The first documented flight at the field occurred in 1905; the first Bi-plane flight in 1911; site of the landing of the first transpolar flight (Valeri Chkalov and his crew landed at Pearson in an ANT-25 on 20 June 1937). Named for Lt. Alexander Pearson of Vancouver who was killed in September 1924. Displays of aviation history can be found in the Pearson Air Museum on the oldest operating airfield in the nation.

WORLD WAR II 'KAISER" SHIPYARD. Liberty ships from this shipyard



**(John M. Larson)**

# COMMENTS

contributed to the successful outcome of World War II.

VANCOUVER BARRACKS. Providing support to those Americans settling in the new territory from 1849 to the present. Through Indian wars, the Spanish American War, and two World Wars, Vancouver Barracks still stands as a sentinel of the old into the future of today.

This draft gave consideration to most areas within the designated Reserve. It even alludes to some other associated areas like Providence Academy, Esther Short Park, and the waterfront. It allows for the integration of everything in and about the Reserve spanning over 180 years. It leaves Pearson to operate until 2022, which is important for several reasons. It provides a field that will permit the rotation and display of a number of old and historic aircraft. With the termination of Evergreen Field, Pearson might even provide a broader though limited use in the future of Vancouver (maybe helicopter or business shuttle from Portland IAP to the City of Vancouver and a beautiful National Park).

III. DEVELOPMENT OF A GENERAL MANAGEMENT PLAN FOR FORT VANCOUVER NATIONAL HISTORIC SITE.

It is commendable the amount of information and effort that is represented in this document. In the copy that I received, I only found one printing error and that was a repeated statement on the top of page 5. Having commended the efforts, concerns and questions can be addressed.

Initial overview and comparison between the two draft management plans bare marked similarity. There are several reasons that come to mind. One, many of the people working on the draft for the National Historic Reserve, are the same folks that provided input and guidance to this management draft for the NHS. Second, both drafts were overseen and printed by the United States Department of the Interior and the National Park Service. The agenda is not the same, and as a NHS management plan one would expect differences. The NPS NHS draft strongly advances views relating to the times of Hudson Bay and early U.S. Army periods. That is not a wrong view to possess, but it seems more fitting for the NPS as a partner in the Reserve to work toward supporting and enhancing the collective view and all that it offers. When the NPS signed on as a Reserve partner, didn't they also accept the collective and primary interpretive themes? One would think that those themes relate directly to the purpose of the Reserve and the significance and value offered. 1

These are some of the comments and areas in the NHS draft that are worrying. They are identified even though they may not fall into the general recommended category.

WILLIAMSBURG OF THE WEST. Great idea given the existence of support in the form of volunteers and extended NPS staffing. The idea would be costly to maintain unless the public in the form of tourists could be counted on for revenue. This would also be served best with a single goal or theme, not the comprehensive and collective accepted themes of the Vancouver National Historic Reserve.

McLOUGHLIN HOME IN OREGON CITY. This is solely a challenge for the NPS and would have little effect on the Reserve except to enhance the historic value to the time and life of the man who was Chief Factor for Fort Vancouver and the Hudson Bay Company. The only negative might come for monetary draw for Park personnel and maintenance when budgets are tight, and they might be for a while.

# RESPONSES

**(John M. Larson)**

**1** The General Management Plan is a management plan specifically for Fort Vancouver National Historic Site. Thus, it is outside the scope of the plan to address all the interpretive themes of the Vancouver National Historic Reserve. These can be found, as you said, on page 14 of the *Vancouver National Historic Reserve Cooperative Management Plan*. As that document states, it "did not recommend, nor does the law authorize, a change in existing management authorities for any of the public agencies. Each Historic Reserve agency partner will continue to manage its lands consistent with their respective laws, regulations, and policies within the broad cooperative framework of this plan."

Each site in the national park system is required by law to produce a GMP every 15 years. This requirement was not met by the production of the Cooperative Management Plan for the Reserve, nor did that plan include a detailed vision for Fort Vancouver National Historic Site. There was a need for a separate plan for Fort Vancouver National Historic Site.

The NPS, as a partner in the Reserve and the lead for interpretation and education, wholeheartedly supports the primary interpretive themes developed for the Reserve. The interpretive themes described in the GMP can be viewed as the "Fort Vancouver subset" dealing with the HBC and early U.S. Army periods of the more numerous Reserve themes. In addition, the Reserve Partners are currently developing a Long-Range Interpretive Plan that will address interpretation activities, signage, and other related issues for the entire Reserve.

# COMMENTS

ACQUISITION OF U.S. ARMY PROPERTY AT VANCOUVER BARRACKS. Little consideration is given to the relocation of U.S. Army Reserve and Army National Guard assets. The preferred Alternative (B) lends more to a stand by itself NHS than that of a part of a larger and more comprehensive plan. While it is realistic to believe that excess government property could be easily transferred from one agency to another, it would eliminate any say by the other partners in how the property was utilized. Alternative B more or less indicates that only the space required for administrative space would be retained when and if the NPS accepted the East part of Vancouver Barracks. It should be noted that several of the buildings now utilized by the 104th Division U.S. Army Reserves are not replaceable. While their age might question their historic value, they are vanishing. Most WWII era buildings were found to too costly years ago to maintain on fixed facilities and they were torn down. The one remaining WWII style barracks at the Post (utilized by the band) may be the last from San Francisco to Ft. Lewis. The remaining structures are older and do carry a degree of historical significance for Vancouver Barracks. Alternative C in the draft is no better in this regard. 2

POSSIBLE CONFLICT BETWEEN THE DRAFT PREFERRED ALTERNATIVE A OF RESERVE MANAGEMENT PLAN AND PREFERRED ALTERNATIVE B OF THE NHS OFFERED BY THE NPS. 3

Fifth Street blocked from use in the NHS draft.

Control of Pearson Airpark would fall within NHS operational area.

The Columbia Riverfront part of NPS in the NHS draft.

The O. O. Howard house, an Army interpretation center in the NHS draft.

IV. SUMMARY

The draft NHS plan is very dynamic and represents the first time in seven years of discussion and commenting that this person has seen the concept of a National Historic Reserve so heavily weighted in one direction. It is possible that the City of Vancouver and the State of Washington cannot become viable partners in the Reserve. Where the vision of the few in 1994/95 saw many opportunities to develop a program that could reach out to a greater variety of the touring public, the draft NHS plan seems somewhat limiting.

What of the flyers and aviation buffs that believe what we have at Pearson, the oldest continuous operating airfield in the country, is fantastic? What of those like me that began their service career with the 104th Division and get that deep down nostalgic feeling each time they see something like the old Post? Though a fledgling effort, should those that had family and friends in the U.S. Navy's PT boats be ignored? 4
What about the effort of the ship builders? Those with a strong tie to the early development of the City of Vancouver, do they not count? If the only thing that counts in the eyes of the drafters of the new plan for the NHS is Fort Vancouver and the years prior to 1914, then it is time for the City to change its name to FORT VANCOUVER.

It is frightening to think of changing the highway, roads, and streets to expand the park. Fifth Street is part of the history of Vancouver. Walk down the north part of the street along the boundary of the park,

# RESPONSES

**(John M. Larson)**

**2** The eastern and southern portions of Vancouver Barracks are currently within the authorized boundary of Fort Vancouver National Historic Site. This is distinct from the area the National Park Service currently manages. It simply means that the Department of the Interior is authorized by Congress without further legislation to accept these areas if the U.S. Army ever declares them excess. Should these areas be declared excess at some time in the future, the National Park Service could accept their management and park staff would work cooperatively with the other Reserve Partners in any decision relating to their use. The Partners have already been working together in the planning for the western portion of the barracks, which is being transferred to the City of Vancouver. The partners are required to work together on all such activities under the Reserve's Cooperative Management Plan.

Alternative B, now the Proposed Action, of the GMP states that one of the barracks buildings fronting the Parade Ground would be recommended as a Reserve administrative center. This was not meant to imply that this would be the only building retained, but one of the only buildings retained for use by the Reserve Partners specifically. The historical significance of the remaining buildings would be assessed using the criteria of the National Register for Historic Places. As has been the case with west barracks, the buildings likely would be rehabilitated (with guidance from historical architects) and made available for various types of reuse. Alternative B was not meant in any way to imply that the remaining buildings would be torn down or removed.

**3** There is no conflict as suggested between the NPS Draft Fort Vancouver NHS GMP and the Vancouver National Historic Reserve Cooperative Management Plan on the following issues:
On page 25, first full paragraph of the CMP states "Vehicle use along Fifth Street will be reviewed as part of an overall National Historic Reserve access, circulation, and parking study. It will be desirable to improve the visitor experience at the fort by reducing or eliminating vehicle traffic from parts of Fifth Street. However more study will be required to determine the impacts of reducing or eliminating traffic on portions of Fifth Street." Please see the NPS response to Letter 12 from the Mayor of Vancouver. *(more)*

# COMMENTS

and see the Base Line markers of the city survey. It is frightening to think that the waterfront could be closed to traffic (again Alt. C). 4

Rather than see the buildings, roads, berms, and a runway as a negative adaptation to an area of historical significance, maybe it should be viewed as it was allowed to evolve. From a native Indian community into a trading post; then a rugged community, and a military post in the raw frontier; later a town and a city; and as their world expanded with a real airport. Where significant archeological recovery can be made, that should be a priority. But, not a priority at the destruction of other contributions of historical significance. I cannot think of any place that can compare in the number of social evolutional markers as what is represented in the Vancouver National Historic Reserve. One walk around the park is a walk through nearly two hundred years of history.

With Respectful Consideration,

John M. Larson
SMSgt, USAF/Retired

# RESPONSES

**(John M. Larson)**

**3** The south and east barracks areas are within the authorized boundary of Fort Vancouver National Historic Site. If determined excess to the needs of the U.S. Army Reserve, the NPS would request the administrative transfer of the south and east barracks to the National Park.

The NPS owns and manages the Vancouver waterfront between the restorative area just south of the I-5 Bridge and the Columbia Shores Development. The *Vancouver National Historic Cooperative Management Plan,* (pp.26-28), allows for a broad range of historical, natural and recreational uses. Park uses in the proposed GMP are not inconsistent with this plan.

**4** This plan addresses the HBC and early U.S. Army historic periods. It is the responsibility of the Reserve Partners to implement actions involving other Reserve venues and time periods. Also, the NPS is not advancing Alternative C.

"bergstrom" <bergstrm@pacifier.com>
12/07/2002 09:08 PM PST

To: <FOVA_Superintendent@nps.gov>
cc:
Subject: Expansion of Fort Vancouver

Robert W. Bergstrom
2518 NE 144th St.
Vancouver, WA 98686

I am all for the proposed expansion of Fort Vancouver. I also agree that this expansion is long overdue and much needed for the city and Clark county. It is a "no brainier" since it will greatly increase the tourist activity and national exposure of this great public treasure and the region. I also feel that at this stage we have a golden opportunity to ensure that it will be done in such a way as to both be authentic and *facilitate* the increased use of the other two historic areas in the city of Vancouver. These are officers row and Pearson air museum. Recently money was provided for officers row so that is a positive step forward. I would like to see Pearson air museum's needs also addressed in the Fort Vancouver redevelopment. I am not asking for any money, but do want to see this new plan for Fort Vancouver to take into account the museum's needs. This could be as simple as incorporating increased public access to the museum by designing the way the redevelopment is done to ensure that people are directed to the museum one way or another. For example any future shuttle routes could also drop people off and pick them up at the museum. Any road closures should not impact in any way the access to the museum. Future public notices could also mention the museum and how close it is to the Fort. I feel that due to the close proximity of the museum to the Fort that its needs could be met in the redevelopment plan without any negative or costly affects at all. I would also like to see the name of the Pearson air museum and officers row some how incorporated into any future marketing/information releases by the Park Service when describing the redevelopment. We need to start thinking of the Fort, officers row and the museum as one marketing/historic destination. The Fort Vancouver National Historic Site a key part of this concept. The Fort's redevelopment should ensure that it will have a synergistic effect on Vancouver's other historic areas. Thank you.

Robert W. Bergstrom
Vancouver, WA



**Letter 72: Robert W. Bergstrom**

Thank you for your comments.

# COMMENTS

**Theresa Langford**
01/24/2003 07:44 AM
PST

To: Jeff W Miller/FOVA/NPS@NPS
cc:
Subject: Suggestion Re:FV gen'l mgmt plan

More GMP...

Theresa Langford
National Park Service
Fort Vancouver NHS
612 E. Reserve St.
Vancouver, WA 98661
(360) 696-7659 x17
----- Forwarded by Theresa Langford/FOVA/NPS on 01/24/2003 07:44 AM -----

**"Geri Bell" <bellsfundell@attbi.com>**
01/23/2003 08:21 AM
PST

To: <Theresa_Langford@nps.gov>
cc:
Subject: Suggestion Re:FV gen'l mgmt plan

Theresa:
One idea that I did not see in the plan is as follows:
Place a sign (where appropriate) to identify certain people who were buried either in the Catholic cemetery (behind the Catholic church) and/or in the HBC Cemetery.
For instance: John McLoughlin Jr.,was buried in the Catholic Cemetery (Originally) according to Catholic Records.
Pierre Pambrun was buried at Walla Walla then re-interred at Fort Vancouver, no doubt in the Catholic Cemetery.

William Kittson was attended by Dr Tolmie,Dr. Barclay and Dr McLoughlin, he died and was buried at Fort Vancouver.
There are others who should be mentioned but too numerous to mention here.

Also, what about buildings which have been demolished but are not scheduled to be rebuilt.
Would it not be a good idea to place a sign where they once stood? The dates they were in use etc?
The U S Army Chapel
Several Barracks on the East Side of the Parade ground.
The U S Army brig (Jail)
The covered swimming pool
The Theatre
The fire department building

Hope these ideas will be of use in the overall plan.

Sincerely,

Geri Bell

8207 NE 94th Street
Vancouver, WA 98662

# RESPONSES

**Letter 73: Geri Bell**

Thank you for your thoughtful comments on the draft General Management Plan for Fort Vancouver National Historic Site.

The site of the HBC cemetery is within the eastern portion of Vancouver Barracks, an area currently managed by the U.S. Army Reserve. The National Park Service does not have administrative responsibilities for this area, and although the park is the lead partner for interpretation and education park staff cannot make decisions unilaterally. Cooperatively, the partners of the Vancouver National Historic Reserve are developing a Long-Range Interpretive Plan. This will address, for the entire Reserve, interpretation issues including which topics to cover with wayside signs and where they should be placed.

Again, thank you for your suggestions on cemetery and barracks building signage. Your comments will be forwarded to the interpretive ranger who is coordinating the Reserve's Long-Range Interpretive Plan.

**Theresa Langford**
01/24/2003 07:43 AM
PST

To: Jeff W Miller/FOVA/NPS@NPS, Tracy Fortmann/FOVA/NPS@NPS, Greg Shine/FOVA/NPS@NPS
cc:
Subject: Draft GMP

This is sort of a GMP comment, but needs a response from someone as to his partnership ideas...

T

Theresa Langford
National Park Service
Fort Vancouver NHS
612 E. Reserve St.
Vancouver, WA 98661
(360) 696-7659 x17
----- Forwarded by Theresa Langford/FOVA/NPS on 01/24/2003 07:43 AM -----

**"glenshelnutt" <glenshelnutt@netzero.net>**
01/22/2003 08:54 PM
PST
Please respond to glenshelnutt

To: <Theresa_Langford@nps.gov>
cc:
Subject: Draft GMP

Let me introduce myself. I am new to the Portland area and am employed in the Oregon Burn Center at Emanuel Hospital as a Critical Care Burn Nurse. My wife is employed in the Pediatric Rehabilitation Unit of Emanuel Children's Hospital as a Registered Nurse. We have just located your park this week, and noticed the Draft for the General Management Plan was in its final stages of discussion. I was hoping to let an idea of mine take shape before discussing it with you, but since time is short, here it is.

When we first moved to the area, my Parents were camp hosts for the Washington State Park Service on Camano Island. One of the guest speakers was a member of the Center for Wooden Boats on Lake Union in Seattle. They were in their final stages of a general management plan for Cama Beach on Camano Island, which is now slated for opening in mid 2004.

The Center for Wooden Boats is a non-profit organization devoted to the restoration of wooden boats for education and service to their community. On Lake Union, downtown Seattle, They have a "living history museum" of old wooden boats they have meticulously rebuilt with attention to historical accuracy. They have a tiny shoreline with the museum and boathouse on the water. Sunday's are free sail at 14:00, when the seasoned sailors take the public out for a sail amid the busy waters allowing for very large ships, yachts, and seaplanes. This thriving museum has managed well without corporate sponsorship. Volunteers earn one hour of free boat rental or sailing lessons or shipbuilding instruction

## Letter 74: Glen Shelnutt

# COMMENTS

for each two hours they volunteer. This program has been running well for years.

On Camano Island, an old resort from the 1920's left abandoned since the Second World War was recovered by the Center for Wooden Boats. It had numerous old boats dry-docked since the 1940's. Together with Washington State Park Service, they are rebuilding the resort true to the 1920's, even down to the old abandoned trucks and restoring an old 1920's radio program for the Island.

The attraction for my Wife and I was their community involvement. Maybe once a month, the cancer children or AIDS kids will have a dedicated afternoon in the Museum. We are now members at the Center for Wooden Boats.

The Oregon Burn Center has its own foundation for burn survivors, which meets once a week. Emanuel Children's Hospital will let their children on the Rehabilitation Unit out on passes for an afternoon. Legacy is in the works of building another hospital in the City of Vancouver. I was hoping to explore the idea of a relationship between the Center for Wooden Boats, Fort Vancouver National Historic Site, and community foundations with potential interest in developing your site for the education and benefit of our community. Since we are new to the area, we were hoping to study the matter and develop the ideas as to make them more reasonable. You are the first party we have contacted.

Please call us to discuss the matter further. We both work Thursday, Friday, and Saturday nights, so the best time to call is early in the week. Dick Wagner is one of the lead people at the Center for Wooden Boats. You will want to visit both their Seattle site on Lake Union and their Camano Island site at Cama Beach to see what they have done.

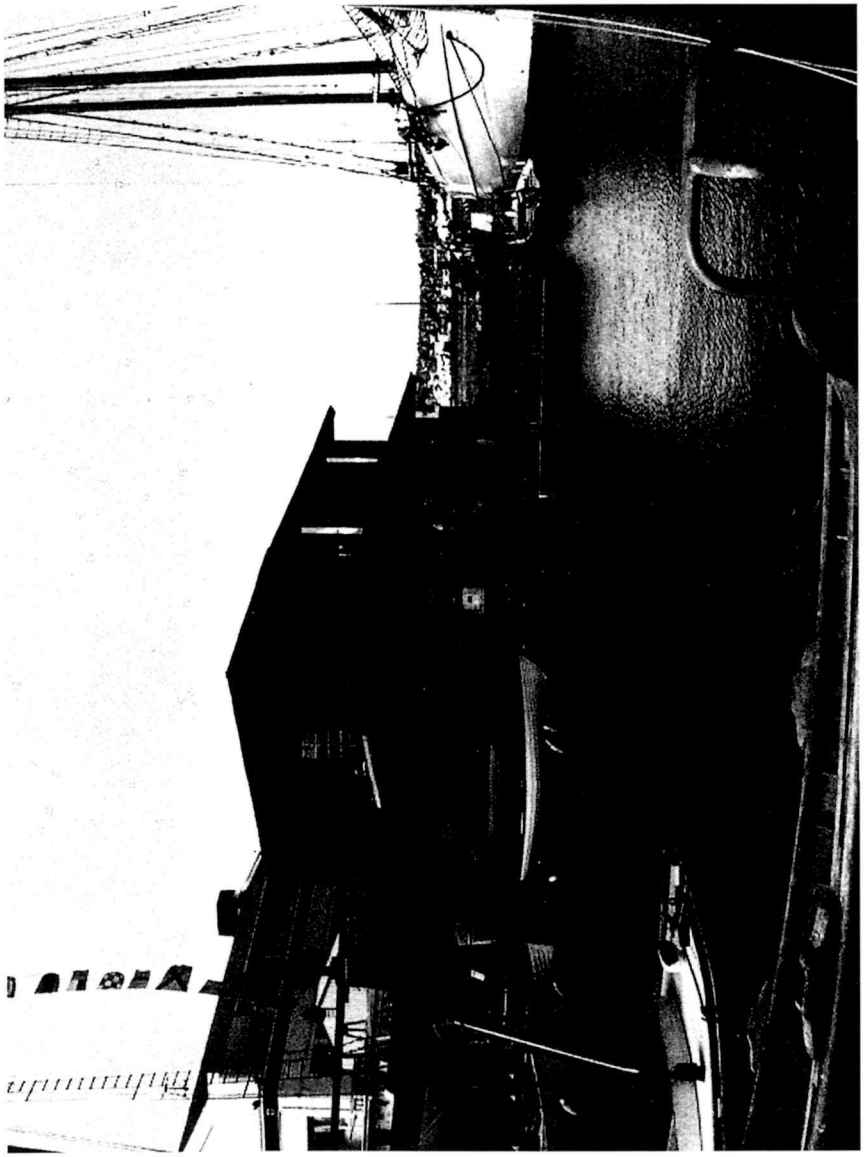
- Center for Wooden Boats
- 1010 Valley Street
- Seattle, WA 98109
- www.cwb.org
- (206) 382-2628
- Fax (206) 382-2699
-

Glen & Laurie Shelnutt
**glenshelnutt@yahoo.com**
**laurieshelnutt@yahoo.com**
**P.O. Box 12104**
**Portland, OR**
**97212-2104**

**(503) 335-2711**

# RESPONSES

**(Glen Shelnutt)**





**(Appendix to Letter 74: Glen Shelnutt)**

# COMMENTS

**Tracy Fortmann**
02/07/2003 05:10 PM PST

To: Elaine Huff/FOVA/NPS@NPS
cc:
Subject: Draft General Management Plan: Waterfront Park

Elaine: This needs to be added to Glen's earlier email regarding the gmp.

Thanks

taf
----- Forwarded by Tracy Fortmann/FOVA/NPS on 02/07/2003 05:10 PM -----



**"glenshelnutt" <glenshelnutt@netzero.net>**
02/07/2003 04:56 PM PST
Please respond to glenshelnutt

To: "Tracy A. Fortmann" <Tracy_Fortmann@nps.gov>
cc: "Dick Wagner" <dick@cwb.org>, "Greg Shine" <Greg_Shine@nps.org>
Subject: Draft General Management Plan: Waterfront Park

**Thank you for returning my telephone call last week. We were very pleased with our first visit to the Fort and enjoyed the company of your volunteer staff immensely. Here is an update on the e-mail I sent previously and the content of our telephone conversation.**

**We spoke with Dick Wagner, the founding director of the Center for Wooden Boats about Fort Vancouver's general management plan for the waterfront on the Columbia River. He was also disappointed that most of the options do not consider building even a small wharf on the Columbia. He will be glad to meet informally to discuss the success of the Center for Wooden Boats. He has a very full plate, so he will need some advance planning to arrange a meeting.**

**Dick Wagner**

**Center for Wooden Boats**

**1010 Valley Street**

**Seattle, WA 98109-4468**

**(206) 382-2628**

**dick@cwb.org**

**http://www.cwb.org**

# RESPONSES

**(Appendix to Letter 74: Glen Shelnutt)**

# COMMENTS

The Center for Wooden Boats was started in 1968 on Lake Union in Seattle as an antique wooden boat rental service from Dick's private houseboat. By the mid 1980's, it was developed as a non-profit organization "to provide a gathering place where maritime history comes alive through direct experience and our small craft heritage is enjoyed, preserved and passed along to future generations". It is now a living museum with over 400 volunteers running their many outreach programs:

- Summer in the City Youth Sailing
- Youth Boat Building and Seamanship Programs
- All Aboard: homeless youth sailing
- School Tours, Umiak Paddling and Toy Boats
- Alternative School #1 Pond Boat Program
- Pacific Challenge annual maritime youth competition
- Cast Off! Public Boat Rides
- Sail Away Challenge, co hosted by Footloose Disabled Sailing Association
- Bailey-Boushay House Afternoon Sailing Program
- SailNOW! And One-on-One sail instruction
- Corporate Sailing and Volunteer Service Days
- City of Seattle Summer Youth Employment
- Community Service Volunteer Program
- University and High School Internships.

Their many workshops and special events like regattas, festivals and auctions contribute to the fun atmosphere.

In 1991, the Center for Wooden Boats and Washington State Parks were invited to look at a resort abandoned at the start of World War II. A fleet of small wooden boats lay dry-docked with old outbuildings in disrepair. Last Fall, Washington State Parks and the Center for Wooden Boats broke ground on rebuilding the resort historically accurate to the period of the 1920's, including the old truck on the property and reproducing an entertainment radio broadcast for the Island.

I am a Critical Care Burn Nurse at the Oregon Burn Center at Emanuel Hospital in Portland. We have patients from 2-months old to over 90-years old who face a lifetime of rehabilitation. My wife is a Registered Nurse at Emanuel's Children's Hospital in the Pediatric Rehabilitation Unit. We were attracted to the Center for Wooden Boats because of their community involvement. We know our patients would benefit from this service in our area.

Since we are new to the area, we have yet to form those informal connections to know how to form partnerships within the community. We see the great potential for these partnerships, with

# RESPONSES

(Appendix to Letter 74: Glen Shelnutt)

# COMMENTS

**expertise abounding. We would like to navigate these possibilities with you. Please keep us informed.**

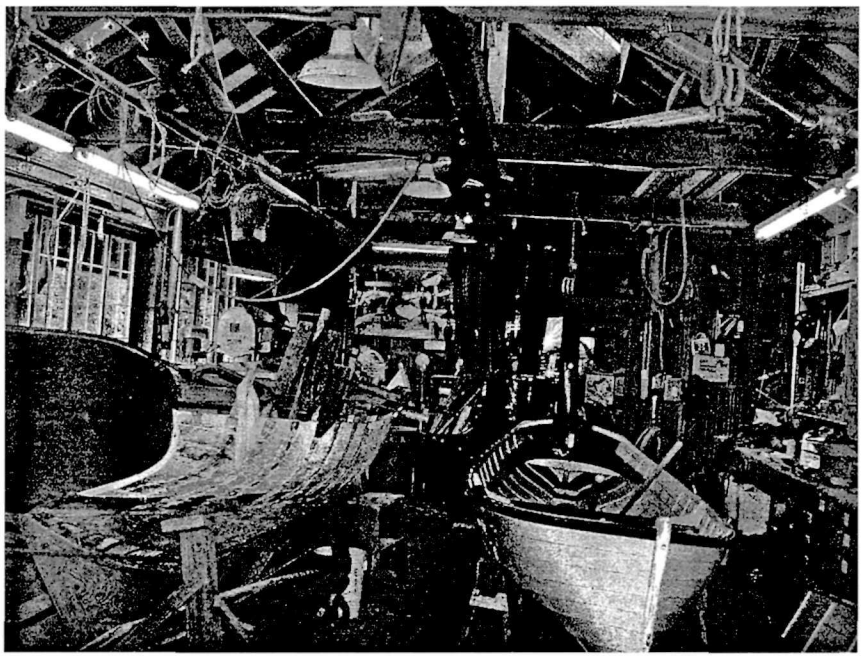
Glen & Laurie Shelnutt
**glenshelnutt@yahoo.com**
**laurieshelnutt@yahoo.com**
**P.O. Box 12104**
**Portland, OR**
**97212-2104**

**(503) 335-2711**

# RESPONSES

**(Appendix to Letter 74: Glen Shelnutt)**

## COMMENTS



## RESPONSES

**(Appendix to Letter 74: Glen Shelnutt)**

# COMMENTS

**Theresa Langford**
02/07/2003 12:01 PM
PST

To: Elaine Huff/FOVA/NPS@NPS, Tracy Fortmann/FOVA/NPS@NPS
cc:
Subject: GMP Comments - FW

RECEIVED
FEB - 7 2003
FORT VANCOUVER
NATIONAL HISTORIC SITE

February 7, 2003

To Whom It May Concern:

As a Clark County, Washington, native and former volunteer of Fort Vancouver National Historic Site I would like to share my comments on the Draft Fort Vancouver National Historic Site General Management Plan and Environmental Impact Statement.

I am in full support of Alternative B. In order to draw the audiences and deserving attention to Vancouver area history, progress must be made in a well-thought, long-term manner.

First and foremost, the reconstruction of period structures is long overdue. The addition of these replicas will give visitors and school tours greater depth and understanding of the important role the Fort played in early Northwest commerce and history. Additionally, restoration of the general historic landscape and native vegetation and agriculture must go hand-in-hand with these structures. These elements are also considered in Alternative B.

Alternative B also gives great attention to the important role the waterfront and Columbia River played to the location of the Fort site and the commerce of the period. This is an element that is imperative to any historical education of the adjoining land structures. Additionally, the preservation of the early U.S. Army history and its structures are equally important and included in Alternative B.

All in all, in order to bring Fort Vancouver National Historic Site to the level of a well-attended, well-run, and highly respected National Historic Site, existing programs and structures cannot simply be maintained -- progress must be made. There are many Southwest Washington residents who are still unfamiliar with this national treasure we have in our Vancouver backyard. Also, the major adjoining city, Portland, possesses a population density, international airport and tourist base that can support a major National Historic Site.

Alternative B maximizes existing structures, including the existing Fort Vancouver Visitor Center, while allowing for growth in a managed and logical manner. It also creates a functional tour flow for visitors.

We have a jewel of a National Historic Site and valuable green space in the midst of a large metro area and it is important that progressive and well-managed growth, visitor accommodations, and historical accuracy are constantly considered. I believe Alternative B is reflective of a well-thought and conservative plan that fully meets these needs.

# RESPONSES

**Letter 75: Amanda Vowels**

Thank you for your comments.

## COMMENTS

Thank you for the opportunity to share my comments.

**Amanda Calnan Vowels**

7051 N. Cambridge Ave.

Portland, OR 97203

## RESPONSES

**(Amanda Vowels)**

# COMMENTS

**Elaine Huff**
02/11/2003 05:23 PM PST

To: Elaine Huff/FOVA/NPS@NPS
cc:
Subject: General Management Plan draft comments

Administrative Officer
Fort Vancouver National Historic Site
(360) 696-7655 ext. 12
FAX (360) 696-7657
----- Forwarded by Elaine Huff/FOVA/NPS on 02/11/2003 05:23 PM -----

**"Danielle Myers" <keigwyn@hotmail.com>**
02/09/2003 06:09 AM GMT

To: FOVA_Superintendent@nps.gov
cc:
Subject: General Management Plan draft comments

>To Tracy Fortmann,
>
>I would like to express my support for the Fort Vancouver General
>Management Plan alternative B. Expanding upon the existing legacy
>of Fort Vancouver by taking the steps outlined in alternative B
>would greatly benefit not only the citizens of the
>Portland/Vancouver area but any of the many visitors to this area.
>
>Specifically, actions to improve the Cultural Resource Management
>aspects of Fort Vancouver will help bring to life and preserve
>valuable historical information that might otherwise be lost. The
>addition of another full time archeologist would also aid the fort's
>Cultural Resource Management team in achieving all of the projects
>thus set forth.
>
>A concerned citizen,
>Dave Gembala
>3923 SE Kelly St.
>Portland, OR 97202

# RESPONSES

**Letter 76: Dave Gembala**
Thank you for your comments.

# COMMENTS

**Elaine Huff**
02/11/2003 05:24 PM
PST

To: Elaine Huff/FOVA/NPS@NPS
cc:
Subject: G.M.P.

Administrative Officer
Fort Vancouver National Historic Site
(360) 696-7655 ext. 12
FAX (360) 696-7657
----- Forwarded by Elaine Huff/FOVA/NPS on 02/11/2003 05:23 PM -----

**"Paul Zavada"**
**<pzavada@cape.com>**
02/08/2003 01:56 PM
EST
Please respond to "Paul Zavada"

To: <FOVA_Superintendent@nps.gov>
cc:
Subject: G.M.P.

To Whom it May Concern:

In regards to the site's new G.M.P. I have read all the alternatives and I do agree with the N.P.S. opinion that
alternative B is the most desirable.The only part of alternative B that is acceptable but not going far enough is the reconstructing of the fort.For reconstructing the fort I would like to see this part of alternative C adopted and integrated into alternative B reconstructing 14 buildings instead of 9.The Regional Cooperation and Partnerships under alternative B is
very desirable. I really hope this initiative is fully implemented in it's entirety.

Paul Zavada
P.O. Box 341
Truro, Ma.,02666

# RESPONSES

**Letter 77: Paul Zavada**

Thank you for your comments.

# COMMENTS

**Comments on draft Fort Vancouver NHS General Management Plan and Environmental Impact Statement:**

I wholeheartedly support Alternative B, the preferred alternative of the National Park Service. The most significant aspects of the plan, as I see them, are highlighted below.

Reconstruction, both inside and outside the fort palisade, must continue. Restoring the historic scene offers visitors a unique sensory experience and allows them to more easily imagine themselves in the past. Increasing reconstruction in the Village, waterfront, and the green space north of 5th Street will more accurately reflect the enterprises and scope of the Hudson's Bay Company. Without active reconstruction in these areas, the site is not interpreting history responsibly, but is perpetuating the bias of the historical record by focusing only on the centers of European political and economic power. The restoration of the cultural landscape is inseparable from reconstruction planning, and should be undertaken as simply one facet of the overall goal.

Should the east and south areas of Vancouver Barracks be declared excess, I sincerely hope the National Park Service would manage these sections as a part of the existing park. The southern portion of the military post has irreplaceable archaeological resources, including Village dwellings which were the homes of Hawaiian workers. The eastern portion includes the Hudson's Bay Company cemetery, the final resting place of a diverse population of employees and their families. The cemetery is appropriately managed only by the National Park Service, an agency uniquely qualified to care for areas of such a sensitive nature. 1

The cultural resources research and education center is one of the most important aspects of the draft plan. This has the potential to significantly increase the national standing of the site, and influence the public's view of the National Park Service as an agency of professional, scientific inquiry which contributes to bodies of knowledge in relevant fields. The existing Public Archaeology Program has fostered community awareness of and stewardship for the site, but the momentum must be maintained with the transition to a full-fledged research center. Making Fort Vancouver a training ground for students and other interested persons would emphasize its unique resources and the qualifications of National Park Service staff to educate. One of the main requirements for a research center is additional, permanent cultural resources staff.

The closing of East 5th Street to general traffic would greatly enhance the environment of the fort and the Reserve, contributing both to the historic scene and the safety of schoolchildren and other pedestrians. FHWA and Barracks traffic could access their respective areas via Fort Vancouver Way and the extreme west end of 5th Street.

The administration of the McLoughlin House NHS by Fort Vancouver NHS is essential to the preservation of the Oregon City site. John McLoughlin and his family were integral to regional development, and inclusion of the McLoughlin House in the national park system would belatedly recognize these contributions to our heritage.

**Theresa Langford**
**807 E. Reserve St.**
**Vancouver, WA 98661**

# RESPONSES

**Letter 78: Theresa Langford**

**1** See General Comments section for information on the HBC cemetery.

# COMMENTS

**Tracy Fortmann**
02/04/2003 01:05 PM
PST

To: Silkyspot@aol.com
cc: (bcc: Cheryl Teague/Seattle/NPS)
Subject: Re: Ft. Vancouver National Historic Site Plan

Dear Roxanne (Silkyspot):

Thank you so much for taking the time to compile your thoughts with regard to the park's draft general management plan. Could you please email me back with your address so that we can include your comments as part of the gmp process.

Once I get your name and address we add it to our park newsletter which goes out every two months which you might just enjoy reading when you have the time.

Thank you so very much for sharing your thoughts with us. We greatly appreciate it. Again, please forward to me your mailing address!

Sincerely,

Tracy A. Fortmann
Superintendent

Silkyspot@aol.com

**Silkyspot@aol.com**
02/04/2003 03:10 AM
EST

To: Tracy_Fortmann@nps.gov
cc:
Subject: Ft. Vancouver National Historic Site Plan

Tracy, I am not certain if this would possibly be your e-mail address, but note that the time is drawing rather close to mail a letter so am testing this address in hopes that it will reach you.

I am very interested in responding to the wonderful book we have received. Time has not permitted the amount of time I would like to give it due to work, illnesses, and a surprise visit by our grand niece who was celebrating her 1st birthday. (She is a gggg granddaughter of William Kittson who died there at Ft Vancouver on Dec. 25, 1841)

William Kittson is believed to be buried at the old Catholic Cemetery. There had been a marker commemorating him, Dr. John McLoughlin, jr, and Pierre Pambrun regarding the War of 1812 in which they had fought. It is a shame that that marker was lost. I would not doubt that we had, had a photo of that marker before we had moved away from Oregon and I regret that I can not remember enough about it. I would love that the old cemetery would be marked as best possible for location, size, and area and that those ancestors who lie there would have their names engraved on a permanent marker. I know it would be almost impossible to find and mark all the graves that lie on the sacred ground, but a place where we might be able to remember those who past before us would be great. We most recently fought to protect the site of two of his young children who died up at Ft. Nisqually at the Original 1833 site in the Old Cemetery there. William's son, Peter Kittson & his wife Angelique Dupre, are buried in the St. Paul Cemetery in St. Paul, Oregon. We have been unable to locate the history or burial place of Peter's brother, Jules

1

# RESPONSES

## Letter 79: Rozanne Woodruff

**1** See General Comments section for information on the HBC cemetery.

# COMMENTS

Kittson, but know some day I hope to find information on him. It would be wonderful also if there could be a replica of the old Catholic Church done, but if not, possibly a peaceful place of rememberance. From what I had originally had understood was that the old Catholic Cemetery was just in back of the Church where I think the Barrack parking lots are at where I think you want a tram! I am hoping you will not turn Ft. Vancouver into a Disneyland, make believe as it is sort of becoming. These were real people and families that lived there and their descendants live all around though many do not know their history as it was striped away from them when the military was moved in. I respect that the military has their history there too....though they did not respect our history and removed the markers and such. That act happened too long ago and many of our families share histories in both parts of the land there.
My web pages have our familiy history though in bad need of re-editing and possibly you have seen or heard of them <http://www.geocities.com/Heartland/Oaks/2189/Kittson.htm> I started them off with some information that I had combined with information from my mother's work and some of my sister's work. As thoughts and ideas and realities were brought to light I tried to edit without really removing the older versions in case there were other thoughts on the same subjects. Something I would like to see more of is the descendants of all the different HBC Forts would have a better place to exchange their histories. Many Forts have descendant groups and though many are struggling to work out it would be great if these Fort sites would have a history exchange center. William Kittson was at Old Fort Walla Walla (that is were my great grandfather, Peter, and his brother Jules were born) William was also at Ft Colville and others. My step ggg grandfather Finan McDonald had been all around also. It would be great to hear and see more of the Forts having some information readily available. I am not real sure what I am asking for...possibly research type of center, but would like it to even provide more. I hear from all over the US and Canada and from descenants in our line and others going way back. Maybe what I am looking for is something like I saw at the Highland Games in which they had a booth for the various lines, such as the McDonalds, Sinclairs, and Grants (all which are related) but have this include so many of the other families as well.
Well, I had something more to say, but it has lost me momentarily which is just as well, as it is very late right now and I am not certain this address even works! God bless you in your efforts to please as many of us as possible while keeping your sanity as well. You may reach me best at my aol <silkyspot@aol.com> or try to reach me at <rox61@hotmail.com>, but that box is very full. Roxanne Woodruff-great-great grand-daughter of William & Marie Walla Walla Kittson.

# RESPONSES

**(Rozanne Woodruff)**

**Tracy Fortmann**
02/05/2003 02:20 PM
PST

To: Jeff W Miller/FOVA/NPS@NPS
cc: Cheryl Teague/Seattle/NPS@NPS, Keith Dunbar/Seattle/NPS@NPS
Subject: Re: Ft. Vancouver National Historic Site Plan

Jeff: Please add this email to the earlier one from "Silkyspot." This one has Roxanne's name and address. Staple the two emails together and they will be used as her formal response to the draft gmp. Thanks very much!

taf

----- Forwarded by Tracy Fortmann/FOVA/NPS on 02/05/2003 02:18 PM -----

**Silkyspot@aol.com**
02/04/2003 09:08 PM
EST

To: Tracy_Fortmann@nps.gov
cc:
Subject: Re: Ft. Vancouver National Historic Site Plan

I am sure my address is there as that is how I received the book, but I would love to receive the letters as well. My home address is as follows:
Roxanne Woodruff
6004 NE Alton Street
Portland, Oregon 97213

I may have more to add, but was not really sure I had your e-mail address correct or not. Just assumed it was same as others who work there. By the way, I am currently corresponding with Pat McDonald who wrote the book, "Where the River Brought Them" which he was commisioned to do for Rocky Mountain House. The cost was $60 Canadian, but he sent me a copy free in recognition of my interests and autographed it as well! What a thrill it was to receive! It is a most fascinating history of their area. He is quite the educator and has studied and written much on David Thompson and has even gone to London to teach at the Grey Coat School where Thompson had attended as a lad prior to coming here and maping his way accross Canada & the US. Our ggg Uncle William Henry had assisted him in some work. Pat McDonald sent us a facinating article on Henry House and it's location which was written by another fine writer. I sent a copy of this to Geri Bell who volunteers over there at Ft. Vancouver. Pat said that in the year 2007 Canada will be celebrating David Thompson's journey and it should bring out many other histories. His web pages are linked I think on my second page near the top. His site is at <http://www.davidthompsonthings.com/> if you wish to go directly to his pages. He is a speaker also and would be a good one to have some time. He is quite a traveler as well, something I am sure he had admired about David Thompson.
Well, I am hoping that if you choose Plan B in your book that it will work out well. In many ways I would prefer nothing to be changed as I love the land there as is, but know you need ways to bring in more funds to keep our historic past. Another thing I am concerned about and do not want to happen are a lot of loud band concerts. I do not mind the 4th of July celebrations and the occassional other celebrations for the community, but would hate to see it become some burned out band land left unkept and ruined. As it is many do not realize there are gravesites all over that land and some descendants do not appreciate the desecreation of such a beautiful setting. One thing I am anxious to see is an easy access to get over to the water

**(Appendix to Letter 79: Rozanne Woodruff)**

# COMMENTS

front. We have read a lot on the history that lies close to the water and would like to have a better opportunity to get over there to see it as well. I hope that there is or will be some notice as to what places were down there as indicated on the maps.
My sister, Sandra Woodruff, has been busy also putting her letter together that she will mail over there to the Fort I think tomorrow. I hope that it will get there in time. I let her know that your address will work if she chooses to send it through you. It will come from my same e-mail address which we share. She is more noted for her documented works.
Well, I will close for now. Many thanks for all your help.
Roxanne Woodruff

# RESPONSES

**(Appendix to Letter 79: Rozanne Woodruff)**

**Tracy Fortmann**
03/22/2003 10:57 AM
PST

To: Cheryl Teague/Seattle/NPS@NPS
cc:
Subject: FVNHS Draft General Management Plan

FYI--I don't know if she wants this to be formal comments though.....

taf

----- Forwarded by Tracy Fortmann/FOVA/NPS on 03/22/2003 10:56 AM -----



**"Ginger Metcalf" <icc@pacifier.com>**
02/10/2003 07:43 PM
PST
Please respond to icc

To: "Tracy Fortmann \(E-mail\)" <tracy_fortmann@nps.gov>
cc:
Subject: FVNHS Draft General Management Plan

Wow! What a volume! Thanks for the opportunity to review it. You all have been MOST thorough and if you missed a "beat," it certainly isn't obvious.

It's so exciting to realize what we CAN do . . . given buckets of $ to do it . . . but the best part is the rich heritage we have upon which to build. The opportunities are vast, as you have illustrated in the management plan, and we must not blow it. Our children's children will be blessed because of the significant efforts you all have put forth.

From this community "member," thank you . . . and full steam ahead! In other words, you go girl!

Ginger

Ginger Metcalf
Executive Director
IDENTITY CLARK COUNTY
360-695-4116

Identity Clark County
703 Broadway, Suite 504
Vancouver, WA 98660
360-695-4116

**Letter 80: Ginger Metcalf**

Thank you for your comments.

# COMMENTS

**Tracy Fortmann**
02/19/2003 10:14 AM
PST

To: Rita Hanamoto/OAKLAND/NPS@NPS
cc: Elaine Huff/FOVA/NPS@NPS, Cheryl Teague/Seattle/NPS@NPS
Subject: Re:

Do you want us to prepare a response to this? If so, let me know.

taf

Rita Hanamoto



**Rita Hanamoto**
02/19/2003 09:59 AM
PST

To: Tracy Fortmann/FOVA/NPS@NPS
cc:
Subject:

fyi

Rita Hanamoto
510-817-1303
----- Forwarded by Rita Hanamoto/OAKLAND/NPS on 02/19/2003 10:00 AM -----

**Caprice Casson**
02/19/2003 10:16 AM
EST

To: Rita Hanamoto/OAKLAND/NPS@NPS
cc:
Subject:

----- Forwarded by Caprice Casson/WASO/NPS on 02/19/03 10:28 AM -----



**EXSEC@DOI**
02/14/03 03:25 PM EST

To: Caprice Casson/WASO/NPS@NPS
cc:
Subject:



**"Ellen Fallihee" <ellenandjack@hotmail.com>**
02/07/2003 11:43 AM

To: EXSEC/OES/OS/DOI@DOI, fran_mainella@nps.gov, president@whitehouse.gov
cc:
Subject: Professional Archaeologists at Ft. Vancouver

Ellen Fallihee
4036 NE 67th Av
Portland, OR 97213

Dear Sirs: I am distressed at the prospect of losing professional archaeologists at national cultural resources such as Ft. Vancouver. The preservation and interpretation of such sites is extremely important to the awareness of our collective history and education of our children Ellen Fallihee

# RESPONSES

**Letter 81: Ellen Fallihee**

Thank you for your comments.

# COMMENTS

Fort Vancouver NHS General Management Plan
National Park Service
909 1st Ave STE 500
Seattle, Washington 98104

December 13, 2002

Being a resident of Vancouver, WA for the past 29 years, I have received considerable enjoyment in visiting and showing off to visitors the Fort Vancouver National Historic Park (FVNHP). What has been done has been done well and the programs are very educational as well as fun.

My office of employment is a neighbor of FVNHP and I use 5th street daily in my commute. I also walk around the area daily and have a fair concept of the current use of the surrounding facilities.

I would hate to see any portion of the current 5th street closed to public traffic. Doing so would unfavorably impact Evergreen Blvd through officers row, Ft Vancouver Way and Reserve St. There are just enough freight and delivery type vehicles needing access to the Military, Federal Highway, Pearson Airpark and the industrial area to the East of Reserve Street, to create extra problems on the other named streets, none of which are intended to handle the extra traffic. 1

Aside from the overloading, the thought of increasing traffic on any one of the access streets, especially Officer's Row is not pleasant.

Pearson Air Park is increasing the public image and activities through the summer months. There has been an overwhelming public response to the cruise-ins, antique auto and aircraft shows as well as historical memorial ceremonies, such as the recent Pearl Harbor Day memorial. These activities bring people in from many areas, several from out of state and this is good for the economy of Vancouver. Closing any part of 5th street would cause considerable congestion and/or discourage people from attending those activities due to undue congestion.

From a safety standpoint, why would anybody consider closing a possible escape route or access route for emergency vehicles in case of emergency?

**Please do not close any part of 5th Street.**

There has been a bundle of money spent to develop the waterfront parking and walking areas along the river on south side of Columbia Way. These lots and walkways are heavily used and areas like this are lacking in this river community. There is no need to redo the lots and waste more taxpayer dollars in trying to fix something that is not broke. The same goes for an overpass to access the apple tree. The people who are interested in seeing this tree find out how to get there and there are obviously not crowds waiting in line. 2

# RESPONSES

**Letter 82: Jim Conquest**

Thank you for your comments.

**1** The Proposed Action does not close any part of East Fifth Street. Keeping East Fifth Street open is a revision in the final plan based upon public comment.

**2** The current walkway linking downtown Vancouver and the Columbia Shores development will be retained. One existing parking area, the furthest to the east, will be retained to promote public use and water access. The other two parking areas will be combined and relocated to the north side of Columbia Way. This is critical to maximize the park green space for public use and the installation of interpretive exhibits.

## COMMENTS

With today's economy, I could never support a move to redo the facilities on Columbia Way or any kind of structure connecting the fort to the apple tree.

I would like to see continued restoration of the buildings and activities in and around the fort itself.

Thank you for considering these concerns.

Jim Conquest
905 SE 118th Court
Vancouver, WA 98683

## RESPONSES

**(Jim Conquest)**

# COMMENTS

Tracy Fortmann Ft. Vancouver NPS Superintendent
612 E. Reserve St.
Vancouver WA 98661

Dear Ms. Fortmann,

I am writing to in regard to the recently released National Park Site General Management Plan. I am very interested in supporting several of the areas listed in the GMP.

I would like to see the Ft. Vancouver NPS grow and prosper in our community, especially in those areas that make the Fort Site more accessible to the public, more educational for the public and safer for the public.

The areas of which I am speaking are as follows:

1. Fort Vancouver Waterfront- Alternative B. I am very supportive of this plan as it offers in it a footbridge that makes the entire waterfront area of Ft. Vancouver accessible to visitors, from the main fort area off of 5th. This plan would GREATLY enhance the NPS as well as provide incredible areas for additional educational and interpretive sites within the scope of the NPS.
2. Regional Cooperation/Partnership Opportunities- Alternative B. In our present economic times, it makes great fiscal sense to develop partnerships within the local communities that would allow NPS to expand its ability to reach the public. There are many areas in which the NPS could expand its educational role, by creating partnerships within the community that ~~would allow much needed~~ and greater access to the NPS by youth groups, disadvantaged or underprivileged groups, PAL groups, etc. In addition, partnerships could be formed that provide the NPS with increased security and safety for the park site and NPS workers/employees, volunteers and most importantly visitors. **1**
3. Village and Environs-Alternate C. I would encourage and support the NPS as it reconstructs buildings and structures that were/are of historical value on the NPS. It is important that the NPS identify and reconstruct these buildings as a way of preserving their historical value for the public in years to come. Upon reconstruction of these buildings, it is then equally important that these buildings ARE UTILIZED for current NPS needs as way of combining resources and fulfilling the mission of the NPS. **2**

Thank you for allowing me to voice my opinion on these issues. Please feel free to contact me if you have any questions or if you would like additional information on any of my ideas or comments.

Sincerely,

Keith C Hyde

Keith Hyde
31417 SE 5th St.
Washougal WA 98671

# RESPONSES

**Letter 83: Keith Hyde**

**1** Thank you for your comments. We agree that visitor and employee safety is important. In addition to constantly addressing park safety issues, the NPS enjoys a good working relationship with local law enforcement agencies. A proposal to locate the mounted horse patrol in the park or Reserve would improve site security. This could be located in historic or historically reconstructed buildings. Also, see chages to page 110 of the draft GMP.

Please see the NPS response to Letter 12 for additional information.

**2** Alternative C was not selected as the Proposed Action. However, the proposed action, Alternative B, does include actions where historically accurate reconstructions will be actively used by the NPS.

## COMMENTS

6 Feb. 2003

I wish to have my name and home address withheld from public record.

Dear Sir,

I would like to add my name to the list of those recommending Alternative B of the draft/ GMP. I believe this most reasonably meets the needs of making Fort Vancouver NHS the caliber of an educational historic destination that it deserves to be.

Fort Vancouver represents a truly important and vital outpost of European and American culture in the earliest settlement years of the Pacific Northwest. Created only twenty years after the Lewis and Clark expedition, integral to the fur trade industry, proving regional agriculture potential, all make the Fort Vancouver complex a natural object of interest for American citizens as well as for knowledgeable world travelers.

The many as yet unreconstructed buildings and agricultural areas deserve to be put in place. Maintaining staff members to properly represent the Fort to the public goes without saying.

Sincerely,

## RESPONSES

**Letter 84: (Name and address withheld by request)**

Thank you for your comments.

# COMMENTS

February 7, 2003

FORT VANCOUVER NATIONAL HISTORIC SITE

What doesn't make since to me is the priority given a terribly expensive land bridge to join areas that should be the priority before considering it. Why not encourage Oregon City to appreciate their historic houses instead of taking over their responsibility? They should be a draw of interest to their area.

Volunteerism, with encouragement and appreciation should rise as more and more people enter this area as residents. When volunteers feel welcomed and appreciated , they are willing to do more and encourage others to be involved, even to donate labor and materials for all phases and needs. When people feel part of and important to their community, they are willing to help improve that community.

Restoring the historic structures and gardens gives the feel of walking in history. ~~Craftsmen working, ladies spinning and quilting~~, old fashioned baked goods, historic displays in progress, being allowed to interact with history will all add to the experience. The produce from the gardens, baked goods and the crafts could be purchased at the fort store. Weather permitting, push cart venders should be selling hot dogs, old fashion ice cream cones, lemon aid, balloons and post cards.

Lots of interesting historic things need to be going on and there needs to be banners, signs and posters to inform people. Presently, most people who drive by, find nothing interesting enough to stop.

Louise Clair
11407 NE 119th St
Vancouver WA 98662
360-254-4784

# RESPONSES

**Letter 85: Louise Clair**

Thank you for your comments.

## Send Us Your Comments

*The National Park Service invites you to share your comments and concerns regarding the draft general management plan and environmental impact statement.*

*By providing your comments on the draft document, you can help make the final plan a better plan to guide the future protection, pub- use, and management of Fort couver National Historic Site.*

*raft GMP/EIS contains three distinct alternatives for the future management of Fort Vancouver. The draft GMP identifies the alternative that is preferred by the NPS. Please let us know if you agree with the preferred alternative, prefer another alternative, or elements of other alternatives. You may also have ideas or concepts that the planning team may not have even considered.*

*We hope that you take the time to read and comment on the draft GMP/EIS. Your input is important to us. To mail, please fold this form in half, enclose additional sheets of comments if necessary, seal it with tape (do not staple), and mail to the preprinted address*

***SEND COMMENTS BY JANUARY 6, 2003***

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

DEC 2 2002

Do you want to remain on the mailing list:

For future planning newsletters?

YES NO

For future park activities?

YES NO

Please print your name and address below if you wish to be added to the mailing list:

Name: Tom Craig

Address: PO Box 210

City, State, Zip: Vancouver WA 9[illegible]

Comments:

Plan B looks great. Cost
we taxpayers pay the
$11 million dollars. If not
we will have to muddle along with
Plan A

Please include a separate sheet for additional comments.

All comments received will become part of the public record and copies of comments, including any names and home addresses of respondents, may be released for public inspection. Individual respondents may request that their home addresses be withheld from the public record, which will be honored to the extent allowable by law. Requests to withhold names and/or addresses must be stated prominently at the beginning of the comments. Anonymous comments will not be considered. Submissions from organizations or businesses, and from individuals indentifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.



**Letter 86: Tom Craig**

Thank you for your comments. The general management planning process provides a blueprint for the national historic site for the next 15 years. Once the GMP is approved, project funding to implement the plan will be submitted. It is envisioned that there will be a mix of funding, both private and public dollars. It is not expected that the plan will be funded immediately; in fact, the plan will be implemented over 15 years. The Fort has been fortunate over the years to receive donated funding, services, objects, and materials. For example, the Carpenter Shop, the Jail, and now the Counting House have been reconstructed utilizing public and private dollars as well as volunteer services and materials.

# What Are Your Comments?

N-3 ✓

## Send Us Your Comments

DEC 5 2002

*The National Park Service invites you to share your comments and concerns regarding the draft general management plan and environmental impact statement.*

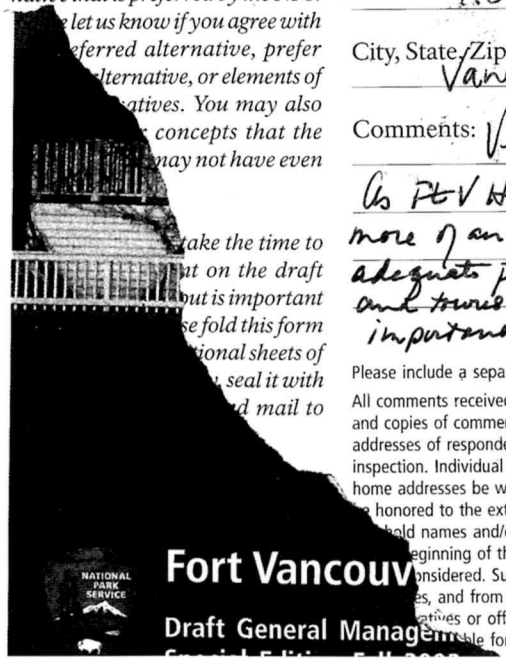
DEC 5 2002

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*The draft GMP/EIS contains three distinct alternatives for the future management of Fort Vancouver. The draft GMP identifies the alternative that is preferred by the NPS.*

*let us know if you agree with*
*eferred alternative, prefer*
*lternative, or elements of*
*atives. You may also*
*concepts that the*
*may not have even*

*ake the time to*
*t on the draft*
*ut is important*
*e fold this form*
*ional sheets of*
*seal it with*
*d mail to*




Do you want to remain on the mailing list:

For future planning newsletters?

(YES) NO

For future park activities?

(YES) NO

Please print your name and address below if you wish to be added to the mailing list:

Name: Florence B Wagner

Address: 7100 Topeka Ln

City, State, Zip: Vancouver WA 98664

Comments: Very exciting plans! As FtV HS will become even more of an attraction for tourists, adequate parking for RVs and tourist buses will be important.

fold here

Please include a separate sheet for additional comments.

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**Letter 87: Florence B. Wagner**

Thank you for your comments on the draft GMP.

# What Are Your Comments?

N-C ✓

## Send Us Your Comments

*The National Park Service invites you to share your comments and concerns regarding the draft general management plan and environmental impact statement.*

DEC 5 2002

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*SEND COMMENTS BY JANUARY 6, 2003*

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

Do you want to remain on the mailing list:

For future planning newsletters?

YES NO

For future park activities?

YES NO

Please print your name and address below if you wish to be added to the mailing list.

Name: GLENN & SHIRLEY SLACK

Address: 290 AMANDA CT

City, State, Zip: OREGON CITY, OR 97045

(fold here)

Comments: WE RECVD (2) COPIES OF YOUR BIG BOOK - PLEASE ONLY (1) ONE COPY OF ANYTHING! VERY INTERESTING - BUT - WRONG TIME OF YEAR TO TAKE TIME TO READ SO MUCH INFO!

PLAN 'B' SEEMS LIKE THE BEST CHOICE!

Please include a separate sheet for additional comments.

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**Letter 88: Glen and Shirley Slack**

Thank you for your comments.

# What Are Your Comments?

N-8 ✓

DEC 16 2002

## Send Us Your Comments

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*eferred alternative, prefer*
*er alternative, or elements of*
*alternatives. You may also have ideas or concepts that the planning team may not have even considered.*

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*SEND COMMENTS BY JANUARY 6, 2003*

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

Do you want to remain on the mailing list:

For future planning newsletters?

(YES) NO

For future park activities?

(YES) NO

Please print your name and address below if you wish to be added to the mailing list:

Name:

Address: Mr. Bob A. Schmidt
18513 SE 16th Ln.
Vancouver, WA 98683

City, State, Zip:

Comments: Move Howard House operation to NPS center - Save rangers and volunteer tins.

Please include a separate sheet for additional comments.

All comments received will become part of the public record and copies of comments, including any names and home addresses of respondents, may be released for public inspection. Individual respondents may request that their home addresses be withheld from the public record, which will be honored to the extent allowable by law. Requests to withhold names and/or addresses must be stated prominently at the beginning of the comments. Anonymous comments will not be considered. Submissions from organizations or businesses, and from individuals indentifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.



**Letter 89: Bob Schmidt**

Thank you for your comments. This is consistent with the Proposed Action.

# What Are Your Comments?

N-11r

## Send Us Your Comments

*The National Park Service invites you to share your comments and concerns regarding the draft general management plan and environmental impact statement.*

DEC 20 2002

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***SEND COMMENTS BY JANUARY 6, 2003***

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

Do you want to remain on the mailing list:

For future planning newsletters?

(YES) NO

For future park activities?

YES NO

Please print your name and address below if you wish to be added to the mailing list:

Name: Mary Coats

Address: 716 Center St.

City, State, Zip: Oregon City OR 97045

(fold here)

Comments:

(1) I support Alternative B.

(2) Full ID of McLoughlin House as NHS/Ft. Vancouver unit would benefit the region financially & educationally at the very least. A "win-win-win" proposal!

Please include a separate sheet for additional comments.

All comments received will become part of the public record and copies of comments, including any names and home addresses of respondents, may be released for public inspection. Individual respondents may request that their home addresses be withheld from the public record, which will be honored to the extent allowable by law. Requests to withhold names and/or addresses must be stated prominently at the beginning of the comments. Anonymous comments will not be considered. Submissions from organizations or businesses, and from individuals indentifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.





**Letter 90: Mary Coates**

Thank you for your comments.

# What Are Your Comments? N-13 ✓

## Send Us Your Comments

~~JAN 3 2003~~ JAN 2 2003

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*SEND COMMENTS BY JANUARY 6, 2003*

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

Do you want to remain on the mailing list:

For future planning newsletters?

(YES) NO

For future park activities?

(YES) NO

Please print your name and address below if you wish to be added to the mailing list:

Name: Gale / Vivian Stephens

Address: 7912 SE Rofini Ct

City, State, Zip: Milwaukie, OR 97267

Comments:

Leave the parking alone

Please include a separate sheet for additional comments.

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**Letter 91: Vivian Stephens**

Thank you for your comments.

# What Are Your Comments?

N-14 ✓

## Send Us Your Comments

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*SEND COMMENTS BY JANUARY 6, 2003*

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

JAN 10 2003

Do you want to remain on the mailing list:

For future planning newsletters?

(YES) NO

For future park activities?

(YES) NO

Please print your name and address below if you wish to be added to the mailing list:

Name: Kathy Gabriel

Address: 608 R St, Apt E

City, State, Zip: Vancouver WA 98661

Comments:
Closing part of 5th Street will make traveling less simple, reduce parking and add traffic to historic Evergreen Blvd. Also, visitors to FHWA will get lost even easier. Also, I see no benefit to the NHS in doing it. Reconsider that part of Alternate B.

Please include a separate sheet for additional comments.

All comments received will become part of the public record and copies of comments, including any names and home addresses of respondents, may be released for public inspection. Individual respondents may request that their home addresses be withheld from the public record, which will be honored to the extent allowable by law. Requests to withhold names and/or addresses must be stated prominently at the beginning of the comments. Anonymous comments will not be considered. Submissions from organizations or businesses, and from individuals indentifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.



**Letter 92: Kathy Gabriel**

Thank you for your comments. Please see the NPS response to Letter 12 for additional information.

# What Are Your Comments?

## Send Us Your Comments

N-19

*The National Park Service invites you to share your comments and concerns regarding the draft general management plan and environmental impact statement.*

FEB 10 2003

*By providing your comments on the draft document, you can help make the final plan a better plan to guide the future protection, public use, and management of Fort Vancouver National Historic Site.*

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***SEND COMMENTS BY JANUARY 6, 2003***

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

Do you want to remain on the mailing list:

For future planning newsletters?

(YES) NO

For future park activities?

(YES) NO

Please print your name and address below if you wish to be added to the mailing list:

Name: HARVEY STEELE

Address: 16037 SE BROOKLYN

City, State, Zip: PORTLAND, OR 97236

Comments:

I APPROVE OF ALTERNATIVE B WITH SPECIAL EMPHASIS ON CULTURAL RESOURCES

Please include a separate sheet for additional comments.

All comments received will become part of the public record and copies of comments, including any names and home addresses of respondents, may be released for public inspection. Individual respondents may request that their home addresses be withheld from the public record, which will be honored to the extent allowable by law. Requests to withhold names and/or addresses must be stated prominently at the beginning of the comments. Anonymous comments will not be considered. Submissions from organizations or businesses, and from individuals indentifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.



**Letter 93: Harvey Steele**

Thank you for your comments.

## Are Your Comments?

### Send Us Your Comments

N-20

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*SEND COMMENTS BY JANUARY 6, 2003*

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

FEB 10 2003

Do you want to remain on the mailing list:

For future planning newsletters?

(YES) NO

For future park activities?

(YES) NO

Please print your name and address below if you wish to be added to the mailing list:

Name: Chelsea J. Browne

Address: 114 S.E. 12th Ave

City, State, Zip: Portland, Or 97214

(fold here)

Comments: Allen B. would best preserve & advance vital programs at Ft Vanc as are necessary

Please include a separate sheet for additional comments.

All comments received will become part of the public record and copies of comments, including any names and home addresses of respondents, may be released for public inspection. Individual respondents may request that their home addresses be withheld from the public record, which will be honored to the extent allowable by law. Requests to withhold names and/or addresses must be stated prominently at the beginning of the comments. Anonymous comments will not be considered. Submissions from organizations or businesses, and from individuals indentifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.



**Letter 94: Chelsea J. Browne**

Thank you for your comments.

# What Are Your Comments?

N-21 ✓

## Send Us Your Comments

*The National Park Service invites you to share your comments and concerns regarding the draft general management plan and environmental impact statement.*

*By providing your comments on the draft document, you can help make the final plan a better plan to guide the future protection, public use, and management of Fort Vancouver National Historic Site.*

*The draft GMP/EIS contains three distinct alternatives for the future management of Fort Vancouver. The draft GMP identifies the alternative that is preferred by the NPS. Please let us know if you agree with the preferred alternative, prefer another alternative, or elements of other alternatives. You may also have ideas or concepts that the planning team may not have even considered.*

*We hope that you take the time to read and comment on the draft GMP/EIS. Your input is important to us. To mail, please fold this form in half, enclose additional sheets of comments if necessary, seal it with tape (do not staple), and mail to the preprinted address*

*SEND COMMENTS BY JANUARY 6, 2003*

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

FEB 10 2003

Do you want to remain on the mailing list:

For future planning newsletters?

(YES) NO

For future park activities?

(YES) NO

Please print your name and address below if you wish to be added to the mailing list:

Name: Richard A. Reay

Address: 417 SE 98TH AVE

City, State, Zip: VANCOUVER WA 98664

Comments:

PLEASE CONSIDER USING PLANB

Please include a separate sheet for additional comments.

All comments received will become part of the public record and copies of comments, including any names and home addresses of respondents, may be released for public inspection. Individual respondents may request that their home addresses be withheld from the public record, which will be honored to the extent allowable by law. Requests to withhold names and/or addresses must be stated prominently at the beginning of the comments. Anonymous comments will not be considered. Submissions from organizations or businesses, and from individuals indentifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.



**Letter 95: Richard A. Reay**
Thank you for your comments.

# What Are Your Comments?

## Send Us Your Comments

N-22

*The National Park Service invites you to share your comments and concerns regarding the draft general management plan and environmental impact statement.*

FEB 10 2003

*By providing your comments on the draft document, you can help make the final plan a better plan to guide the future protection, public use, and management of Fort Vancouver National Historic Site.*

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*SEND COMMENTS BY JANUARY 6, 2003*

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

Do you want to remain on the mailing list:

For future planning newsletters?

YES NO

For future park activities?

YES NO

Please print your name and address below if you wish to be added to the mailing list:

Name: Amanda Krebs

Address: 18004 SE 11th St

City, State, Zip: Vancouver WA 98683

(fold here)

Comments:

I support alternative B

Please include a separate sheet for additional comments.

All comments received will become part of the public record and copies of comments, including any names and home addresses of respondents, may be released for public inspection. Individual respondents may request that their home addresses be withheld from the public record, which will be honored to the extent allowable by law. Requests to withhold names and/or addresses must be stated prominently at the beginning of the comments. Anonymous comments will not be considered. Submissions from organizations or businesses, and from individuals indentifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.



**Letter 96: Amanda Krebs**

Thank you for your comments.

# What Are Your Comments?

## Send Us Your Comments

N-23

*The National Park Service invites you to share your comments and concerns regarding the draft general management plan and environmental impact statement.*

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*We hope that you take the time to read and comment on the draft GMP/EIS. Your input is important to us. To mail, please fold this form in half, enclose additional sheets of comments if necessary, seal it with tape (do not staple), and mail to the preprinted address*

*SEND COMMENTS BY JANUARY 6, 2003*

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

FEB 10 2003

Do you want to remain on the mailing list:

For future planning newsletters?

YES NO

For future park activities?

YES NO

Please print your name and address below if you wish to be added to the mailing list

Name: Jessica Krebs

Address: 18604 SE. 11th St.

City, State, Zip: Vancouver WA 98683

Comments:

I support alternative B.

(fold here)

Please include a separate sheet for additional comments.

All comments received will become part of the public record and copies of comments, including any names and home addresses of respondents, may be released for public inspection. Individual respondents may request that their home addresses be withheld from the public record, which will be honored to the extent allowable by law. Requests to withhold names and/or addresses must be stated prominently at the beginning of the comments. Anonymous comments will not be considered. Submissions from organizations or businesses, and from individuals indentifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.



**Letter 97: Jessica Krebs**

Thank you for your comments.

# What Are Your Comments?

## Send Us Your Comments

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*SEND COMMENTS BY JANUARY 6, 2003*

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

N-24

FEB 10 2003

Do you want to remain on the mailing list:

For future planning newsletters?

YES NO

For future park activities?

YES NO

Please print your name and address below if you wish to be added to the mailing list:

Name: Leland Krebs

Address: 18604 SE 11th

City, State, Zip: Vancouver WA 98683

(fold here)

Comments:

I support alternative B

Please include a separate sheet for additional comments.

All comments received will become part of the public record and copies of comments, including any names and home addresses of respondents, may be released for public inspection. Individual respondents may request that their home addresses be withheld from the public record, which will be honored to the extent allowable by law. Requests to withhold names and/or addresses must be stated prominently at the beginning of the comments. Anonymous comments will not be considered. Submissions from organizations or businesses, and from individuals indentifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.



**Letter 98: Leland Krebs**

Thank you for your comments.

# What Are Your Comments?

## Send Us Your Comments

N-25

*The National Park Service invites you to share your comments and concerns regarding the draft general management plan and environmental impact statement.*

FEB 10 2003

*By providing your comments on the draft document, you can help make the final plan a better plan to guide the future protection, public use, and management of Fort Vancouver National Historic Site.*

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*We hope that you take the time to read and comment on the draft GMP/EIS. Your input is important to us. To mail, please fold this form in half, enclose additional sheets of comments if necessary, seal it with tape (do not staple), and mail to the preprinted address*

*SEND COMMENTS BY JANUARY 6, 2003*

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

Do you want to remain on the mailing list:

For future planning newsletters?

YES NO

For future park activities?

YES NO

Please print your name and address below if you wish to be added to the mailing list:

Name: James Daly

Address: 9504 SE 12th St

City, State, Zip: Vancouver, WA 98664

Comments:

I support Alternative B

Please include a separate sheet for additional comments.

All comments received will become part of the public record and copies of comments, including any names and home addresses of respondents, may be released for public inspection. Individual respondents may request that their home addresses be withheld from the public record, which will be honored to the extent allowable by law. Requests to withhold names and/or addresses must be stated prominently at the beginning of the comments. Anonymous comments will not be considered. Submissions from organizations or businesses, and from individuals indentifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.



**Letter 99: James Daly**

Thank you for your comments.

# What Are Your Comments?

## Send Us Your Comments

N-26 ✓

*The National Park Service invites you to share your comments and concerns regarding the draft general management plan and environmental impact statement.*

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*We hope that you take the time to read and comment on the draft GMP/EIS. Your input is important to us. To mail, please fold this form in half, enclose additional sheets of comments if necessary, seal it with tape (do not staple), and mail to the preprinted address*

*SEND COMMENTS BY JANUARY 6, 2003*

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

FEB 10 2003

Do you want to remain on the mailing list:

For future planning newsletters?

YES (NO)

For future park activities?

YES (NO)

Please print your name and address below if you wish to be added to the mailing list:

Name: Kathy Roussos

Address: 307 Phoenix Way

City, State, Zip: VANC WA 98661

Comments: I Support Alternative B

Please include a separate sheet for additional comments.

All comments received will become part of the public record and copies of comments, including any names and home addresses of respondents, may be released for public inspection. Individual respondents may request that their home addresses be withheld from the public record, which will be honored to the extent allowable by law. Requests to withhold names and/or addresses must be stated prominently at the beginning of the comments. Anonymous comments will not be considered. Submissions from organizations or businesses, and from individuals indentifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.



**Letter 100: Kathy Roussos**

Thank you for your comments.

# What Are Your Comments?

## Send Us Your Comments

N-27

*The National Park Service invites you to share your comments and concerns regarding the draft general management plan and environmental impact statement.*

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*SEND COMMENTS BY JANUARY 6, 2003*

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

FEB 10 2003

Do you want to remain on the mailing list:

For future planning newsletters?

YES NO

For future park activities?

YES NO

Please print your name and address below if you wish to be added to the mailing list:

Name: Cynthia Phelps

Address: 11308 NE 12th Ave

City, State, Zip: Van. Wa 98685

Comments: I like Alternative B

Take Action!

Please include a separate sheet for additional comments.

All comments received will become part of the public record and copies of comments, including any names and home addresses of respondents, may be released for public inspection. Individual respondents may request that their home addresses be withheld from the public record, which will be honored to the extent allowable by law. Requests to withhold names and/or addresses must be stated prominently at the beginning of the comments. Anonymous comments will not be considered. Submissions from organizations or businesses, and from individuals indentifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.



**Letter 101: Cynthia Phelps**

Thank you for your comments.

# What Are Your Comments? N-30

## Send Us Your Comments

*The National Park Service invites you to share your comments and concerns regarding the draft general management plan and environmental impact statement.*

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*SEND COMMENTS BY JANUARY 6, 2003*

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

FEB 10 2003

Do you want to remain on the mailing list:

For future planning newsletters?

YES (NO)

For future park activities?

YES (NO)

Please print your name and address below if you wish to be added to the mailing list:

Name: Bob Bergdahl

Address: 10611 NE 20th Ave

City, State, Zip: Vancouver, WA 98686

(fold here)

Comments:

"B"
I would like Alternative on the Ft. Vancouver Historic Site.

Please include a separate sheet for additional comments.

All comments received will become part of the public record and copies of comments, including any names and home addresses of respondents, may be released for public inspection. Individual respondents may request that their home addresses be withheld from the public record, which will be honored to the extent allowable by law. Requests to withhold names and/or addresses must be stated prominently at the beginning of the comments. Anonymous comments will not be considered. Submissions from organizations or businesses, and from individuals indentifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.



**Letter 102: Bob Bergdahl**

Thank you for your comments.

# What Are Your Comments?

N31

## Send Us Your Comments

*The National Park Service invites you to share your comments and concerns regarding the draft general management plan and environmental impact statement.*

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*SEND COMMENTS BY JANUARY 6, 2003*

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

FEB 10 2003

Do you want to remain on the mailing list:

For future planning newsletters?

(YES) NO

For future park activities?

(YES) NO

Please print your name and address below if you wish to be added to the mailing list:

Name: DAVID FENTON

Address: 3401 DANIELS ST

City, State, Zip: VANCOUVER, WA. 98660

Comments:

FULL SPEED AHEAD ON OPTION B.

Please include a separate sheet for additional comments.

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**Letter 103: David Fenton**

Thank you for your comments.

# What Are Your Comments?

N-32

## Send Us Your Comments

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*SEND COMMENTS BY JANUARY 6, 2003*

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

FEB 10 2003

Do you want to remain on the mailing list:

For future planning newsletters?

YES NO

For future park activities?

YES NO

Please print your name and address below if you wish to be added to the mailing list:

Name: Jackie McGreevey

Address: 2900 NE 144 St

City, State, Zip: Vancouver, WA 98686

Comments:

I support alternative B especially the Cultural Resource Education Center.

Please include a separate sheet for additional comments.

All comments received will become part of the public record and copies of comments, including any names and home addresses of respondents, may be released for public inspection. Individual respondents may request that their home addresses be withheld from the public record, which will be honored to the extent allowable by law. Requests to withhold names and/or addresses must be stated prominently at the beginning of the comments. Anonymous comments will not be considered. Submissions from organizations or businesses, and from individuals indentifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.



**Letter 104: Jackie McGreevey**

Thank you for your comments.

# What Are Your Comments?

N-33 V

## Send Us Your Comments

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*SEND COMMENTS BY JANUARY 6, 2003*

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

FEB 10 2003

Do you want to remain on the mailing list:

For future planning newsletters?

(YES) NO

For future park activities?

(YES) NO

Please print your name and address below if you wish to be added to the mailing list:

Name: JACK L. WILLIAMS

Address: P.O. BOX 715

City, State, Zip: CLACKAMAS, OR. 97015

Comments: I AGREE WITH PREFERRED ALTERNATIVE B!

Please include a separate sheet for additional comments.

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**Letter 105: Jack L. Williams**

Thank you for your comments.

# What Are Your Comments?

## Send Us Your Comments

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***SEND COMMENTS BY JANUARY 6, 2003***

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

N-84

FEB 10 2003

Do you want to remain on the mailing list:

For future planning newsletters?

YES (NO)

For future park activities?

(YES) NO

Please print your name and address below if you wish to be added to the mailing list:

Name: Kathie Klingler

Address: 2415 E. Mill Plain #15

City, State, Zip: Vancouver, WA. 98661

Comments: I support alternative B. I also support cultural resources.

Please include a separate sheet for additional comments.

All comments received will become part of the public record and copies of comments, including any names and home addresses of respondents, may be released for public inspection. Individual respondents may request that their home addresses be withheld from the public record, which will be honored to the extent allowable by law. Requests to withhold names and/or addresses must be stated prominently at the beginning of the comments. Anonymous comments will not be considered. Submissions from organizations or businesses, and from individuals indentifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.



**Letter 106: Kathie Klingler**

Thank you for your comments.

# What Are Your Comments?

## Send Us Your Comments

N-35 ✓

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*The draft GMP/EIS contains three distinct alternatives for the future management of Fort Vancouver. The draft GMP identifies the alternative that is preferred by the NPS. Please let us know if you agree with the preferred alternative, prefer another alternative, or elements of other alternatives. You may also have ideas or concepts that the planning team may not have even considered.*

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*SEND COMMENTS BY*
~~*JANUARY 6, 2003*~~ 2/8/03

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

FEB 10 2003

Do you want to remain on the mailing list:

For future planning newsletters?

(YES) NO

For future park activities?

(YES) NO

Please print your name and address below if you wish to be added to the mailing list:

Name: JAMES W. LEE

Address: 34265 S. NEEDY ROAD

City, State, Zip: WOODBURN, OR 97071

Comments: I support alternative B.

Please include a separate sheet for additional comments.

All comments received will become part of the public record and copies of comments, including any names and home addresses of respondents, may be released for public inspection. Individual respondents may request that their home addresses be withheld from the public record, which will be honored to the extent allowable by law. Requests to withhold names and/or addresses must be stated prominently at the beginning of the comments. Anonymous comments will not be considered. Submissions from organizations or businesses, and from individuals indentifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.



**Letter 107: James W. Lee**

Thank you for your comments.

# What Are Your Comments?

N-36 ✓

## Send Us Your Comments

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*SEND COMMENTS BY*
~~*JANUARY 6, 2003*~~ 2/8/03

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

FEB 10 2003

Do you want to remain on the mailing list:

For future planning newsletters?

YES NO

For future park activities?

YES NO

Please print your name and address below if you wish to be added to the mailing list:

Name: JAN LANGFORD

Address: 20223 S. DANNY, CT.

City, State, Zip: OREGON CITY OR 97045

(fold here)

Comments:
I SUPPORT ALTERNATIVE B. GET RID OF AIRPORT - INCONGRUOUS W/FT. VANCOUVER MCLOUGHLIN HOUSE RUN BY FOA.

Please include a separate sheet for additional comments.

All comments received will become part of the public record and copies of comments, including any names and home addresses of respondents, may be released for public inspection. Individual respondents may request that their home addresses be withheld from the public record, which will be honored to the extent allowable by law. Requests to withhold names and/or addresses must be stated prominently at the beginning of the comments. Anonymous comments will not be considered. Submissions from organizations or businesses, and from individuals indentifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.



**Letter 108: Jan Langford**

Thank you for your comments. Pearson Field will remain a general aviation airport through the 15-year general management plan period as stipulated by federal law. The NPS recognizes that there have been some conflicts in the past between users of the airport and public use and interpretive programming within the Fort. Cognizant of this, the NPS, in cooperation with the City of Vancouver, pilots and pilot organizations that use Pearson, are encouraging better dialogue and communication with each other. The goal will seek to minimize future incidents and concerns, and provide for public safety and education at the Fort while continuing a viable general aviation function at Pearson Field.

# What Are Your Comments?

N-87 ✓

## Send Us Your Comments

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*SEND COMMENTS BY*
~~*JANUARY 6, 2003*~~ 2/8/03

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

FEB 10 2003

Do you want to remain on the mailing list:

For future planning newsletters?

(YES) NO

For future park activities?

(YES) NO

Please print your name and address below if you wish to be added to the mailing list:

Name: FRANK LANGFORD

Address: 20223 S. DANNY COURT

City, State, Zip: OREGON CITY OR 97045

Comments:

I SUPPORT ALTERNATIVE B

Please include a separate sheet for additional comments.

All comments received will become part of the public record and copies of comments, including any names and home addresses of respondents, may be released for public inspection. Individual respondents may request that their home addresses be withheld from the public record, which will be honored to the extent allowable by law. Requests to withhold names and/or addresses must be stated prominently at the beginning of the comments. Anonymous comments will not be considered. Submissions from organizations or businesses, and from individuals indentifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.



**Letter 109: Frank Langford**

Thank you for your comments.

# What Are Your Comments?

N-38

## Send Us Your Comments

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*The draft GMP/EIS contains three distinct alternatives for the future management of Fort Vancouver. The draft GMP identifies the alternative that is preferred by the NPS. Please let us know if you agree with the preferred alternative, prefer another alternative, or elements of other alternatives. You may also have ideas or concepts that the planning team may not have even considered.*

*We hope that you take the time to read and comment on the draft GMP/EIS. Your input is important to us. To mail, please fold this form in half, enclose additional sheets of comments if necessary, seal it with tape (do not staple), and mail to the preprinted address*

*SEND COMMENTS BY JANUARY 6, 2003*

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

Do you want to remain on the mailing list:

For future planning newsletters?

FEB 11 2003 YES (NO)

For future park activities?

YES (NO)

Please print your name and address below if you wish to be added to the mailing list:

Name: Susan Bexton

Address: 9021 SW 55th Ave.

City, State, Zip: Portland, OR 97219

Comments:

Basicaley, alternative B appears to be an excellent option

fold here

Please include a separate sheet for additional comments.

All comments received will become part of the public record and copies of comments, including any names and home addresses of respondents, may be released for public inspection. Individual respondents may request that their home addresses be withheld from the public record, which will be honored to the extent allowable by law. Requests to withhold names and/or addresses must be stated prominently at the beginning of the comments. Anonymous comments will not be considered. Submissions from organizations or businesses, and from individuals indentifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.



**Letter 110: Susan Bexton**

Thank you for your comments.

# What Are Your Comments? N/A-39

## Send Us Your Comments

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*SEND COMMENTS BY JANUARY 6, 2003*

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

Do you want to remain on the mailing list:

For future planning newsletters?

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YES NO

For future park activities?

YES NO

Please print your name and address below if you wish to be added to the mailing list:

Name: Robin Wilson

Address: 1407 Leadville

(fold here)

City, State, Zip: Boise ID 83706
Boise IDAHO

Comments: I support plans B or C.

Please include a separate sheet for additional comments.

All comments received will become part of the public record and copies of comments, including any names and home addresses of respondents, may be released for public inspection. Individual respondents may request that their home addresses be withheld from the public record, which will be honored to the extent allowable by law. Requests to withhold names and/or addresses must be stated prominently at the beginning of the comments. Anonymous comments will not be considered. Submissions from organizations or businesses, and from individuals indentifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.



**Letter 111: Robin Wilson**

Thank you for your comments.

# What Are Your Comments?

NJ-40

## Send Us Your Comments

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*SEND COMMENTS BY JANUARY 6, 2003*

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

Do you want to remain on the mailing list:

For future planning newsletters?

(YES) NO

For future park activities?

(YES) NO

Please print your name and address below if you wish to be added to the mailing list:

Name: Rachel Nelson

Address: 6407 NE 70th St

City, State, Zip: Vancouver WA 98661-1548

(fold here)

Comments:

I would like to see "Alt. B" implemented. Fort Vanc. Nat'l. Historic Site is a national treasure that needs to be preserved & expanded & improved.

Please include a separate sheet for additional comments.

All comments received will become part of the public record and copies of comments, including any names and home addresses of respondents, may be released for public inspection. Individual respondents may request that their home addresses be withheld from the public record, which will be honored to the extent allowable by law. Requests to withhold names and/or addresses must be stated prominently at the beginning of the comments. Anonymous comments will not be considered. Submissions from organizations or businesses, and from individuals indentifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.



**Letter 112: Rachel Nelson**

Thank you for your comments.

## What Are Your Comments?

N41

### Send Us Your Comments

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*SEND COMMENTS BY JANUARY 6, 2003*

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

Do you want to remain on the mailing list:

For future planning newsletters?

(YES) NO

For future park activities?

(YES) NO

Please print your name and address below if you wish to be added to the mailing list:

Name: Ben + Erin Sullivan

Address: 6111 NE 67th St.

City, State, Zip: Vanc WA 98661

Comments: we would like to see Alternative "B" Parking is important.

Please include a separate sheet for additional comments.

All comments received will become part of the public record and copies of comments, including any names and home addresses of respondents, may be released for public inspection. Individual respondents may request that their home addresses be withheld from the public record, which will be honored to the extent allowable by law. Requests to withhold names and/or addresses must be stated prominently at the beginning of the comments. Anonymous comments will not be considered. Submissions from organizations or businesses, and from individuals indentifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.



**Letter 113: Ben and Erin Sullivan**

Thank you for your comments.

# What Are Your Comments? N-42

## Send Us Your Comments

*The National Park Service invites you to share your comments and concerns regarding the draft general management plan and environmental impact statement.*

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*We hope that you take the time to read and comment on the draft GMP/EIS. Your input is important to us. To mail, please fold this form in half, enclose additional sheets of comments if necessary, seal it with tape (do not staple), and mail to the preprinted address*

*SEND COMMENTS BY JANUARY 6, 2003*

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

Do you want to remain on the mailing list:
I'm not on one now, but would like to be For future planning newsletters?

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YES NO

For future park activities?

YES NO

Please print your name and address below if you wish to be added to the mailing list:

Name: Ms. Janet Tripp

Address: 7631 8th Avenue NW

City, State, Zip: Seattle, WA 98117

(fold here)

Comments: Park Leaders: I travel down to Portland on business and I try to always stop to see what's new at the park. The Fort has really come alive in the last few years--it is always changing. Before, it was boring and seemed to be stagnating. Whoever is in charge is doing an outstanding job. You finally have the right man as Supt! I support B, but prefer C. B falls short. There should be more reconstruction. I stop by here quarterly + am surprised that I didn't know this process was underway. I also must state that this comment form is inadequate. Finally, not to upset anyone, but Fort Vancouver is the only interesting destination in SW Washington. There is no reason to visit/stop here otherwise. So I think expending more dollars here is very necessary. I read about

1

Please include a separate sheet for additional comments.

All comments received will become part of the public record and copies of comments, including any names and home addresses of respondents, may be released for public inspection. Individual respondents may request that their home addresses be withheld from the public record, which will be honored to the extent allowable by law. Requests to withhold names and/or addresses must be stated prominently at the beginning of the comments. Anonymous comments will not be considered. Submissions from organizations or businesses, and from individuals indentifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.

I love baseball & some Seattle Mariners memorabilia. I'm surprised & pleased that there's not more baseball here. I'm glad you've noticed Washington's love of baseball. Hope you'll do more. Hi! Glad to learn that there's more funding in Vancouver. You should be proud of your work. Keep it up!

**Letter 114: Janet Tripp**

1 Thank you for your comments. Alternative B allows for additional reconstruction within the park as funds may be available and as it's determined appropriate to do so. Please see the NPS response to the first comment of Letter 24.

## What Are Your Comments?

### Send Us Your Comments

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*SEND COMMENTS BY JANUARY 6, 2003*

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

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NATIONAL HISTORIC SITE

PV-43

Do you want to remain on the mailing list:

For future newsletters?

YES NO

For future park activities?

YES NO

Please print your name and address below if you wish to be added to the mailing list:

Name: Dennis Torresdal

Address: 20327 NW Secure Isl Rd

City/State/Zip: Portland OR

Comments: I support Alt B. I wouldnt tear out the asphalt pads until reconstruction. High priority on Reconstruct. Sales shop/Research lab building, the reconstructed fort is awesome the rest of the plan looks great. Thank you

(fold here)

Please include a separate sheet for additional comments.

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**Letter 115: Dennis Torresdal**

Thank you for your comments. Consistent with the recommendations of the GMP, it is the intent of park staff to remove the asphalt pads, which are currently located inside the stockade. The pads were placed at a point in time when only a few buildings had been reconstructed. Their purpose was to give the public a sense of the number of buildings and where they were located within the stockade. Although it is still important to note the locations of a number of buildings that will not be reconstructed, as well as those that have not yet been reconstructed, these buildings will be delineated in a more sensitive, accurate, and aesthetic manner. The large asphalt pads impinge on the historic setting and removal of them, while marking the buildings with post-on-sill style wooden corners, is more appropriate.

# What Are Your Comments?

N-44 FEB 13

## Send Us Your Comments

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*SEND COMMENTS BY JANUARY 6, 2003*

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

Do you want to remain on the mailing list:

For future planning newsletters?

(YES) NO

For future park activities?

(YES) NO

Please print your name and address below if you wish to be added to the mailing list:

Name: _____

Address: _____

City, State, Zip: _____

(fold here)

Comments: I support the alternative that is preferred by the NPS Please provide easy access for the handicapped.

Please include a separate sheet for additional comments.

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333



**Letter 116: Janice Heiner**

Thank you for your comments. Accessibility is, and will continue to be, a critical issue. The park is complying with the intent and spirit of the Americans with Disabilities Act of 1990. Projects and improvements will recognize and support accessibility concerns. The park staff has taken steps to make the park more accessible. For example, reconstructed buildings within the stockade were not accessible in the past to those in wheel chairs or with mobility problems due to the fact that there was a step in front of each doorway. In the early 1990s, to make them accessible, the steps in front of all of the buildings were removed and natural-like landings were created to enable those in wheel chairs or with mobility problems the opportunity to easily enter the buildings. The Chief Factor's House posed a specific problem in that there are stairs leading to the entrance. Park staff worked with specialists to design an outdoor elevator, specifically for the Chief Factor's House, which is now accessible to the visiting public. Recently, the park staff requested and is now scheduled to receive project funding which will enable the reconstruction of historic paths that connected various buildings. These reconstructed paths will be made of decomposed granite and will enable greater ease for those with mobility issues in working their way through an archaeological site. The park has recently developed "large print" materials for those with visual impairments. There is a focus and commitment on accessibility so that everyone can experience this unit of the National Park System.

# What Are Your Comments?

N-45

## Send Us Your Comments

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*SEND COMMENTS BY JANUARY 6, 2003*

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

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Do you want to remain on the mailing list:

For future planning newsletters?

YES NO

For future park activities?

YES NO

Please print your name and address below if you wish to be added to the mailing list:

Name: Pamela A Porter

Address: 0524 SW Texas St

City, State, Zip: Portland, Oregon 97219

Comments: "Alternative B" appears to be the most satisfactory and includes learning experience.

(fold here)

Please include a separate sheet for additional comments.

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**Letter 117: Pamela A. Porter**

Thank you for your comments.

# What Are Your Comments?

N-46

## Send Us Your Comments

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*SEND COMMENTS BY JANUARY 6, 2003*

*Please contact Tracy Fortmann, Superintendent (360 696-7655) for additional information*

Do you want to remain on the mailing list:

For future planning newsletters?

YES (NO)

For future park activities?

YES (NO)

Please print your name and address below if you wish to be added to the mailing list:

Name: PAM NEALE

Address: 863 NICKLAUS LN.

City, State, Zip: EAGLE ID 83616

Comments: I SUPPORT EXPANSION OF FORT RECONSTRUCTION UNDER PLANS B OR C.

Please include a separate sheet for additional comments.

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**Letter 118: Pam Neale**

Thank you for your comments.







As the nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife and biological diversity; preserving the environmental and cultural values of our national parks and historical places; and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

NPS-D-98A October 2003

United States Department of the Interior
National Park Service
Fort Vancouver National Historic Site
612 East Reserve Street
Vancouver, Washington 98661

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